

**PROPOSED DISCOUNT FOODSTORE AND
NON-FOOD RETAIL UNIT**

Homebase, Sturlas Way, Waltham Cross, EN8 7BF

Aldi Stores Limited
Framework Travel Plan

April 2021

Framework Travel Plan
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1.0 INTRODUCTION

1.1 Background

1.1.1 Travel Plans are strategies for managing multimodal access to a site or development, that focus on maximising the potential for travel by sustainable modes of transport.

1.1.2 As part of Aldi Stores Limited's proposals for a discount foodstore and non-food retail unit development on the site of the existing Homebase DIY superstore on Sturlas Way in the town of Waltham Cross, will be implementing a Travel Plan to focus primarily on staff travel.

1.2 Travel Plan Background

1.2.1 Travel Plans are strategies for managing multimodal access to a site or development, that focus on maximising the potential for travel by sustainable modes of transport. They set out the objectives of the Plan, a range of measures to be implemented to achieve the objectives and the means by which the success of the Plan will be monitored.

1.2.2 The document Delivering Travel Plans through the Planning Process¹ has been reviewed with reference to the development of the site Travel Plan.

1.2.3 Research² commissioned by the Department for Transport, which examined the effectiveness of the Travel Plans of 26 organisations (local and national government departments, hospitals, universities and private companies) drew a conclusion of an average 17.8% reduction in traffic. Additional benefits of travel plans were found to be as follows:

- Increases in walking and cycling, with associated health gains.
- Improved social inclusion.
- Better conditions for employees.
- Improved staff recruitment and retention.
- The opportunity to contribute to environmental management standards such as ISO 14001.
- Good PR for businesses.
- Financial savings.
- Increases in bus use and associated ticket revenue.
- Better estate management.
- Less noise, congestion and pollution, and better conditions for freight distribution associated with reductions in car use.
- Better security and less fear of crime from better car parking management.

¹ Delivering Travel Plans through the Planning Process, Department for Transport, April 2009

² Smarter Choices – Changing the Way we Travel, Cairns et al, 2004

1.3 References

1.3.1 The Travel Plan has been prepared with reference to the following documents:-

- The Essential Guide to Travel Planning, Ian Taylor for The Department for Transport, March 2008.
- A Guide on Travel Plans for Developers, Transport Energy, September 2006.
- A Travel Plan Resources Pack for Employers, Transport Energy Best Practice Report.
- Transport 2000 Making Travel Plans Work: Lessons From UK Case Studies (July 2002).
- Hertfordshire's Travel Plan Guidance for Business and Residential Development (May 2014).

1.3.2 This Travel Plan has been prepared with due regard to the Government's National Planning Practice Guidance note 'Travel Plans, Transport Assessments, and Statements in Decision-Taking'. The guidance note provides advice on when transport assessments and travel plans are required and what they should contain.

1.3.3 Under the heading 'What are Travel Plans?' the guidance indicates the following:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."

1.3.4 Under the heading 'How do Travel Plans, Transport Assessment and Statements relate to each other?' the guidance goes on to say the following:

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers."

1.4 Status

1.4.1 This Travel Plan has been prepared for the proposed development as a whole, focusing primarily on staff travel. The Travel Plan will be updated to provide the details of the Travel Plan Co-ordinator / Champion (TPC) when appointed, and when the measures have been implemented and the necessary staff surveys have been completed.

1.4.2 Staff surveys will be carried out six months after the site is occupied. A period of three months will then be allowed to complete the survey response analysis and draft the Travel Plan. At that time a copy of the updated Travel Plan will be submitted to the Local Authority.

1.5 Objectives

1.5.1 The plan is a strategy for reducing dependence of staff on travel by private car. The primary objective of the strategy is to:

- Increase awareness and encourage use of environmentally friendly modes of transport amongst staff and customers.
- Introduce a package of management measures that will help to facilitate staff travel by sustainable modes of transport.
- Reduce single occupancy, single purpose vehicle use by staff.

1.5.2 Secondary objectives are to:

- Minimise the impact on the local community of traffic associated with the site by minimising noise and pollution.
- Show a commitment to improving traffic conditions within the local area.
- Reduce the adverse effects on health associated with increased car use.
- Reduce air pollution and the consumption of fossil fuels.
- Increase the attractiveness and hence the proportion of journeys made to and from the site by sustainable modes of transport such as walking, cycling and public transport.
- Promote walking and cycling as a health benefit to staff.
- Promote social inclusion by widening the travel options available for non-car owning staff.
- Reduce the cost to staff of their journey to work by promoting alternatives that are both cheaper and more environmentally friendly.
- Reduce the perceived safety risk associated with the alternatives of walking and cycling.

1.5.3 The Travel Plan will also be of benefit to the operator from a business perspective. By minimising the number of car-based staff journeys to the site, optimum use will be made of the site car park by maximising the number of spaces which are available for the use by customers undertaking bulk shopping trips. The adoption of the Plan will also help the operator to project a more environmentally friendly image to both its staff and the local community. Therefore, it will be beneficial for the operators to fully support the adoption of the Travel Plan at the site.

