



Proposed Aldi Food Store

Mon Bank, Newport

TRANSPORT ASSESSMENT

Prepared by: Entrant Ltd



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WEST OF ENGLAND
TRAVEL PLAN AWARDS
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Proposed Aldi Food Store

Mon Bank, Newport

TRANSPORT ASSESSMENT

Revision	Date	Notes	Author	Checked	Approved
Draft	Aug 2020	Draft Issue	LL	AKL	RGW

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared by Entran Ltd to detail and assess transport matters associated with the proposed development of a site located on Mon Bank, Newport, for an Aldi Food Store.

1.1.2 The proposal comprises:

- Primary vehicle and pedestrian access from Abberley Hall Road;
- 1804sqm GFA;
- Total 112 car parking spaces including 8 staff in the service yard
- 4 Disabled parking bays
- 9 P&C parking bays
- 2 live EVCPs, 18no future EVCPs

1.1.3 Servicing from a separate access off Abberley Hall Road.

1.1.4 This TA has sought to reference both National and Local Policy and Plan Documents including:

- NCBC planning documents and Guidance Notes;
- TAN 18;
- Active Travel Wales Design Guidance; and
- Other National Standards / WG / SWTRA documents.

1.2 Structure of Report

1.2.1 This report provides details of the traffic and transportation issues associated with the development proposals and addresses the following:

- The Existing Site and Surrounding Area
- Development Proposals
- Delivery and Servicing
- Trip Generation
- Summary and Conclusions

2.0 EXISTING CONDITIONS

2.1 Existing Site Use and Access

- 2.1.1 The application site is located on Abberley Hall Road, Mon Bank, Newport some 1.5km south west of Newport Town Centre. The strategic site location is illustrated in **Figure 2.1** with the local context shown in **Figure 2.2** below.

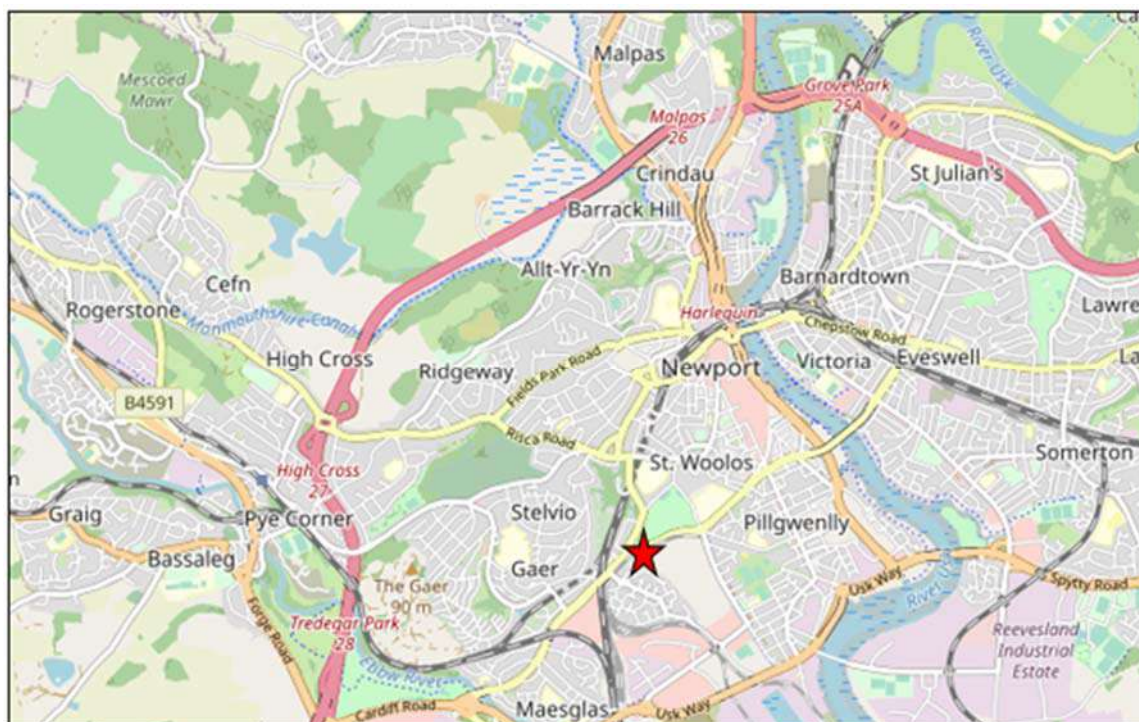


Figure 2.1 – Strategic Site Location

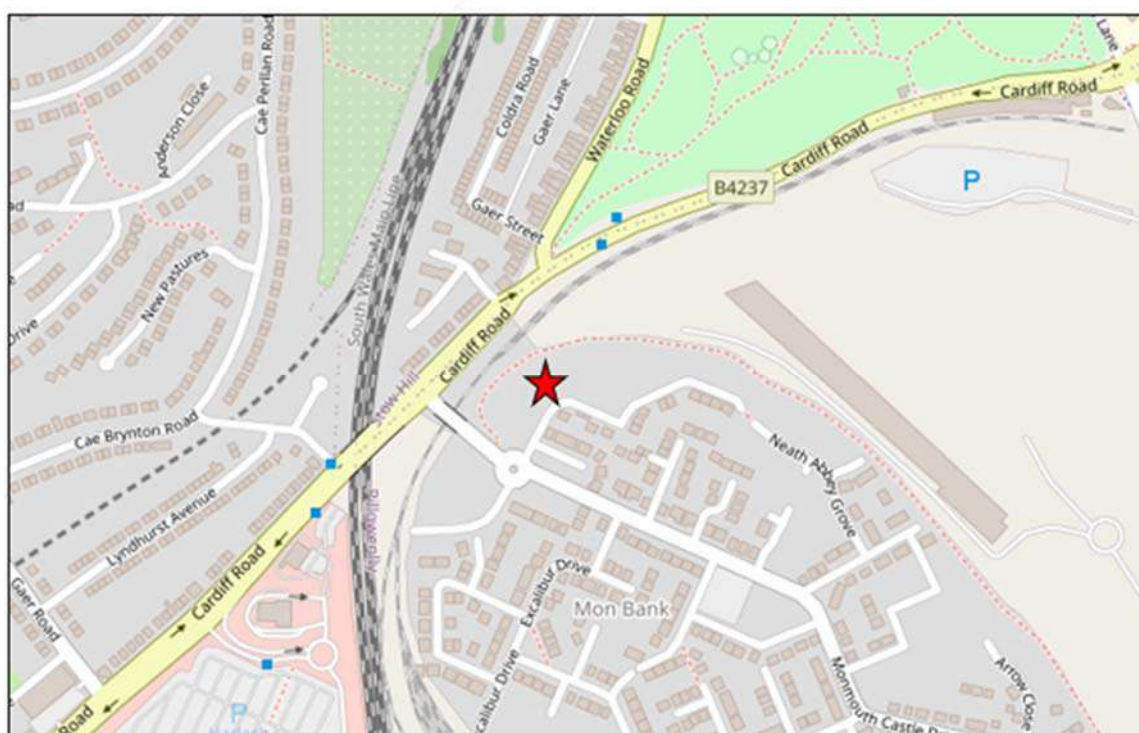


Figure 2.2 – Local Context

2.1.2 An illustration of the existing site layout by way of the red line plan is provided in **Figure 2.3** below.

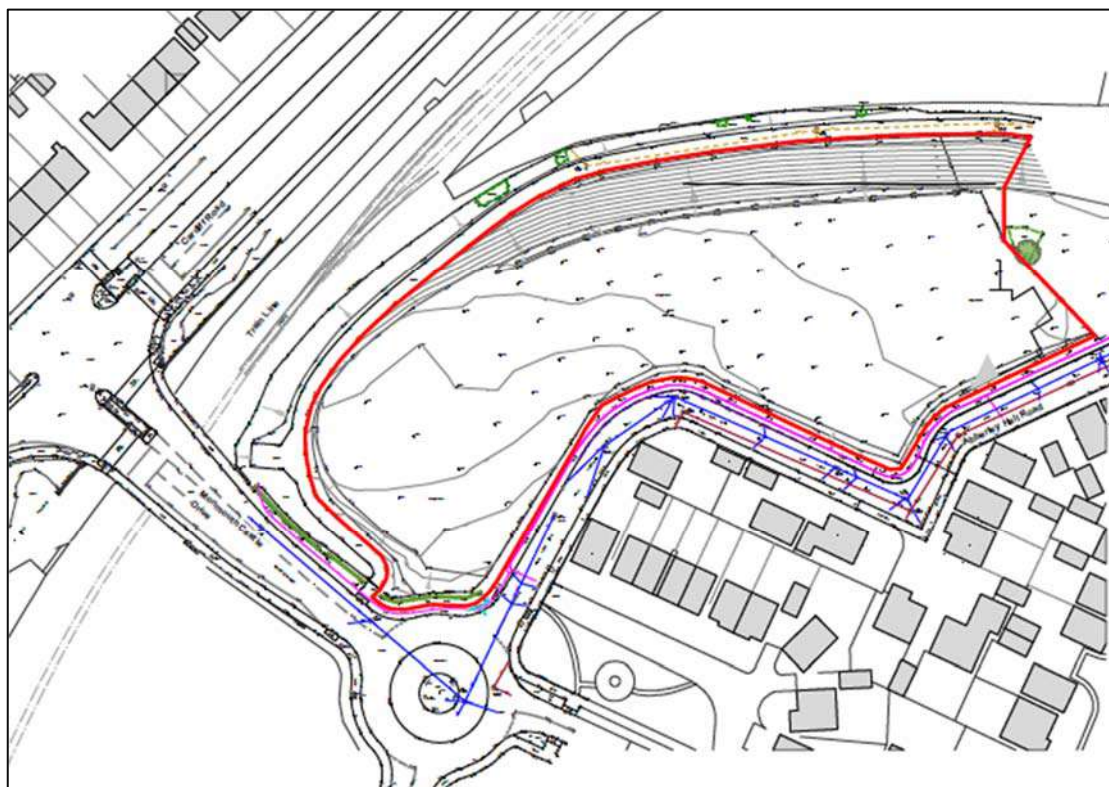


Figure 2.3 Existing Site Layout

- 2.1.3 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.
- 2.1.4 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 Retail Parks to the South.

2.2 Local Highway Network

- 2.2.1 Abberley Hall Road is a private road currently serving only the nearby houses. It is lit and within a 20mph zone.
- 2.2.2 Albany South of the site Abberley Hall Road reaches a four-arm roundabout joining it to Monmouth Castle Drive which after 100m becomes the B4327 Cardiff Road, A major road through the centre of Newport.



2.3 Pedestrian/Cycle Facilities

- 2.3.1 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”.
- 2.3.2 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
- 2.3.3 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.
- 2.3.4 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”.
- 2.3.5 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”.
- 2.3.6 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.
- 2.3.7 Design Guidance: Active Travel (Wales) Act 2013, at Section 6 deals with Designing for Walking and Cycling.
- 2.3.8 All the above documents have been considered below.

Walking and Cycling

2.3.9 Within a walk distance of 1.0km, the site is accessible on foot via footpath, underpasses, controlled and uncontrolled pedestrian crossing points.

2.3.10 **Figure 2.4** provides an illustration of cycle routes in the area.

