



Proposed Aldi Food Store

Mon Bank, Newport

STAFF TRAVEL PLAN

Prepared by: Entran Ltd

On behalf of: Aldi Stores Limited



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TRAVEL PLAN AWARDS
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Proposed Aldi Food Store

Mon Bank, Newport

TRAVEL PLAN

Revision	Date	Notes	Author	Checked	Approved
-	Aug 2020		LL	DJA	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 The proposal comprises:

- Primary vehicle and pedestrian access from Abberley Hall Road;
- 1804sqm GFA;
- Total 114 car parking spaces including 10 staff in the service yard
- 4 Disabled parking bays
- 9 P&C parking bays
- 2 live EVCPs, 18no future EVCPs
- Separate servicing access from Abberley Hall Road

1.3 Site Location and Scale

1.3.1 The application site is located on Abberley Hall Road.

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:

- Primary vehicle and pedestrian access from Abberley Hall Road;
- 1804sqm GFA;
- Total 114 car parking spaces including 10 staff in the service yard
- 4 Disabled parking bays
- 9 P&C parking bays
- 2 live EVCPs, 18no future EVCPs
- Separate servicing access from Abberley Hall Road.

3.2 Existing Site Use and Access

3.2.1 The application site is located on Abberley Hall Road, Mon Bank, Newport some 1500m South West of Newport Town Centre. The strategic site location is illustrated in **Figure 3.1** with the local context shown in **Figure 3.2** below.