1.6 Travel Plan Content

1.6.1 A key feature of the any Travel Plan is a review of existing staff travel patterns, which is detailed in Section 2.0 of this report. The outputs of this review constitute the starting point, and will go on to inform the various Plan measures and the identified targets. Over time the staff travel review surveys will provide the monitoring framework whereby historical travel to work data will allow key trends to be identified on a site-specific basis, for the five-year life of the Plan.

1.6.2 The Travel Plan will be implemented by a Travel Plan Co-ordinator / Champion. This role is described in Section 3.0.

1.6.3 The measures by which the Travel Plan objectives and targets will be achieved are the key component of the Plan and are described in Section 4.0. Regular monitoring is required to ensure that the objectives are being met and to gauge progress towards the targets. The means by which the Plan will be monitored are set out in Section 5.0.

1.6.4 The remainder of this report is divided into four further sections, which are as follows:-

Section 2.0 Current Travel Patterns

Section 3.0 Travel Plan Administration

Section 4.0 Travel Plan Measures

Section 5.0 Plan Monitoring and Review

2.0 CURRENT TRAVEL PATTERNS

2.1 Introduction

2.1.1 The success of the Travel Plan will primarily be judged by its progress towards the target for the modal split of staff travel to the site. This section of the Travel Plan provides details of the existing local modes of travel for employment purposes, based on local Census statistics; in the updated Travel Plan, this section will present the results of the staff travel survey and will specify the modal share targets.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

2.2.2 The CIHT document 'Planning for Walking' (April 2015) has been consulted with reference to pedestrian catchments. Reiterating the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

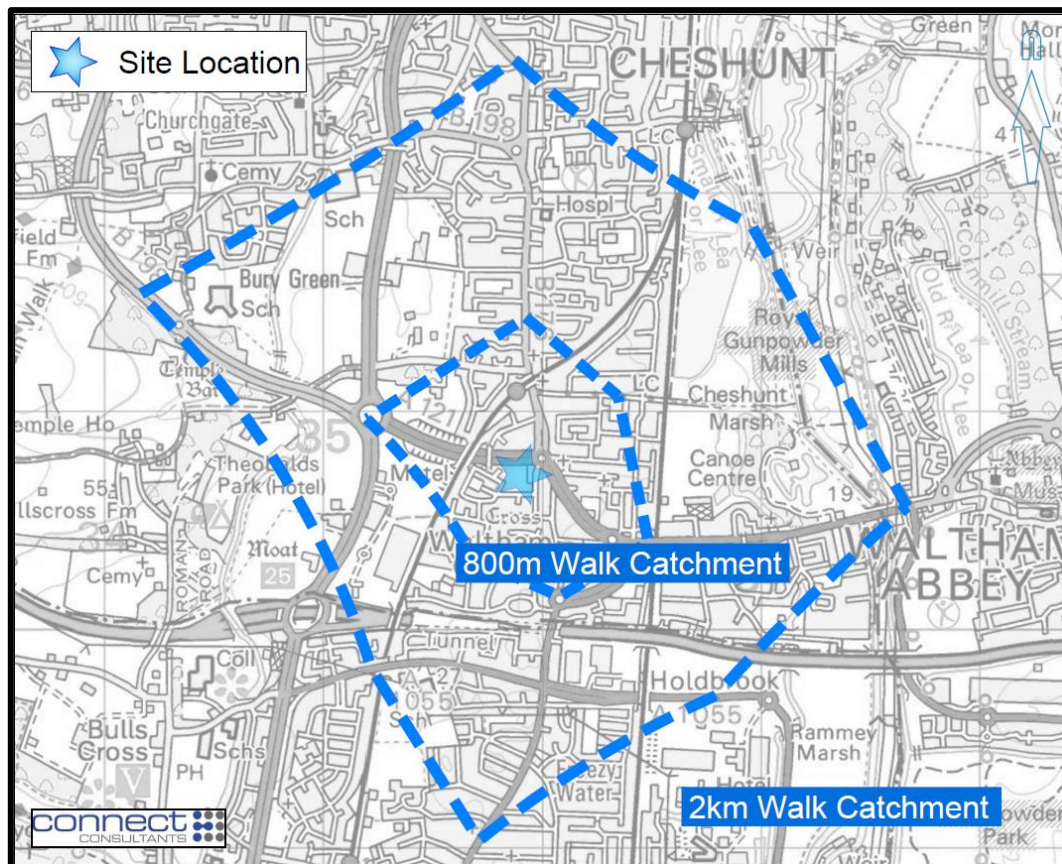
2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.

2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based trips to the site, people are likely to be prepared to walk further.

2.2.6 Based on a maximum walk distance of 800m for shoppers and 2km for employees, the approximate walk catchments are shown at Figure 2.1 below.

