

**ALDI, FOOD STORES
RUTHIN ROAD, WREXHAM**

TRAVEL PLAN

**PREPARED ON BEHALF OF:
ALDI STORES LIMITED**



CRA
CAMERON ROSE
— ASSOCIATES —

10 King Street
Newcastle under Lyme
ST5 1EL

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1.0 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan has been prepared by Cameron Rose Associates on behalf of Aldi Stores Ltd to fulfil a condition of the planning consent for a discount foodstore retail unit off Ruthin Road, Wrexham (planning application reference: 2015/0533). The store opened for business in January 2017.

1.1.2 This document represents the Full Travel Plan for the permitted Aldi foodstore and pays due cognisance to the following:

- The Cameron Rose Associates Travel Plan prepared on behalf of Aldi Stores Limited at the time of the planning application;
- National Government Guidance; and
- Aldi's corporate commitments to sustainable development.

1.1.3 Servicing and delivery vehicles to the foodstore are also detailed in the Travel Plan.

1.1.4 The Travel Plan will be implemented and monitored in co-operation with Wrexham Borough Council as per the requirements of the planning consent, which states that:

Condition 13:

Within 12 months from the first use of the development, a Final Travel Plan shall be submitted and approved in writing by the Local Planning Authority. The approved Final Travel Plan with recommended measures/ actions/ targets shall be implemented to an agreed timescale. An annual monitoring and assessment report setting out the progress made towards achieving the targets identified shall be submitted to the Local Planning Authority, following each anniversary thereafter up to and including the fifth anniversary.

1.2 Scope of the Travel Plan

1.2.1 This Travel Plan is primarily directed at reducing unnecessary or unsustainable car travel made by employees at all levels including management.

1.2.2 The Travel Plan also addresses customer travel. Although by the very nature of the retail land use, the majority of journeys are undertaken by car, there will however be opportunities where the number of unnecessary car trip can be reduced.

1.3 Scope of Document

1.3.1 The Travel Plan has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself. The remainder of this document is structured as follows:

- **Section 2.0** outlines the site layout and associated car parking and servicing provision;
- **Section 3.0** outlines accessibility of the store, store characteristics and employee travel patterns;
- **Section 4.0** sets out the objectives and targets of the Travel Plan;
- **Section 5.0** outlines the Travel Plan strategy including how it will be managed and marketing and consultation strategies;
- **Section 6.0** sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- **Section 7.0** outlines how the monitoring and review programme will ensure the Travel Plan continues to develop; and
- **Section 8.0** summarises the actions that need to be undertaken to ensure successful implementation of the Travel Plan.

2.0 DEVELOPMENT – ALDI FOODSTORE

2.1.1 The development included the construction of an Aldi discount foodstore of approximately 1,820 sqm Gross External Area, with service area and 148 car parking spaces (including eight disabled and nine parent and child car parking spaces) and stands to accommodate 12 bicycles.

2.1.2 The site layout for the development is attached in **Appendix A**.

2.1.3 The Aldi Store employs 15 staff to cover the operational hours of the store as follows:

- Monday – Saturday: 0800 – 22:00; and
- Sunday: 10:00 – 16:00

2.2 Parking Provision

2.2.1 The development has 148 car parking spaces including eight disabled and nine parent and child spaces. 12 cycle parking spaces are also provided in the form of six Sheffield type stands.

2.3 Servicing and Deliveries

2.3.1 Drawing 251-01/ATR-01 attached in **Appendix B** to this report illustrates the swept path of an Aldi 16.5 metre refrigerated articulated vehicle accessing and egressing the site.

2.3.2 The store manager has an allotted time each day by which the main delivery will have taken place. The 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.

2.3.3 Delivery practices are identical at each store; deliveries at the Ruthin Road, Wrexham store reflect this practice. 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.

- 2.3.4 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.
- 2.3.5 There are no site entrance barriers installed at the Wrexham site; therefore there is no requirement to fit service vehicles with transponders.
- 2.3.6 Operational characteristics of the Aldi Ruthin Road, Wrexham store can be summarised as follows:
- There are normally up to four Aldi Articulated HGV delivery per day;
 - There shall be no deliveries to the site outside of the following hours 0730 - 1800 Monday to Friday and 0800 - 1600 on Saturday, and at no time on a Sunday or Bank Holiday;
 - The daily HGV delivery arrival journey will normally take place outside peak highway network hours;
 - The standard delivery period is ½ hour to 1 hour; and
 - Vehicular access to the service bay is through the car park. In addition, all manoeuvring are supervised and assisted as necessary by the store manager.
- 2.3.7 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.

3.0 ACCESSIBILITY AND EXISTING TRAVEL SITUATION

3.1 Site Location

3.1.1 The store is located approximately one kilometre to the west of Wrexham town centre, in the north western corner of the junction of the A525 Ruthin Road/ Centenary Road. The store was formerly occupied by an ambulance station and a former Council depot building, which have now ceased operation. Morrison's supermarket is located to the east of the development site. Residential development is located to the south and commercial and industrial development lies to the north and west.