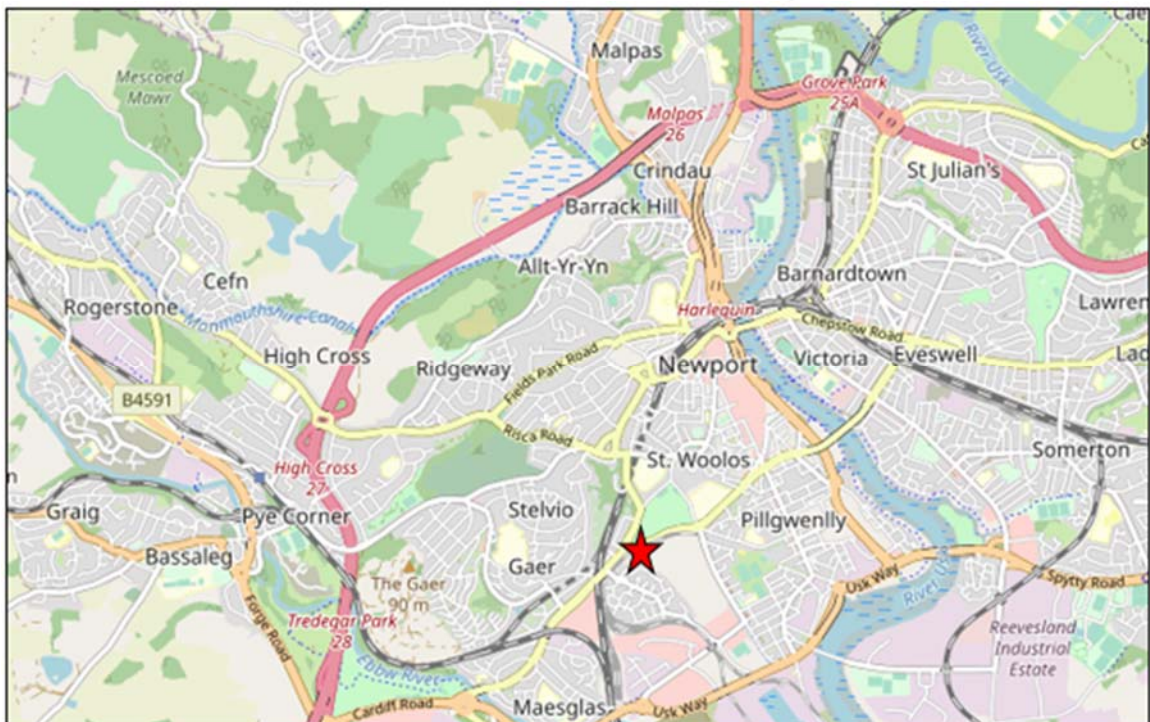


Figure 3.1 – Strategic Site Location

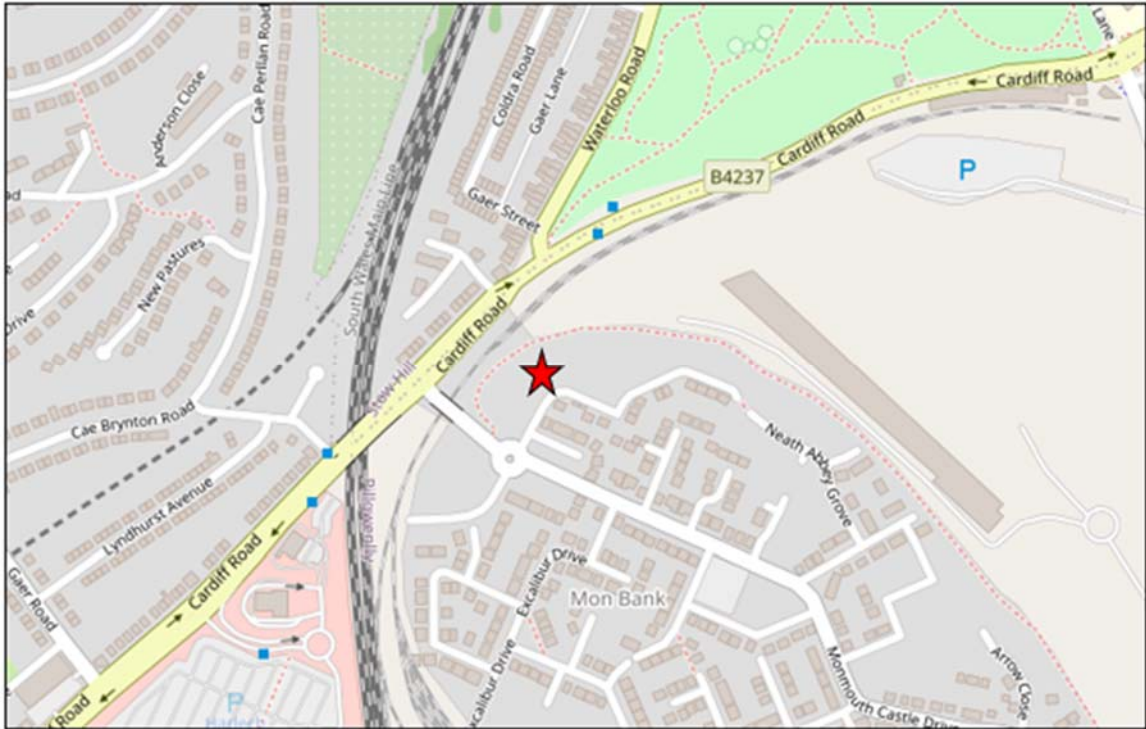


Figure 3.2 – Local Context

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

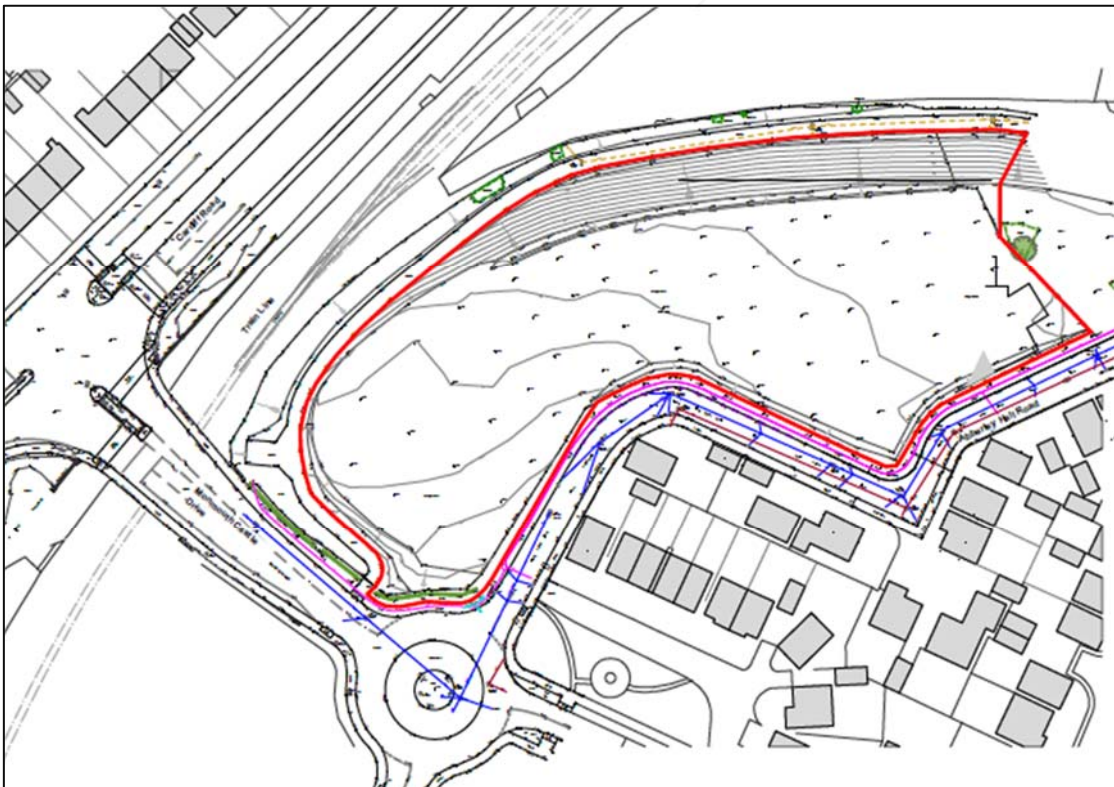


Figure 3.3 Existing Site Layout

- 3.2.3 The existing site is vacant grassland with a public footpath running along its northern perimeter. The site currently takes pedestrian access from a gateway on Monmouth Castle Drive at the entrance to the neighbouring residential development. There is no current vehicle access to the site.
- 3.2.4 Surrounding uses are mainly residential with the Mon Bank residential development to the South of the site and the proposed development at whitehead to the east. There are 3 retail parks within close proximity; Harlech Retail Park to the West, and Mendalgief and East retails Parks to the South.



3.3 Local Highway Network

- 3.3.1 Abberley Hall Road is a quiet residential road, well-lit and subject to a 20mph zone speed limit.
- 3.3.2 Abberley Hall Road is accessed off Monmouth Castle Drive via a four-arm roundabout. Monmouth Castle Drive links the site to the B4237 Cardiff Road to the north and Docks Way to the south of the site, with the north access being the primary and most direct point of access. From Docks Way there is easy access onto the A48, a major through road.

3.4 Pedestrian/Cycle Facilities

- 3.4.1 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".
- 3.4.2 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
- 3.4.3 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). This is also re-emphasised in Design Guidance: Active Travel (Wales) Act 2013 (4.6.3). This document goes on to describe what is considered to be attractive and comfortable.
- 3.4.4 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".
- 3.4.5 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 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".
- 3.4.6 Design Guidance: Active Travel (Wales) Act 2013 deals with the needs of cyclists at section 4.8 and considers amongst other things Factors Affecting Cycling Effort.
- 3.4.7 Design Guidance: Active Travel (Wales) Act 2013, at Section 6 deals with Designing for Walking and Cycling.
- 3.4.8 All the above documents have been considered below.