Figure 2.1 – 800m and 2km Walk Catchment



Source: Promap

- 2.2.7 The walk catchments above indicate that there are a number of residences and shopping facilities within the 800m customer walk catchment area as well as a substantial staff pool residing within the 2km walk catchment.
- 2.2.8 There is an existing zebra crossing located directly adjacent to the site boundary on Sturlas Way, which leads into the existing pedestrian access to the site. This will be retained as existing.
- 2.2.9 A new pedestrian access point will be provided on the north east corner of the proposal site, facilitating easier access from the north.
- 2.2.10 Sturlas Way and High Street all benefit from footways on both sides of the carriageway. The A121 Winston Churchill Way is flanked on its southern side by a shared footway/cycleway.
- 2.2.11 Further signalised pedestrian crossing facilities are available on the A121 Winston Churchill Way, A121 Monarchs Way and High Street arms of the Sturlas Way roundabout.
- 2.2.12 A direct route to the pedestrianised area of Waltham Cross town centre from the site is available, specifically via the Wickes' car park to the east of the proposal site. This route to the town centre includes a ramp for those with reduced mobility, and is therefore considered an accessible route.

2.2.13 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for customers to make trips by foot, including linked trips with other retail facilities. There are also good opportunities for future staff members to walk to work.

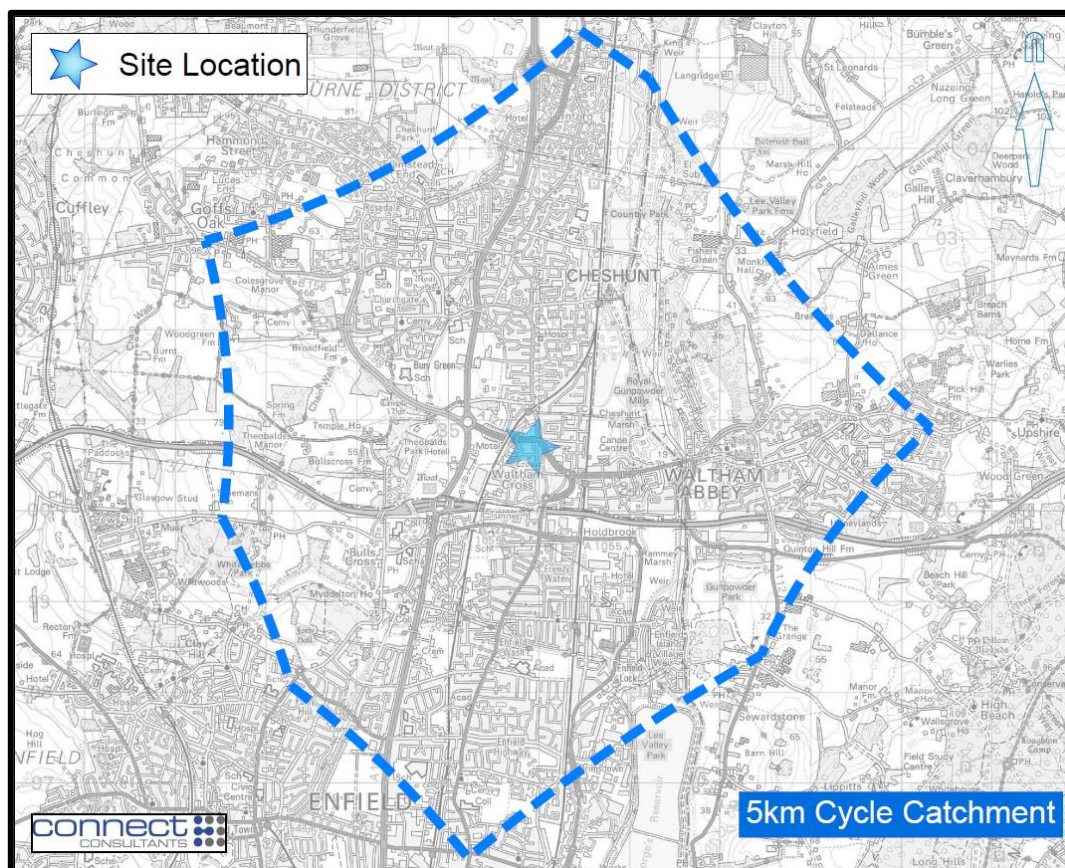
2.3 Cycling

2.3.1 The 2018 National Travel Survey specified average journey lengths, by cycle in England of c5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km.

2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length. Small quantities of shopping can be carried on a cycle rack without impediment and cycling is therefore a viable mode of transport, particularly for staff and customers making 'top-up' shopping trips.

2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.2 below.