3.1.2 The location of the store in relation to the local highway network is illustrated in **Figure 3-1**.



Figure 3-1: Site Location

3.2 Site Accessibility

By Car

- 3.2.1 Vehicular access is via the signal controlled junction of the A525 Ruthin Road/ Morrison's Access/ Centenary Road, which also serves the Morrison's supermarket. Access to the Aldi food store is via the western arm of the internal mini roundabout located at the northern end of the access road. The internal mini-roundabout also serves the Morrison's supermarket, although it is not the main access into the car park, which is located further south on the access road. Buff tactile paving will also be provided on the Aldi arm of the mini-roundabout, in accordance with design standards, to assist pedestrians crossing. This access into the Aldi food store is illustrated in drawing 251-01/GA-02 contained in **Appendix B**.

By Taxi

- 3.2.2 There are no formal taxi drop-off facilities at the store; however there is an element of taxi and private hire vehicles dropping off and picking up from alongside the Aldi store entrance. The aisle width at this location enables vehicles to pass and comfortably pull out of a parking space if a taxi is undertaking a drop off/ pick up.
- 3.2.3 It is therefore considered that there are adequate facilities to cater for taxi and private hire vehicles at the Aldi foodstore.

On Foot and by Bicycle

- 3.2.4 In addition to the main vehicular access, pedestrians can also access the site via a stepped pedestrian access off the access road located approximately 40 metres north of the junction of the A525 Ruthin Road/ Morrison's Access/ Centenary Road. The location of this access is shown on the site layout and provides a direct access through the car park to the store entrance, via a pedestrian friendly route.
- 3.2.5 Existing infrastructure, including good footways and street lighting between the store and surrounding areas, are conducive to journeys on foot.

- 3.2.6 Footways are present on both sides of the carriageway, within the vicinity of the store. A shared pedestrian/ cycleway runs along the route of a disused railway line to the north of the site. A footway connection has been implemented on the northern site boundary to provide connectivity between the site and Watery Road/ Croesnewydd Road. This route enhances the stores connectivity to the residential areas to the north and provides a pedestrian link in addition to the existing cycle link that connects via the internal mini-roundabout
- 3.2.7 Controlled pedestrian crossing facilities are provided at the junction of the A525 Ruthin Road/ Morrison's Access/ Centenary Road. These facilities along with the existing footway provision ensure connectivity between the site and the surrounding residential areas.
- 3.2.8 The location of these crossing also provide a safe crossing point for pedestrians wishing to access bus services on Ruthin Road.
- 3.2.9 Controlled pedestrian crossing facilities are also provided at the junction of the A525 Ruthin Road/ A5152 Bradley Road, which enhances the connectivity of the site to bus services operating along Bradley Road.
- 3.2.10 Generally, the topography of the local area is conducive to cycling. Wrexham County Borough Council has established a network of cycle routes throughout the borough to encourage this mode of travel.
- 3.2.11 In addition to the shared pedestrian/ cycleway detailed above, a number of junctions in the vicinity of the proposed development have advanced cycle stop lines, including the proposed site access.
- 3.2.12 Watery Road/ Croesnewydd Road and Centenary Road are also designated as local cycle routes.

By Public Transport

Bus Services

- 3.2.13 Guidance published by the Institute of Highways and Transportation ‘Planning for Public Transport in Developments’ (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.
- 3.2.14 The nearest bus stop to the proposed store is located on Ruthin Road outside of the Morrison’s supermarket. The stop to the northern side of Ruthin Road has a layby with associated boarding kerbs, shelter and seating. The stop on the southern side of the carriageway is a pole only. The stop is served by the number 6 service, which is operated by GHA Coaches.
- 3.2.15 Further bus stops are located on Watery Road/ Croesnewydd Road, which is approximately 500 metres from the development site, via the shared pedestrian/ cycleway which runs along the route of a disused railway line from the Morrison’s supermarket. Services accessible from these bus stops include service numbers 9, 10, 11, 12, 16, X50, 21A, 26, D42 and X94.
- 3.2.16 Further bus services are also available from Bradley Road to the east of the development site. These services include 2, 2A, 2C, 3, 3E, 4, 4E, 5 and 250.
- 3.2.17 The routes and frequencies of a selection of local bus services available in the vicinity of the proposed food store are summarised in **Table 3-1**.

