

Proposed Aldi Food Store

Salisbury Rd, Calmore, Totton

DRAFT STAFF TRAVEL PLAN





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Revision	Date	Notes	Author	Checked	Approved
	April 2022	1 st Issue	DJA	DTW	RW

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EXECUTIVE SUMMARY

This Draft Staff Travel Plan (TP) has been produced to support of a proposal a new A1 Food store (Aldi) on land at Little Testwood Farm, Calmore, Totton in Hampshire.

As a draft TP it is expected that this document will act as a point from which a final TP can be developed between the applicant and associated stakeholders.

The core aim of this TP is to reduce single occupancy vehicle trips to and from the site, through increased use of public transport, walking and cycling.

Key points that the reader should make themselves conversant with include:

- Travel Options – Pages 5-11
- Travel plan coordinator contact details – page 13
- Travel Plan measures – page 14
- Survey information – page 16



1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 This Draft Travel Plan (TP) has been produced to support of a proposal a new A1 Food store (Aldi) in Totton. Once finalised with the LHA, this draft document will be finalised and re-issued.

1.2 THE DEVELOPMENT

1.2.1 The development proposal comprises;

- 1,890 sqm GFA Class E Foodstore including a total 144 customer car parking spaces (5.0m x 2.5m) of which 4 EVCP spaces and 20 passive spaces, 6 disabled parking bays, 8 P&C parking bays and 2 click and collect bays, together with 8 customer cycle parking spaces under a shelter (staff cycle parking internal to the warehouse) with pedestrian access from Salisbury Road. 4 further staff car parking spaces would be provided in the service yard area.

1.2.2 Development proposals are attached as **Appendix A**.

1.2.3 Aldi have a policy of limited trading hours, which are generally as follows:

- Monday – Saturday 0800am – 2200pm; and
- Sunday 1000am – 1700pm.

1.2.4 Up to 40 staff are employed at each store, comprising a Store Manager, Assistant Store Manager and Store Assistants.

2.0 YOUR PLACE OF WORK AND TRAVEL OPTIONS

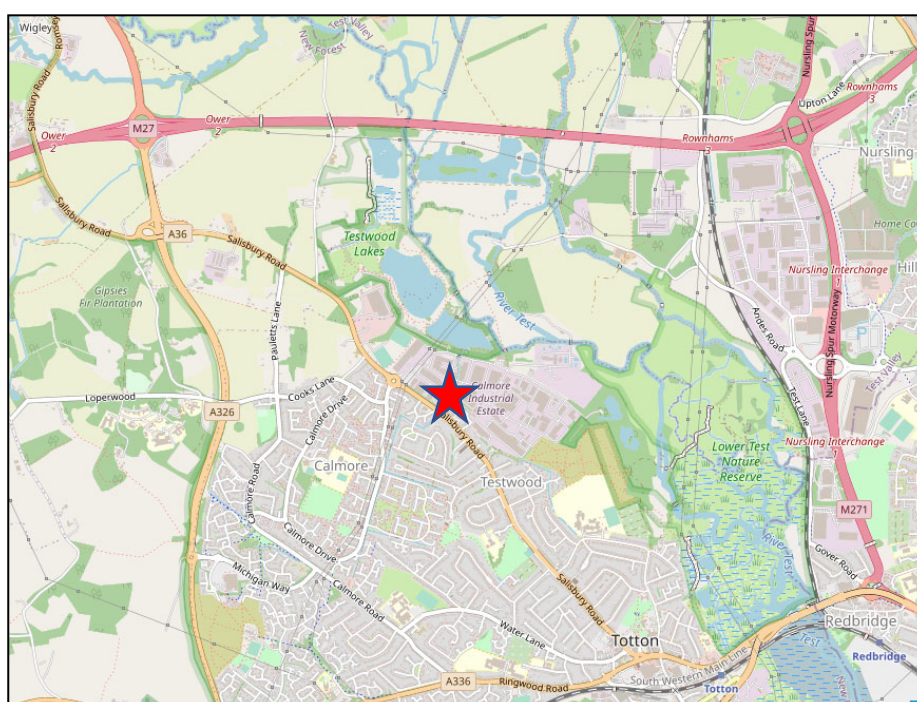
2.1 THE SITE

- 2.1.1 This chapter provides an overview of the current travel and transport situation at the development site. It is based upon the findings of a thorough audit of the existing site conditions, the current site use and surrounding travel networks.
- 2.1.2 The intention of this chapter is to offer the reader an overview which identifies travel alternatives to the private car.

2.2 Site Location

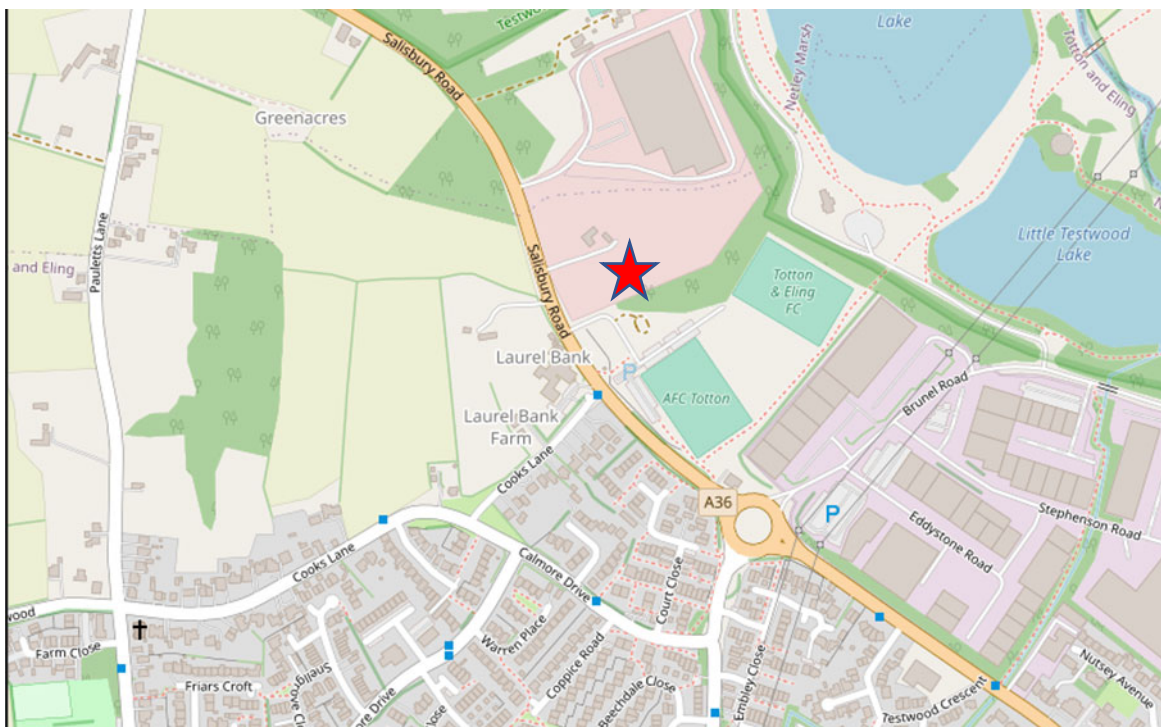
- 2.2.1 The application site is located in Calmore about 2.5km to the north of Totton within the boundary of the existing built-up area.
- 2.2.2 The site comprises a level vacant plot of approximately 1.59 Ha located on the eastern side of A36 Salisbury Road.
- 2.2.3 To the south of the site are football pitches with associated stands and buildings belonging to the Snows Stadium of AFC Totton Football Club.
- 2.2.4 To the north is Little Testwood Farmhouse and a traveller's site which includes an informal builder's yard which wraps around the north and east of the site. Immediately to north of that is a large commercial building currently occupied by MSX bonded warehousing.
- 2.2.5 Opposite the site on Salisbury Road is an extensive building currently used as a nursing home by Laurel Care Home.
- 2.2.6 Immediately to the south of the Football Club are the large industrial estates of South Hampshire Industrial Park and Calmore Industrial Estate which are both served off Salisbury Road via Brunel Way.
- 2.2.7 The strategic site location is illustrated in **Figure 2.1** with the local context shown in **Figure 2.2** below.

