



Proposed Aldi Food Store

Mafon Road, Nelson, Caerphilly

STAFF TRAVEL PLAN

Prepared by: Entran Ltd

On behalf of: Aldi Stores Limited



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Proposed Aldi Food Store
Mafon Road, Nelson, Caerphilly

TRAVEL PLAN

Revision	Date	Notes	Author	Checked	Approved
PAC	Feb 2024	PAC Issue	DJA	DTW	RGW

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1.0 INTRODUCTION

1.1 Overview

1.1.1 Entran Ltd has been appointed by Aldi Stores Ltd to prepare a Travel Plan in connection with the proposed food retail development. This document is relevant to staff of the proposed Aldi store and will suggest initiatives to maximise the sustainable transport opportunities of the site and will, prior to trading, be developed as a standalone document. This Travel Plan has been prepared in line with national, regional and local policy and should be seen as an on-going process that will be implemented by the occupiers of the development.

1.2 Development Proposals - Overview

1.2.1 As shown in **Appendix A**, the proposal comprises:

- Demolition of existing 1513 sqm GFA Co-op which has in excess of 140 car parking spaces
- No change to existing site access
- New 2000 sqm GFA Aldi
- 120 car parking spaces including 8 P&T, 5 Blue Bage, 4 active EVCP's and a further 20 passive EVCP's complete with power ready to be activated as and when required.
- 8 covered customer cycle parking spaces with a space retained internal to the warehouse for staff
- 4 Motor cycle parking spaces

1.3 Site Location and Scale

1.3.1 The application site is located off Mafon Road, Nelson, Caerphilly.

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

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

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

1.4 Travel Plan Structure

1.4.1 The Travel Plan for the site is structured as follows:

- What is a travel plan?
- Policy;
- The development and its location;
- Travel Plan Approach;
- Objectives and Benefits;
- Measures, Actions and Targets; and
- Monitoring Strategy.



2.0 WHAT IS A TRAVEL PLAN

2.1 Introduction

- 2.1.1 A Travel Plan seeks to reduce car use, encouraging alternative transport choices and reducing the need to travel. It sets aims and tangible targets so that 'real' change in transport behaviour can be achieved i.e. encouraging a modal shift away from single occupancy car use to more sustainable means of travel such as public transport, walking and cycling.
- 2.1.2 A clear definition of a Travel Plan is as follows:

“A Travel Plan is a long term travel management strategy built on a package of site specific measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys and reducing the need to travel.”

- 2.1.3 The ultimate aim of any Travel Plan should be to influence long term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is crucial to the success of a Travel Plan that the measures are site specific and tailored to the needs of the existing and future users of the site.
- 2.1.4 A Travel Plan is a dynamic process which will grow and develop with time, and with the changing circumstances of the site and the environment in which it works. It should be stressed that the Travel Plan will be flexible when determining which exact measures are implemented, and allow for changes to be made in line with Travel Plan performance.

2.2 Why a Travel Plan is required

- 2.2.1 A Travel Plan should be viewed as a positive tool that will have a real benefit to the users of the site and to the surrounding area. By submission of this document the applicant is committing the operator of the site to implement the recommendations of this TP.
- 2.2.2 Travel Plans help to reduce the impact of travel on the environment and reduce costs for individuals and have a number of benefits such as:
- Helping to inform the design and operation of the development;
 - The promotion of measures such as walking and cycling, which can help to improve the health of staff at the site;
 - The reduction in the cost of travelling to and from the site;
 - The reduction of congestion and improved access to the site. This has the knock on effect of reducing local pollution levels in terms of noise and harmful vehicle emissions such as Carbon Monoxide; and
 - The improvement of accessibility by facilitating and promoting sustainable transport initiatives, thus reducing the reliance on the car.

2.3 Components of the Travel Plan

- 2.3.1 As explained earlier, this draft TP sets the parameters for a full TP to be developed following interpretation of the proposed initial travel surveys. There are a number of key components required within the TP to ensure that an effective and successful strategy is implemented. The key components include:
- Background Information – the existing travel habits of staff must be identified and the reasons for them understood, before any attempt can be made to influence transport choices;
 - Objectives and targets – once the existing conditions are known and appropriate audits undertaken, realistic, attainable, time-bound objectives can be developed, in the light of operational and budgetary constraints. Objectives and targets may be different. Objectives may



be as abstract as explaining the reason for implementing certain measures whereas targets may be measurable outcomes or goals;

- Measures – having set the objectives the appropriate measures required to attain them should be identified. This process will be an evolutionary one and the measures adopted may vary over time as new partners are found and the effectiveness of measures are evaluated. Therefore, both long and short term policies and initiatives need to be developed. As directed the measures should be ‘worked up’ in partnership with the local highway and planning authorities;
- This TP identifies two types of measure; secured and potential. The secured measures are those which will be delivered as part of the proposed TP. These may include both infrastructure and management practices. The proposed measures are those which are not considered appropriate at this stage but which will need to be reviewed following each survey and review session;
- Raising awareness and Marketing – it is essential, if the plan is to succeed, for the staff to “take ownership” of the Plan. A wave of awareness and involvement must be created and the strategy to achieve this must be flexible, but an outline approach is set out within this TP; and
- Monitoring and Review – The range of success achieved can only be recognised if attitudes to transport and the measures adopted are monitored from the beginning. This TP therefore sets a programme for surveys and reviews.