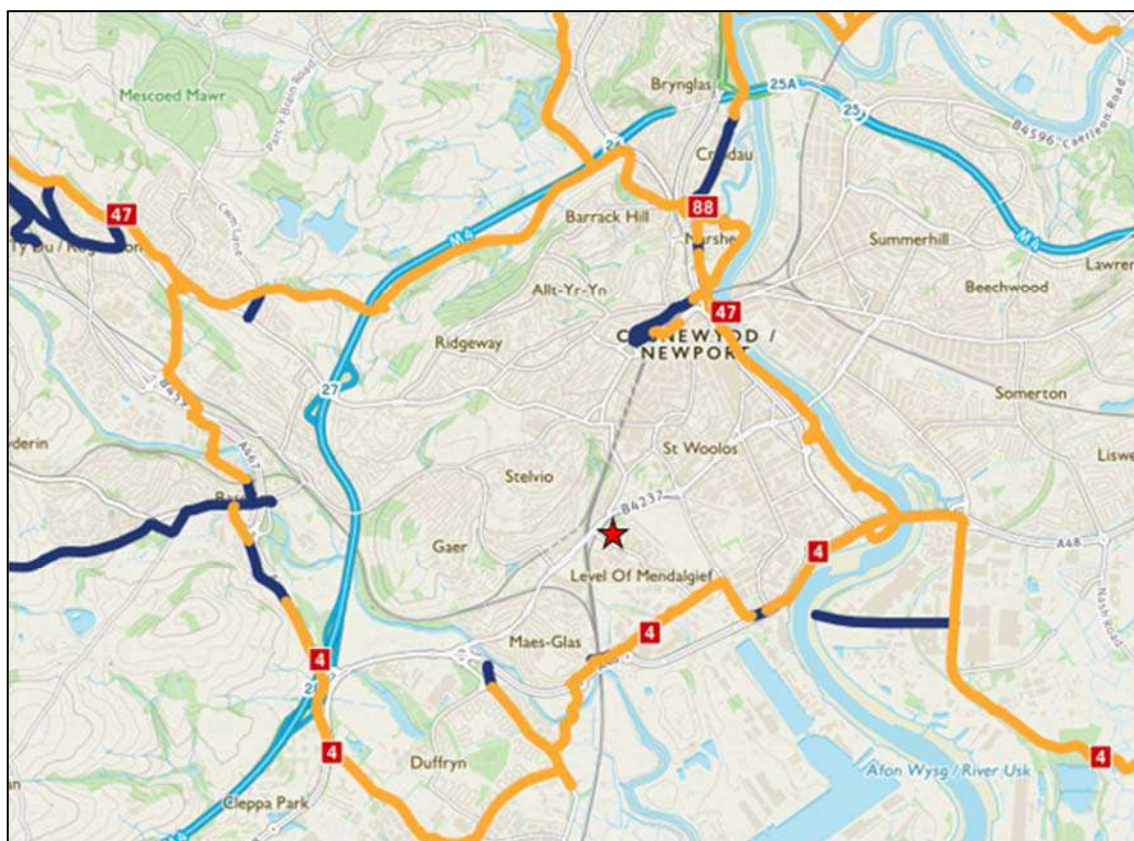


Figure 2.4 – Local Cycle Routes

2.3.11 A review of facilities and routes has identified that there are no obstacles to customers or staff walking or cycling to and from the site, with a number of national cycle routes within reasonable distance.

2.4 Public Transport

Bus

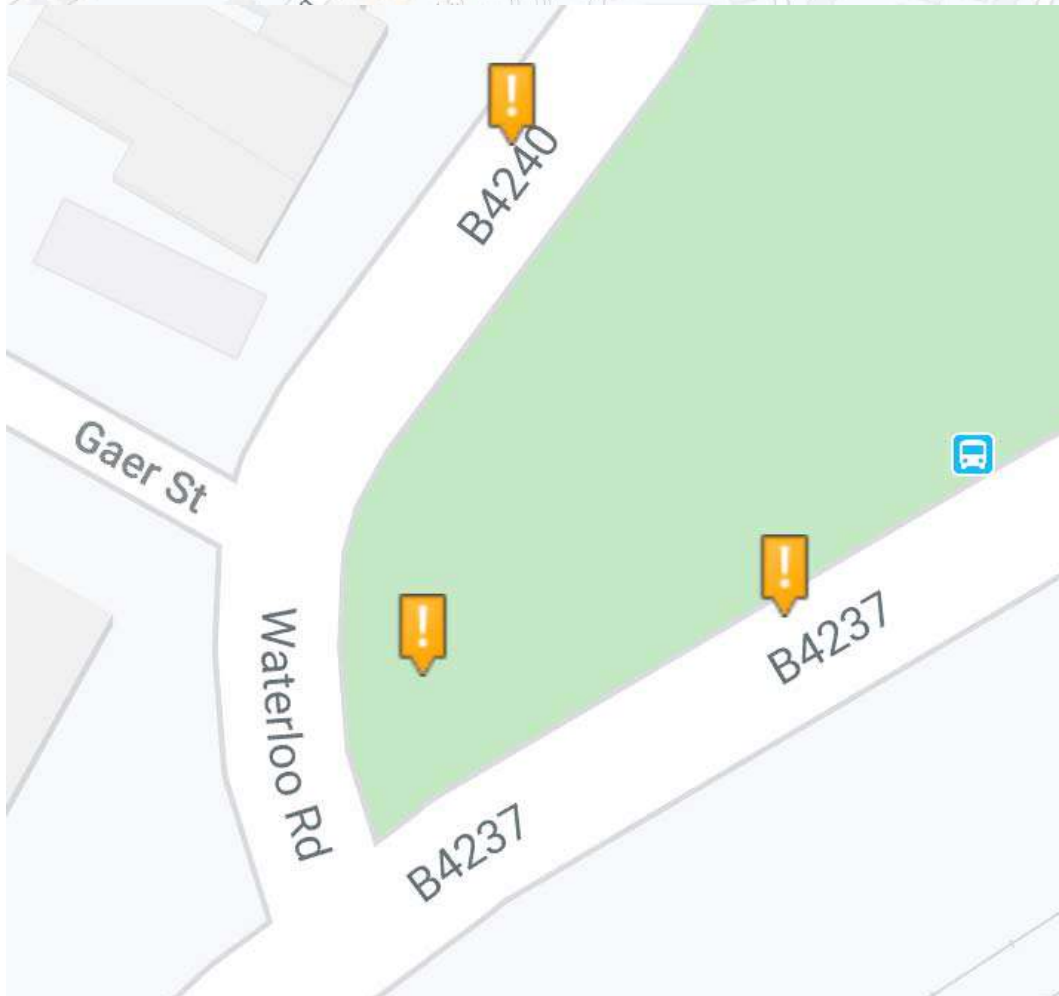
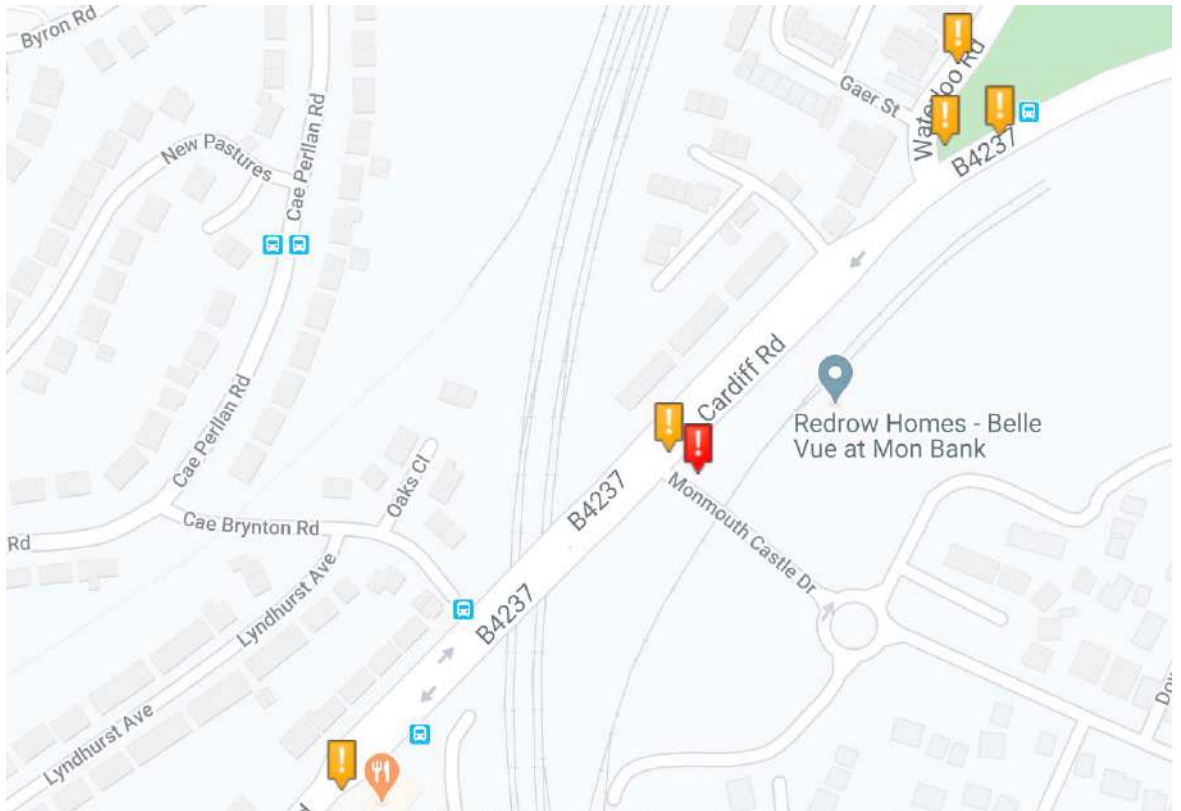
2.4.1 The nearest bus stop opposite McDonalds is a 200m walk from the site across a series of controlled pedestrian crossings and along Cardiff Road. From here there are services into Newport Centre, Cardiff, Ringland, Caerphilly amongst others.

2.5 Public Transport

2.5.1 Crashmap indicated that over the period 2015 – 2019 there have been 6 PIA's of which 1 was categorised as being serious.

2.5.2 Of these accidents there has been one a year except 20178 when there was 2. 4 have been in dry conditions and 4 in daylight. 1 accident involved a pedestrian (serious) and 1 a motor cycle (slight). A review of these accidents identifies no black stops or common cause aside from driver error.

2.5.3 Accident data attached as **Appendix A**. With mapping shown below as **Figure 2.5**.



3.0 DEVELOPMENT PROPOSALS

3.1 Development Composition

3.1.1 As stated in section 1, the development proposal comprises;

- Primary vehicle and pedestrian access from Abberley Hall Road;
- 1804sqm GFA;
- Total 112 car parking spaces including 8 staff in the service yard
- 4 Disabled parking bays
- 9 P&C parking bays
- 2 live EVCPs, 18no future EVCPs
- 10 cycle parking spaces

3.1.2 The internal layout of the site facilitates access and egress for service vehicles from the service access that will be able to be undertaken in a forward gear.

3.1.3 The constituent design components of the proposed development layout are discussed in more detail below.

3.2 Development Layout

3.2.1 A plan extract of the current proposed development layout including HGV SPA is illustrated in **Figure 3.1** and included as architect's plans at **Appendix B**.