Figure 2.1 - Strategic Site Location



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Figure 2.2 - Local Context



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2.2.8 A location plan is included as **Figure 2.3** below:

Figure 2.3 –Site Red Line Plan



2.3 Local Highway Network

Site Access

- 2.3.1 The site currently takes vehicle and pedestrian access from A36 Salisbury Road via the existing access to AFC Totton Football Club, which maintains a right of access across the site. The site also has an additional right of access via the private road leading to Little Testwood Farm traveller's site.
- 2.3.2 The access onto Salisbury Road forms a simple priority junction with a wide 10m radius bellmouth and a minor arm width of 6m. A footway is provided on the southern side of the access road. No dedicated right turning lane facility is provided on Salisbury Road.
- 2.3.3 The existing site access arrangement is illustrated below in **Figure 3.1**.

Figure 3.1 – Existing Site Access



Local Highway Network

- 2.3.4 A36 Salisbury Road forms a c.7.3m wide street lit single carriageway major distributor road linking the centre of Totton to the south and the A326 to the north.
- 2.3.5 The local speed limit on Salisbury Road is 40 mph which reduces to 30 mph approximately 200m to the south of the site access.
- 2.3.6 Approximately 250 metres to the south of the Site, Salisbury Road joins Calmore Road and Brunel Road at a four-arm 60m ICD roundabout junction.
- 2.3.7 Calmore Road provides access into the residential areas of Calmore.
- 2.3.8 Salisbury Road continues southwards for 2km to join the A336 at a four-arm roundabout in the centre of Totton. The A336 links to the Totton bypass and towards Southampton.
- 2.3.9 To the north of the site access, Salisbury Road continues for 1.2km to join the A326 at a priority-controlled grade separated junction with slip lanes provided onto the A326 dual carriageway. The A326 continues north to link to the M27 Junction 2 (Ower Interchange).

Sustainability audit

- 2.3.10 Initial pedestrian, cycle and public transport audits have been carried out for the area surrounding the site to include an analysis of the current facilities for journeys by modes other than the private car.

Pedestrian and Cyclists

- 2.3.11 The Design Manual for Roads and Bridges (DMRB) TD 91/05 "Provision for Non-Motorised Users" states in paragraph 2.3 that "walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".

- 2.3.12 Acceptable walking distances will vary considerably depending on various factors such as fitness and land topography; however, guidelines by the Institution of Highways and Transportation (IHT) state the acceptability of distances in metres to various attractions, are as follows:
- Desirable : 500m
 - Acceptable : 1,000m (12-13 mins)
 - Preferred Maximum : 2,000m
 -
- 2.3.13 Manual for Streets usefully states ‘The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present’ (MfS, Para 6.3.1).
- 2.3.14 TD 91/05 states in paragraph 2.11 that “cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport”.
- 2.3.15 Local Transport Note (LTN) 2/08 Cycle Infrastructure Design details in paragraph 1.5 “Typical cycle trip distances”. In common with other modes, many utility cycle journeys are less than three miles, although, for commuter journeys a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20-30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.
- 2.3.16 Within a walk distance of 2.0km, the site is accessible on foot via footways along all local roads, providing a continuous link between the site and the local area. This includes uncontrolled pedestrian crossing points with dropped kerbs. **Figure 3.2** illustrates the standard of footways viewed northwards, just south of the site access.

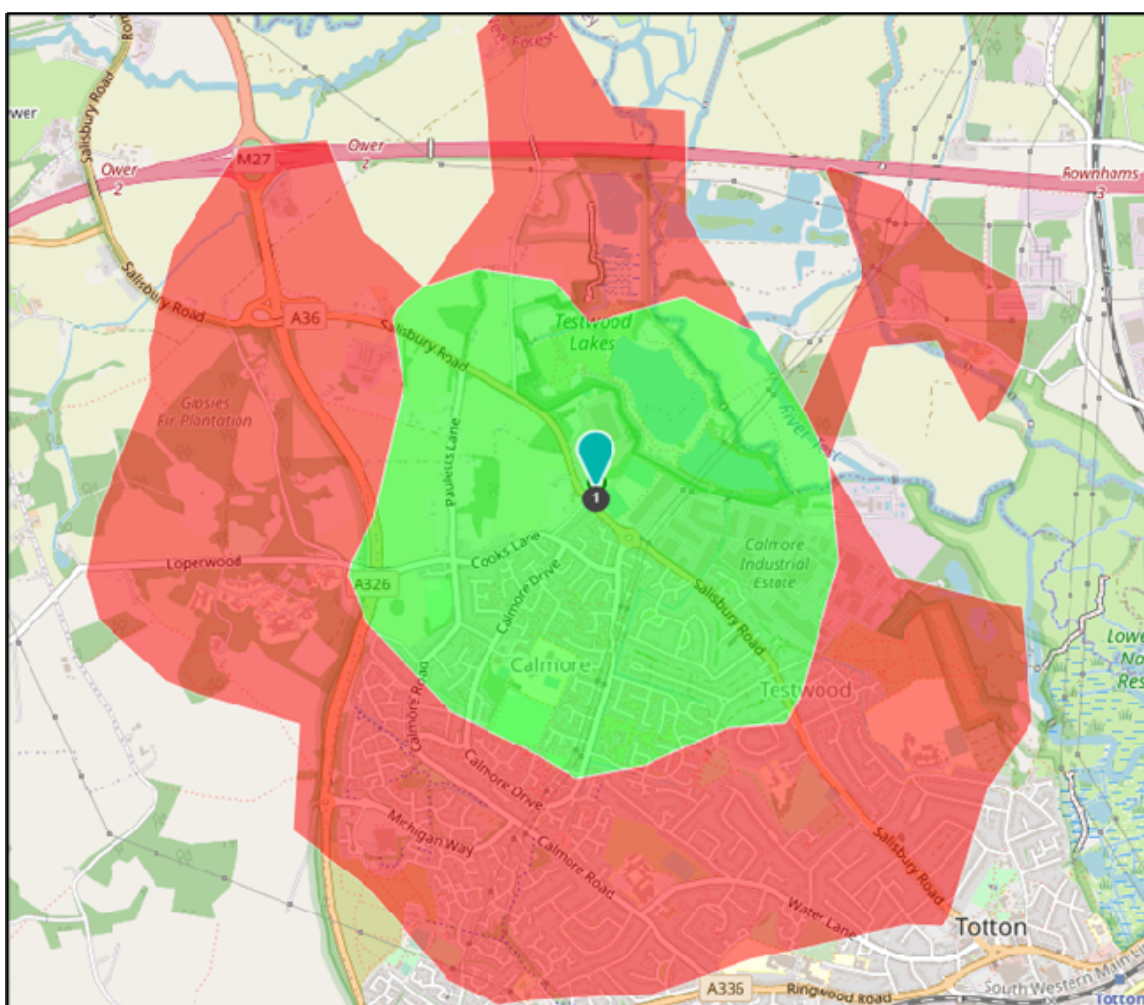
Figure 3.2 – A36 Footway and Crossing Point