2.3.2 It should be noted that each TP is a document that will evolve over time as additional information becomes available and the travel habits of staff change. To consider any document to be the definitive TP for the development will lead to an ineffective, and ultimately, obsolete initiative. The plan needs to set out the policy objectives and initiatives, but allow them to develop and evolve over time.

3.0 THE DEVELOPMENT AND ITS LOCATION

3.1 Development Composition

3.1.1 The proposal comprises:

- Demolition of existing 1513 sqm GFA Co-op which has in excess of 140 car parking spaces
- No change to existing site access
- New 2000 sqm GFA Aldi
- 120 car parking spaces including 8 P&T, 5 Blue Badge, 4 active EVCP's and a further 20 passive EVCP's complete with power ready to be activated as and when required.
- 8 covered customer cycle parking spaces with a space retained internal to the warehouse for staff
- 4 Motor cycle parking spaces

3.2 Existing Site Use and Access

3.2.1 The application site is located on Maifon Road adjacent to the Texaco garage in the south of Nelson and is currently a Co-op foodstore. The strategic site location is illustrated in **Figure 3.1** with the local context shown in **Figure 3.2** below.

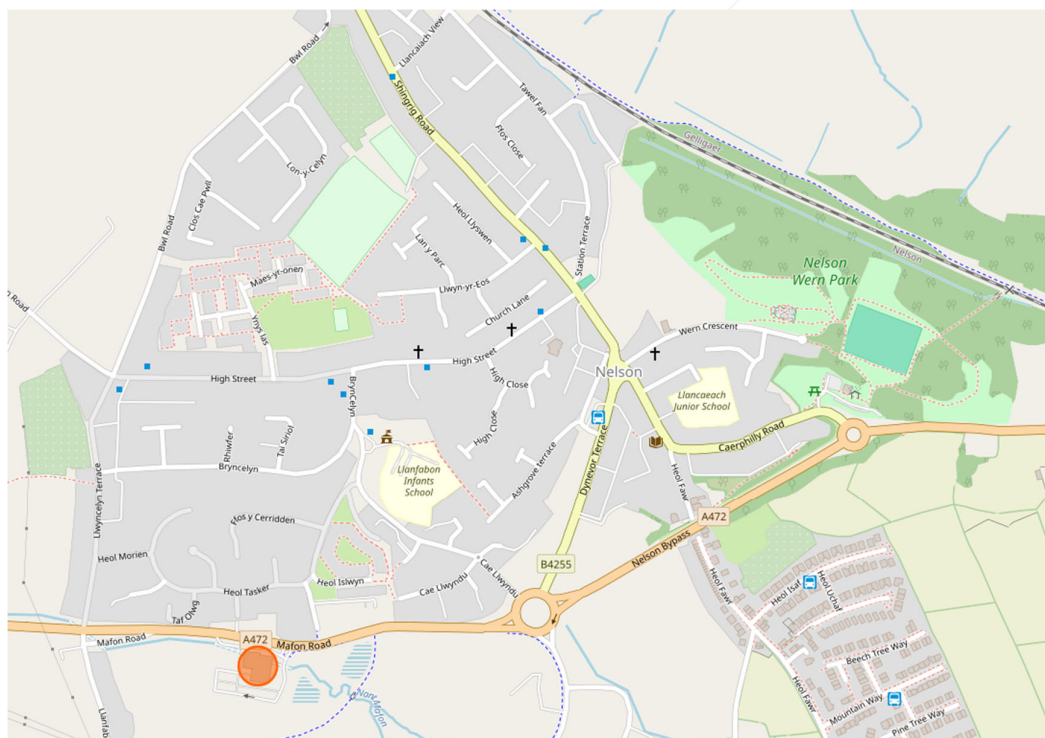


Figure 3.1 – Strategic Site Location

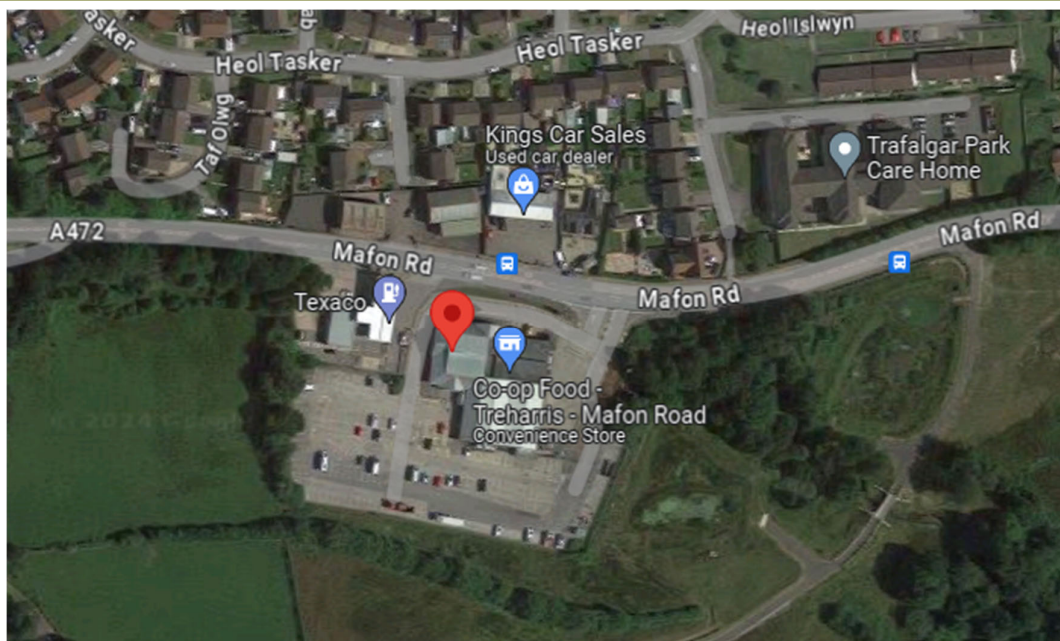


Figure 3.2 – Local Context

3.2.2 An illustration of the existing site layout by way of the red line boundary plan is provided in **Figure 3.3** below.

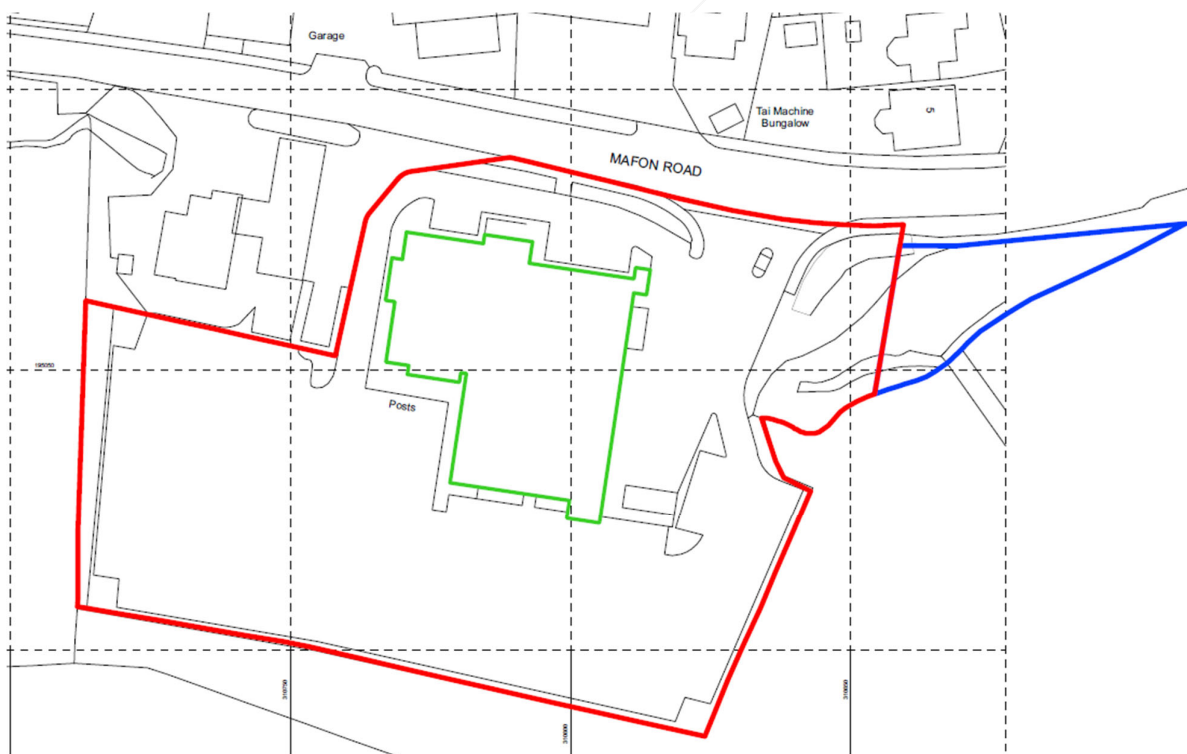


Figure 3.3 Site Boundary

3.2.3 The existing site is currently accommodates a Co-op food shop.

3.2.4 Vehicular access to the site is currently gained via an existing Right Ghost Island T-junction with associated pedestrian crossing facilities. The existing access is illustrated at **Figure 3.4**.



Figure 3.4 - Existing Access from Mafon Road

3.3 Existing Local Highway Network

3.3.1 The site access from Mafon Road (A472) which is subject to a 20mph speed limit, is lit, has comprehensive footways along its northern flank and footways to the east along its southern flank, bus stops and a range of pedestrian crossing facilities.