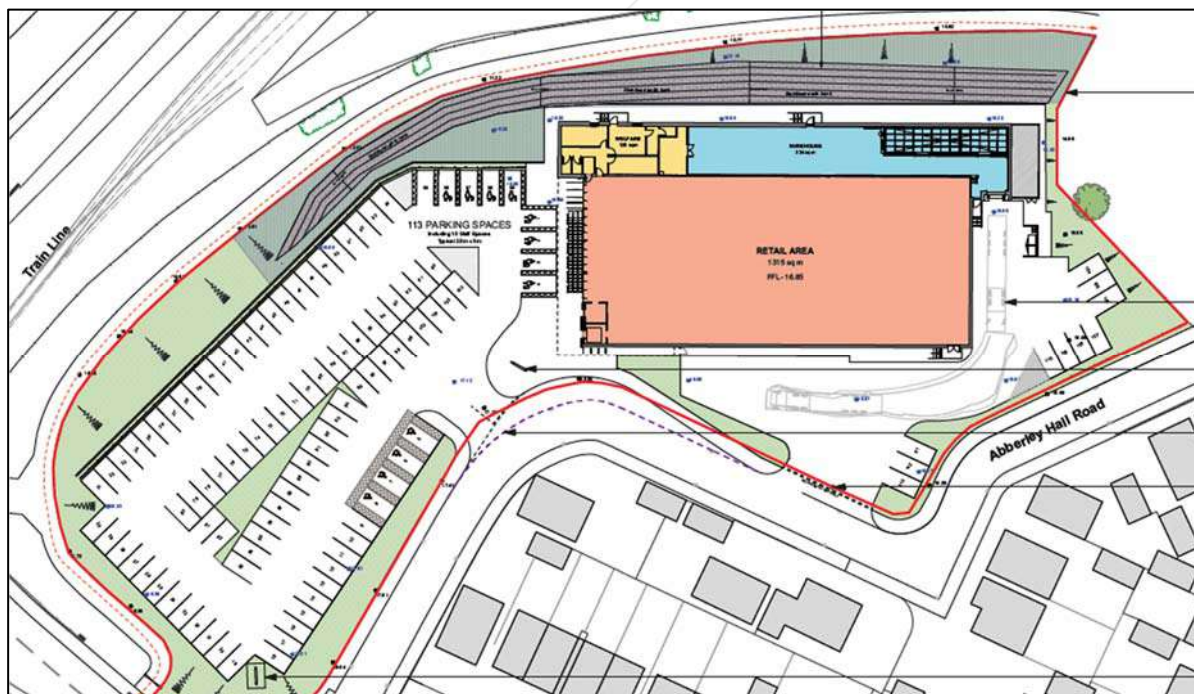


Figure 3.1 – Proposed Site Layout

3.3 Access

- 3.3.1 As shown above, the site access is via the adjacent Abberley Hall Road via an effective fourth arm from the roundabout and will include for MfS compliant visibility splays of 2.4m by 43m, appropriate radii and tactile paving thus ensuring safe access for all modes of travel. As part of the access proposals, direct pedestrian access from Monmouth Castle Drive to the Aldi is also proposed.
- 3.3.2 A separate service vehicle in and out entrance is proposed some 40m further south along Abberley Hall Road.

3.4 Servicing

- 3.4.1 As per Aldi's standard operational requirements, servicing is provided to the rear of the site and not from within the site, this is due to internal constraints.
- 3.4.2 Further details are presented below in **Section 4**.

3.5 Parking

- 3.5.1 According to the Council's parking SPG, the site is located within Parking Zone 5. The parking standards for this location are
- Car – 1 space per 20sqm GFA
 - Blue Badge - 6%
 - Long Stay - 1 stand per 500sqm GFA which equates to 6 spaces
 - Short Stay - 1 stand per 500sqm GFA which equates to 6 spaces
 - Motor cycle – 5% of car parking provision
- 3.5.2 An expected Automated EV Bill will be released by government soon, and in compliance with this proposal the following allocations will be made:
- 2 live EVCPs, 18no future EVCPs
 - The first two EVCP bays should be designed as accessible bays. In order to highlight that they are EVCPs the white lining of these bays will be changed to blue.
- 3.5.3 The NewMotion EVCP final cover design is shown in **Figure 3.2**.



Figure 3.2 – NewMotion EVCP cover design



3.5.4 ALDI propose the following provision which is based both on standards and local experience at other nearby stores to ensure adequate provision to help efficient operation of the car park and prevent overspill;

Total 114 car parking spaces including 10 staff in the service yard

- 4 Disabled parking bays
- 9 P&C parking bays

3.5.5 These levels of parking provision are considered to be appropriately commensurate with both trading and operational requirements.

3.5.6 10 customer cycle parking spaces are provide to the front of the store with employee cycle parking

3.5.7 included in excess of the minimum cycle parking standards. More details are provided at **Appendix C – Travel Plan**.

3.5.8 It is noted that ALDI seek to encourage travel by cycle whenever possible and in this regard will, through their Travel Plan, review the occupation of cycle stands and, if necessary and justified, introduce additional shoppers cycle parking facilities.

3.6 Transport Implementation Strategy

3.6.1 The aim of the Transport Implementation Strategy (TIS) is to set out the measures the development proposal will support to provide travel choice and support the objectives of the Local Plan and in this regard presents:

Target Modal Split

3.6.2 The target mode split for the TIS for all journeys to and from the development proposal is summarised in **Table 3.1**. The only target is car driver, with the targets for individual sustainable travel modes indications only of what one might expect the approximate split of journeys to be, but not specific targets in their own right. (i.e. all non-car driver modes of travel are ‘sustainable travel modes’).

3.6.3 Provided the overall contribution of sustainable travel modes helps deliver the car driver target, variations from the targets for sustainable travel modes is acceptable. Indeed, in some instances it is hoped they are exceeded.

Table 3.1 – Indicative Staff Mode Share Targets

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%

TIS Measures

3.6.4 The TIS aims to make the inevitable step change shift in overall travel mode across the area easier and quicker, providing travel choice for all. A Travel Plan should include the provision of up-to-date information about public transport services, timetables, and opportunities for car sharing (e.g. via a car share website).

3.6.5 The measures within the TIS, which are set out in a Staff Travel Plan included at **Appendix C**, aimed



at providing this travel choice include (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).

Measures and Actions

- 3.6.6 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:
- 3.6.7 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. Travel options will also be discussed at staff meetings;
- Ensuring that all information relating to public transport, cycling, walking and car sharing is displayed on staff notice boards and is kept accurate and up to date, as well as discussing the TP at staff meetings to continually encourage use of alternative modes than the private car;
 - Ensuring that all information relating to public transport, cycling, walking are available to customers via availability of bus timetables etc, on the packing shelf at the front of the store and that the provided information is kept accurate and up to date;
 - Promoting car sharing during both the staff interview and induction process as well as ongoing reminders from the TPC;
 - Identify employee travel habits through staff surveys;
 - Monitoring and reviewing the Travel Plan as set out in the TP;
 - Training / induction of staff to cover Travel Plan and travel options;
 - Ensuring the needs of the less mobile is incorporated in the Plan; and
 - Coordinate and monitor the TP, update as required and liaise with external bodies and other relevant developers (in discussion with SBC) in accordance with the contents of this TP.
- 3.6.8 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.

TP Measures

- 3.6.9 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.
- 3.6.10 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.
- 3.6.11 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.

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.



Measures to encourage walking

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.

Measures to encourage cycling

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 – via the TP • 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.

Measures to encourage public transport use

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
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Measures to encourage car sharing

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

3.6.12 The Travel Pack (to be agreed with NCBC) 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 Journey Planner website to enable people to plan their own journeys.

3.6.13 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.



4.0 DELIVERY AND SERVICING

4.1 ALDI Company Specific Servicing Arrangements

- 4.1.1 ALDI, as a company, operate the following specific servicing arrangements and working practices.
- 4.1.2 A store in Newport as per Aldi's other stores in Newport will be serviced from Aldi's Regional Distribution Centre (RDC) in Cardiff.
- 4.1.3 This RDC currently supplies goods to in excess of 80 stores across the southwest region of England as well as South Wales.
- 4.1.4 Up to 40 staff are employed at each store, comprising a Store Manager, Assistant Store Manager and Store Assistants, although not all staff are present on site at all times.
- 4.1.5 Delivery routes are planned to minimise distances travelled by each vehicle and maximise efficiency of goods per delivery. This practice is economically prudent for Aldi but also sustainable by virtue of reducing vehicle kilometres travelled. Each vehicle will visit between 1 and 6 stores per trip depending on the nature of the delivery and the geographical location of the stores.
- 4.1.6 On average each store will have only two deliveries by articulated lorry per day plus a modest number of smaller vehicles delivering locally sourced fresh produce. This compares with an average of 6 to 10 articulated lorries and up to 20 subsidiary vehicles (including HGVs) per day usually associated with the larger supermarkets.
- 4.1.7 Each store manager will have an allotted time each day by which the main delivery will have taken place. Each driver is furnished with a mobile phone and is able to inform the distribution centre if any delay is likely. However, this is very rare and allocated delivery times are consistently met by the distribution teams.
- 4.1.8 Delivery practices are identical at each store. Goods delivery is a one-man function carried out by the driver. The vehicle is reversed down the delivery ramp to the loading bay which is fitted with a "dock leveller" to provide a flush ramp from the floor of the lorry to the floor of the storage area.
- 4.1.9 The driver gains access to the building by means of a "driver's door" located next to the loading bay. The driver opens the roller shutter door from within the building then unloads the goods directly into the storage area. The driver is then responsible for locking the shutter and the side door before leaving. Contact with the store manager is only required where site specific special arrangements dictate.
- 4.1.10 The daily HGV delivery arrival journey will normally take place outside peak highway network hours as well as peak store trading hours;
- The standard delivery period is ½ hour;
 - Vehicular access to the delivery ramp will be through the car park;
 - Aldi's service vehicles benefit from operational safety improvements including;
 - Rear Cameras;
 - Audible Warning Systems; and
 - Reversing Object Sensors.

4.2 Site Specific Operational Requirements

- 4.2.1 Aldi, as a company, operate the following specific servicing arrangements and working practices:
- The store will normally be served by two HGV's and a number of smaller vehicles per day, which will unload their goods using a dock leveller adjacent to the store building;
 - Access for service vehicles will be from the site access road.
 - Turning and reversing manoeuvres undertaken within the car park;
 - Egress in a forward gear;



- The daily HGV delivery arrival journey will normally take place outside peak highway network hours; and
- Any non-staff vehicles remaining anywhere in the car park once the store is closed will be warned/fined and eventually removed.

4.2.2 The swept path of the HGV to and from the dock leveller is illustrated in **Appendix B**.



5.0 TRIP GENERATION AND IMPACT

5.1 Introduction

5.1.1 As described in Chapter 3 of this report, it is proposed to develop this site discount food retail purposes as follows:

- 1,804sqm GFA Aldi Food Store;

5.2 ALDI Trip Generation

5.2.1 The trip generation of the proposed ALDI store was determined via interrogation of the TRICS version 7.4.4 database. The peak periods of the assessment was the weekday PM peak. **Table 5.1** summarises the expected weekday network peak trip rates per 100 sq.m, together with the number of trips expected from the proposed 1,804 sq.m GFA foodstore. Based on the TRICS assessment the proposed development is expected to generate 130 trips in the weekday evening. The TRICS outputs are attached as **Appendix D**.

Time	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
1700-1800	3.412	3.694	7.106	62	67	128
1800-1900	3.522	3.741	7.263	64	67	131
Daily	39.831	40.041	79.872	719	722	1441

Table 5.1 – Proposed Trip Generation

5.2.2 Whilst the above tables illustrate the gross theoretical impact that an ALDI store might have in this location, this only forms a part of the exercise. An ALDI store will also attract trips that are already on the local highway network and take the opportunity of passing the site to use the new opportunities; such trips are known as pass-by trips.

5.2.3 Therefore, in order to understand the overall impact of the development on the local highway network, it is necessary to clearly identify the actual impact after external factors are considered such as trip types. Typically, new food stores only lead to about 10% completely new traffic, with the remainder forming pass-by and diverted trips (secondary trips) which are already on the local highway network.

Pass-by, Diverted and Linked Trips

5.2.4 The quanta of pass by / diverted / linked trips for this store was undertaken using first principles. The TRICS research report 14/1 sets out that the standard application of the pass-by and diverted trip proportions in research report 95/2 is not considered so relevant and a site by site approach should be used instead.

5.2.5 An assessment methodology set out at section 11 in TRICS paper 14/1. The location type for the proposed store is in an intermediate location between town centres on a primary route therefore the pass-by percentage is likely to be fairly average and in this instance is estimated at 30%. The number of facilities at the store is more limited as a result of the limited offer, however the presence of Sainsburys and its PFS would increase the pass-by levels and would also create a high level of linked trips with ALDI.