- 2.3.17 There is a 1.5m wide footway provided to the west side of the road and a short length of 1.8m wide footway on the east side leading from the site access southwards to a bus layby and a further point of foot access to the ATC Totton Football Club.
- 2.3.18 There are two bus laybys provided on Salisbury Road immediately to the south of the site access. These facilities form simple flag stops with seating provided. A basic dropped kerbed crossing point is provided over Salisbury Road 50m south of the site access as illustrated above.

- 2.3.19 Cooks Lane is also stopped up opposite the northbound bus layby on Salisbury Road which provides a direct and low traffic connection for NMU trips between the site and the existing residential areas of Calmore.
- 2.3.20 The Calmore Road and Brunel Road roundabout junction includes uncontrolled pedestrian crossing points over three approach splitter islands, to include dropped kerbs.
- 2.3.21 Calmore Road includes footway facilities separated from the carriageway by wide verges. There is good permeability of footway links through the local area.
- 2.3.22 These links also help reduce severance of the site to surrounding areas in foot. Figure 3.3 provides an illustration of the extent of the surrounding urban area which is located within a comfortable 1,000m and 2,000m walk of the site. Within 2,000m walk of the site there is a population of 16,000 residents.

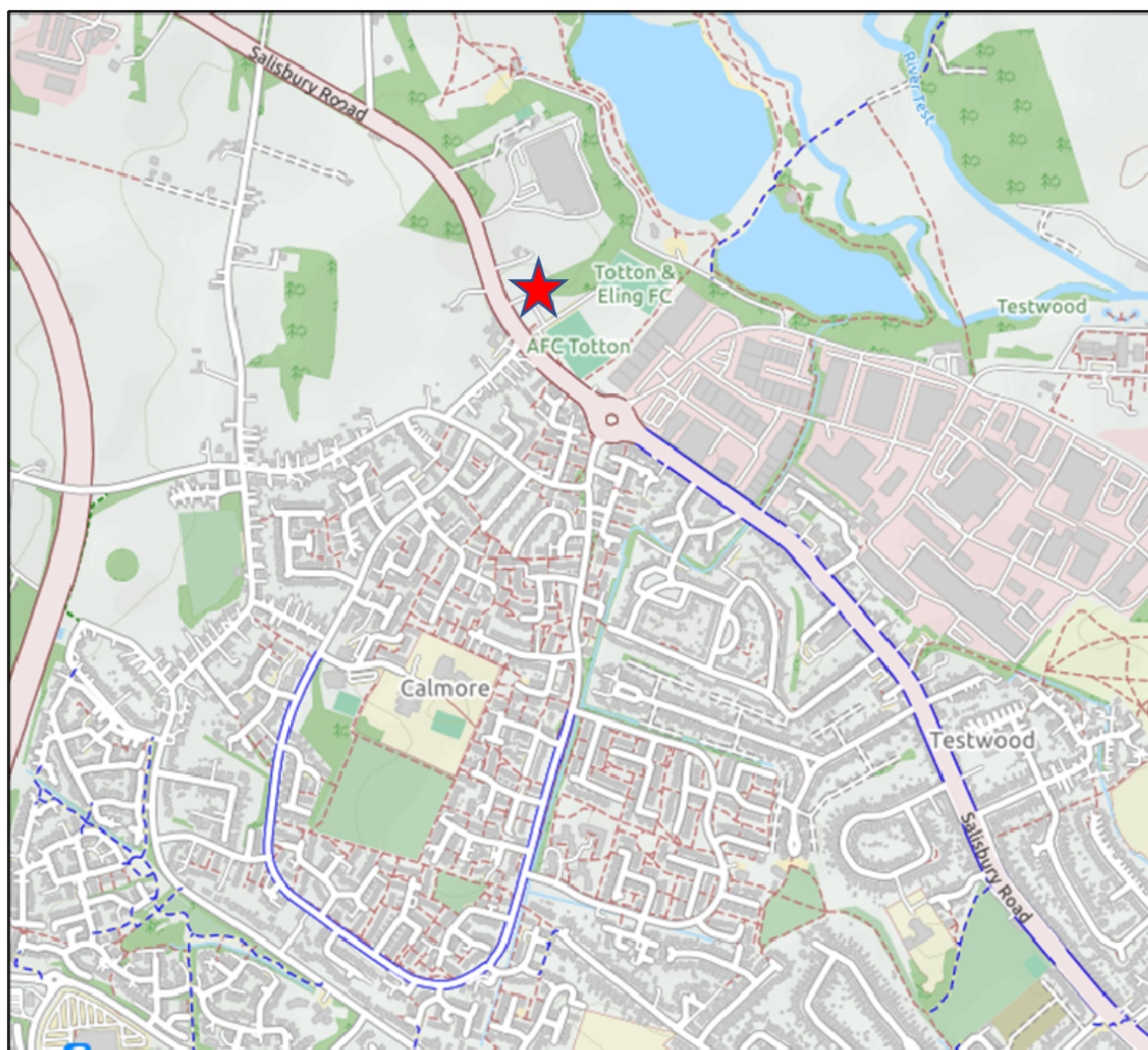
Figure 3.3 – 1km and 2km Walking Isochrones



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- 2.3.23 **Figure 3.4** provides an illustration of local cycle (blue lines) and footpath routes through the local area. There is an on-road shared cycle route along Salisbury Rd to the south of the Calmore Rd roundabout and local routes within the Calmore residential estates. The NCR route 236 is located approximately 2km to the south in Totton.

Figure 3.4 – Local Cycle Routes



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2.3.24 This review of facilities and routes has identified that there are no major obstacles to customers or staff walking or cycling to and from the site, other than the limited crossing of the A36 in the vicinity of the site access, which is considered and addressed in the following sections.