Walking and Cycling

- 3.1.1 The application site is accessible via the existing footway network. The roads closest to the site are quiet residential roads with light traffic; suitable for pedestrians. To the North of the site (where the nearest bus stops are located) is the B4237 Cardiff Road; a major route into the City Centre. There is a controlled pedestrian crossing, allowing safe movement across Cardiff Road.
- 3.1.2 A large residential catchment well as other retail outlets including TK Maxx, Pets at Home, and Next can be reached from a 1km walking distance from the application site. All footpaths are well in good quality condition and well lit. This demonstrates that the application site is situated with good

pedestrian infrastructure and further promotes journeys by foot.

- 3.1.3 There are a range of cycling opportunities local to the site; shared Bus/ Cycle Lane along Cardiff Road to the North and a quiet route through Mon Bank estate and onto a shared pedestrian and cycle path to the South.
- 3.1.4 On inspection there are no obstacles to accessing the site on a bike such that cycling to the site can be considered to be a viable option.
- 3.1.5 The Local cycle map is attached as **Appendix A**
- 3.4.9 **Figure 2.4** provides an illustration of cycle routes in the area.

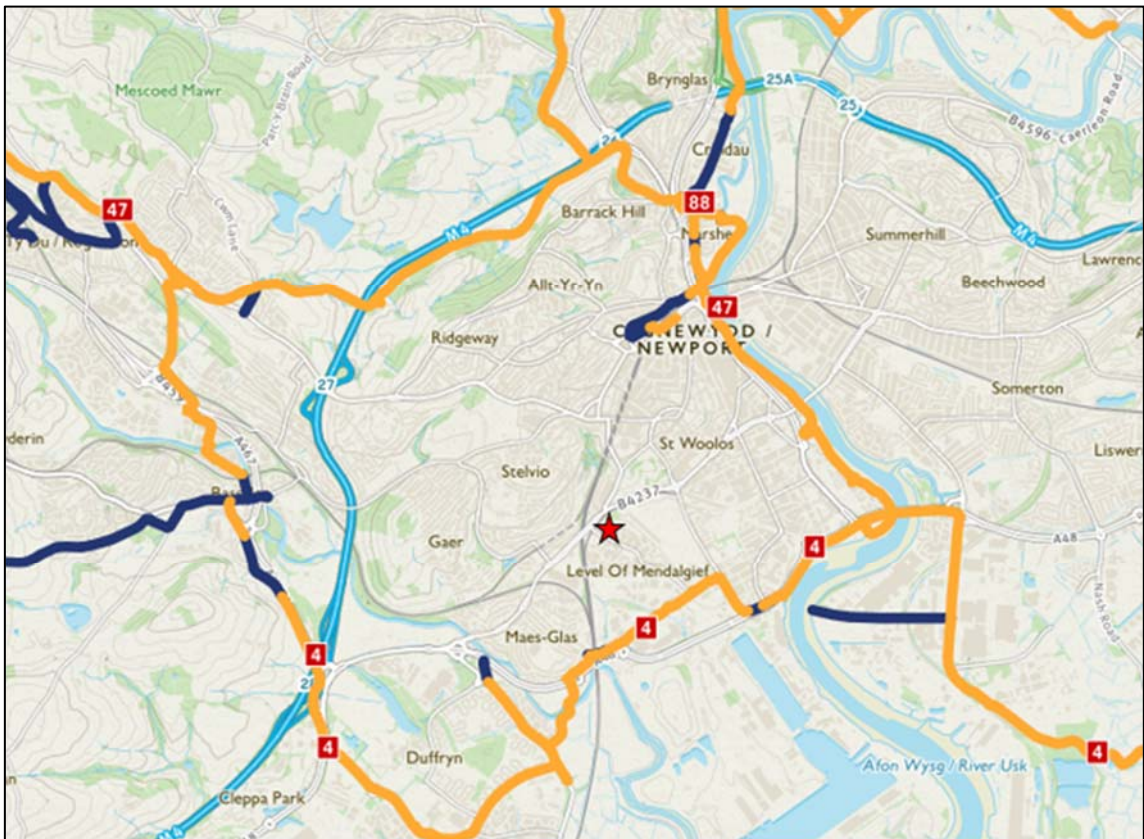


Figure 2.4 – Local Cycle Routes

- 3.4.10 A review of facilities and routes has identified that there are no obstacles to customers or staff walking of cycling to and from the site.
- 3.4.11 Bus
- 3.1.6 The nearest bus stop opposite McDonalds is a 200m walk from the site across a series of controlled pedestrian crossings and along Cardiff Road. From here there are services into Newport Centre, Cardiff, Ringland, Caerphilly amongst others. More information can be found at <https://www.newportbus.co.uk/Journey-Planner> and Bus mapping and timetables are attached as **Appendix B**.
- 3.1.7 This level of service ensures that the use of bus travel to as part of a journey including visiting the application site is a viable option.



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 14 staff with a maximum of 6 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 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,
7 Greenway Farm,
Bath Road, Wick, Bristol,
BS30 5RL,
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 processGuaranteed 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 CCBC) 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.



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 TBC 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 C**.

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.