Figure 2.2 – Cycle Catchment Area

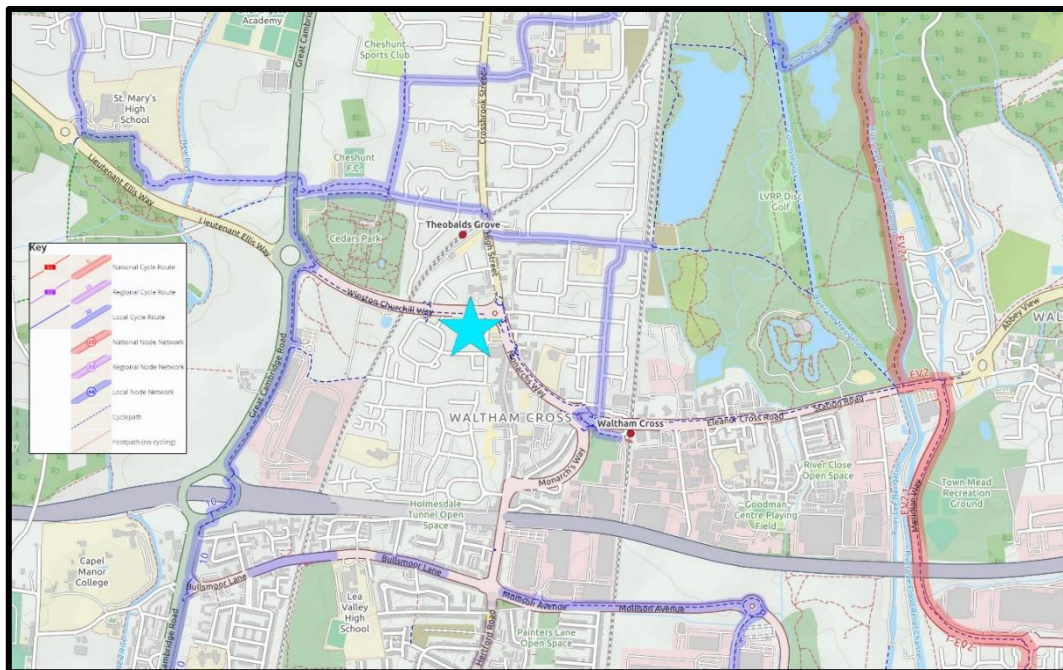


Source: Promap

2.3.4 The 5km cycle catchment includes all of Waltham Cross, Cheshunt, Freezy Water and part of Wormley to the north. This provides a significant local population within cycle distance of the site.

2.3.5 Figure 2.3 below, shows a cycle map for Waltham Cross and the surrounding areas taken from OpenCycleMap, showing local and national cycle ways in the area.

Figure 2.3 – Waltham Cross Cycle Map



Source: OpenCycleMap. N.B. The proposal site is indicated by a blue star.

2.3.6 Regional Cycle Route EV2 runs along Meridian Way to the east of the site, providing a north-south route along the River Lee.

2.3.7 Local cycle routes are also available, allowing for travel within the urban area of Waltham Cross. As previously mentioned, signalled pedestrian crossing facilities are available on the A121 Winston Churchill Way, A121 Monarchs Way and High Street arms of the Sturlas Way roundabout, and a zebra crossing is available on Sturlas Way, close to the site access junction.

2.3.8 As shown in Figure 2.4 below, all routes to the proposal site by cycle are accounted for excluding the route from the A121 Winston Churchill Way, which does not provide a connection to any residential area that does not already benefit from a cycle route to the proposal site.

Figure 2.4 – Cycle Route Access



Source: Google Earth.

2.3.9 Considering that the roads local to the site are urban in character, and that the local topography is generally gentle, cycling provides an opportunity to access the site by a sustainable mode of transport for potential customers and staff members.

2.4 Bus Access

2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 The nearest bus stops to the site are the northbound and southbound 'The Vine PH' stops, approximately 215m and 300m walk distance from the proposal site, respectively, both of which lie within the recommended IHT catchment.

2.4.3 The northbound stop benefits from a shelter, seating, static timetables and Real Time Passenger Information. The southbound stop benefits from a flag-and-pole with static timetables. During pre-application discussions, it was suggested that improvements be made to these bus stops, including the provision of a bus shelter on the southbound stop.

2.4.4 A review of the circumstances of this bus stop shows that the provision of a bus shelter at this location would likely be an obstruction to the flow of pedestrians on the east side of the High Street, and would also negatively affect the businesses within the vicinity of this stop. On this basis, no improvements to these bus stops are proposed.

2.4.5 The above bus stops and their walk routes to/from the site are shown at Figure 2.5 below.

Figure 2.5 – Bus stop locations



Source: Google Earth. N.B All Distances, Locations and Areas approximate.

2.4.6 Table 2.1 below summarises the routes that serve the above bus stops.

Table 2.1 – Bus Service Details

Service	Bus Stop	Route	Approximate Peak Frequency / Period		
			Monday - Friday	Saturday	Sunday
242	The Vine PH (Both)	Waltham Cross – Hatfield - Panshager	Once per Hour	Once per Hour	Once per Two Hours
251	The Vine PH (Both)	Upshire – Waltham Cross – Cheshunt	Three per Hour	Once per Hour	No Service
310	The Vine PH (Both)	Waltham Cross – Hoddesdon – Hertford	One per Hour	One per Hour	One per Hour

2.4.7 The above buses provide access to a variety of destinations within the Hertfordshire, including Hatfield, Cheshunt and Hertford.

2.4.8 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

2.5 Access by Rail

2.5.1 The advice in the IHT publication titled ‘Planning for Public Transport in Developments’ suggests that railway stations have a walk catchment of 800m.

2.5.2 Waltham Cross mainline railway station lies approximately 850m walk distance from the proposal site, marginally outside the IHT recommended catchment.