5.2.6 There is no click and collect at ALDI, and the GFA is much less than 4,000 sq.m which might suggest the ALDI store would act more as a convenience store with corresponding higher pass-by levels, however ALDI also contains some comparison elements and as a result some diverted trips may occur. The proposed development is located in good proximity to residential areas.

5.2.7 Any food-store diverted trips may be related to the existing Lidl store at Mendalgief Park and Harlech Retail Park's Tesco Store. It is possible that some 12.5% of the store trade will come from Lidl and 17.5% from Tesco.

5.2.8 However, it is also expected at some 5% will also be Tesco linked trips.

5.2.9 When considering the above and limiting flow adjustments to 30% passby and 10% diverted, Table



5.1 can be recalculated as follows:

Time	Aldi			1804 GFA sqm		
	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
1700-1800	3.412	3.694	7.106	62	67	128
1800-1900	3.522	3.741	7.263	64	67	131
Daily	39.831	40.041	79.872	719	722	1441

Aldi Store less 30% Passby and 10% diverted

Time	Total New Trips		
	Arrivals	Departures	Trips
0800-0900	25	27	51
1700-1800	25	27	52
Daily	287	289	576

Total

Time	Total New Trips		
	Arrivals	Departures	Trips
0800-0900	37	40	77
1700-1800	38	40	79
Daily	431	433	865

Table 5.2 - Revised Trip Generation

5.2.10 With an impact of circa 1 vehicle per minute on the local highway network, further network and junction analysis is considered unnecessary.



6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 A summary of the key information contained in this report is set out as follows:

6.1.2 The proposed ALDI development would comprise;

- Primary vehicle and pedestrian access from Abberley Hall Road;
- 1804sqm GFA;
- Total 112 car parking spaces including 8 staff in the service yard
- 4 Disabled parking bays
- 9 P&C parking bays
- 2 live EVCPs, 18no future EVCPs
- 10 customer cycle parking spaces
- Crashmap data has been examined and there is not identifiable accident cause or blackspot.
- Servicing from a separate access off Abberley Hall Road. Consistent with local policy, the site access has been designed to provide safe and efficient access for all modes and ties into recent highway improvements;
- Adequate car parking is proposed, commensurate with local parking standards together with the expected operation of the development proposal. Secure, covered and illuminated cycle parking spaces for the discount food store would be provided. In addition, the site supports the safe access and turning of service vehicles;
- The site includes for a Staff Travel Plan and a Transport Implementation Strategy;
- Proposed trip generation rates have been obtained from TRICS surveys to form a reasonable and robust estimate of the expected development traffic from both the extant and proposed land uses to be minor and should not lead to any material effects on the surrounding local highway network; and
- The traffic from the proposed development is therefore considered able to be accommodated on the local highway network without creating material issues or delay.

6.2 Conclusion

6.2.1 The information presented in this TA Report has been presented to help the Council review the likely effects of the proposed development on the surrounding transportation network of a proposed ALDI discount food store together with the wider outline site proposals.

6.2.2 Based on these findings, the development proposals are not expected to lead to any localised material off-site highways issues on the adjacent transportation network. It is therefore concluded that the impact has been fairly and reasonably addressed and there should be no reason for highways related objection to the proposed development.



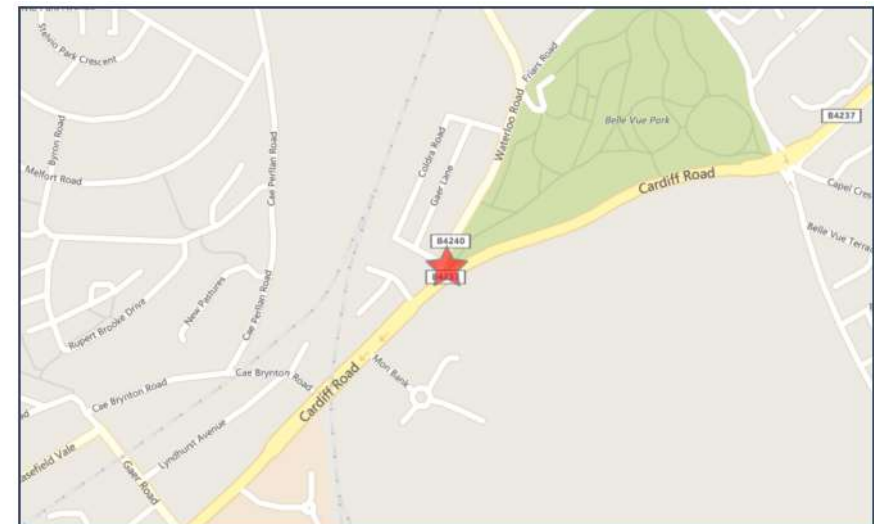
APPENDIX A





Crash Date: Wednesday, July 08, 2015 **Time of Crash:** 6:05:00 PM **Crash Reference:** 2015610033715

Highest Injury Severity:	Slight	Road Number:	B4240	Number of Casualties:	1
Highway Authority:	Newport			Number of Vehicles:	2
Local Authority:	Newport			OS Grid Reference:	330404 186932
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	-1	Male	Unknown	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other

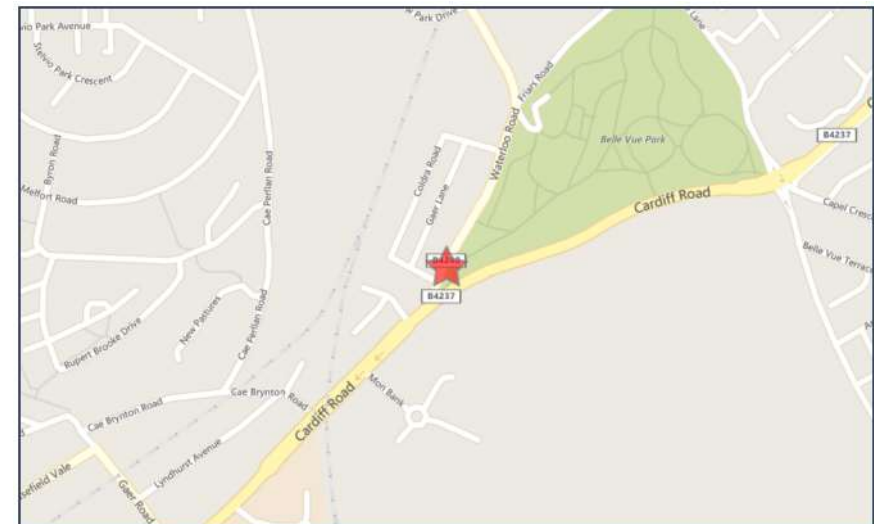
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Friday, November 04, 2016 **Time of Crash:** 6:30:00 PM **Crash Reference:** 2016610059416

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Newport	Number of Vehicles:	2	OS Grid Reference:	330410 186965
Local Authority:	Newport City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	1	Male	56 - 65	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

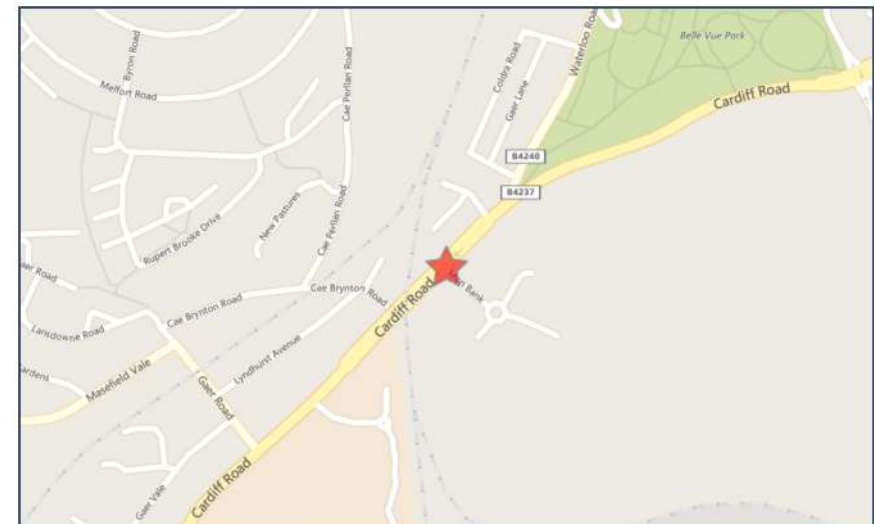
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Wednesday, October 11, 2017 **Time of Crash:** 1:16:00 PM **Crash Reference:** 2017610042017

Highest Injury Severity:	Slight	Road Number:	B4	Number of Casualties:	1
Highway Authority:	Newport	Number of Vehicles:	2	OS Grid Reference:	330290 186808
Local Authority:	Newport City				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	9	Male	56 - 65	Vehicle is in the act of turning right	Offside	Other	None	None
1	Motorcycle over 125cc and up to 500cc	1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

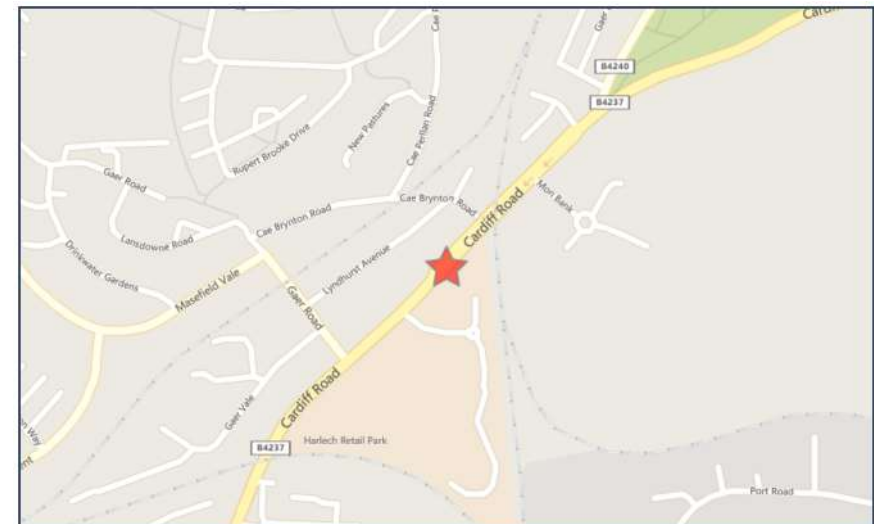
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Crash Date: Friday, December 08, 2017 **Time of Crash:** 5:30:00 AM **Crash Reference:** 2017610054117

Highest Injury Severity:	Slight	Road Number:	B4237	Number of Casualties:	1
Highway Authority:	Newport	Number of Vehicles:	2	OS Grid Reference:	330154 186672
Local Authority:	Newport City				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Taxi/Private hire car	7	Male	26 - 35	Vehicle is performing a U turn	Offside	Journey as part of work	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

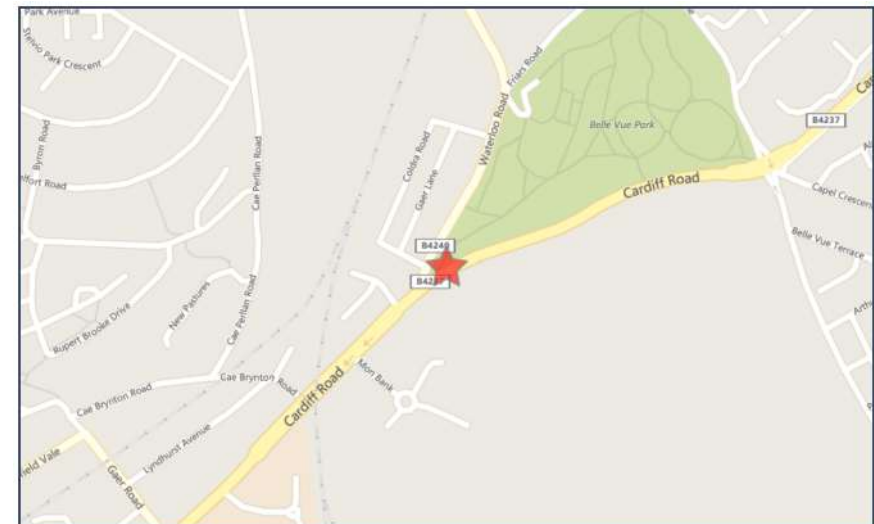
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Thursday, July 05, 2018 **Time of Crash:** 7:55:00 PM **Crash Reference:** 2018610034318