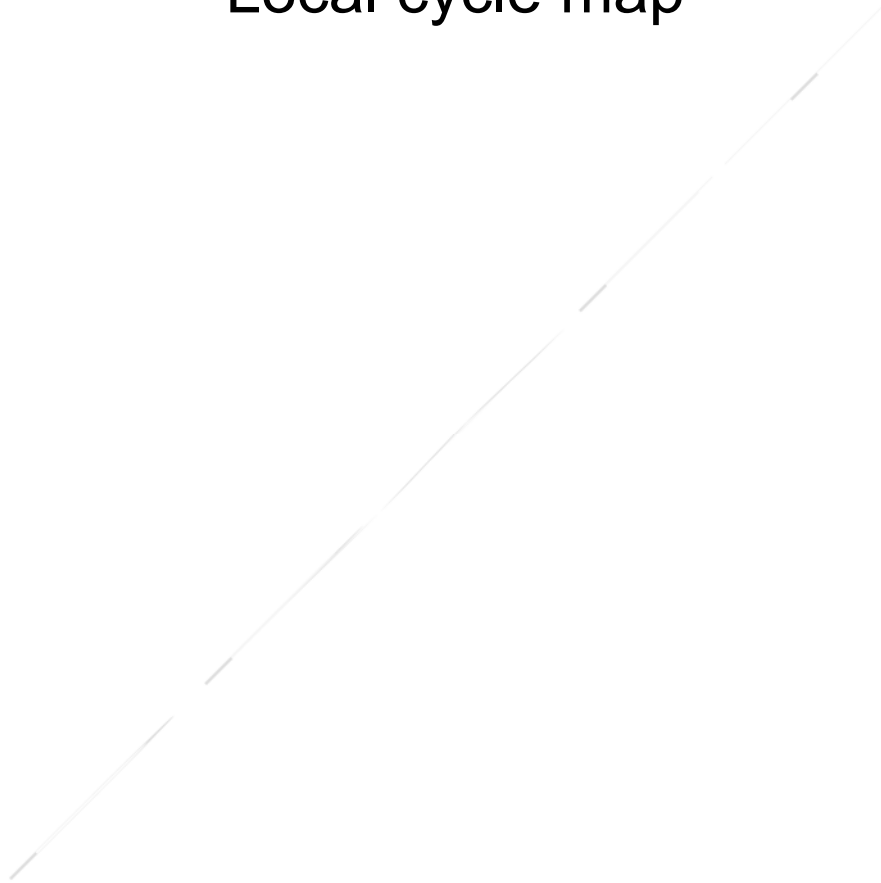
7.3.4 The Travel Plan will be a continuously evolving 'live' document. It may therefore be necessary to amend mode share baselines and targets depending on the result of the on-going surveys. These evolving changes should be communicated to and agreed with the Council.

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

Local cycle map



The Newport Cycle Map shows the improving network of 'on' and 'off' road routes for cycling. Be it for getting to work, leisure or as a way to enjoy the heritage, attractions, city county or countryside of Newport. But they are not just for cycling, routes are for walking too.

To find out more about where to visit in Newport go to: www.newport.gov.uk/visiting or get interactive at www.npxc.co.uk

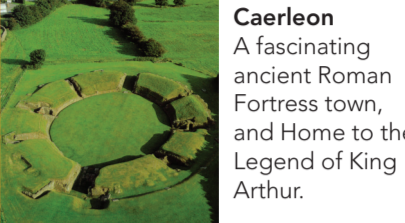
Key	
	National Cycle Route number
	Traffic-free cycle path
	On-road cycle route
	Traffic calmed streets
	Bus and cycle Lane
	Areas to walk your bike
	Route under development
	Wales Coast Path
	Boundary line
	Railway station
	Bus station
	Hospital
	School
	College
	Library
	Post office
	Tea room
	Public toilets
	Museum and library
	Tourist information
	Local information centre
	Underpass
	Over bridge
	Cycle parking

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www.fourpointmapping.co.uk

Fourteen Locks Canal Centre
 A unique flight of canal locks and visitor centre.



Caerleon
 A fascinating ancient Roman Fortress town, and Home to the Legend of King Arthur.