- 2.5.3 Waltham Cross mainline station lies on the Hertford East Line, with six trains per hour to the station from Mondays to Saturdays and four trains per hour on Sundays.
- 2.5.4 The London Overground Station Theobalds Grove lies approximately 500m walk distance from the proposal site and therefore within the IHT recommended catchment.
- 2.5.5 Theobalds Grove receives a total of four London Overground trains per hour, two in either direction, to Cheshunt and London Liverpool Street respectively.
- 2.5.6 Considering the proximity of the mainline and underground stations, the frequency of available services and the short rail journey times to nearby up / downstream stations, rail travel to the proposal site is a viable mode of transport for both employees and customers.

2.6 Highways Access

- 2.6.1 The proposal site will be accessed from its existing priority junction onto Sturlas Way. As previously mentioned, Sturlas Way connects onto the A121 Winston Churchill Way, the A121 Monarchs Way and the B176 High Street via the Sturlas Way roundabout approximately 80m north of the site access.
- 2.6.2 The B176 High Street provides a route north to the residential areas of Cheshunt, Coopers Walk and Turnford, whereas the A121 Monarchs Way provides a route to the residential area of Waltham Abbey.
- 2.6.3 The A121 Winston Churchill Way connect to the A10 to the west of the site via the A10 / A121 Winston Churchill Way / B198 Lieutenant Ellis Way roundabout. The A10 provides a significant route through Hertfordshire to the north as well as a route through to central London to the south of the site.
- 2.6.4 The A10 also connects to the M25 to the southwest of the proposal site. The M25 forms part of the Strategic Road Network managed by Highways England.
- 2.6.5 Figure 2.6 below shows the site in its local highway context.

Figure 2.6 – Highway Network

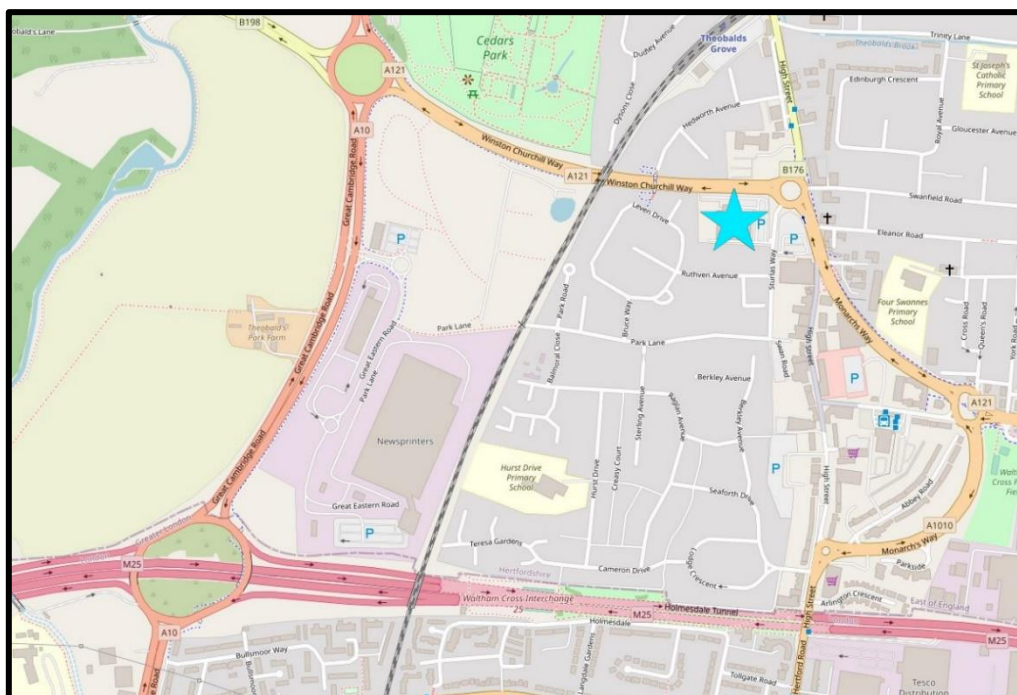


Image Source: OpenStreetMap.org

2.6.6 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Staff Travel Patterns

2.7.1 In order to establish the initial travel patterns of staff, a comprehensive staff travel survey will be conducted six months after occupation of the site.

2.7.2 One of the key outputs of the survey will be the modal split for the journey to work. A list of subjects that will be surveyed have been provided:

- Name and home location.
- Usual mode of travel, travel distance and travel time.
- Why they travel by the mode they do, and as appropriate, what measures might help them to switch to a more sustainable travel mode.

2.7.3 An example staff travel survey questionnaire is provided at Figure 2.7 below.

Figure 2.7 – Example Survey Questionnaire

CONFIDENTIAL

STAFF TRAVEL SURVEY

1: Name (BLOCK CAPITALS):

2: Home Post Code (BLOCK CAPITALS):

3: What are your typical working hours?

3I. Start Time:

3II. Finish Time:

3III. Do your hours vary significantly from the above?

Yes
 No

3.IV. How many days do you typically work a week?