3.3.2 Mafon Road links Nelson to Ystrad Mynach in the east and Abercynon in the west.

3.4 Existing Pedestrian/Cycle Facilities

3.4.1 The existing walking and cycling facilities in proximity to the proposed site have been evaluated to

provide details about the current provision and help inform how these fit within the framework of Active Travel Wales.

- 3.4.2 Active Travel Wales Design Guidance with updated guidance produced in July 2021 sets out the procedures and processes to meet the goals of the Active Travel Wales Act 2013. The aim is to make active travel (e.g walking and cycling) the most attractive option for most shorter journeys, and to leave the car behind where suitable to do so. The Act requires local authorities to produce active travel maps and deliver continuous year on year improvements in active travel routes and facilities.
- 3.4.3 The Active Travel Act identifies that new development should be fully accessible by walking and cycling in relation to provision within the site and connections between the site and nearby services, facilities and active travel networks. The guidance sets out that the planning and design of the development will be led by the forecasted all mode travel demands, assess their impact on the surrounding network and design appropriate mitigation measures. The July 2021 guidance contains a wealth of details including layouts and toolkits to determine suitability of routes for inclusion into the Active Travel Network Maps (ATNM).
- 3.4.4 An Active Travel Network Map for walking and cycling has been produced for Caerphilly CBC with the related Nelson Section presented below as **Figure 3.5**. This highlights the range of current active travel routes in the local area as well as proposed future routes. This is now explored in context to existing facilities surrounding the site.

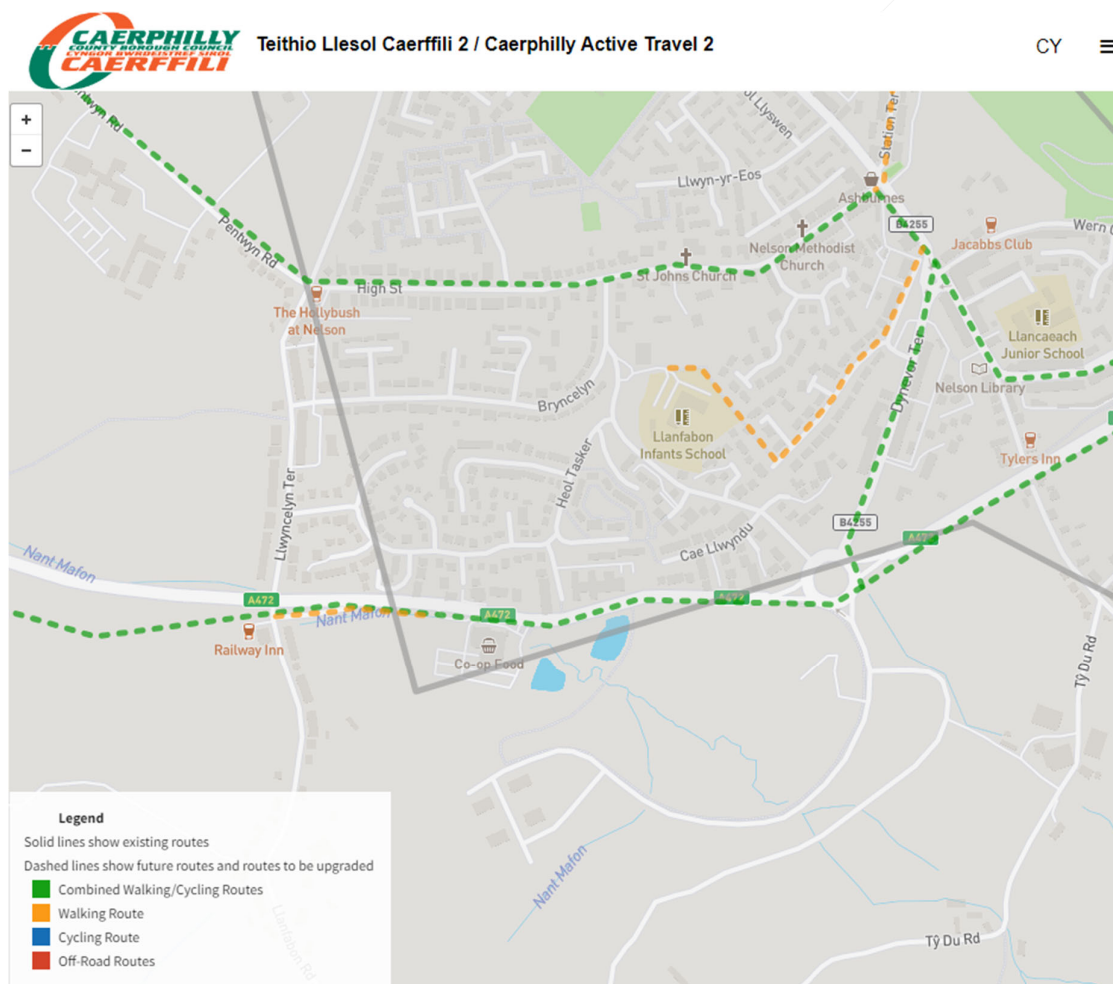


Figure 3.5 – Active Travel Map

- 3.4.5 The Active Travel Act Guidance suggests that two out of every three journeys are less than five miles in length which is an achievable distance to cycle. Table 4.1 within this guidance illustrates the range of distances that are likely to be considered by each mode of travel, this is reproduced below in **Figure 3.6**.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Source: Active Travel Act Guidance