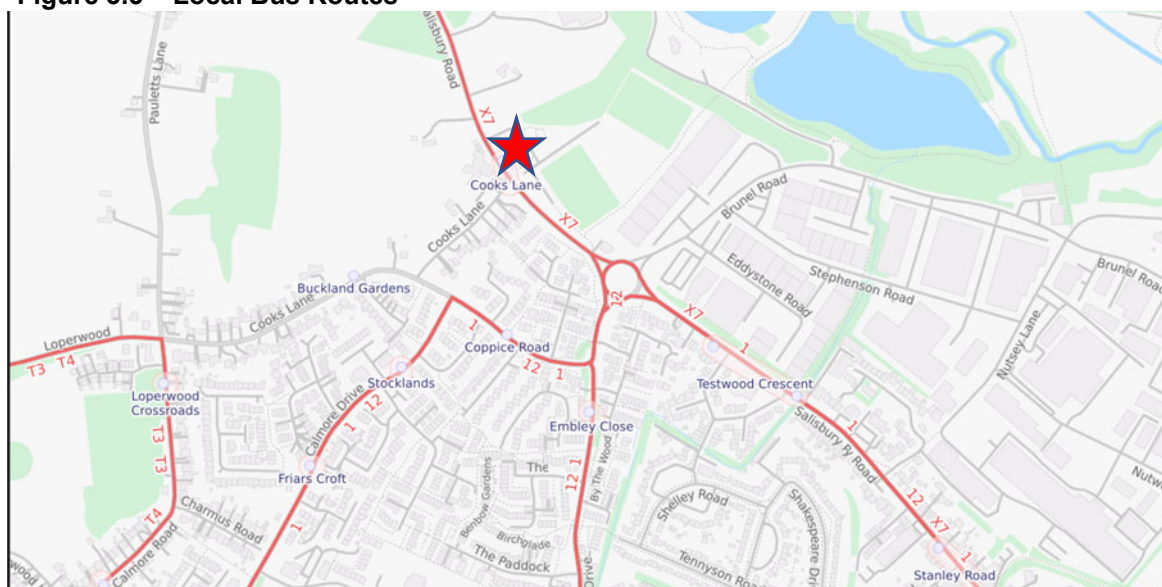
Public Transport

2.3.25 Bus services are provided adjacent to the site on Salisbury Road. There are bus stops adjacent to the site within 50 metres / 1 minutes' walk and these include lay-bys in both directions, flag with timetable and seating. These stops are served by Bluestar Route X7/X7R. Route X7 is an hourly service between 0730 and 1830 Monday to Saturday linking Salisbury, to Romsey and Southampton.

2.3.26 A more frequent local service is provided by Bluestar 12 which passes through the Calmore residential estate areas. This service is every 20 minutes during the day, Monday to Saturday and every hour on a Sunday. The nearest stop is located on Coppice Road, within 400m of the site.

2.3.27 An illustration of the routes and the areas served is provided in **Figure 3.5**. More details can be found at <https://www.bluestarbus.co.uk/> and the local timetables are attached at **Appendix A**.

Figure 3.5 – Local Bus Routes



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- 2.3.28 The nearest railway station is Totton which is located 3km south of the site. This station is on the South Western Main Line and served with an hourly stopping service between Poole, Southampton and on to London Waterloo.
- 2.3.29 It is evident that opportunities exist to travel to and from the site by foot, by bike, or using local public transport. This is a good site to promote sustainable travel and reduce reliance on the private car.



3.0 AIMS, OBJECTIVES AND OUTCOMES

3.1.1 The objective of this Staff Travel Plan is to achieve the following 'outcomes':

- Minimise single occupancy car travel to and from the development
- Identify which measures are needed to maximise the use of non-car travel
- Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change
- Identify ways of reducing the need to travel to and from the development
- To reduce the number of freight movements or delivery vehicles travelling to and from the site

3.1.2 The core aim of this Travel Plan is to reduce single occupancy vehicle trips to and from the site, through increased use of public transport, walking and cycling.

3.1.3 Site specific outcomes as they relate to the operation of the development are:

- Minimise parking congestion on surrounding streets
- Minimise impact on traffic congestion and air quality
- Address via specified measures (section 6) barriers to sustainable travel

3.1.4 Based on the above, the developer is committed to achieving the specified outcomes linked to targets and agrees to a review and monitoring process as set out later in this plan.



4.0 MANAGEMENT AND DELIVERY STRUCTURE

4.1 MANAGEMENT

4.1.1 The successful impact of the Travel Plan will be dependent upon buy-in from occupants of the development, and the processes put in place to support, implement and develop the measures outlined.

4.1.2 The reader should note that Entran Ltd will be appointed as the Travel Plan Co-ordinator, Entran Contact details:

Robert Williams,

Tel: 0117 937 4077

robwilliams@entranltd.co.uk

4.1.3 Entran will, on all matters, liaise with Aldi's Property Director Elliott Saunders, who will ensure that internally all measures are implemented. If any internal matters arise with the Travel Plan, the communication process will be reversed.

4.2 MARKETING AND COMMUNICATION STRATEGY

4.2.1 The Marketing and Communication Strategy that will ensure that site occupants are fully engaged in the Travel Plan. Initiatives will include:

- Personalised Travel Planning contact.



5.0 MEASURES AND INITIATIVES

5.1 INTRODUCTION

- 5.1.1 This section of the Travel Plan describes the measures that are proposed in order for the Travel Plan to meet the Aims, Objectives and Targets detailed in section 4.
- 5.1.2 All Travel Plans should include a consideration of the following measures, appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site.
1. Marketing the Travel Plan
 2. Minimise single occupancy car travel
 - a. Car Share
 - b. Car parking management strategy
 3. Promotion of public transport use
 4. Promotion of cycling
 5. Promotion of walking
 6. Servicing arrangements, where relevant
 7. Fleet Management, where appropriate
- 5.1.3 These measures are linked back to the stated Objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

5.2 MEASURES AND INITIATIVES

- 5.2.1 The reader should be aware of the following initiatives to be implemented by Aldi along with other potential measures that might prove effective should surveys consider them to be worth implementing.

Current Measures

- i. Travel plan co-ordinator
- ii. Travel Plan included as part of induction process
- iii. Surveys
- iv. Marketing to employees
- v. Electric charging spaces
- vi. Cycle parking
- vii. Notice Board in staff room displaying bus timetables etc
- viii. Implement the Government backed cycle purchase scheme (Aldi standard)
- ix. Provision for in-store cycle storage facilities for employees convenient to staff room
- x. Lockers
- xi. On-going marketing of the travel plan to staff

Potential Initiatives – to be considered as part of ongoing surveys

1. Introduce car share spaces
2. More cycle parking
3. Cycle charging spaces
4. Travel packs (content to be agreed with the LHA)
5. Personalised Travel Planning
6. Participate in national promotional events, for example National Bike Week, National Car Free Day, Bike2Work Days, Big Commuting Challenge
7. Travel planning to form part of interview process



6.0 ACTION PLAN AND BUDGET

- 6.1.1 This section draws together the proposed measures, monitoring and review proposals into a costed Action Plan that identifies who will be responsible for the delivery of each element.
- 6.1.2 This Action Plan will be updated to reflect the outcome of each survey as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in section 4. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed with the Council.
- 6.1.3 As a draft TP the minimum overall budget allocated to be spent during the 5-year life of the Travel Plan on measures, including implementation, direct incentives, monitoring and promotion of the Travel Plan has not yet been fully quantified. However, following the first survey this table will be re-visited. Nevertheless, the role of the TCP will be covered from day one.
- 6.1.4 The following table will be completed once the final TP has been developed.