Table 3-1: Bus Services and Headways

Service	Destination	Bus Headways (minutes)		
		Mon – Fri	Saturday	Sunday
6	WREXHAM - RUABON, PONT ADAM via Bersham & Wrexham Crematorium	60	60	-
2	WREXHAM - OSWESTRY via Ruabon, Plas Madoc, Acrefair, Chirk & Gobowen	60	60	60
2A	WREXHAM - OSWESTRY via Ruabon, Plas Madoc, Acrefair, Chirk & Weston Rhyn	60	60	-
2C	Wrexham - Ruabon - Cefn Mawr	30	30	-
3/ 3E	WREXHAM - RHOS - PENYCAE - RHOS - WREXHAM via Rhostyllen Village & Ponciau	30	30	120
4/ 4E	WREXHAM - RHOS - PENYCAE - RHOS - WREXHAM via Rhostyllen & Johnstown	30	30	120
5	Wrexham/Wreccsam - Llangollen via Ruabon/Rhiwabon, Trevor	20	20	60
9	WREXHAM/WRECSAM - MINERA/MWYNGLAUDD via Maelor Hospital - New Broughton - Southsea - Coedpoeth	6 Services		-
10	WREXHAM - BWLCHGWYN - GWYNFRYN via Maelor Hospital - New Broughton - Southsea - Coedpoeth	60	-	-
11	WREXHAM - MINERA via Maelor Hospital - New Broughton - Southsea - Coedpoeth	60	60	60
12	WREXHAM - BRYMBO via Maelor Hospital, New Broughton & Pentre Broughton	30	30	60
16	WREXHAM - TANYFRON - BRYMBO, MOUNTAIN VIEW ESTATE via Maelor Hospital - New Broughton - Southsea	60	60	-
26	WREXHAM/WRECSAM - MOLD/YR WYDDGRUG via Maelor Hospital, Caergwrle & Leeswood	60	60	-

3.3 Employee Travel Patterns

3.3.1 A survey was undertaken in March 2017 to establish the travel habit of the employees employed at the Aldi Ruthin Road, Wrexham store. In total 15 responses were received, a response rate of 100%. A copy of the Travel Survey Questionnaire is included in **Appendix C**. The results of the survey are summarised below.

3.3.2 Of the employees who completed the questionnaires two (13%) are part time and 13 (87%) are full time. Of the responses received, 40% (six) were female, and 60% (nine) male. The age range of staff was split as follows:

- 18 – 24 years old – 47% (seven);
- 25 – 34 years old – 33% (five);
- 35 – 45 years old – 13% (two) and
- 45+ years old – 7% (one).

No staff identified a disability that would affect their travel choice.

The proportionate mode share of employees is summarised in **Table 3-2**.

Table 3-2: Main Mode of Travel

Mode	Number	Percentage
Car Driver	12	80%
Car Driver with Passenger	1	7%
Car Passenger	0	0%
Bus	1	7%
Motorbike	0	0%
Bicycle	0	0%
Walk	1	7%
Train	0	0%
Total	15	100%

3.3.3 The home postcodes of the 15 staff responses received from the Aldi Ruthin Road, Wrexham store have been reviewed and are summarised in **Table 3-3** with regards to distance travelled to the store.

Table 3-3: Distance Travelled

Mode	Number	Percentage
0 – 2km	1	7%
2 – 5km	3	20%
5km- 10km	4	27%
10km+	7	47%

3.3.4 Of the 12 staff members identified as single occupancy car users; the majority (10) stated that a car was essential for the job. Other reasons included safety, car required for school run and convenience

3.3.5 Of these car drivers, nine would consider sharing a journey. The principle method in the promotion of car-sharing would be finding partners with similar work patterns.

3.3.6 No employee currently cycle to work and 11 stated that nothing would encourage them to cycle. Of the remaining responses the following potential incentives to undertaking the journey on cycle were identified:

- Safer, better lit cycle paths near workplace;
- Improved cycle paths on route; and
- Improved changing facilities – shower.

3.3.7 11 respondents stated that they would not be receptive to any incentive to encourage the use of public transport. Of the remaining responses the following potential incentives to undertaking the journey via public transport were identified:

- More frequent bus routes/ services;
- Public transport information; and
- Discount season tickets.

4.0 OBJECTIVES AND TARGETS

4.1 Objectives

4.1.1 The Travel Plan is primarily aimed at reducing the dependence of Employees on travel by car. Therefore the main objectives of the Travel Plan can be defined as follows:

- Discourage the use of unsustainable modes of transport and enable employees to make travel choices that benefit themselves and their community;
- Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and
- Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

4.1.2 The secondary objectives of the Travel Plan are to:

- To increase customer awareness of the advantages and availability of sustainable modes; and
- To reduce unnecessary and unsustainable use of the car by customers, particularly in the case of short trips.

4.1.3 The objectives will be achieved through reference to information on travel patterns at the site which have been analysed to identify and establish baseline conditions, the propensity for future travel change and to assist in the selection/ refinement of individual Travel Plan measures.

4.2 Targets

4.2.1 National Guidance identifies a need for a set of realistic targets to measure progress against the stated outcome objectives listed above.