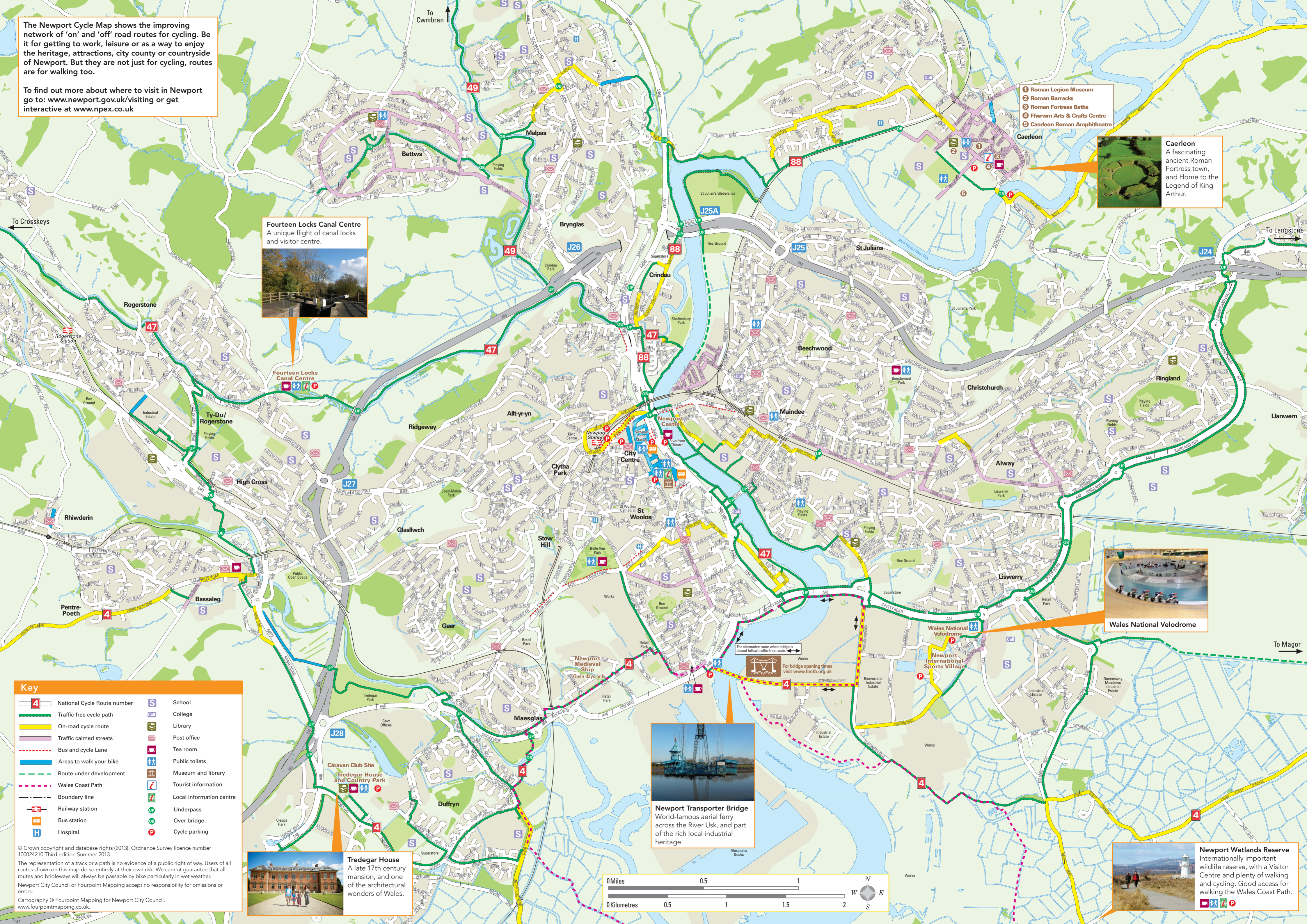
Wales National Velodrome



Newport Transporter Bridge
 World-famous aerial ferry across the River Usk, and part of the rich local industrial heritage.

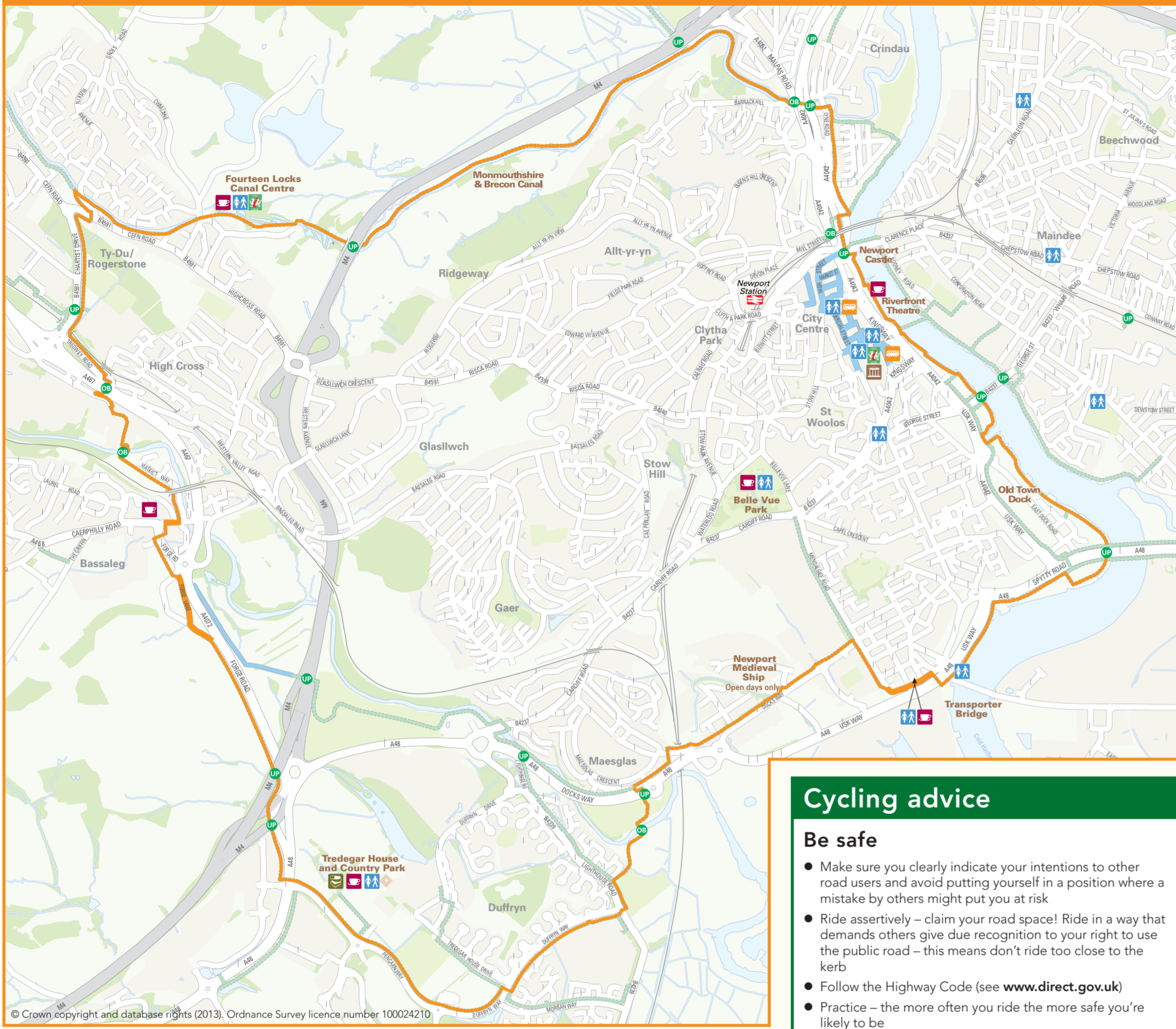


Tredegar House
 A late 17th century mansion, and one of the architectural wonders of Wales.