Measure	Delivery profile					Delivery Agent	Monitoring Indicator	Notes
	Year 1 2021/22	Year 2 2022/23	Year 3 2023/24	Year 4 2024/25	Year 5 2025/26			
Management and co-ordination								
Appoint TPC	£200	£500	£500	£500	£500			
Agree Implementation Plan	£1000							
Travel Plan launch	£1000	£	£	£	£			
	£	£	£	£	£			
Promotion and marketing								
Travel Information Pack - design and print TP - distribute	£500	£500	£500	£500	£500			
Public transport								
	£	£	£	£	£			
Cycling								
	£	£	£	£	£			
Walking								
	£	£	£	£	£			
Other measures								
	£	£	£	£	£			
Monitoring and review								
Baseline survey	£500							
Biennial survey			£500		£500			
Monitoring and review		£500		£500				
Final Report					£500			

Action Plan



7.0 TARGETS, MONITORING AND REVIEW

7.1 TARGETS

- 7.1.1 The final TP will identify 'outcome' targets, with deadlines by when these will be achieved. Targets agreed with the LHA as part of the final TP will be SMART and capable of demonstrating that implementation of the proposed measures will deliver the intended outcomes and objectives.
- 7.1.2 Targets will correspond to the best estimate of the maximum number of trips that can be made by non-car modes which in turn be translated into the maximum allowable number of vehicle trips to be generated by the development per day, rather than in terms of a reduction in car use from a hypothetical baseline.
- 7.1.3 Future targets will be developed after baseline surveys.

7.2 BASELINE TRAVEL DATA

- 7.2.1 Table 7.1 below presents expected and proposed mode share targets. Mode share targets should, however, be re-entered following the results of the first survey and based on this information, future achievable 'SMART' targets to be devised in liaison with the Local Authority. Nevertheless, based on collected staff travel data from other Aldi stores the following indicative minimum targets are proposed in the first instance (see Table 7.1 below).
- 7.2.2 It should be noted that the following table provides both staff numbers and percentage splits and is based on 40 staff with a maximum of 12 staff on-site at any one time and are based on recent surveys at other sites. Future targets and reviews have to be carefully considered against the limited staff numbers to ensure unrealistic aspirations do not unnecessarily burden the Travel Plan initiatives.

Mode of Travel	Expected Initial Modal Split	2 year Modal Split Target	5 Year Modal Split Target
Car Driver	80%	78%	75%
Car Passenger, Cycle, Walk, Bus	20%	22%	24%
Motorcycle	0%	0%	1%

Table 7.1 – Indicative Staff Mode Share Targets

- 7.2.3 The above targets will be reviewed and amended as survey information becomes available and appropriate measures as stated later in this Travel Plan introduced

7.3 MONITORING

- 7.3.1 Travel Plans are 'active' documents that must be reviewed on a regular basis so as to demonstrate that the measures implemented have, over time, met the agreed targets.
- 7.3.2 It is the responsibility of the TPC to ensure that monitoring takes place and that the outputs are reported to the Council. A monitoring report is to be submitted annually over a 5-year period to the Council after which the TP will continue to be monitored until such times that the targets are met.
- 7.3.3 The reader should be aware that at these intervals they will be asked to complete a questionnaire and that it is important that this questionnaire is completed such that the effectiveness of this document can be reviewed.



- 7.3.4 Monitoring will be undertaken over a 5-year period, the scope and the data to be collected and reported on, measured against the baseline data and agreed targets will be agreed with the LHA in determining the final TP. The following activities will be undertaken:
- First survey to be undertaken after 3 months trading to include updates based on first survey at which time the final travel plan, informed by baseline travel surveys, will be submitted to the Council for approval.
 - Frequency of monitoring – annually
 - Who will be responsible for the survey work - TPC
 - Any other monitoring activity, e.g. car parking/cycle usage, take-up of incentives will be addressed in any TP updates, possible alternative incentives will also be considered (see 7.4 below)
- 7.3.5 The survey template will be agreed with the LHA, but a draft consistent with other Aldi TP's is attached as **Appendix D**.



Travel Plan APPENDIX A

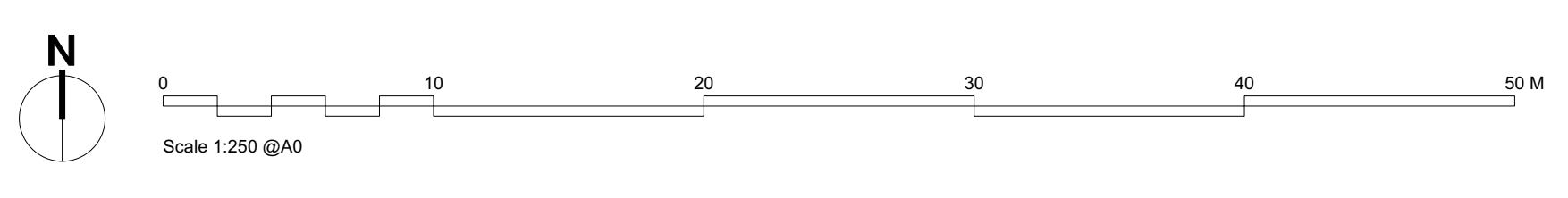


- DRAWING LEGEND**
- Application Boundary
 - Outline application only
 - Denotes tarmac finish
 - Denotes concrete surface finish
 - Denotes landscaped area with misc planting within application area
 - Denotes approx extent of tactile paving
 - Denotes parking space with electrical charging
 - Denotes parking space with future electrical charging provision
 - Timber knee rail
 - 1.8m high close boarded fence unless noted otherwise
 - 1.8m high palisade fence unless noted otherwise
 - Existing trees retained
 - New trees - Refer also to Landscape consultant layout
 - Heavy duty bollards
 - New stainless steel anti ram bollards
- Refer to drg. 200550-1050 for details of existing site layout and key feature annotations

DRAWING BASED ON TOPOGRAPHICAL SURVEY BY BERRY GEOMATICS - 21/21

SERVICES AND LEVELS OMITTED FOR CLARITY

TOTAL SITE PARKING	- 192
ALDI PARKING	- 144
Standard	- 102
Disabled	- 6
Parent & Child	- 8
Active EVCP	- 4
Spaces with Future EVCP infra.	- 20
Staff Parking	- 4
UNIT 2 PARKING	- 48
Front car park (Includes 4 active EVCP and 10 future)	- 24
Service yard	- 24



- P12 23/03/2022 MS MW Service yard boundary added. (Edge) stiles replaced with ramp. Line 2 EOC approved.
- P11 07/03/2022 KH MW Access road 'improvement'. Planting trees relocated to suit. CBF added to southeast boundary following existing boundary treatment line.
- P10 25/02/2022 DM MW Proposed levels/contours added. Other unit stiles and retaining to other unit service yard added.
- P9 04/02/2022 KH MS Line stiles updated to floor plan.
- P8 20/01/2022 KH MW Line 2 plan updated. Tree by bicycle stiles removed. Retaining profile back by 400mm to accommodate unit 2 HDV track.