4.2.2 The primary target will be to reduce single occupancy employee car trips by the end of Year 5. The Travel Plan will be monitored over a five year period. It is likely that beyond Year 3 modal share values will plateau as travel habits by employees become established and change is less likely. It should also be acknowledges that the exact targets will change over time as the results of on-going monitoring surveys become available. Consequently final targets for Year 4 and 5 will be set in Year 3 following discussions with Wrexham Borough Council Travel Plan Officers.

4.2.3 In light of the staff travel survey and taking account of the limited staff numbers on site, it is considered appropriate to set targets that reflect the current “baseline” position, which is summarised thus:

Mode	2017 (Baseline based on employee survey)		Year 1 Target (March 2018)	
	Number	Percentage	Number	Percentage
Car Alone	12	80%	10	67%
Lift to Work/ Car Share	1	7%	2	13%
Motorcycle, Walk, Cycle & Public Transport	2	13%	3	20%
Total	15	100%	15	100%

4.2.4 As each staff member represents a circa 7% modal share (based on 15 members of staff), the following targets are deemed appropriate for the first year. Future periods of monitoring and review should be undertaken within the context of this data, and revised accordingly.

4.2.5 In terms of customer travel, the target is to raise general awareness towards sustainable travel and to maintain the existing level of awareness.

5.0 MANAGEMENT STRATEGY

5.1 Background

5.1.1 The Travel Plan is to be delivered over four key stages. These stages are described in the remaining sections of this document and will cover the processes involved in the successful implementation of the Travel Plan, from the role of Travel Plan Co-ordinator, through to monitoring of the effects of the Plan to the identification and implementation of tailored and realistic initiatives.

5.1.2 **Figure 5-1** identifies the key intermediate stages and timescale with respect to the implementation programme for the Travel Plan.

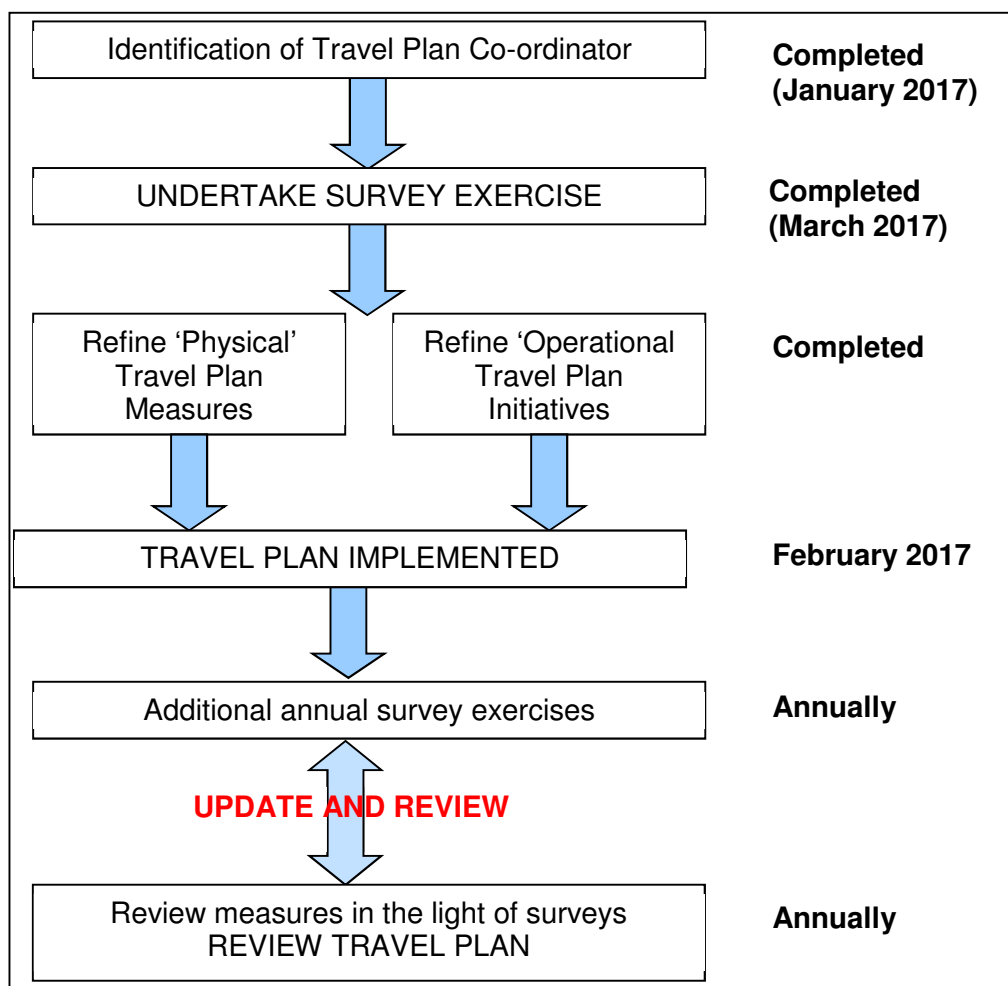


Figure 5-1: Travel Plan Implementation Schedule.