Figure 3.6 – Active Travel Act Walking and Cycling Distance Ranges

- 3.4.6 The UK 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”.
- 3.4.7 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
- 3.4.8 Manual for Streets usefully ‘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).
- 3.4.9 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.
- 3.4.10 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”
- 3.4.11 The Department for Transport Document, LTN 1/04 – Policy, Planning and Design for Walking and Cycling states that the mean average journey length by bicycle is 4km.
- 3.4.12 Local Transport Note (LTN) 2/08 Cycle Infrastructure Design also 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 will 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 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.
- 3.4.13 The key objectives of national and local policy is minimising the need to travel, reducing the proportion of journeys made by private car by making the use of public transport, making walking and cycling more attractive, influencing the location and layout/links between development to maximise the use and value of existing and planned sustainable transport investment. The goal is to make cycling and walking a realistic choice for a range of journeys encouraging access for all age groups and abilities.
- 3.4.14 All the above documents have been considered in the following subsections.

Walking and Cycling

- 3.4.15 Within a walk distance of 2,000m, the site is very accessible from the whole of Nelson with the surrounding residential population being circa 4,200 people.
- 3.4.16 To the benefit of pedestrians there is a good network of footpaths and footways adjacent to and surrounding the site.
- 3.4.17 As can be seen from **Figure 2.4** there is a signalised pedestrian crossing facility immediately east of the site access whilst **Figure 2.5** identifies that the footway/cycleway along the southern side of Mafon Road forms part of the Towns active travel network.
- 3.4.18 It is concluded that the site is well located with no barriers to future pedestrian and cyclist access.

Public Transport

- 3.4.19 There are east and west bound bus stops within 200m of the site both of which include, bus cage, raised kerb, flag and shelter.
- 3.4.20 These stops are served by routes 78 and X38 which link the site to Pontypridd (both) and Abergavenny route 78.
- 3.4.21 Both routes pass through Nelson at 60 and 30 minutes respectively ensuring the site is accessible via public transport.
- 3.4.22 **Figure 3.7** provides an illustration of the location of the bus stops.



Figure 3.7 - Local Bus Stops



4.0 TRAVEL PLAN APPROACH

4.1 Introduction

- 4.1.1 This Travel Plan has been prepared as a concise document to present the Company's commitment to managing multimodal access to its development.
- 4.1.2 Aldi are also committed to reducing reliance on the private car for journeys to work and maximising the potential and opportunities for employees to travel by sustainable modes. In this regard, this Travel Plan has been developed with reference to both local and national guidance.
- 4.1.3 This Plan presents a long term strategy for reducing dependence of staff on travel by private car and in this regard this Travel Plan itself will be an ever evolving document, amended as required once the referred staff travel surveys have been completed. The Plan will then naturally evolve and change as subsequent staff surveys are undertaken.

4.2 Approach

- 4.2.1 In order for a Travel Plan to be successful, it must influence behaviour as opposed to dictate a specific modal use. In order for this to be achieved, the Plan must successfully alter an individual's perception in the following ways:
 - the Individual must be able to appreciate that a change in behaviour will benefit them;
 - he/ she is enabled to change his/her behaviour; and
 - An individual must be encouraged to take action, by experimenting with transport modes.
- 4.2.2 Measures should focus on the areas that need most development in order to ensure that all of the above factors are covered. A Travel Plan should therefore consider as a minimum the following three points:
 - Raise awareness of the Travel Plan and its benefits, the sustainable transport infrastructure and incentives to encourage use;
 - Improve accessibility and to discourage single occupancy vehicle use as a primary mode of travel; and
 - Measures should be developed and provided to encourage a behavioural shift and adoption of sustainable modes of transport.



5.0 OBJECTIVES, BENEFITS AND TARGETS

5.1 Objectives

5.1.1 The primary purpose of this Travel Plan is to determine a realistic range of actions to encourage the use of more sustainable modes of transport to travel to and from the site. The principle objectives of the Travel Plan are therefore:

- To encourage staff to use more sustainable modes of transport to travel to and from the site;
- To improve awareness of transport issues and reduce the impact of traffic on the local environment;
- To raise customer awareness of sustainable travel options;
- To minimise the proportion of private car journeys to and from the proposed development;
- To increase the proportion of journeys to and from the proposed development by sustainable modes of transport in particular car share; and
- To minimise the number of single occupancy car trips to and from the proposed development.