Highest Injury Severity:	Slight	Road Number:	B4237	Number of Casualties:	1
Highway Authority:	Newport	Number of Vehicles:	2	OS Grid Reference:	330427 186935
Local Authority:	Newport City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		7 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		2 Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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2019 data is provisional and is subject to change

Crash Date: Monday, March 11, 2019

Time of Crash: 8:21:00 AM

Crash Reference: 2019610032119

Highest Injury Severity: Serious

Road Number: B4237

Number of Casualties: 1

Highway Authority: Newport

Number of Vehicles: 1

Local Authority: Newport City

OS Grid Reference: 330302 186799

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

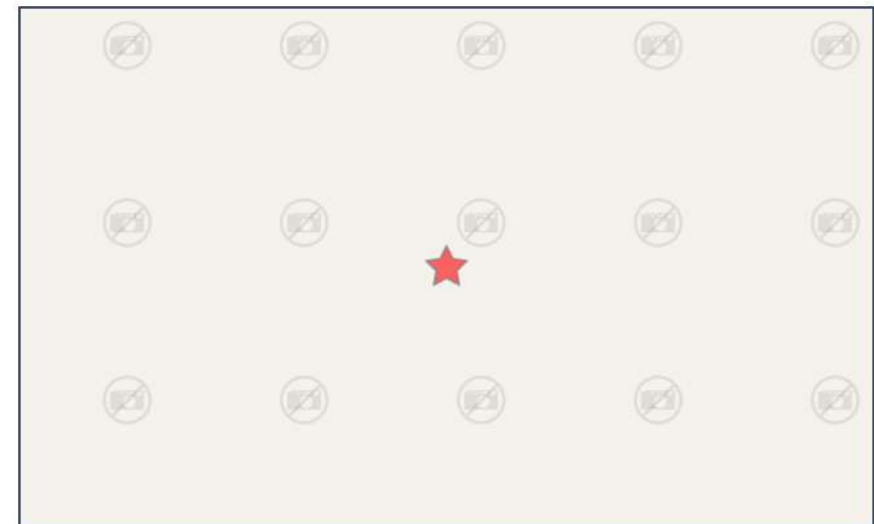
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	45-54	Vehicle is in the act of turning right	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	5-15	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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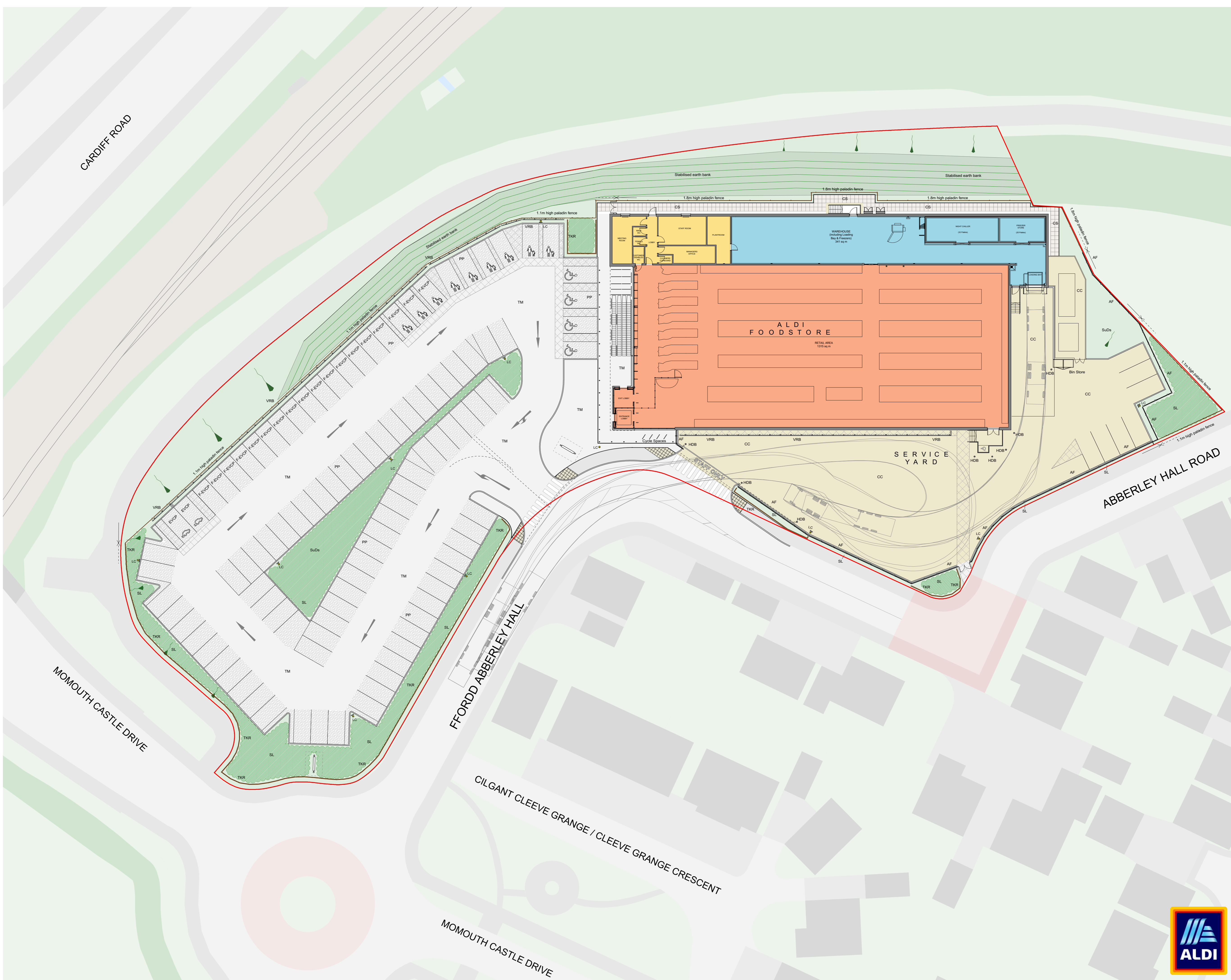


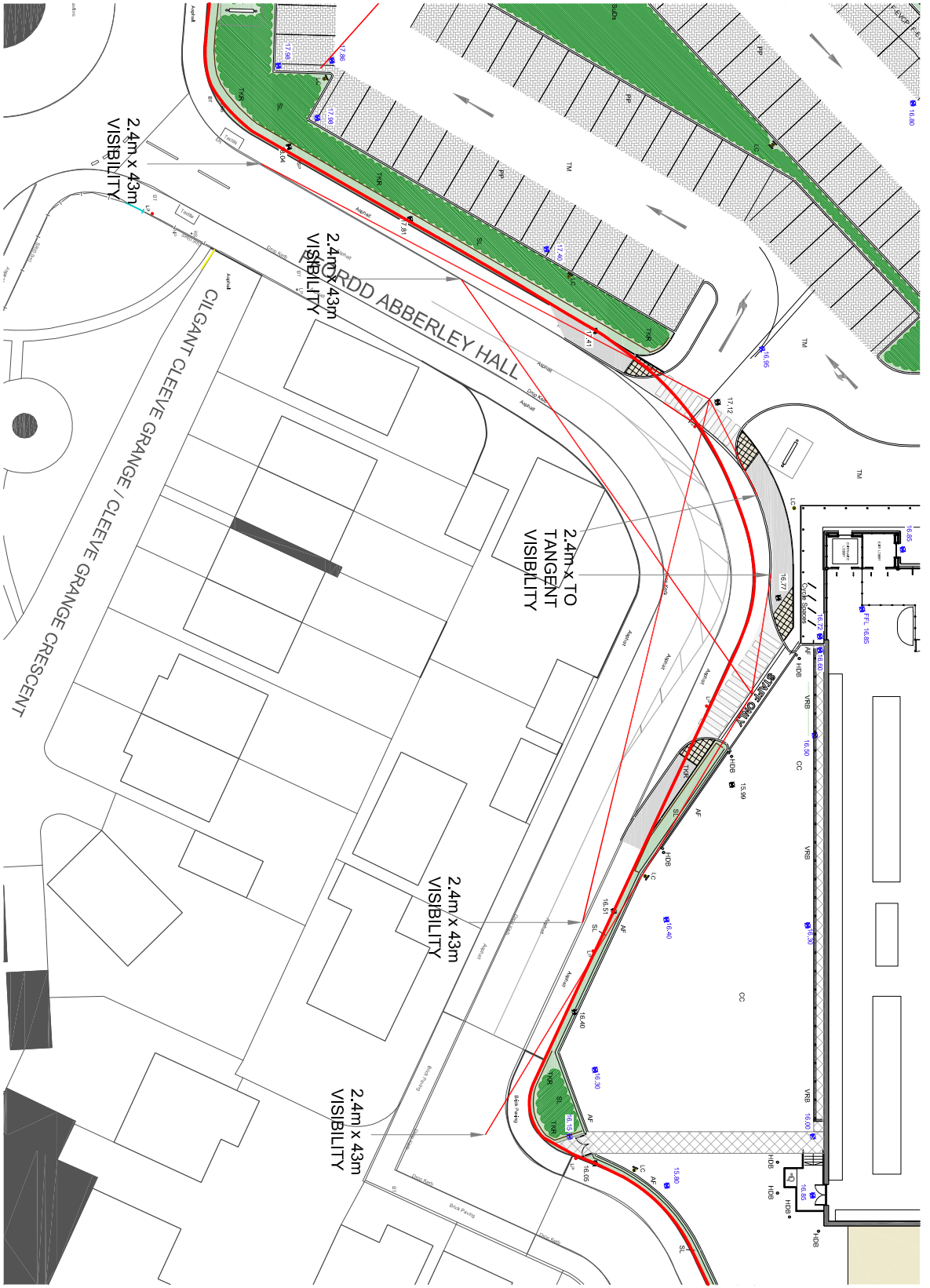
APPENDIX B

- KEY**
- Site Application Boundary
 - TM Denotes tarmac finish
 - PP Denotes permeable block paving
 - CC Denotes concrete surface finish
 - CS Denotes concrete paving slab finish
 - SL Denotes landscaped area with misc planting within application area
 - TKR Timber knee rail
 - VRB Vehicle restraint barrier
 - AF Acoustic Fence (3m high)
 - PF Paladin fence (1.1m & 1.8m high)
 - F-EVCP Electric Vehicle Charge Point (Active)
 - P-EVCP Future Electric Vehicle Charge Point (Passive)
 - HDB Heavy duty bollards
 - New stainless steel anti ram bollards
 - LC Lighting Column
 - Existing site levels
 - Proposed site levels
 - Transition point between different fencing type and/or change in height

Proposed Parking Space Numbers

Disabled Spaces	4
Parent & Child	9
Standard	89
EVPCs	2
Staff	8
Total	112
Cycle Bays (4no Hoops)	8







APPENDIX C



Filtering Summary

Land Use	01/C	RETAIL/DISCOUNT FOOD STORES
Selected Trip Rate Calculation Parameter Range	700-2703 sqm GFA	
Actual Trip Rate Calculation Parameter Range	700-2568 sqm GFA	
Date Range	Minimum: 01/01/09	Maximum: 01/07/17
Days of the week selected	Monday	1
	Tuesday	3
	Wednesday	1
	Thursday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	3
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	2
	25,001 to 50,000	3
	50,001 to 100,000	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	100,001 to 125,000	1
	250,001 to 500,000	2
	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-337901-180315-0305