5.2 Introduction to the Travel Plan Co-ordinators (TPC)

5.2.1 The administration of the Travel Plan is the responsibility of the Travel Plan coordinators (TPC). To ensure the effective implementation of the Travel Plan, the TPC responsibilities are assigned to the store manager.

- Karl Beck; Aldi Store Manager, Ruthin Road, Wrexham

5.2.2 The TPC is the main contact for the Travel Plan and is responsible for implementing Plan measures, involving new staff and visitors to the site and monitoring the effects of implementation. A full set of the duties and responsibilities of the TPC is set out in the sections below.

5.3 Duties and Responsibilities of the Travel Plan Co-ordinator

5.3.1 The TPC is the main liaison with the Local Planning Authority with respect to Travel Plan matters. The TPC is the first point of contact for staff/ visitors on site and other external organisations in all matters regarding employee and visitor travel and the management of physical and operational travel measures.

5.3.2 The key roles and responsibilities of the TPC are as follows:

- Managing the development and implementation of the Travel Plan;
- Co-ordinating a Travel Survey exercise on an annual basis with Wrexham Borough Council;
- Liaising with public transport operators and Local Planning/ Highway Authority officers to ensure up-to-date transport information is available at the site; and
- Monitoring the operation of the Travel Plan and undertaking an annual review of the Travel Plan.

5.4 Key Travel Plan Administration Tasks

5.4.1 As part of the on-going operation of the Travel Plan, the following key administrative tasks will need to be undertaken by the TPC:

- Inform the Local Planning Authority of contact details should the TPC role be transferred to an alternative staff member/ management company/ transportation consultancy within the lifetime of the Plan;
- Formulate a 'key contacts' file of appropriate personnel for all company representatives on the development site and key personnel at other organisations such as the Local Planning Authority, Local Highway Authority, public transport operators, etc.;
- Undertake an annual Travel Survey of all the Aldi employees at the Ruthin Road, Wrexham store and maintain a staff database (the first survey exercise has already been completed and it is proposed that the next survey will be undertaken in March 2018). New staff should be made aware of the existence of the Travel Plan, ideally at the time of appointment, but within at least two weeks of beginning work; and
- Ensure that Travel Plan information is readily available to staff members to include up-to-date public transport information and details of travel initiatives such as National Cycling Week, the '10,000 steps' challenge, healthy living information, etc.

5.5 Travel Plan Monitoring

- 5.5.1 The TPC will liaise with Wrexham Borough Council Travel Plan officer on an annual basis with regard to the review of travel patterns against stated targets.
- 5.5.2 A baseline survey has been undertaken in March 2017, from which all subsequent periods of monitoring will be reviewed against. These surveys have informed the development of tailored Travel Plan measures which are detailed in this report.

5.6 Marketing

- 5.6.1 The success of the Travel Plan will rely on the support of employees. As such, the store manager as Travel Plan Co-ordinator is in an ideal situation to retain close contact with management and employees. The role also involves responsibility for liaising with key stakeholders, including the planning and highway officers at Wrexham Borough Council.
- 5.6.2 Regular liaison with officers at Wrexham Borough Council regarding walking, cycling and public transport will also be necessary.

6.0 MEASURES AND INITIATIVES

6.1.1 This section outlines the physical and management measure to undertaken as part of the Travel Plan. The implementation of the measures, which include awareness initiatives and infrastructure provision, is key to the Travel Plan.

6.2 Employee Travel

Travel and Travel Plan Information Provision

6.2.1 All employees have been provided with Introduction Packs which included the following information:

- Name and contact details of the Travel Plan Co-ordinator;
- An introduction to the Travel Plan and its purpose;
- Bus route maps and timetables; and
- Location and access arrangement to lockers, changing facilities and cycle parking.

6.2.2 This information will be available to all new employees as part of their induction. In addition, this information is also provided to all existing staff within the staff room. Information will be reviewed as part of the Travel Plan to ensure the most up to date employees information is provided to employees.

Personalised Travel Planning

6.2.3 The Travel Plan Co-ordinator will offer a personalised Travel Planning service for all new employees. The free online journey planning information that is available to plan journey from door to door will be promoted to employees, including: <http://www.transportdirect.info/> and <http://www.traveline.co.uk/>.

6.2.4 The transport direct website detailed above also offers information on planning cycle routes.

Walking

6.2.5 It is accepted that the shift patterns of the workforce may not be conducive to the promotion of walking on a daily basis, and that such modes are generally less attractive during the winter months; however, given appropriate incentive/encouragement there is potential to encourage additional staff member to do so.