Newport Heritage Trail

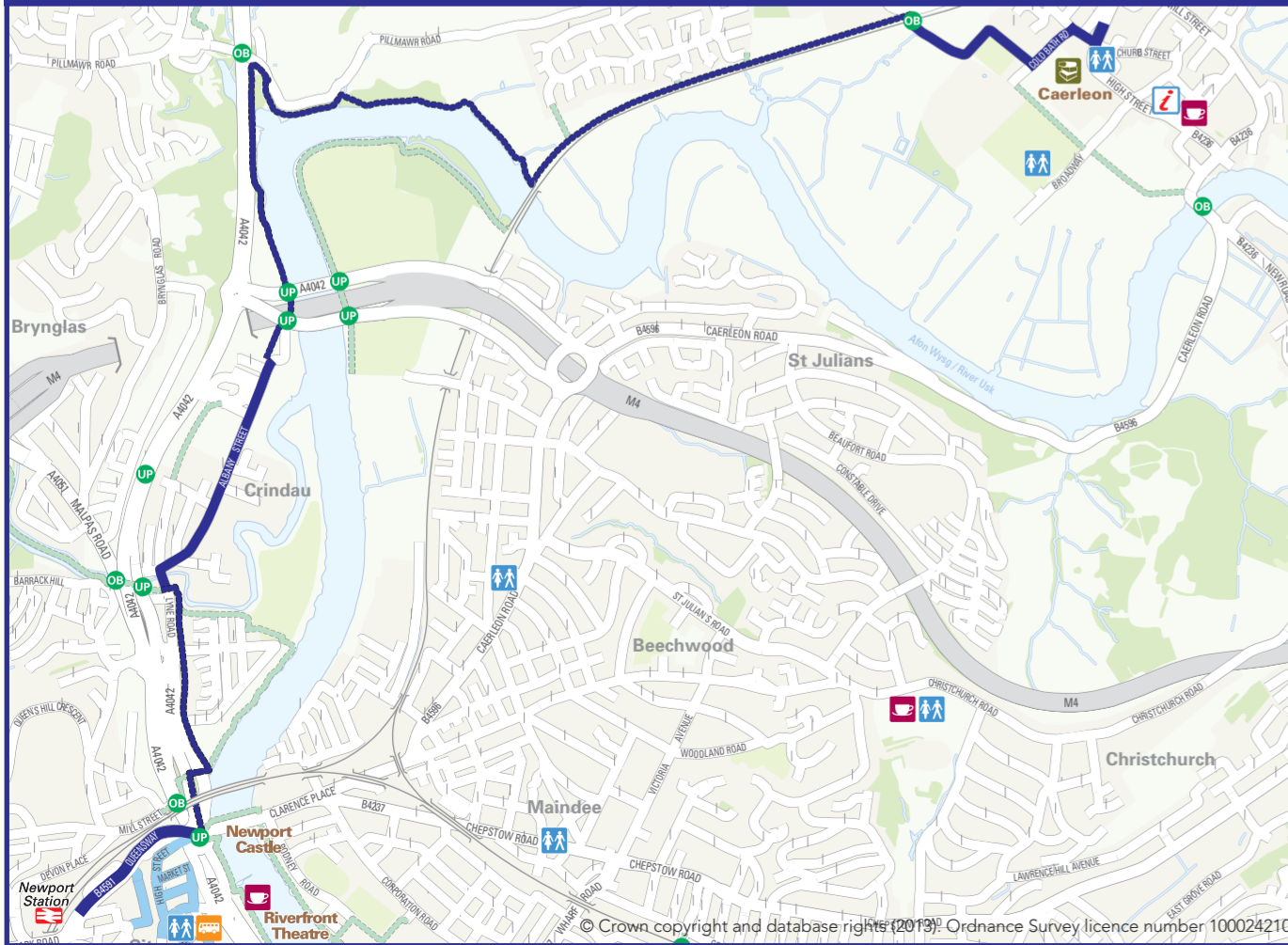
Approximately 11 miles 1hr 30mins



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City Centre to Roman Caerleon

3.5 miles 25 mins



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Cycling advice

Be safe

- Make sure you clearly indicate your intentions to other road users and avoid putting yourself in a position where a mistake by others might put you at risk
- Ride assertively – claim your road space! Ride in a way that demands others give due recognition to your right to use the public road – this means don't ride too close to the kerb
- Follow the Highway Code (see www.direct.gov.uk)
- Practice – the more often you ride the more safe you're likely to be
- Watch out for parked cars, gutters, pedestrians and large vehicles
- Ensure that your clothing is not trailing and don't carry bags etc on the handlebars
- You may wish to wear a cycle helmet
- Ensure that your bike is well maintained