5.2 Benefits

5.2.1 This Travel Plan will assist both staff and customers in making an informed decision on how they travel to and from the site and encourage them to use sustainable transport. This will reduce reliance on single occupancy car travel and encourage a reduction in car trips generated by the development.

5.2.2 Other benefits of the Travel Plan may include:

- Reduction in congestion and traffic related pollution;
- Increase in employee attendance levels; and
- A healthier work force.

5.2.3 Table 5.1, below, summarises some of the benefits of implementing a TP and indicates who will benefit.

Table 5.1: Who will benefit from the Travel Plan?

Benefit	Visitors	Staff	Community/ Environment
Cost Savings	√	√	
Healthier staff and reduced absenteeism	√	√	
Improved site access	√	√	√
Reduced Congestion	√	√	√
Reduced accidents	√	√	√
Improved staff morale		√	
Improved quality of life	√	√	√
Reduced stress	√	√	
Improved local air quality	√	√	√



Reduced noise			√
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5.3 Targets

- 5.3.1 Table 5.2 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 5.2 below).
- 5.3.2 It should be noted that the following table provides both staff numbers and percentage splits and is 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 5.2 – Indicative Staff Mode Share Targets

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



6.0 MEASURES AND ACTIONS

6.1 Background

6.1.1 A wide range of measures and actions will be used to encourage car-sharing, public transport use, cycling and walking in accordance with national and local policies.

6.1.2 Firstly, within two months of opening Entran Ltd be appointed as the Travel Plan Co-ordinator, Entran Contact details:

Robert Williams,
Entran Limited
2nd & 3rd Floors
Northgate House
Upper Borough Walls
Bath
BA1 1RG
Tel: 0117 937 4077

6.1.3 At this point all partners to the Travel Plan will be advised of the appointment.

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

6.2 Measures and Actions

6.2.1 The Travel Plan Co-ordinator will ensure that the Travel Plan is implemented; operating efficiently and that all the measures for encouraging sustainable travel are in place. Responsibilities include:

- Promoting and encouraging travel modes other than the car, including providing information to staff via a notice board in the staff room, which will be checked every three months;
- Promoting car sharing;
- Identify employee travel habits through staff surveys;
- Monitoring and reviewing the Travel Plan; and
- Ensuring the needs of the less mobile is incorporated in the Plan.

6.2.2 The measures developed on site shall be largely based on the outcomes of the initial travel survey. Some measures are essential in meeting with current standards, for example the quantity of cycle and car parking provision, other measures will be unique to the site. As such the following sections are intended to give an overview of the potential measures that could be implemented by the Travel Plan Co-ordinator if the travel survey highlights them as being appropriate.

6.3 TP Measures

6.3.1 Due to the changing characteristics of the development over time it would be ineffective for the TP to specify TP measures or funding for measures that may not be required, Nevertheless, funding will be made available for the implementation of measures should the need arise through the monitoring process. In this regard therefore, required measures must be determined by reference to travel surveys and importantly, an understanding of the factors that would motivate staff to alter their travel behaviour. The programme of surveys and monitoring therefore not only needs to identify travel behaviour but also attitudes to travel and key motivators for change.

6.3.2 Notwithstanding this, the TP's measures are divided into sub-categories:

- Hard measures – these are infrastructure provision or improvements;
- Soft measures – these are management measure, incentives, marketing initiatives etc;



- Secured measures – these are measures that will be implemented; and
 - Failsafe measures – these are an ‘arsenal’ of measures available to the TP Coordinator to be chosen according to survey feedback so that resources can be targeted towards those measures found to be most effective.
- 6.3.3 The following tables describe both secure and failsafe measures per mode. Secure measures are those that will be adopted prior to recruitment of staff or as part of the build process, with the failsafe measures being those that could be introduced should the need arise.
- 6.3.4 In addition, all employees will receive details of the TP upon commencement of employment and a copy of the TP will be kept in the staff room.

Hard measures	
Secured	Failsafe
<ul style="list-style-type: none"> • Good on-site lighting; • Lockers; • New footway across store frontage 	<ul style="list-style-type: none"> • Additional pedestrian signage;
Soft measures	
Secured	Failsafe
<ul style="list-style-type: none"> • Marketing – promoting walking in all written and electronic material - Travel pack • Notice board in staff room displaying the above 	<ul style="list-style-type: none"> • Personalised Travel Planning.

Table 6.1 - Measures to encourage walking

Hard measures	
Secured	Failsafe
<ul style="list-style-type: none"> • Good on-site lighting; • 10 external prominent and covered cycle parking spaces via Sheffield loops–usage to be monitored • Provision for in-store cycle storage facilities for employees convenient to staff room • Implement the Government backed cycle purchase scheme (Aldi standard) 	<ul style="list-style-type: none"> • Additional cycle parking
Soft measures	
Secured	Failsafe
<ul style="list-style-type: none"> • Marketing – promoting cycling in all written and electronic material - Travel pack • Notice board in staff room displaying cycle routes to and from the development 	<ul style="list-style-type: none"> • Negotiated discount with local bike shop; • Personalised travel planning.