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	CF CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 700 to 2568 (units: sqm)
 Range Selected by User: 700 to 2703 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 01/07/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Retail Zone	3
High Street	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days
10,001 to 15,000 2 days
25,001 to 50,000 3 days
50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000 1 days
100,001 to 125,000 1 days
250,001 to 500,000 2 days
500,001 or More 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 4 days
1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count 0 days
Excluded from count or no filling station 7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-01-C-01 EAST TYNDALL STREET	LIDL	CARDIFF
	CARDIFF Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:	2568 sqm	
	<i>Survey date: THURSDAY</i>	<i>29/06/17</i>	<i>Survey Type: MANUAL</i>
2	DH-01-C-01 WATLING ROAD	ALDI	DURHAM
	BISHOP AUCKLAND Edge of Town Retail Zone Total Gross floor area:	1023 sqm	
	<i>Survey date: THURSDAY</i>	<i>06/04/17</i>	<i>Survey Type: MANUAL</i>
3	SH-01-C-01 CASTLE STREET HADLEY TELFORD	LIDL	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	1900 sqm	
	<i>Survey date: TUESDAY</i>	<i>16/06/09</i>	<i>Survey Type: MANUAL</i>
4	WM-01-C-01 MACKADOWN LANE KITT'S GREEN BIRMINGHAM	LIDL	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area:	2085 sqm	
	<i>Survey date: TUESDAY</i>	<i>12/07/16</i>	<i>Survey Type: MANUAL</i>
5	WM-01-C-02 HIGH STREET GUNS VILLAGE WEST BROMWICH	LIDL	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area:	2085 sqm	
	<i>Survey date: TUESDAY</i>	<i>12/07/16</i>	<i>Survey Type: MANUAL</i>
6	WO-01-C-01 BLACKPOLE ROAD BRICKFIELDS WORCESTER	LIDL	WORCESTERSHIRE
	Edge of Town Retail Zone Total Gross floor area:	2417 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>13/07/16</i>	<i>Survey Type: MANUAL</i>
7	WY-01-C-01 WATERLOO TERRACE BRAMLEY LEEDS	FARMFOODS	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Retail Zone Total Gross floor area:	700 sqm	
	<i>Survey date: MONDAY</i>	<i>19/10/15</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1825	0.266	7	1825	0.055	7	1825	0.321
08:00 - 09:00	7	1825	2.270	7	1825	1.518	7	1825	3.788
09:00 - 10:00	7	1825	2.630	7	1825	2.066	7	1825	4.696
10:00 - 11:00	7	1825	2.950	7	1825	2.856	7	1825	5.806
11:00 - 12:00	7	1825	3.130	7	1825	2.825	7	1825	5.955
12:00 - 13:00	7	1825	3.209	7	1825	3.060	7	1825	6.269
13:00 - 14:00	7	1825	3.350	7	1825	3.725	7	1825	7.075
14:00 - 15:00	7	1825	3.498	7	1825	3.459	7	1825	6.957
15:00 - 16:00	7	1825	3.490	7	1825	3.537	7	1825	7.027
16:00 - 17:00	7	1825	3.475	7	1825	3.616	7	1825	7.091
17:00 - 18:00	7	1825	3.412	7	1825	3.694	7	1825	7.106
18:00 - 19:00	7	1825	3.522	7	1825	3.741	7	1825	7.263
19:00 - 20:00	7	1825	2.450	7	1825	2.880	7	1825	5.330
20:00 - 21:00	6	1813	1.517	6	1813	1.875	6	1813	3.392
21:00 - 22:00	6	1813	0.662	6	1813	0.947	6	1813	1.609
22:00 - 23:00	5	2036	0.000	5	2036	0.187	5	2036	0.187
23:00 - 24:00									
Total Rates:			39.831			40.041			79.872

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



APPENDIX D





Proposed Aldi Food Store

Mon Bank, Newport

STAFF TRAVEL PLAN

Prepared by: Entran Ltd

On behalf of: Aldi Stores Limited



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- Report on recycled paper.

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WEST OF ENGLAND
TRAVEL PLAN AWARDS
GOLD AWARD



Proposed Aldi Food Store

Mon Bank, Newport

TRAVEL PLAN

Revision	Date	Notes	Author	Checked	Approved
-	Aug 2020		LL	DJA	RGW

**7 Greenway Farm
Bath Road
Wick, Bristol
BS30 5RL**

Tel: 0117 937 4077



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1.0	INTRODUCTION	2
2.0	WHAT IS A TRAVEL PLAN	3
3.0	THE DEVELOPMENT AND ITS LOCATION	5
4.0	TRAVEL PLAN APPROACH	9
5.0	OBJECTIVES, BENEFITS AND TARGETS	10
6.0	MEASURES AND ACTIONS	12
7.0	MONITORING	15

FIGURES

3.1	Strategic Site Location
3.2	Local Context
3.3	Red Line Plan
2.4	Cycle Routes

APPENDICES

A	Sample Staff Travel Survey
---	----------------------------



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.

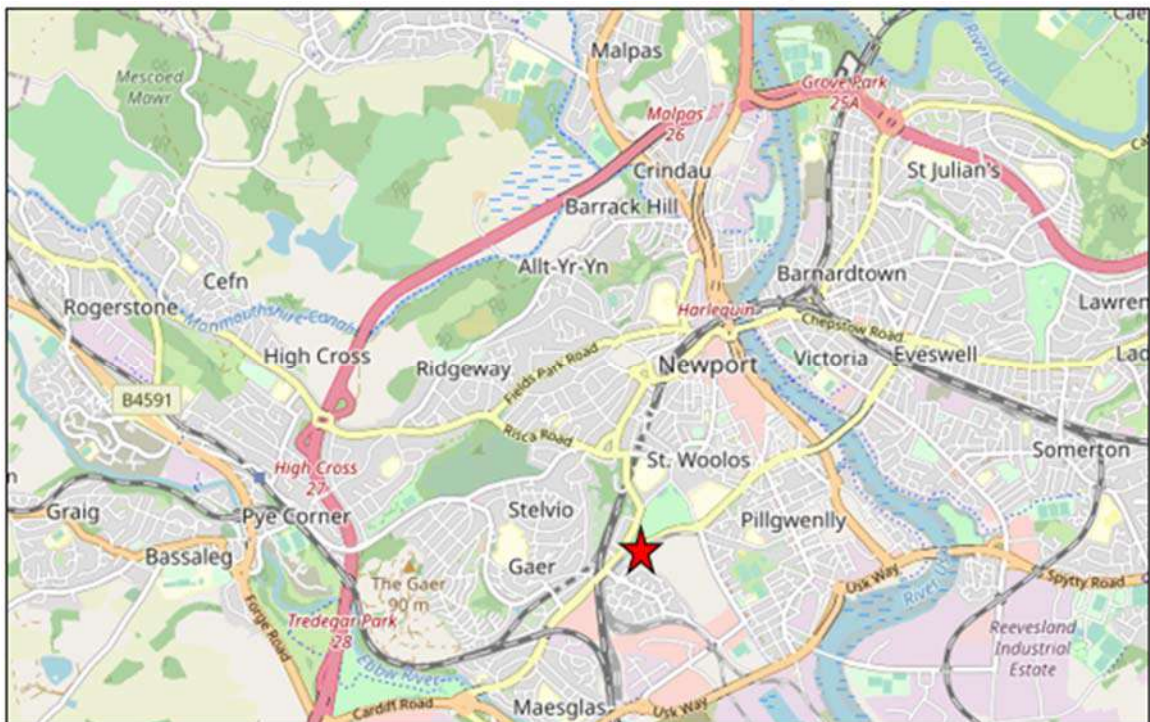


Figure 3.1 – Strategic Site Location



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.

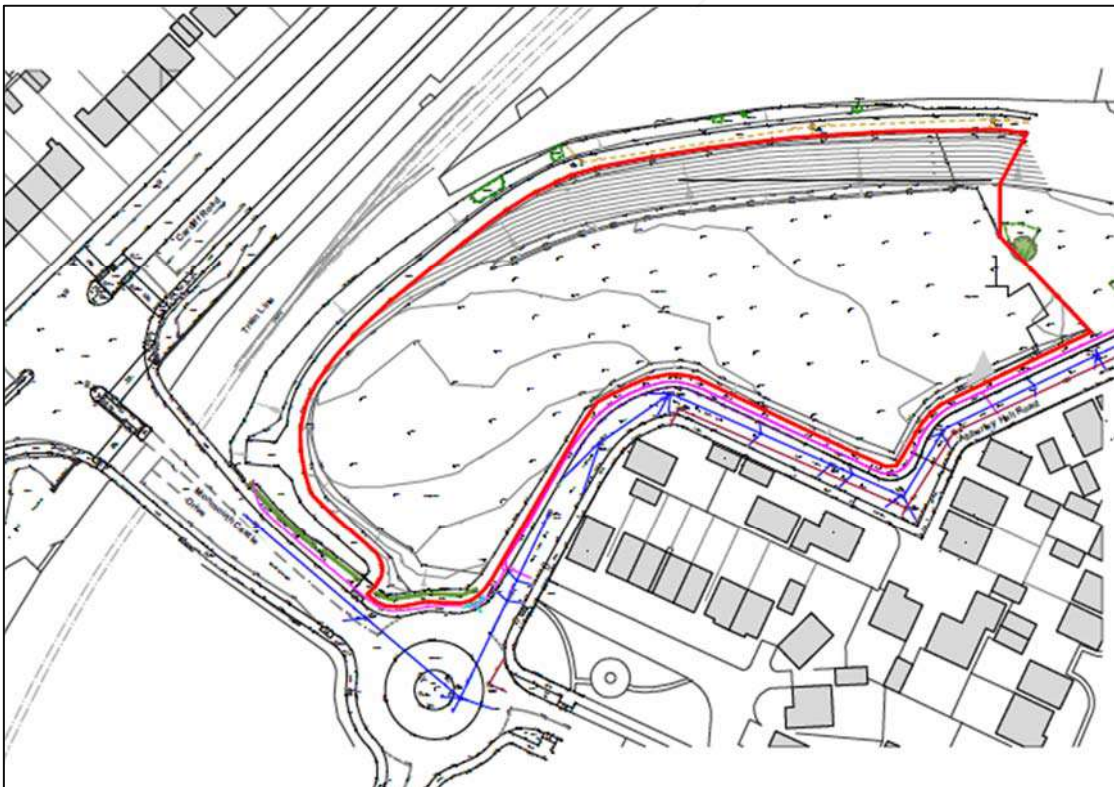


Figure 3.3 Existing Site Layout

- 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.