3I. What is your main mode of transport when travelling to work?
(i.e. The mode that makes up the majority of your trip)

Walk
 Cycle
 Public Transport (Bus / Train)
 Drive Private Vehicle Alone (Car / Motorbike)
 Carshare
 Other (Please Specify in the box below):

3II. If you carshare, do you:

Share with other members of staff
 Share with non-staff (e.g. Partners, Friends)
 Share with both staff & non-staff

3IV. If you drive to work, do you:

Drive to work for Health / Disability reasons
 Drive as part of your Job (Outside of Commuting)
 Regularly visit other destinations as part of your trip (e.g a School, Partner's workplace)
 Drive to work for an alternate secondary purpose (Please specify in the box below):

4I. What would encourage you to walk to work?

A walking buddy
 Showers and Locker Facilities at work
 Information on Walk Routes
 Nothing, not willing to walk
 Alternative Incentive
 (Please Specify in the box below):

4II. What would encourage you to cycle to work?

A cycling buddy
 Ability to purchase bicycles at a discount
 Showers and Locker Facilities at work
 Improved Cycle Parking at Work
 Information on Cycle Routes
 Nothing, not willing to cycle
 Alternative Incentive
 (Please Specify in the box below):

4III. What would encourage you to take Public Transport?

Information on local bus routes
 Discounted Bus Tickets
 Nothing, not willing to take public transport
 Alternative Incentive
 (Please Specify in the box below):

4IV. Would you be interested in joining a staff Carshare scheme?

Yes
 No

5. Do you have any other comments regarding your journey to work?

2.7.4 Once the questionnaires have been completed and the results analysed, the modal split information for the site will be inserted here.

Table 2.2 – Modal Split of Staff Travel

Mode of Travel	Percentage of Staff
Car driver alone	
Carshare	
Public Transport	
Cycle	
Walk	
Other	
Total	100%

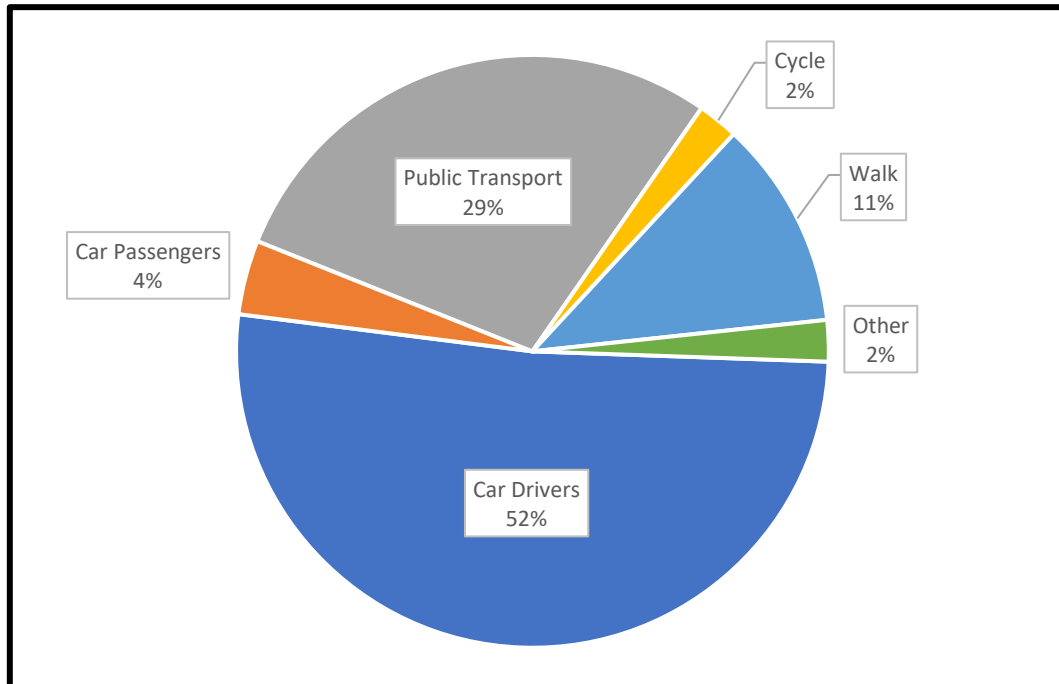
2.7.5 Following the staff survey, a comprehensive analysis of the results of the staff survey will be included here.

2.8 Census Review and Targets

Census Review

- 2.8.1 As the site is currently vacant has not yet been occupied, a preliminary review of local community travel habits has been undertaken to establish an initial indication of how future staff may travel to the site.
- 2.8.2 The preliminary review of the modal proportions of staff trips is based on the 2011 census data for 'Method of Travel to Work' for the Middle Super Output Area of Broxbourne 013, in which the site lies.
- 2.8.3 The average proportion of trips by each travel mode, as identified by the 2011 census, is set out at Figure 2.8.