Table 6.2 - Measures to encourage cycling

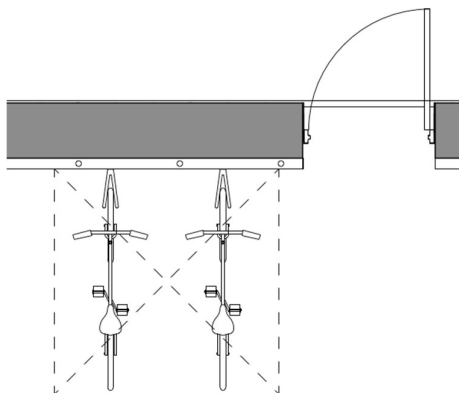
Soft measures	
Secured	Failsafe
<ul style="list-style-type: none"> Marketing – promoting the use of public transport in all written and electronic material; Travel pack (including bus routes and bus/train timetable info) Travel notice board in staff room displaying bus timetables 	<ul style="list-style-type: none"> Personalised travel planning; Investigate bus discounts for staff

Table 6.3 - Measures to encourage public transport use

Hard measures	
Secured	Failsafe
<ul style="list-style-type: none"> Marketing – promoting car sharing in all written and electronic material as well as interview and induction process Guaranteed ride home (emergency only) 	<ul style="list-style-type: none"> Personalised travel planning

Table 6.4 - Measures to encourage car sharing

- 6.3.5 The Travel Pack (to be agreed with BCBC) will contain information on the alternatives to single-occupancy car use available to staff including;
- comprehensive walking and cycling route maps linking the site to local infrastructure including shops, residential areas and bus station
 - Bus maps and timetables as well as leaflets describing the health benefits of cycling and walking;
 - contact details of the Travel Plan Co-ordinator for the site; and
 - Useful resources such as the Transport Direct Journey Planner website to enable people to plan their own journeys.
- 6.3.6 Travel Packs will be issued to all staff as part of their induction process. Staff will also be advised of the Travel Plan and Pack during the interview process.
- 6.3.7 Typical warehouse cycle parking is shown below as **Figure 6.1**.





7.0 MONITORING

7.1.1 Monitoring Strategy

7.1.1 An important part of the Travel Plan is the continual monitoring and review of its effectiveness. It is essential that a Travel Plan is not a one-off event, but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards targets and objectives, and, if necessary, enable the Travel Plan to be refined and adapted in order to improve its progression.

7.1.2 The stages to monitoring a Travel Plan include:

- Collection of base data i.e.: soon after opening and resultant setting of travel mode targets;
- Measures implemented over a period of time are recorded;
- Collection of future data at defined point;
- Comparison of data collected; and
- Review of mode share against target and resultant implementation of new measures or setting of revised targets.

7.1.3 In terms of this Travel Plan, it is important to note that it will not be possible to collect any 'before' data for the site since it is currently in a different land use.

7.2 Survey of Employee Travel Patterns

7.2.1 The effectiveness of the Travel Plan will need to be monitored and reviewed in partnership with the local authority. This review process will identify the most effective measures and key motivators influencing people's travel choices. The schedule of monitoring and review will be as follows:

Survey	Date	Review / Reports
1.	2 months after first occupation	<ul style="list-style-type: none"> • Within 1 month of survey review survey findings and report to local authority. Submit Final Travel Plan to CBC for approval • Feedback findings to staff within 1 month of local authority review • Senior staff member to implement review outcomes and Travel Plan within 2 months of being approved
2.	1 year after first occupation	<ul style="list-style-type: none"> • Identify actions from Review 1 • Review survey 2 findings and report to local authority within 1 month of survey and update Travel Plan • Feedback findings to staff within 1 month of local authority review • Senior staff member to implement review outcomes prior to Survey 3.
3.	2 and 5 and years after first occupation	<ul style="list-style-type: none"> • Identify actions from Review 2 • Review survey 3 findings and report to local authority within 1 month of survey and update Travel Plan • Feedback findings to staff within 1 month of local authority review • Senior staff member to implement review outcomes.

Table 7.1 – Schedule of monitoring and review



7.2.2 The communication strategy, monitoring and review process contained within this document will instil a culture of sustainable travel within the company and focus resources on the methods most effective in reducing single car occupancy.

7.2.3 A sample staff questionnaire is included as **Appendix B**.

7.3 Partnership Arrangement

7.3.1 As discussed, the Travel Plan will be monitored to ensure that the aims and objectives are met and that the development accords with the terms of the planning permission.

7.3.2 The Local Authority are an important partner in the Travel Plan process. However, it is important that the relationship between the site occupiers and the Councils is a genuine partnership arrangement and not seen by any party as being a matter of enforcement or penalties. With this in mind all objectives or targets must be agreed by all parties as being:

- challenging;
- realistic;
- measurable; and
- achievable.