ALDI

Kendall Kingscott

Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

Proposed Site Plan

Client: **Aldi Stores Ltd**

Project Number: **200550-1300**

Revision: **P12**

Date: 28/4/21

Drawn: AM

Checked: MW

Approved: PLANNING

Drawing File: Aldi, Totton, Salisbury Rd
 Project Name: Aldi Stores Ltd
 Date: 28/4/21
 Scale: 1:250
 Issue: 1
 Author: AM
 Planner: MW
 Check all dimensions and levels in site.



Travel Plan APPENDIX B



from 31 May 2020

Mondays to Fridays
except public holidays

CALMORE/WEST TOTTON | TOTTON | SOUTHAMPTON

route no	12	12	11	12	12	11	12	11	12	11	12	11	12	11	12			
Calmore Embley Close	0555	0615		0648	0701		0725		0745		0810		0842		0906			
Testwood Co-op	0604	0624		0658	0711		0735		0755		0821		0853		0916			
West Totton Stonechat Drive	▼	▼	0635	▼	▼	0710	▼	0736	▼	0755	▼	0825	▼	0855	▼			
West Totton Goodies	▼	▼	0638	▼	▼	0714	▼	0740	▼	0800	▼	0830	▼	0859	▼			
Totton College	▼	▼	0642	▼	▼	0720	▼	0746	▼	0806	▼	0836	▼	0904	▼			
Totton Shopping Precinct	0608	0628	0648	0702	0715	0728	0741	0754	0804	0817	0830	0845	0900	0912	0923			
Millbrook Roundabout	0612	0632	0652	0706	0720	0734	0747	0800	0810	0823	0836	0851	0906	0917	0927			
Southampton Central Station	0620	0640	0700	0715	0730	0744	0757	0810	0820	0833	0846	0901	0916	0926	0936			
Southampton Westquay	0625	0645	0705	0720	0735	0749	0802	0815	0825	0838	0851	0906	0921	0931	0941			
route no	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	12	11
Calmore Embley Close		26	46	06				1446		1508		1529		1550		1621	1632	
Testwood Co-op		36	56	16				1456		1518		1539		1600		1631	1642	
West Totton Stonechat Drive	0917	▼	37	▼	57	▼	17	▼	1457	▼	1520	▼	1540	▼	1611	▼	1643	
West Totton Goodies	0921	▼	41	▼	01	▼	21	▼	1501	▼	1524	▼	1544	▼	1615	▼	1647	
Totton College	0926	▼	46	▼	06	▼	26	▼	1506	▼	1529	▼	1549	▼	1620	▼	1652	
Totton Shopping Precinct	0933	43	53	03	13	23	33	1503	1515	1525	1537	1547	1557	1607	1628	1639	1650	1701
Millbrook Roundabout	0937	47	57	07	17	27	37	1507	1519	1530	1542	1552	1602	1612	1633	1644	1655	1706
Southampton Central Station	0946	56	06	16	26	36	46	1516	1529	1540	1552	1602	1612	1622	1643	1654	1705	1716
Southampton Westquay	0951	01	11	21	31	41	51	1521	1534	1545	1557	1607	1617	1627	1648	1659	1710	1721
route no	12	11	12	11	12	8	12	11	12	8	12	12	12	12	12			
Calmore Embley Close	1653		1717		1741		1809		1835		1908	1947	2047	2147	2247			
Testwood Co-op	1703		1727		1751		1819		1845		1917	1956	2056	2156	2256			
West Totton Stonechat Drive	▼	1705	▼	1732	▼		1819	▼		▼		▼	▼	▼	▼			
West Totton Goodies	▼	1709	▼	1736	▼		1823	▼		▼		▼	▼	▼	▼			
Totton College	▼	1714	▼	1741	▼		1828	▼		▼		▼	▼	▼	▼			
Totton Shopping Precinct	1712	1723	1734	1748	1758	1812	1825	1835	1851	1907	1921	2001	2101	2201	2301			
Millbrook Roundabout	1717	1728	1739	1753	1803	1817	1830	1840	1855	1911	1925	2005	2105	2205	2305			
Southampton Central Station	1727	1738	1749	1803	1813	1826	1838	1848	1903	1919	1933	2012	2112	2212	2312			
Southampton Westquay	1732	1743	1754	1807	1817	1830	1842	1852	1907	1922	1937	2015	2115	2215	2315			

these journeys run as Bluestar 8

continues below

continues below



from 31 May 2020

Saturdays
and Bank Holiday Mondays

CALMORE/WEST TOTTON | TOTTON | SOUTHAMPTON

route no	12	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11													
Calmore Embley Close	0624	0654	0724	0754	0830	0900	0926	then at these minutes										46	06	26	until									
Testwood Co-op	0633	0703	0733	0803	0840	0910	0936											56	16	36										
West Totton Stonechat Drive	▼	▼	0709	▼	0739	▼	0814	▼	0845	▼	0915	▼	37	▼	57	▼	17	▼	1637											
West Totton Goodies	▼	▼	0712	▼	0742	▼	0817	▼	0849	▼	0919	▼	41	▼	01	▼	21	▼	1641											
Totton College	▼	▼	0716	▼	0746	▼	0821	▼	0854	▼	0924	▼	46	▼	06	▼	26	▼	1646											
Totton Shopping Precinct	0637	0707	0722	0737	0752	0807	0827	0847	0901	0917	0931	0943	53	03	13	23	33	43	1653											
Millbrook Roundabout	0641	0711	0726	0741	0756	0811	0831	0851	0905	0921	0935	0947	57	07	17	27	37	47	1657											
Southampton Central Station	0649	0719	0734	0749	0804	0819	0839	0900	0914	0930	0944	0956	06	16	26	36	46	56	1706											
Southampton Westquay	0654	0724	0739	0754	0809	0824	0844	0905	0919	0935	0949	1001	11	21	31	41	51	01	1711											

continues below

route no	12	12	11	12	8	12	11	12	8	12	12	12	12	12
Calmore Embley Close	1646	1711	1736	1806	1833	1907	1947	2047	2147	2247	these journeys run as Bluestar 8			
Testwood Co-op	1656	1721	1746	1816	1843	1916	1956	2056	2156	2256				
West Totton Stonechat Drive	▼	▼	1722	▼	1822	▼	▼	▼	▼	▼	▼	▼	▼	▼
West Totton Goodies	▼	▼	1726	▼	1826	▼	▼	▼	▼	▼	▼	▼	▼	▼
Totton College	▼	▼	1731	▼	1830	▼	▼	▼	▼	▼	▼	▼	▼	▼
Totton Shopping Precinct	1703	1728	1738	1751	1801	1821	1836	1851	1905	1921	2001	2101	2201	2301
Millbrook Roundabout	1707	1732	1742	1755	1805	1825	1840	1855	1909	1925	2005	2105	2205	2305
Southampton Central Station	1716	1741	1751	1802	1813	1832	1847	1902	1916	1932	2012	2112	2212	2312
Southampton Westquay	1721	1746	1756	1807	1818	1837	1852	1907	1920	1937	2015	2115	2215	2315