6.2.6 The Travel Plan Co-ordinator will:

- Liaise with staff living within nearby residential areas with the aim of encouraging them to walk, even if occasionally;
- Liaise with Wrexham Borough Council to ensure that pedestrian routes are appropriately maintained; and
- Promote the benefits of walking

6.2.7 Employees have been provided and will continue to be provided with information and advice concerning safe pedestrian routes to the store.

Cycle Routes

6.2.8 The store encompasses a significant population catchment within an acceptable cycling distance of five kilometres that is defined within PPG13. Three staff members have indicated that they would cycle. The Travel Plan Co-ordinator will:

- Liaise with employees living within a accessible cycle distance, with the aim of encouraging them to cycle, even if occasionally;
- Promote the benefits of cycling; and
- Promote websites offering information on cycling.

6.2.9 Employees have been provided and will continue to be provided with information and advice concerning safe cycle routes to the store.

On-Site Facilities

6.2.10 There are a total of 12 cycle parking spaces provides on site. The use of cycle parking will be monitored and additional parking facilities will be provided should demand continually exceed supply.

6.2.11 Changing and locker facilities are provided for employees.

Cycle Discount Schemes

6.2.12 Bicycles and bicycle equipment is regularly available as ‘special purchases’ within Aldi stores. This provides an opportunity for staff to purchase bicycles at greatly discounted rates, thus encouraging this mode of transport.

Public Transport

6.2.13 Bus stops are accessible within an acceptable walking distance of the store. The frequency of bus services and the range of destinations served from these stops are considered to represent a realistic alternative travel mode to the private car.

Car Sharing

6.2.14 Due to the limited number of staff, and the potential non-coincidence of shift patterns, it is considered that there is little merit in providing a formalised car share scheme to employees at the Aldi Foodstore.

6.2.15 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinator will inform employees of the national Lift Share scheme (www.liftshare.org).

6.2.16 Support will be given to any staff member wishing to find a car share partner by the Travel Plan Co-ordinator.

6.2.17 In the event that an employee’s ride home fails through, employees will be guaranteed a free taxi home.

6.3 Customer Travel

6.3.1 The primary focus on influencing customer travel will be by raising awareness of the benefits and opportunities for travel by sustainable modes, as follows:

- Information on bus routes and timetables along with walk and cycle routes will be displayed within store;
- Information on the benefits of walking and cycling will also be promoted within store.

6.3.2 Discussions are being held with management at Aldi Stores Limited to determine the best way of displaying this information within the store.

7.0 MONITORING

7.1.1 The Travel Plan will be monitored annually over a five year period. The data presented in this report represents the start of the Travel Plan for monitoring purposes and is known as Year 1. Initial surveys were undertaken in March 2017. Monitoring surveys will then take place annually on the anniversary of this survey to avoid variability in travel choice.

7.1.2 The Travel Plan will be reviewed after each monitoring period; the findings will be reported back to Wrexham Borough Council Travel Plan Officers.

7.1.3 Additional monitoring will also be undertaken of the following to ascertain whether the implementation or proportion of certain measures need to be modified:

- Level and usage of cycle stands; and
- Comments received from individuals relating to the operation and implications of the Travel Plan.

7.1.4 A brief report will be compiled after the completion of each monitor survey. This will outline the results of the survey, measures that have been implemented and any changes to targets and measures as a result of survey outcomes. The report will be issued to Wrexham Borough Council and retained for review in subsequent years.

7.2 Action Plan

7.2.1 An Action Plan has been prepared setting out a list of measures to be implemented as part of the Plan and identifying who is responsible for its implementation. In addition associated timescales have been examined. This is set out in **Table 7-1** below

Table 7-1: Travel Plan Action Plan

Action	Date	Responsibility
Agree Framework Travel Plan	Complete - planning application	Aldi Food Stores
Implement pedestrian/ cycle links across the development	Delivered as part of site construction	Aldi Food Stores
Appoint Travel Plan Co-ordinator	Complete – Karl Beck (Store Manager)	Aldi Food Stores
Travel Packs including bus routes, timetables and cycle/ walking routes	Upon commencement of employment	TPC/ CRA
Promote cycle journey planner – www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx	Information provided on notice board within staff room.	TPC/ CRA
Promote and provide information on Car Share Schemes	Upon commencement of employment. Information also to be provided on staff notice board.	TPC/ CRA
Promote and provide information on Car Share Schemes	Upon commencement of employment. Information also to be provided on staff notice board.	TPC/ CRA
Promote National Cycle Initiatives:	Annually	TPC/ CRA
Cycle to Work Day	Usually September	TPC/ CRA
Walk to Work Week	Usually May	TPC/ CRA
Provide information on bus services, walking and cycling routes	Upon Opening & on-going – information already provided in staff induction packs. Updated every six months.	TPC/ CRA
Target Setting	After baseline survey. Annual reviewed for a five year period (July)	TPC/ CRA
Travel Plan Document Completion	Within three months of baseline survey. Revised annual for a 5 year period	TPC/ CRA

8.0 CONCLUSION

- 8.1.1 To achieve the initiatives outlined within this Travel Plan, Aldi Stores Limited will encourage its employees to consider the benefits of the sustainable forms of transport available to them given the accessible location of the site.
- 8.1.2 Aldi will ensure that adequate information and assistance is provided to staff to influence and encourage staff to choose sustainable transport options in preference to the private car. .
- 8.1.3 The Travel Plan will therefore seek to achieve significant reductions in car usage for journeys to and from the store, through the implementation of Travel Plan measures such as promoting car sharing. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic attraction associated with the development.