7.3.3 If the objectives do not meet all these requirements they will be ineffective.

7.3.4 The Travel Plan will be a continuously evolving 'live' document. It may therefore be necessary to amend mode share baselines and targets depending on the result of the on-going surveys. These evolving changes should be communicated to and agreed with the Council.

7.3.5 If targets or objectives are not met it may be decided following discussions between the Travel Plan Co-ordinator and the Council that measures could be modified or alternative measures implemented



Appendix A





Key

- Site Application Boundary
- TM Denotes tarmac finish
- CC Denotes concrete surface finish
- CS Denotes concrete slab finish
- GR Denotes gravel finish
- BP Denotes block paving, herringbone pattern
- CP Denotes conservation paving, colour charcoal grey
- SL Denotes landscaped area with misc planting within application area. Refer to separate soft landscaping proposals
- ↻ Denotes parking space with electric vehicle charging point
- ↻ Denotes parking space with infrastructure installed for the future conversion to electric vehicle charging point (20no in total)
- Existing trees. Refer to separate arboricultural report
- Proposed trees
- 2.0m high timber acoustic grade fence
- 1.8m high timber close boarded fence
- 1.2m high timber post and rail fence
- 450mm high timber knee rail
- Vehicle restraint barrier
- Existing site level
- Proposed site level
- Denotes lighting column
- Heavy duty bollards
- New stainless steel anti ram bollards

Annotations

- 1 Site access retained as existing
- 2 Aldi pole sign subject to separate advert consent application
- 3 Existing headwall to culvert running under car park
- 4 Possible future location for electric sub station (subject to agreements with statutory provider)
- 5 Pedestrian route to store
- 6 Covered trolley bay
- 7 Parent & Child spaces
- 8 Disabled spaces
- 9 Active EVCP spaces
- 10 Cycle parking
- 11 Loading bay ramp and bin store
- 12 External plant area enclosed by 2.5m high palisade fencing
- 13 Service yard
- 14 Staff parking
- 15 Motorcycle parking
- 16 Maintenance access to headwall
- 17 Route of existing culvert (line between existing pipe openings)

Car Parking Numbers 120

Typically 2.6m x 5.0m spaces

STANDARD	95
DISABLED	5
PARENT & CHILD	8
ACTIVE EVCP	4
STAFF	8
MOTORCYCLE	4
BICYCLE	8



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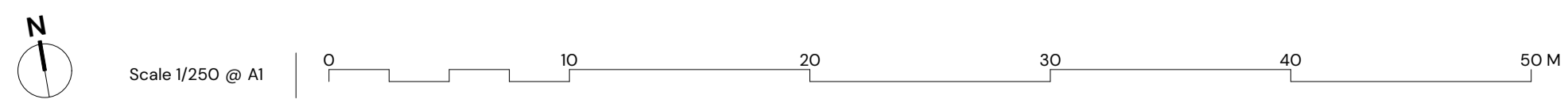
Do not scale this drawing

Project: Mafon Road, Nelson, Caerphilly
 Client: Aldi Stores Ltd

Date: 30/01/2024
 Scale: 1:250
 Filename: 200413 Planning Master.vwx

P03 12/02/2024 JS GS Project description updated. Future EV's banked together. Acoustic fence to plant enclosure moved further west. Proposed site levels added.
 P02 08/02/2024 JS GS HGV tracking added. Notional easement to culvert under car park removed.

Rev	Date	By	Ap	Note
Proposed Site Plan				
Project Number/Drawing Number: 200413-1310				
Check all dimensions and levels on site				
Revision: P03				
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Appendix B





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	<input type="checkbox"/>	Health Reasons	<input type="checkbox"/>
Cost savings	<input type="checkbox"/>	Use the car during the day	<input type="checkbox"/>
Convenience/flexibility	<input type="checkbox"/>	Lack of suitable alternative transport	<input type="checkbox"/>
Dropping off/Collecting Children	<input type="checkbox"/>	Other (please state)	<input type="checkbox"/>

4. Would you be prepared to car share?

Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
Maybe	<input type="checkbox"/>	I already car share	<input type="checkbox"/>
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	<input type="checkbox"/>	More frequent bus services	<input type="checkbox"/>
Improved waiting facilities e.g. shelters, seating	<input type="checkbox"/>	Discount tickets extended for all local bus services	<input type="checkbox"/>
Better information on rates and fares	<input type="checkbox"/>	Real time information at stop (digital bus time information)	<input type="checkbox"/>
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	<input type="checkbox"/>	Improved cycle parking at the site	<input type="checkbox"/>
Improved facilities eg lockers	<input type="checkbox"/>	Better information on cycle routes and location of cycle facilities	<input type="checkbox"/>
Arrangement to buy/hire a bicycle at discounted rates	<input type="checkbox"/>	Improved cycle security	<input type="checkbox"/>
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?	<input type="checkbox"/>	Safer, better lit walking paths in the site?	<input type="checkbox"/>
More information about walking routes?	<input type="checkbox"/>	Other (please state)	<input type="checkbox"/>

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle mileage allowance for 'business mileage'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of pool car for business travel off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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:

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