Sundays
and Bank Holiday Mondays

CALMORE/WEST TOTTON | TOTTON | SOUTHAMPTON

route no	12	12	11	12	11	12	11	11	12	12	12	12	12	12	12
Calmore Embley Close	0736	0831	0926	then at these minutes		26	until		1726	1847	1947	2047	2147	2247	
Testwood Co-op	0745	0840	0936			36			1736	1856	1956	2056	2156	2256	
West Totton Stonechat Drive	▼	▼	0902	▼	0957	▼	57	1657	▼	▼	▼	▼	▼	▼	
West Totton Goodies	▼	▼	0905	▼	1001	▼	01	1701	▼	▼	▼	▼	▼	▼	
Totton College	▼	▼	0909	▼	1006	▼	06	1706	▼	▼	▼	▼	▼	▼	
Totton Shopping Precinct	0750	0845	0915	0943	1013	43	13	1713	1743	1901	2001	2101	2201	2301	
Millbrook Roundabout	0753	0848	0918	0947	1017	47	17	1717	1747	1905	2005	2105	2205	2305	
Southampton Central Station	0800	0855	0925	0955	1025	55	25	1725	1755	1912	2012	2112	2212	2312	
Southampton Westquay	0805	0900	0930	1000	1030	00	30	1730	1800	1915	2015	2115	2215	2315	

Mondays to Fridays
except public holidays

SOUTHAMPTON | TOTTON | WEST TOTTON/CALMORE

route no	12	12	12	11	12	11	12	11	12	11	12	11	12	11	12	11	11		
Southampton Westquay	0625	0655	0715	0725	0740	0755	0810	0825	0840	0850			00	10	20	30	40	50	1430
Southampton Central Station	0629	0700	0720	0730	0745	0800	0815	0830	0845	0855	then at these minutes		05	15	25	35	45	55	1435
Millbrook Roundabout	0637	0711	0731	0741	0756	0811	0827	0841	0854	0904		14	24	34	44	54	04	1444	
Totton opp RC Church	0642	0718	0738	0747	0803	0817	0835	0847	0900	0910		20	30	40	50	00	10	1450	
Totton College	▼	▼	▼	0753	▼	0823	▼	0853	▼	0915		▼	35	▼	55	▼	15	1455	
West Totton Stonechat Drive	▼	▼	▼	0755	▼	0825	▼	0855	▼	0917		▼	37	▼	57	▼	17	1457	
West Totton Goodies	▼	▼	▼	0800	▼	0830	▼	0859	▼	0921		▼	41	▼	01	▼	21	1501	
Calmore Corner	▼	▼	▼	0805	▼	0835	▼	0903	▼	0925		▼	45	▼	05	▼	25	1505	
Testwood Co-op	0645	0722	0742		0807		0839		0903			23	43	03					
Calmore Embley Close	0648	0725	0745		0810		0842		0906			26	46	06					

until
continues below

route no	12	11	12	11	12	11	12	12	11	12	11	12	11	12	11
Southampton Westquay	1440	1450	1500	1510	1520	1540	1550	1600	1610	1620	1630	1645	1700	1710	1720
Southampton Central Station	1445	1455	1505	1515	1525	1545	1556	1606	1616	1626	1636	1651	1706	1716	1726
Millbrook Roundabout	1455	1506	1516	1526	1536	1556	1607	1618	1628	1638	1648	1703	1718	1728	1738
Totton opp RC Church	1501	1512	1522	1532	1543	1603	1614	1625	1635	1646	1657	1711	1725	1735	1745
Totton College	▼	1518	▼	1538	▼	1609	▼	1641	▼	1703	▼	1730	▼	1750	
West Totton Stonechat Drive	▼	1520	▼	1540	▼	1611	▼	1643	▼	1705	▼	1732	▼	1752	
West Totton Goodies	▼	1524	▼	1544	▼	1615	▼	1647	▼	1709	▼	1736	▼	1755	
Calmore Corner	▼	1528	▼	1548	▼	1619	▼	1651	▼	1713	▼	1740	▼	1758	
Testwood Co-op	1505		1526		1547		1618	1629		1650		1714		1738	
Calmore Embley Close	1508		1529		1550		1621	1632		1653		1717		1741	

continues below

route no	8	12	11	12	11	8	12	11	12	11	12	12	12	12
Southampton Westquay	1730	1740	1750	1810	1820	1830	1845	1905	1925	1955	2025	2125	2225	2325
Southampton Central Station	1736	1746	1756	1815	1825	1835	1850	1909	1929	1959	2029	2129	2229	2329
Millbrook Roundabout	1747	1757	1806	1824	1834	1843	1858	1917	1937	2007	2037	2137	2237	2336
Totton opp RC Church	1754	1803	1812	1829	1838	1847	1902	1922	1942	2012	2042	2142	2242	2340
Totton College	▼	1817	▼	1843	▼	1926	▼	2016	▼	2106	▼	2196	▼	2286
West Totton Stonechat Drive	▼	1819	▼	1845	▼	1928	▼	2018	▼	2108	▼	2198	▼	2288
West Totton Goodies	▼	1823	▼	1848	▼	1931	▼	2021	▼	2111	▼	2201	▼	2291
Calmore Corner	▼	1827	▼	1851	▼	1934	▼	2024	▼	2114	▼	2204	▼	2294
Testwood Co-op	1806		1832		1905		1944		2044		2144		2244	2342
Calmore Embley Close	1809		1835		1908		1947		2047		2147		2247	2344

these journeys run as Bluestar 8



from 31 May 2020

Saturdays
and Bank Holiday Mondays

SOUTHAMPTON | TOTTON | WEST TOTTON/CALMORE

route no	12	12	11	12	11	12	11	12	11	12	11	12	11	12	12	11	8	12
Southampton Westquay	0700	0730	0750	0805	0820	0835	0850	0900							1620	1630	1635	1645
Southampton Central Station	0704	0734	0754	0810	0824	0840	0854	0905	10	20	30	40	50	00	1625	1635	1640	1650
Millbrook Roundabout	0712	0742	0802	0818	0832	0848	0902	0914	24	34	44	54	04	14	1634	1644	1648	1659
Totton opp RC Church	0718	0748	0807	0824	0837	0854	0907	0920	30	40	50	00	10	20	1640	1650	1653	1705
Totton College	▼	▼	0812	▼	0842	▼	0912	▼	35	▼	55	▼	15	▼	▼	1655		▼
West Totton Stonechat Drive	▼	▼	0814	▼	0844	▼	0914	▼	37	▼	57	▼	17	▼	▼	1657		▼
West Totton Goodies	▼	▼	0817	▼	0849	▼	0919	▼	41	▼	01	▼	21	▼	▼	1700		▼
Calmore Corner	▼	▼	0820	▼	0853	▼	0923	▼	45	▼	05	▼	25	▼	▼	1704		▼
Testwood Co-op	0721	0751		0827		0857		0923	43		03		23		1643			1708
Calmore Embley Close	0724	0754		0830		0900		0926	46		06		26		1646			1711