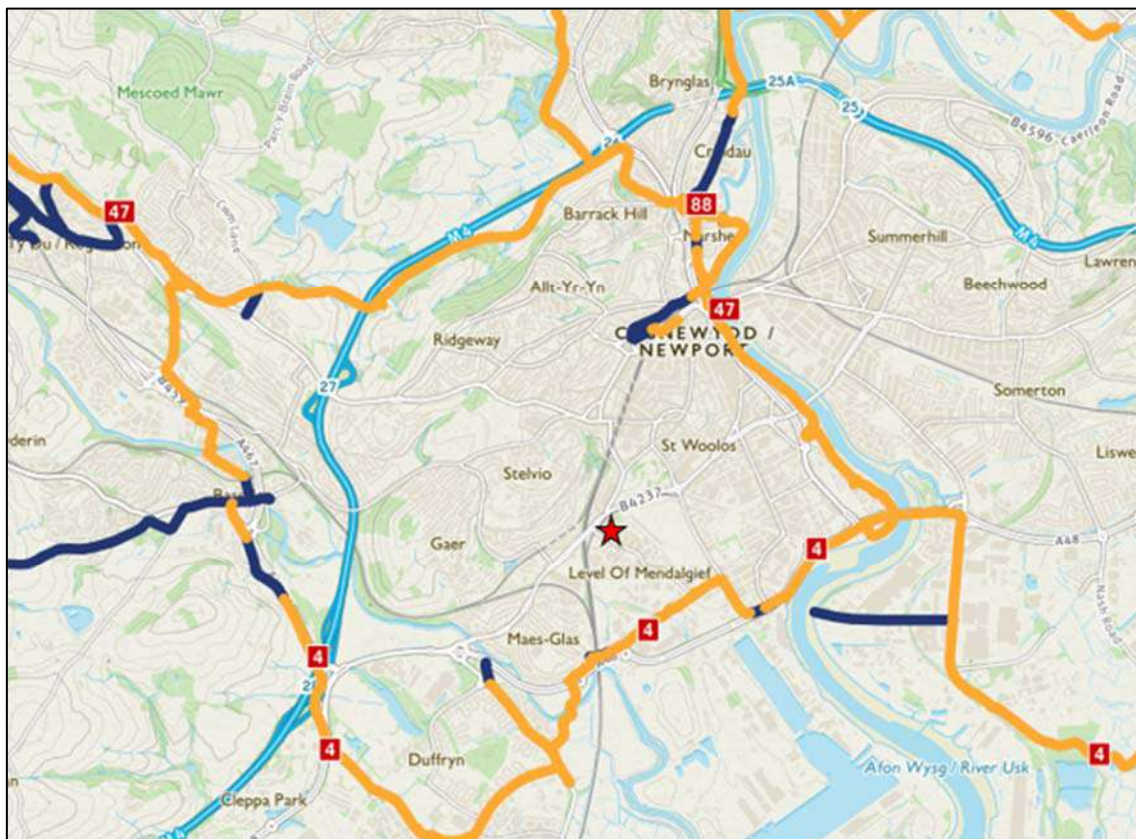


Figure 2.4 – Local Cycle Routes

- 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 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 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.

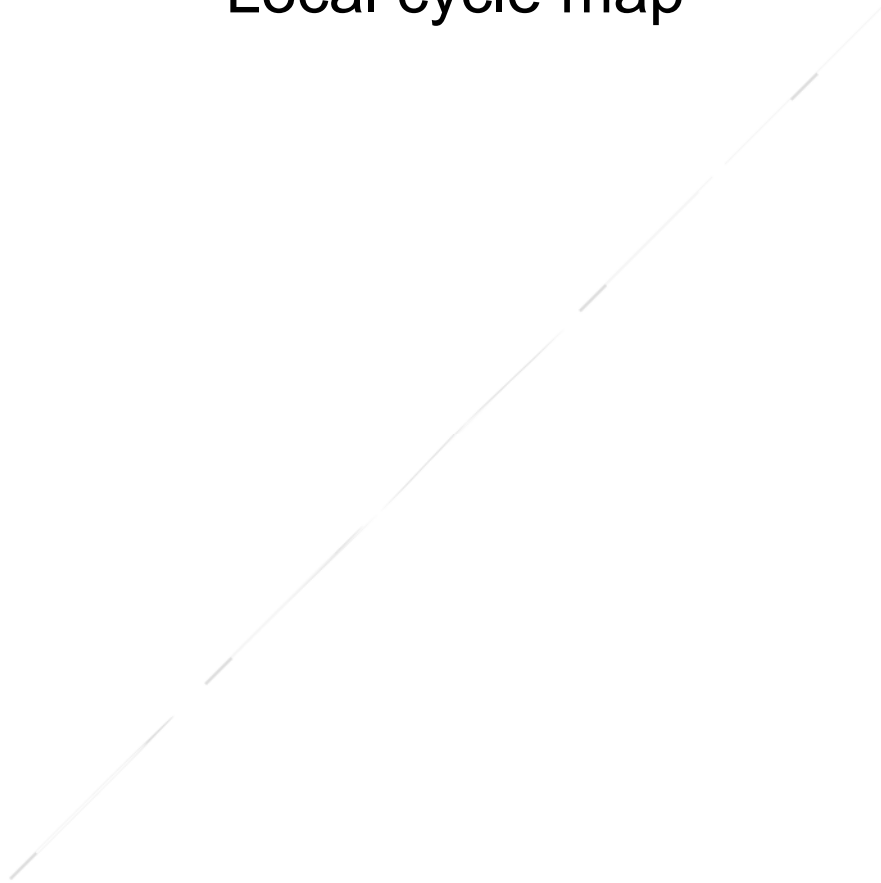
7.3.4 The Travel Plan will be a continuously evolving 'live' document. It may therefore be necessary to amend mode share baselines and targets depending on the result of the on-going surveys. These evolving changes should be communicated to and agreed with the Council.

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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 The representation of a track or a path is no evidence of a public right of way. Users of all routes shown on this map do so entirely at their own risk. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather. Newport City Council or Fourpoint Mapping accept no responsibility for omissions or errors.
 Cartography © Fourpoint Mapping for Newport City Council.
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.



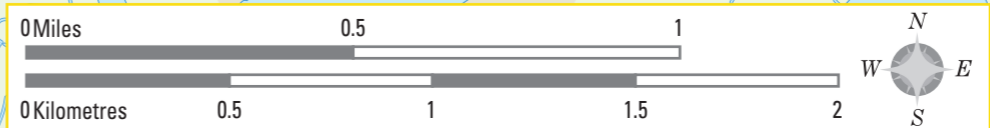
Wales National Velodrome



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.

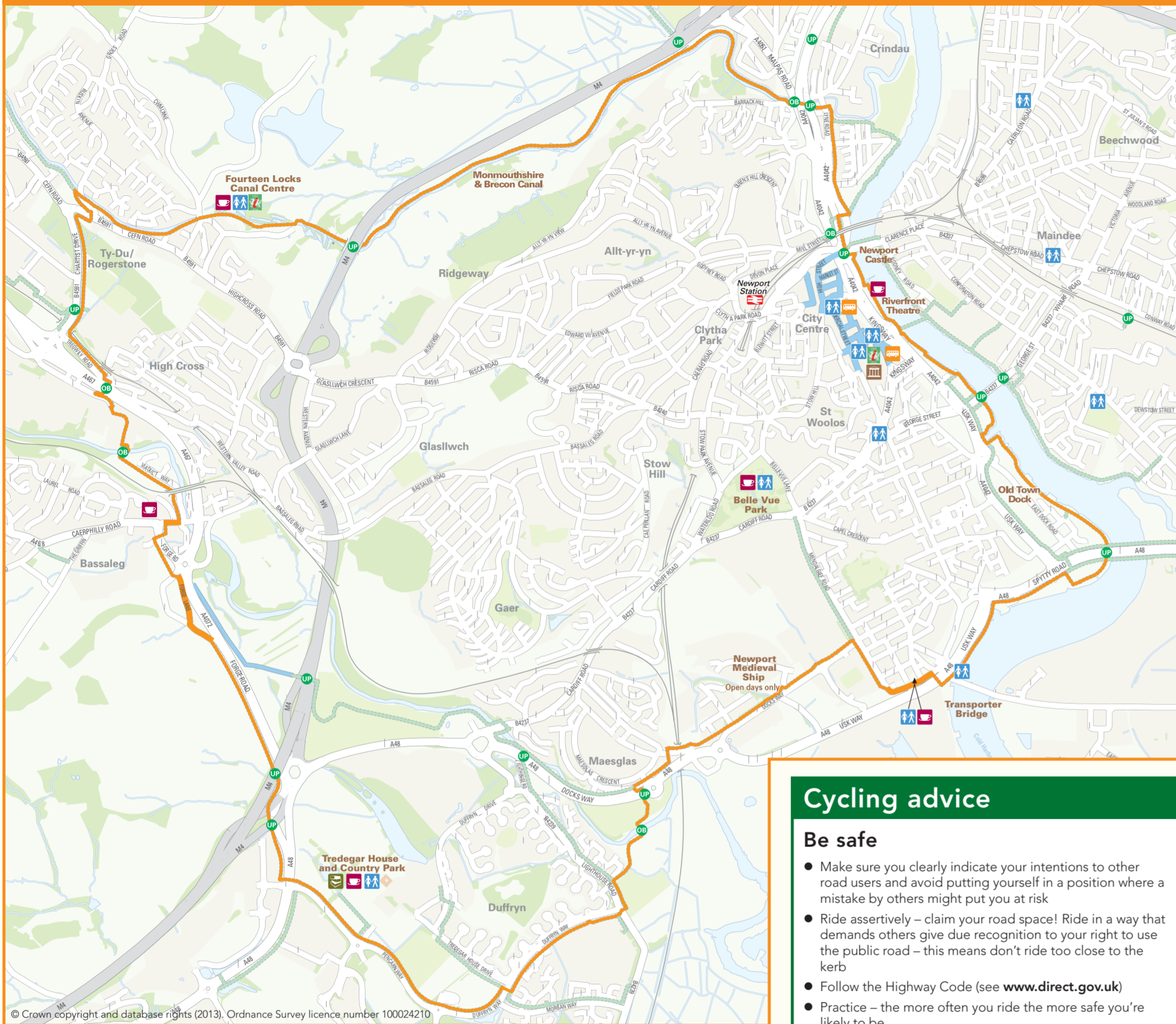



Newport Wetlands Reserve
 Internationally important wildlife reserve, with a Visitor Centre and plenty of walking and cycling. Good access for walking the Wales Coast Path.



Newport Heritage Trail

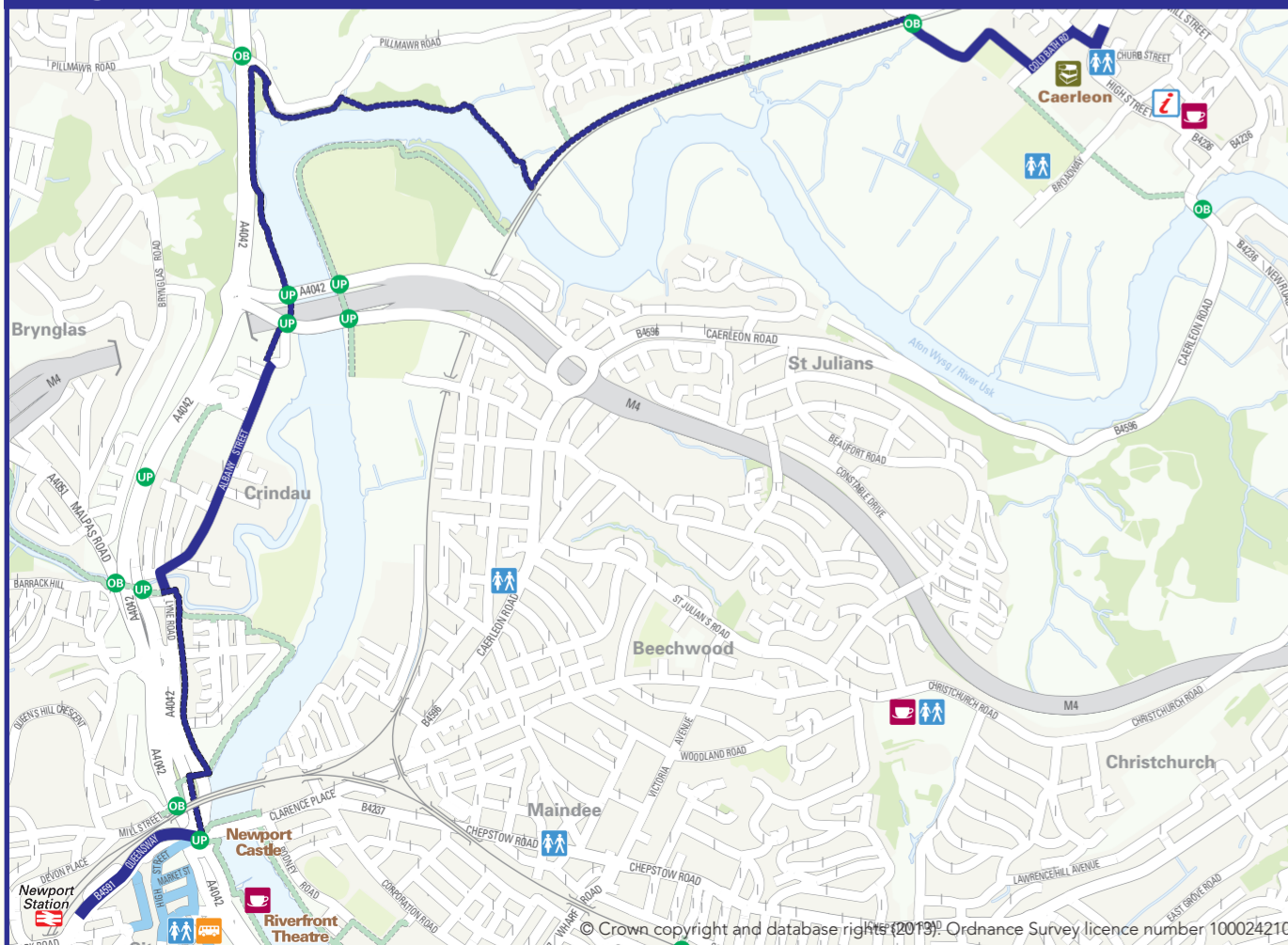
Approximately 11 miles 1hr 30mins



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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