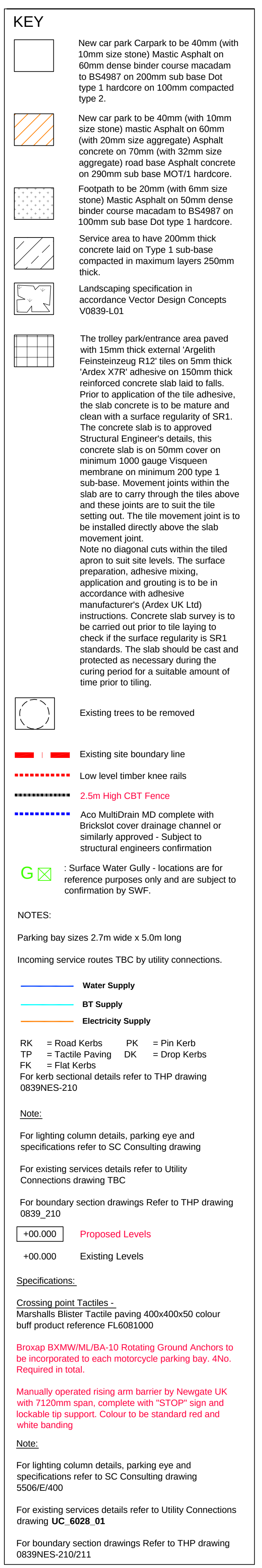


APPENDICES



APPENDIX A

SITE LAYOUT



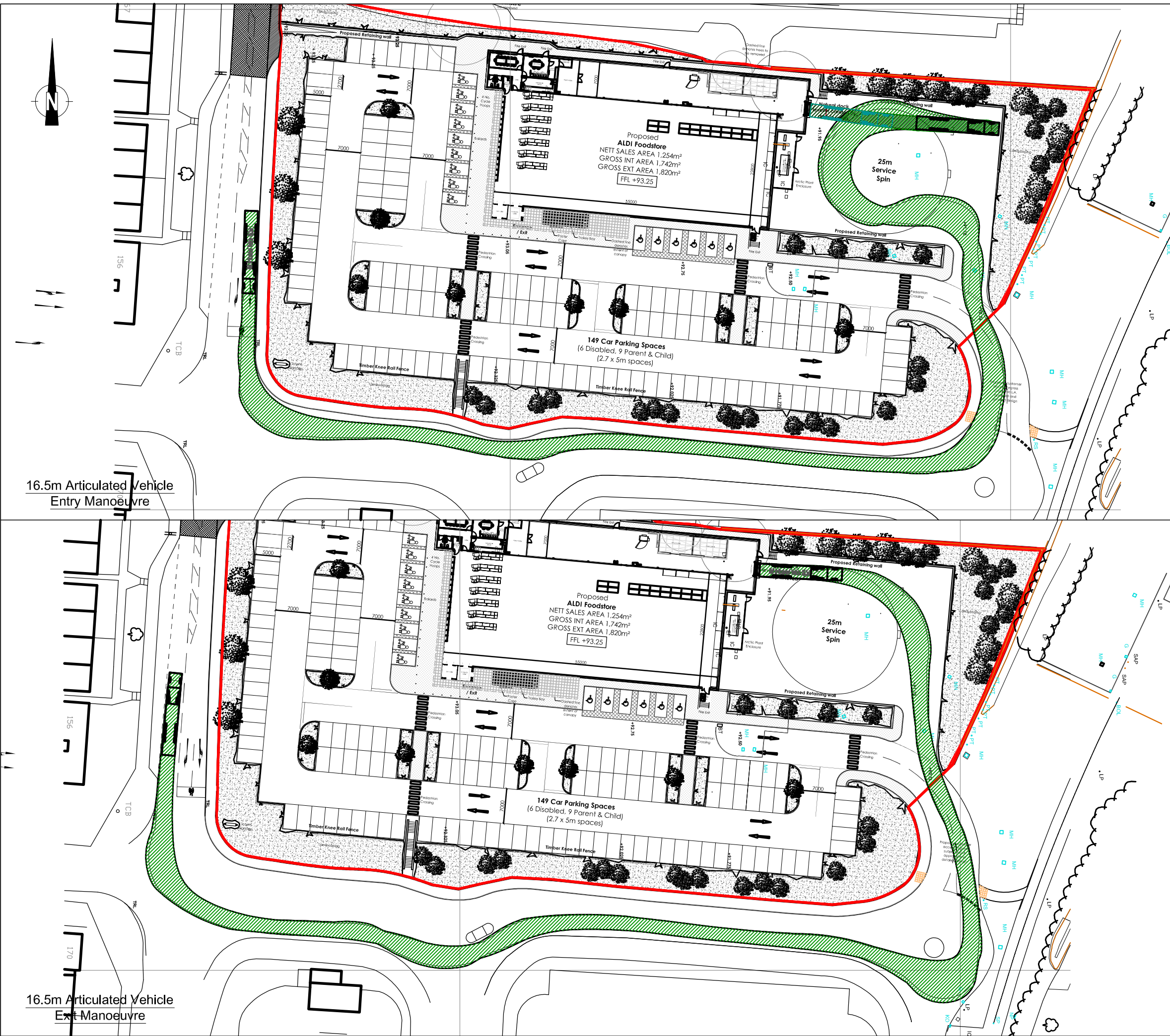
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APPENDIX B