Figure 2.8 – Travel to Work Census Statistics – Travel Mode



Targets

- 2.8.4 The Travel Plan targets should be SMART, i.e. Specific, Measurable, Achievable, Realistic and Time-bound.
- 2.8.5 The initial target of the Travel Plan (i.e. the results of the first travel survey) will be to achieve a modal split in line with the average figures at Figure 2.8 above, and set out at Table 3 below, and to then reduce the proportion of staff driving single occupancy single purpose private car journeys to work by 5%, absolute, within five years of the Travel Plan being adopted. However, the future target will take into consideration the modal split identified from the initial staff surveys.
- 2.8.6 Targets for individual mode shares have been set; however, the reduction of single occupancy private car journeys, with an associated transfer to *any* non-single-occupancy, single-purpose car mode of transport (inclusive of car sharing) will contribute towards achieving the main objective of the Travel Plan.

Table 2.3 – Travel Mode Targets (Example)

Mode of Travel	Staff Target – Initial	Staff Target – 5 Years
Car driver alone	51%	46% (-5%)
Car passengers	4%	5% (+1%)
Public Transport	29%	30% (+1%)
Cycle	2%	3% (+1%)
Walk	11%	13% (+2%)
Other	2%	2%
Total	100%	100%

3.0 TRAVEL PLAN ADMINISTRATION

3.1 Introduction

- 3.1.1 The role of Travel Plan Co-ordinator / Champion (TPC) will be appointed for the site as a whole. The TPC is responsible for implementing and administering the plan. The site TPC will be responsible for implementing the Travel Plan on-site and, if employed in other roles, will be allocated sufficient time to complete all of their TPC duties, as well as for investigating potential Travel Plan measures and sustainable travel opportunities. The amount of time needed for this is likely to vary from week to week.
- 3.1.2 The TPC will be provided with a copy of the Travel Plan, and will be encouraged to develop ideas of how to best promote and evolve the Travel Plan, over the five-year lifetime.
- 3.1.3 Once appointed, the contact details of the TPC will be inserted below:-

TPC Name: _____

TPC Email Address: _____

TPC Phone Number: _____

3.2 Duties

- 3.2.1 The duties of the TPC are permanent. The TPC will be responsible for the operation and implementation of the Travel Plan, which includes the following actions:
- Implementing the Travel Plan.
 - Monitoring the Travel Plan.
 - Liaison with the local Authority and Travel Plan Coordinators where appropriate.
 - Liaison with the local bus operators where appropriate.
 - The preparation of subsequent update Travel Plan reports for submission to the Local Authority.

3.3 Promotion of the Travel Plan

- 3.3.1 All staff, including new employees upon commencement of employment, will be made aware of the existence of the Travel Plan, its objectives and their role as individuals in achieving these objectives.
- 3.3.2 On confirmation of employment, new staff will be provided with information on sustainable travel and the options available to them, so that they can begin planning their journey prior to commencement of employment.

4.0 TRAVEL PLAN MEASURES

4.1 Introduction

- 4.1.1 This section of the Plan outlines the specific physical and management measures to be implemented as part of the Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Plan.
- 4.1.2 As far as possible, the measures and initiatives outlined in this section are designed to be suitable for review and monitoring. The list is not exhaustive and the TPC will be free to investigate other potential initiatives. This list will be reviewed following the completion of the staff travel survey and the setting of the Travel Plan targets. An Action Plan has been included at Section 5.0.

4.2 Walking

- 4.2.1 The TPC will promote walking as a healthy and cheap means by which to travel. In order to encourage travel to the site on foot; the following measures will be implemented:
- A promotional poster highlighting the benefits of walking will be displayed in the staff rooms and other communal areas.
 - The TPC will liaise with the Highway Authority to report any issues with local pedestrian walk routes.
 - Staff will be provided with secure lockers for storage of wet clothes, umbrellas, etc.
 - Walk to Work Week will be promoted by the TPC. Information will be obtained from www.livingstreets.org.uk

4.3 Cycling

- 4.3.1 Cycling is a cheap, quick and sustainable mode of transport that provides benefits for personal health as well as reducing road congestion. In order to encourage travel to the site by cycle, the following measures will be implemented:
- Aldi are a member of the government's 'Cycle to Work' scheme and actively encourage existing and new members of staff to participate.
 - The TPC will liaise with the Highway Authority to report any issues with local cycle routes.
 - Cycle parking spaces will be provided for staff and customers. The use of cycle parking facilities will be monitored. The possibility of providing additional cycle parking spaces will be investigated should demand by either staff or customers warrant it.
 - Staff shower and changing facilities will be provided in both units.
 - Promotional material on bicycle maintenance will be available in the staff rooms.
 - Should demand warrant it, the TPC will investigate the potential for a staff Bicycle User Group (BUG).
 - Bike week will be promoted by the TPC. Information can be obtained from www.bikeweek.org.uk

4.4 Bus Services

4.4.1 Measures for encouraging bus travel will include:

- Up to date information on bus services, including route information and service frequencies, will be available in the staff room and communal areas.
- The TPC will liaise with the local authority and the local bus operators to ensure that the information remains valid.
- The TPC will bring to the attention of the relevant bus operators any issues raised periodically by staff.

4.5 Taxis

4.5.1 Taxis have an important role in providing for staff trips when other modes of transport may not be available, such as during late evenings when buses may not be running, or when a car-share arrangement fails on a particular occasion.