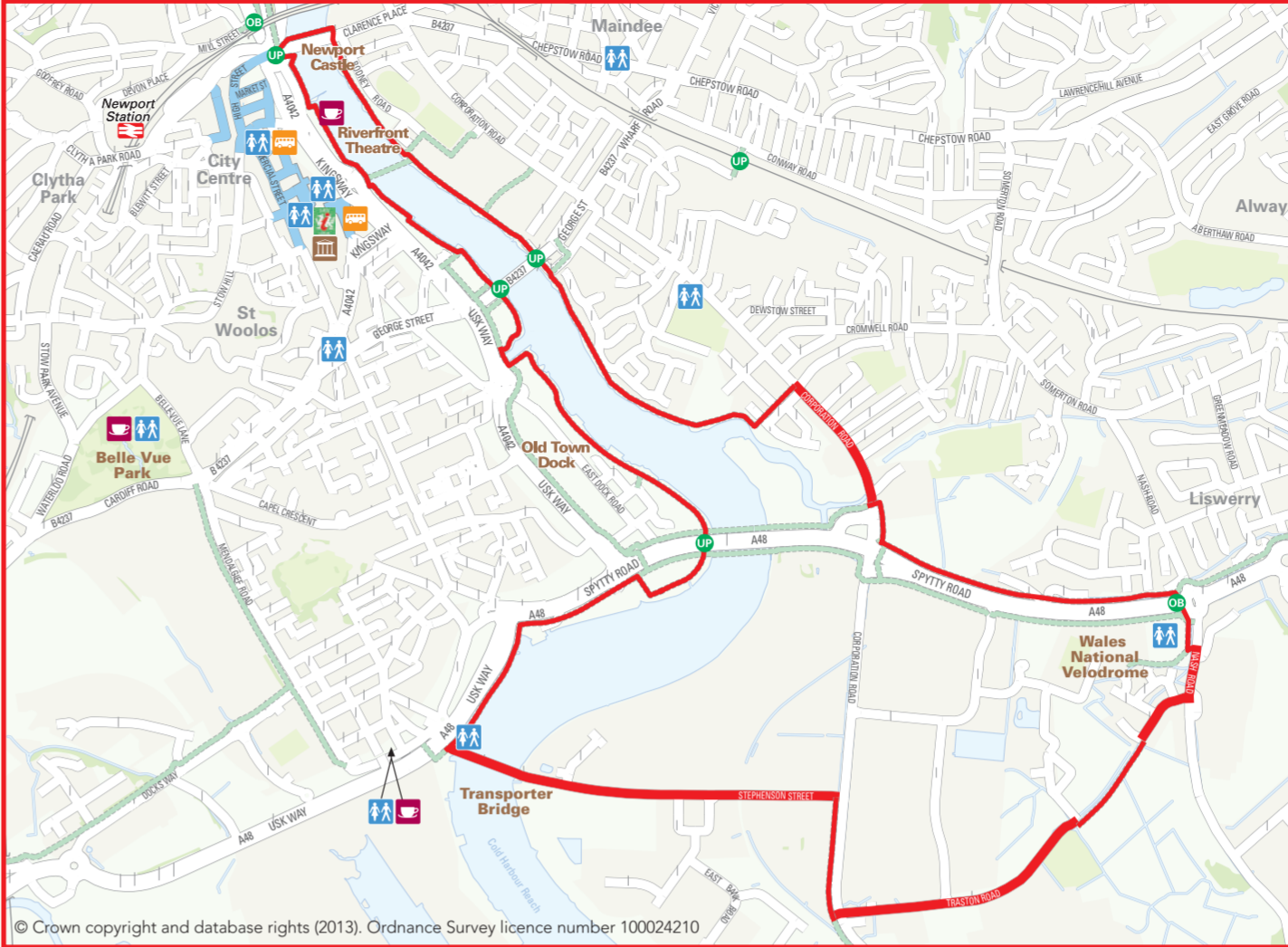
- Slow down when approaching walkers or horses, pass slowly and give them plenty of room
- Cycle at a relaxed pace
- Where there is a white dividing line, keep to your side. Otherwise try to cycle on the left-hand side
- Remember that some people are hard of hearing or visually impaired. Do not assume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

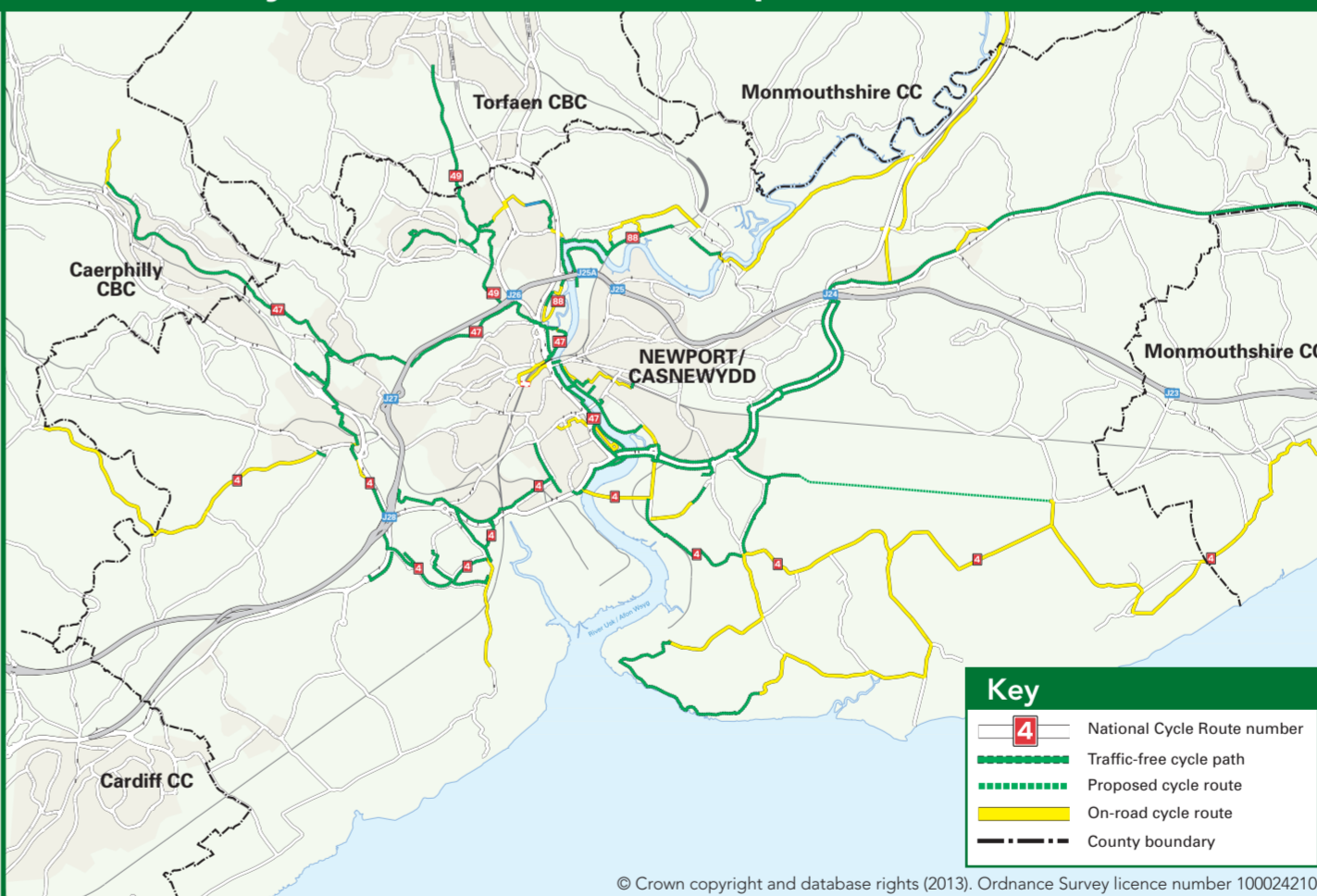


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Key



National Cycle Routes into Newport



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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.

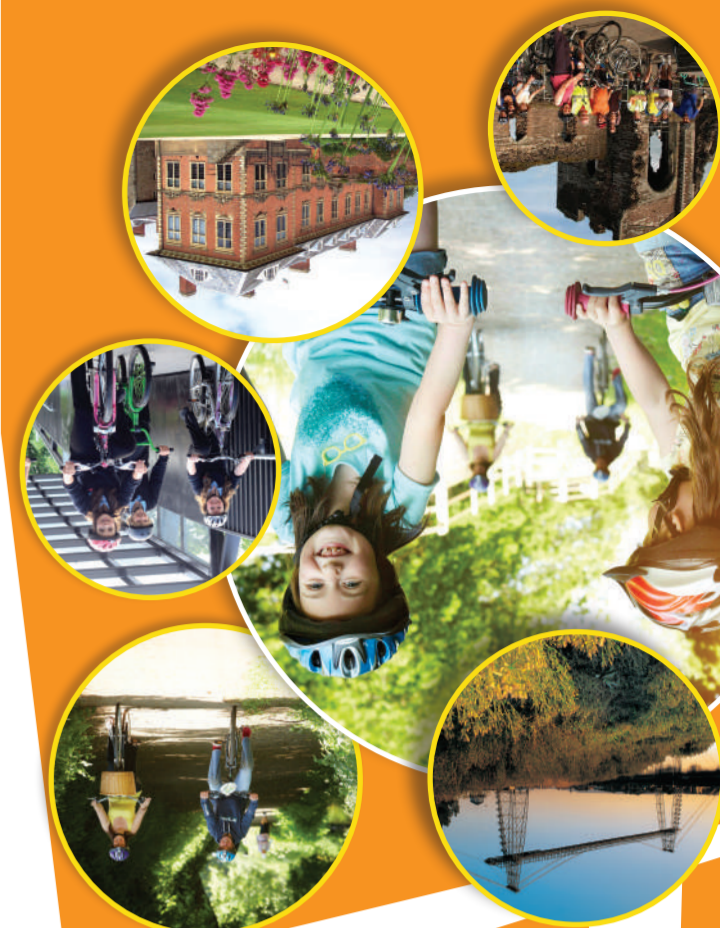
For more information on walking and cycling trails in Wales go to Sustrans' Routes2ride website: www.routes2ride.org.uk/wales



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.



City Routes Map

EFFECTIVE - 1ST JULY 2018





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	<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		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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