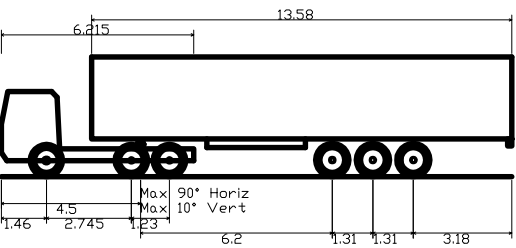
SWEPT PATH AUTOTRACK ANALYSIS



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Follow any figured dimensions - do not scale. IF IN DOUBT ASK.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Aldi Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.600m
Overall Body Height	3.863m
Min Body Ground Clearance	0.511m
Max Track Width	2.500m
Lock to Lock Time	8.00s
Wall to Wall Turning Radius	8.250m

Revision History

	desc	date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

10 King Street
Newcastle-under-Lyme
Staffordshire
ST5 1EL
01782 627029
www.cameron-rose.co.uk

CAMERON ROSE
ASSOCIATES

client: Aldi Stores Limited

project: Ruthin Road Wrexham

drawing title: Track Plot Analysis
Aldi Service Vehicle
16.5m Antculated Vehicle

scale(s): 1/500	date: 09/06/15	drawn by: IJM	checked:
drawing number: 251-01/ATR-01			
xrefs:		status: Information	
		rev: -	

DATE PRINTED:



APPENDIX C

EMPLOYEE TRAVEL PLAN QUESTIONNAIRE

**Aldi, Ruthin Road, Wrexham
Employee Travel Survey**

As part of the Travel Plan, an employee survey is being undertaken so we can understand your travel patterns, any issues you may have with your journey to and from the Store and how this could be improved.

1 What is your home postcode?

2 Are you...

Full Time _____

Part Time _____

3 What was your MAIN mode of transport to work (i.e. mode for the longest part of the journey)?

Car driver _____

Car driver with passenger _____

Car passenger _____

Bus _____

Motorcycle _____

Bicycle _____

Walk _____

Other (please specify) _____

4 Do you have a disability that affects your travel arrangements?

Yes _____

No _____

If you DRIVE A CAR to the Store please complete questions 5 - 6, if not please go to question 7.

5 What are your main reasons for driving to the Store? (circle as many as relevant)

Car essential for job _____

School run _____

Give lifts to others _____

Health reasons _____

Lack of alternative _____

Comfort _____

Safety _____

Cheap _____

Reliable _____

Convenient _____

Other (please specify) _____



**Aldi, Ruthin Road, Wrexham
Employee Travel Survey**

6 Where do you usually park?

Customer car park _____

Nearby street _____

7 Which of the following would encourage you to car share?

Finding partner/s with similar work patterns _____

A guaranteed ride home if let down by the driver _____

I do not want to car share _____

Prime parking spots reserved for car sharers _____

Other (please state) _____

8 Which of the following changes would MOST encourage you to cycle to work?

Safer, better lit cycle paths near workplace _____

Improved cycle paths of your route _____

Improved cycle parking at workplace _____

Improved locker/ changing facilities at workplace _____

None, live too far away _____

Other (please specify) _____

9 Which of the following changes would MOST encourage you to use public transport to get to work? (if you already use public transport, which would you most like to see?)

More direct bus routes _____

More frequent bus services _____

Better lit safer bus shelters _____

Discount season tickets for bus _____

Interest free season ticket loan _____

Public transport information _____

None, live too far away _____

Other (please specify) _____

10 Gender

Male _____

Female _____

11 Age

Under 18 _____

18 - 24 _____

25 - 34 _____

35 - 45 _____

45+ _____

Thank you for taking the time to complete this questionnaire. Please return your completed questionnaire to the store manager or place it in the survey return box in the staff room