4.5.2 A list of local taxi companies' contact details will be available in the staff room and communal areas.

4.5.3 An annual budget will be allocated to provide a ride home for members of staff travelling to the site by sustainable modes of transport, should undertaking their original travel mode become unfeasible. This measure will act as a 'safety net' for potential travellers by sustainable transport and will especially reassure car sharers by guaranteeing that a backup measure is in place should an agreed car share journey not go ahead as planned. The annual budget will be revisited, as necessary, following Plan monitoring and target review.

4.6 Car Sharing

4.6.1 Car sharing represents a relatively convenient alternative form of travel. It can reduce the total vehicle mileage by staff, and therefore reduce fuel consumption and vehicle emissions, which is beneficial to both staff members and the environment.

4.6.2 Some staff members may be concerned about the logistics and security of car sharing, so to maximise the potential pool for members of staff who are interested, staff members will be encouraged to register with appropriate car sharing websites, such as www.liftshare.com/uk

4.6.3 National Liftshare week will be promoted by the TPC. Information will be obtained from the Liftshare website.

4.7 General

- 4.7.1 Upon commencement of employment each staff member will be provided with a Travel Plan Information Pack. This pack will contain all the information an individual will need in order to make an informed choice on the mode of travel to be used for work-based journeys. The pack will comprise the following:
- A summary page introducing the Travel Plan.
 - Copies of local bus timetables and maps.
 - Contact details for local taxi companies.
 - Promotional material about walking and cycling.
 - Promotional material about public transport.
 - A plan showing local walk and cycle routes.
 - A promotional leaflet about car sharing.
 - A list of informative websites which promote sustainable travel.
 - Information on personal travel planning options such as the TraveLine website.
- 4.7.2 The TPC will be responsible for organising involvement in travel planning days/events for all modes of sustainable travel. The TPC will be free to investigate other potential ways of encouraging customers to travel by sustainable modes.

5.0 PLAN MONITORING AND REVIEW

5.1 Introduction

5.1.1 A programme of monitoring and review has been designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the TPC.

5.2 Monitoring

5.2.1 The outputs of an on-going monitoring programme will be used to inform the content of the Travel Plan reports (as detailed in Section 5.3) and will include the following:

- Monitoring the use of the cycle parking.
- Monitoring the demand for additional cycle parking by staff.
- Monitoring the number of staff registered for car sharing.
- Recording of comments received from staff on transport and travel to the site.
- Monitoring of the number of staff vehicles, if permitted, in the customer car park.
- Monitoring the number of claims made for a lift home.

5.3 Process and Review

5.3.1 Within six months of the site opening, the operator will conduct travel surveys to assess the existing travel patterns of employees. Three months from that date a copy of the updated Travel Plan will be submitted to the Local Authority.

5.3.2 A staff survey will be conducted annually after the initial survey, after each of which a Travel Plan Review Report will be submitted to the Local Authority.

5.3.3 The Travel Plan Review Report will be produced following the results of each staff survey, and will include the following:

- Analysis of the latest questionnaire responses.
- The latest targets (existing targets will need evaluation and refinement in light of the updated staff survey results. The success in achieving existing targets will also be considered).
- Any additional measures and any changes or refinements to existing measures.
- Evaluation of the success of the various measures implemented to date.

5.4 Action Plan

5.4.1 The Action Plan for the Travel Plan is provided at Table 4.

Table 5.1 – Travel Plan Action Plan

Action	When	Date(s) Completed
Appoint Travel Plan Co-ordinator / Champion (TPC)	3 months prior to the launch of the Plan	TBC
Display promotional walking material	Before the Launch of the Plan	TBC
Display promotional cycle maintenance poster in staff room	Before the Launch of the Plan	TBC
Display bus and rail timetables	Before the Launch of the Plan	TBC
Display contact details for local taxi companies in staff room and communal areas	Before the Launch of the Plan	TBC
Confirm budget for taxi home scheme	Before the Launch of the Plan	TBC
Check on-site cycle parking facilities	Before the Launch of the Plan	TBC
Check Staff lockers	Before the Launch of the Plan	TBC
Issue Staff Travel Packs	At the Launch of the Plan	TBC
Organise the initial staff travel survey	6 Months after the Launch of the Plan and then annually for a period of 5 years	TBC
Analyse results of annual staff travel surveys, conduct annual review and produce Full Travel Plan (or prepare annual review report as appropriate)	Within 3 Months of each Travel Survey	TBC
Report any relevant findings from the staff travel survey to the Local Authority	Within 3 Months of each Travel Survey	TBC
Record and address any comments made verbally	On-going* to inform annual review	-
Report any problems with local pedestrian or cycle routes to Local Authority	On-going*	-
Record use of the ride home	On-going*	-
Inform new staff about Travel Plan and issue them with a Staff Travel Plan Pack	On-going*	-
If demand warrants it, organise Bicycle Users Group	On-going*	-
Monitoring of cycle parking, staff registered with car share websites, and staff parking on-site	On-going* to inform annual review	-

*For the lifetime of the travel plan