When using traffic-free paths

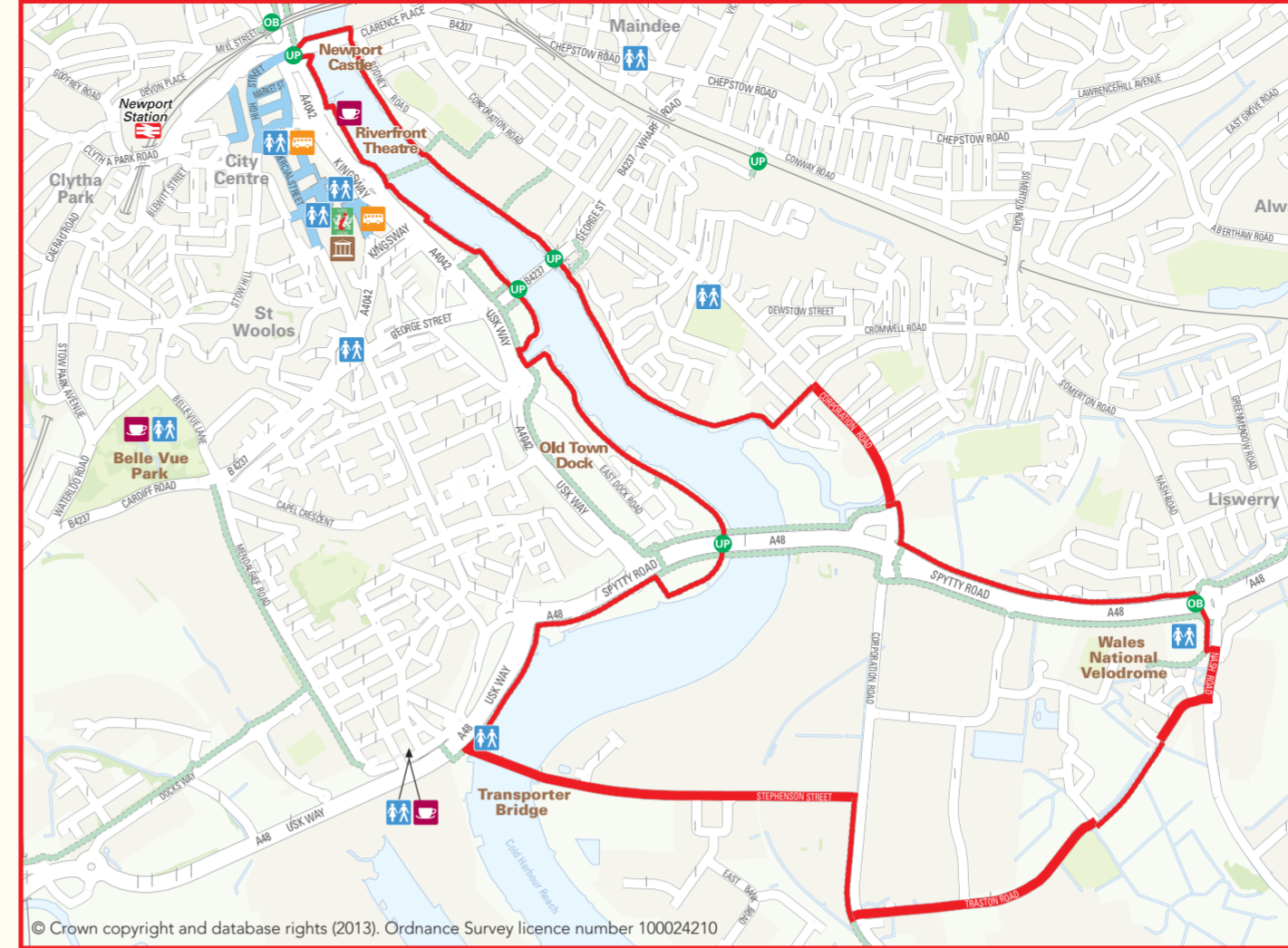
- Slow down when approaching walkers or horses, pass slowly and give them plenty of room
- Cycle at a relaxed pace
- Where there is a white dividing line, keep to your side. Otherwise try to cycle on the left-hand side
- Remember that some people are hard of hearing or visually impaired. Do not assume everyone can see or hear you

Be seen

- The law states that you must have at least two lights attached to your bike – a white light at the front and a red light at the rear
- Reflectors are also important so make sure that you have a white reflector on the front and a red one at the rear (have them fitted to your pedals too) and make sure that they're clean!
- Wear something fluorescent/bright so that you are seen during the day and reflective at night