then at these minutes

until

continues below

route no	11	12	11	8	12	11	12	11	8	12	11	12	11	12	12	12	12	12
Southampton Westquay	1655	1710	1720	1730	1740	1755	1810	1825	1830	1845	1905	1925	1955	2025	2125	2225	2325	
Southampton Central Station	1700	1715	1725	1735	1745	1800	1814	1829	1835	1849	1909	1929	1959	2029	2129	2229	2329	
Millbrook Roundabout	1709	1724	1734	1743	1754	1809	1822	1837	1843	1857	1917	1937	2007	2037	2137	2237	2336	
Totton opp RC Church	1715	1730	1740	1748	1800	1815	1827	1842	1847	1902	1922	1942	2012	2042	2142	2242	2340	
Totton College	1720	▼	1745		▼	1820	▼	1847		▼	1926	▼	2016	▼	▼	▼	▼	
West Totton Stonechat Drive	1722	▼	1747		▼	1822	▼	1849		▼	1928	▼	2018	▼	▼	▼	▼	
West Totton Goodies	1726	▼	1750		▼	1826	▼	1852		▼	1931	▼	2021	▼	▼	▼	▼	
Calmore Corner	1730	▼	1754		▼	1829	▼	1855		▼	1934	▼	2024	▼	▼	▼	▼	
Testwood Co-op		1733			1803		1830			1904		1944		2044	2144	2244	2342	
Calmore Embley Close		1736			1806		1833			1907		1947		2047	2147	2247	2344	

these journeys run as Bluestar 8

Sundays
and Bank Holiday Mondays

SOUTHAMPTON | TOTTON | WEST TOTTON/CALMORE

route no	12	12	12	11	12	11	12	11	12	12	12	12	12	12
Southampton Westquay	0810	0905	1000	1030	00	30	1700	1730	1825	1925	2025	2125	2225	2325
Southampton Central Station	0814	0909	1005	1035	05	35	1705	1734	1829	1929	2029	2129	2229	2329
Millbrook Roundabout	0822	0917	1014	1044	14	44	1714	1742	1837	1937	2037	2137	2237	2336
Totton opp RC Church	0826	0921	1020	1050	20	50	1720	1747	1842	1942	2042	2142	2242	2340
Totton College	▼	▼	▼	1055	▼	55	▼	1752	▼	▼	▼	▼	▼	▼
West Totton Stonechat Drive	▼	▼	▼	1057	▼	57	▼	1754	▼	▼	▼	▼	▼	▼
West Totton Goodies	▼	▼	▼	1101	▼	01	▼	1757	▼	▼	▼	▼	▼	▼
Calmore Corner	▼	▼	▼	1105	▼	05	▼	1800	▼	▼	▼	▼	▼	▼
Testwood Co-op	0828	0923	1023		23		1723		1844	1944	2044	2144	2244	2342
Calmore Embley Close	0831	0926	1026		26		1726		1847	1947	2047	2147	2247	2344

then at these minutes

until



Travel Plan APPENDIX C



1. Staff Travel Survey

Aldi is constantly looking to develop it's Travel Plan and evaluate the travel options available to staff and visitors. Your involvement in the development of the plan is crucial, please spare a few minutes to complete the questionnaire. All the information you provide will be treated in strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate.

SECTION A: ABOUT YOUR JOURNEY TO THE SITE

1. Where do you travel from to come to the site?

Postcode _ _ _ _ _ Street.....
 Town.....

1a. How many times do you normally travel to the store each week?

1b. At what time do you normally arrive?

**2. How often do you use the following means of transport to travel to work?
 (tick appropriate box in each column)**

	Walk	Cycle	Bus	Train	Car Driver (alone)	Car Driver (with others)	Car Passenger	Other (specify)
5 days a week or more								
3 or 4 days a week								
Once or twice a week								
1 to 3 times a month								
Less								



SECTION B: IF YOU EVER TRAVEL TO THE STORE BY CAR

3. What are your main reasons for using a car to get to work?

Please tick up to 4 boxes

Time savings		Health Reasons	
Cost savings		Use the car during the day	
Convenience/flexibility		Lack of suitable alternative transport	
Dropping off/Collecting Children		Other (please state)	

4. Would you be prepared to car share?

Yes		No	
Maybe		I already car share	
Comments			

SECTION C: ALTERNATIVES

5. Which of the following would encourage you to use the bus for your journey to/from work? If you already travel by bus, which would you like to see?

Please tick up to four boxes.

Direct Bus Services		More frequent bus services	
Improved waiting facilities e.g. shelters, seating		Discount tickets extended for all local bus services	
Better information on rates and fares		Real time information at stop (digital bus time information)	
Comments			



6. Which of the following would encourage you to cycle to/from work? If you already cycle, which would you most like to see?

Please tick up to four boxes.

Better cycle routes on the roads leading to the site		Improved cycle parking at the site	
Improved facilities eg lockers		Better information on cycle routes and location of cycle facilities	
Arrangement to buy/hire a bicycle at discounted rates		Improved cycle security	
Comments			

7. What factors would encourage you to walk to and from work? If you already walk, what would you like to see improved.

Please tick up to two boxes

Better walking routes on the roads leading to the site?		Safer, better lit walking paths in the site?	
More information about walking routes?		Other (please state)	

8. Would you take advantage of any of the following initiatives if they were available? Would they encourage you to change how you travel to work or for journeys undertaken in the course of work?

	Would you use?			Would it change how you travel?		
	Yes	No	Not sure	Yes	No	Not sure
Flex-time – making it easier to fit in with public transport or car share etc.						
Cycle mileage allowance for 'business mileage'						
Provision of pool car for business travel off-site						



SECTION D: ABOUT YOU

9. Your Age:			
18 – 24		25 – 39	
40 – 59		60+	

10. Your Gender:			
Male		Female	

11. What is your job role?			
Job Role			

12. Do you have a full car driving license?			
Yes		No	

13. Would you be willing to be involved in a discussion group to identify future measures for the travel plan?			
Yes		No	

Please use space below to mention any incentives (financial or other) that you feel would influence yourself/your colleagues to use sustainable modes of transport to access the site.

.....
.....
.....
.....

Please use space below for any comments/ideas regarding the Travel Plan:

.....
.....
.....
.....