Riverside Circular

6.5 miles 45mins

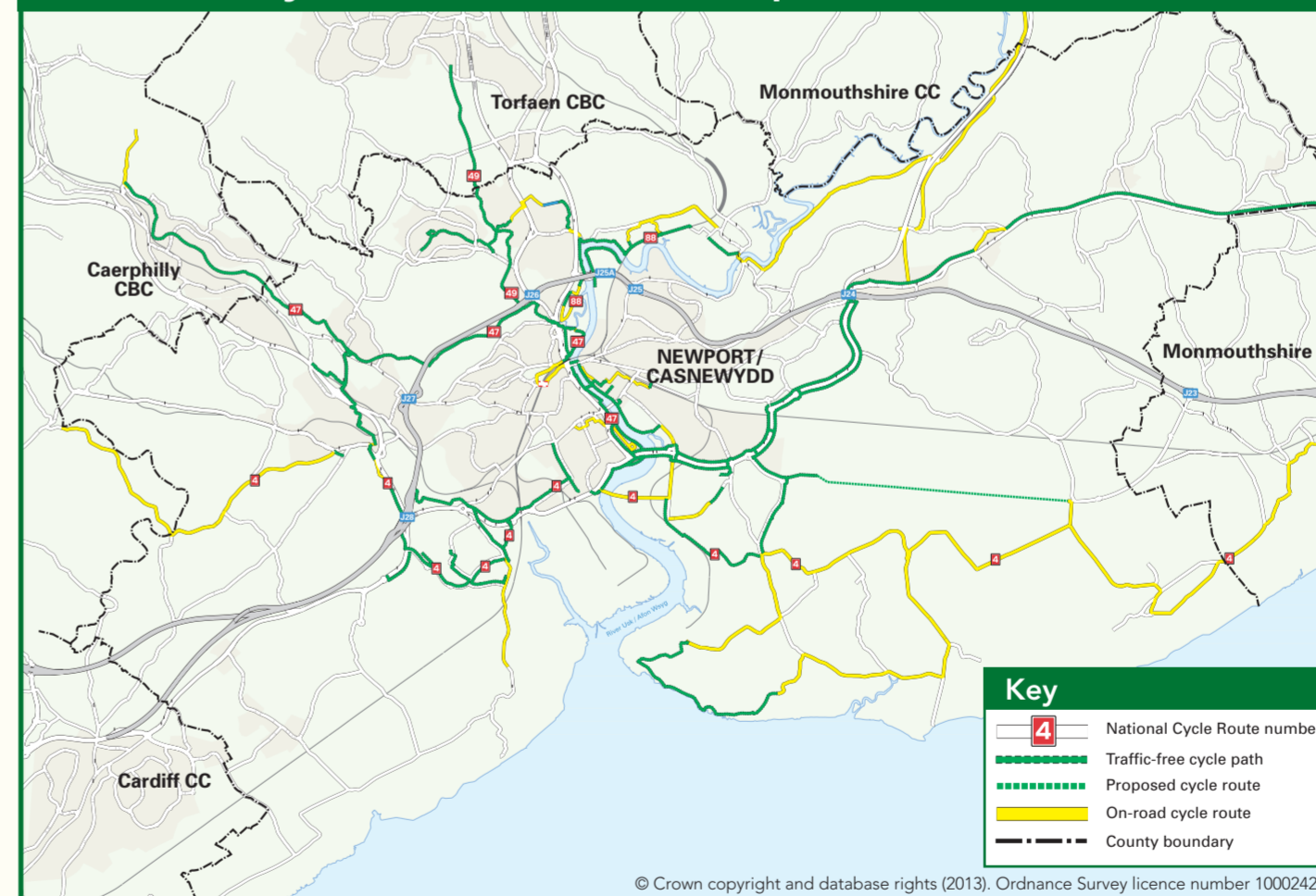


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Key



National Cycle Routes into Newport



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Key

	National Cycle Route number
	Traffic-free cycle path
	Proposed cycle route
	On-road cycle route
	County boundary

Sustrans

For hints, tips and advice on building walking and cycling into your daily routine sign up for Sustrans 'Active commuter' e-bulletin at www.sustrans.org.uk/activecommuter.

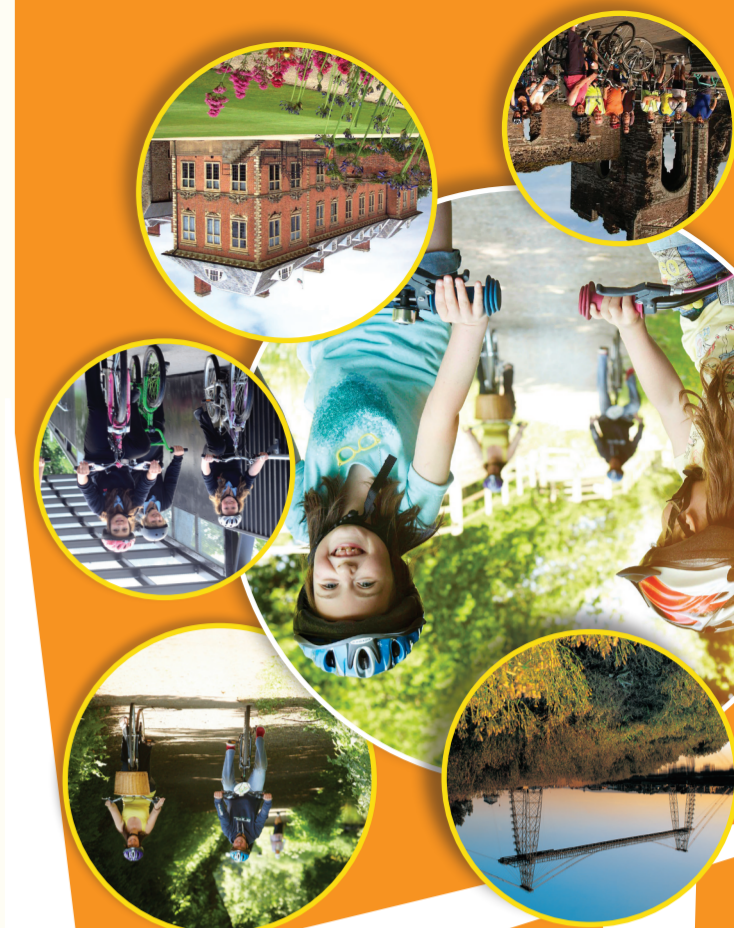
For more information on walking and cycling trails in Wales go to Sustrans' Routes2ride website: www.routes2ride.org.uk/wales



Bike Hire Schemes

Hiring a bike is a great way to get cycling around Newport. Bikes can be hired from two locations in Newport:

Newport International Sports Village (NISV)
01633 656757
Fourteen Locks Centre
01633 892167 (www.fourteenlocks.co.uk)



Newport Cycling map

Map beicio Casnewydd

TravelineCymru

Traveline Cymru is your one-stop-shop for public transport information, providing route and timetable information for all bus services in Wales and rail and coach services across the UK.



Log onto www.traveline-cymru.info or call us on 0871 200 22 33 for up to date and impartial information for both local and national journeys.

Health Challenge Newport

Health Challenge Newport is a scheme to promote Healthy Living. Cycling is just one way to get active in Newport and provides many benefits:

- By improving your fitness through cycling you can reduce the risk of ill health
- Cycling is a more economical alternative to driving
- Journeys around Newport are greener and often quicker on a bicycle
- Cycling can also provide independence to people who do not own a car

Cycling is an easy and fun way to see the sites of Newport and is a great activity for all ages.





Appendix B

Local bus maps and timetables.





Appendix C

Sample Staff Questionnaire.





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.

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

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