



PROPOSED ALDI FOODSTORE,
PRESTON STREET,
WHITEHAVEN

INTERIM TRAVEL PLAN

OCTOBER 2023

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INTERIM TRAVEL PLAN

Aldi UK

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Aldi (UK) to prepare a Transport Assessment (TA) and Interim Travel Plan (ITP) in support of a full planning application for the relocation of the Aldi Preston Street foodstore to land located to the east of Preston Street at the former Preston Street Car Park, Whitehaven. The proposed site layout plan is attached at **Appendix A**.
- 1.1.2 The Local Planning and Highway Authority (LP&HA) is Cumberland Council (CC).
- 1.1.3 Historically, the site has been used as a public car park. The site is bound to the north by Cycle Route 72, to the south / east by open green land and to the west by Preston Street. The location of the site is illustrated indicatively at **Figure 1**.
- 1.1.4 The site will be accessed by all modes of transport, including deliveries, via a new priority-controlled T-junction from Preston Street. A detailed site layout plan is attached at **Appendix A**.
- 1.1.5 A TA has been prepared for the proposals and will be submitted alongside the ITP in support of the planning application. The TA concludes that the site can be appropriately accessed by all modes and that there are no significant highway impacts associated with the proposals.
- 1.1.6 Successful Travel Plans contain a variety of targeted measures which are communicated effectively to ensure people are made aware of the range of travel options available to them. This ITP outlines the measures to be implemented by ALDI and discusses the way in which travel by each mode of transport will be supported and encouraged through promotion of existing opportunities.
- 1.1.7 Measures within the Travel Plan will focus primarily on staff travel because, as will be discussed later, there is the potential for the majority of staff to commute by sustainable modes. Customer travel is considered in this Travel Plan; however, it does need to be noted that customer travel behaviour is more difficult to influence through a Travel Plan, as the very nature of food shopping often means that customers would choose to use a car in order to carry their shopping home. However, not all car trips to the store will be unsustainable, as customer car sharing will take place and there is the potential for linked trips with surrounding retail and leisure facilities.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows;

- ▶ **Section 2** – The aims and objectives of the Travel Plan are outlined;
- ▶ **Section 3** – Details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision;
- ▶ **Section 4** – The accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes;
- ▶ **Section 5** – Outlines the existing travel patterns for staff and customers at other Aldi stores across the UK;
- ▶ **Section 6** – Details the means of achieving the Travel Plan objectives and the roles of the TPC who will implement and administer the Travel Plan;
- ▶ **Section 7** – The proposed Travel Plan measures are outlined including the proposed measures to encourage travel by walking, cycling and public transport; and
- ▶ **Section 8** - Details of the proposed Travel Plan monitoring process are included along with details of timescales.

2 TRAVEL PLAN AIMS AND OBJECTIVES

2.1 INTRODUCTION

- 2.1.1 This section sets out the objectives that will guide the development and implementation of this Travel Plan.

2.2 AIMS AND OBJECTIVES

- 2.2.1 This Travel Plan aims to reduce the number of trips made to and from the development by the private car. This will be achieved by promoting a variety of practical and realistic measures which maximise the use of sustainable modes.
- 2.2.2 In order to ensure that the measures contained within this Travel Plan are capable of delivering a sustainable travel pattern at the development, it is important to identify some key objectives. These objectives focus on reducing trips made by the private car.
- 2.2.3 The objectives of this ITP are:
- ▶ To support modal shift away from single occupancy car journeys to alternative sustainable modes of travel, including increased multi-occupancy vehicle trips for both staff and customers; and
 - ▶ To promote walking, cycling and public transport as the primary modes of travel to the site for staff and customers.

2.3 TRAVEL PLAN BENEFITS

- 2.3.1 There are significant benefits to be derived from the successful implementation of this Travel Plan for staff, customers, and the wider community.
- 2.3.2 Staff and customers of the proposed development could expect to enjoy:
- ▶ Improved health and fitness through increased levels of walking and cycling;
 - ▶ Increased flexibility offered through wider travel choices;
 - ▶ The social aspects of sharing transport with others; and
 - ▶ A better environment within the site and its immediate environs as vehicular movements are minimised.
- 2.3.3 In terms of the wider community, the successful implementation of this Travel Plan will lead to reduced traffic impact as a result of the reduction in car use as well as improved environmental conditions.
- 2.3.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the plan.
- 2.3.5 The proposed monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this report.

2.4 TRAVEL PLAN TARGETS

- 2.4.1 This Travel Plan aims to promote travel choice for employees and customers of the development, and hence to increase the use of sustainable transport modes. Appropriate targets for the development are to be set once the first year's travel surveys have been carried out, within three months of the store opening.
- 2.4.2 However, any targets will need to be 'SMART' i.e., they must be: -
- ▶ Site-specific;
 - ▶ Measurable;
 - ▶ Achievable;
 - ▶ Realistic; and
 - ▶ Time related.
- 2.4.3 Retail developments employ both full and part-time staff, many of whom work a variety of shift patterns. Employees at retail stores typically include a significant number of young workers who do not always have access to a car. In general, retail store staff are less reliant on the private car and generate a small proportion of vehicular trips in the typical AM, PM and Weekend peak hours when compared to other large employers.
- 2.4.4 Given the range of measures proposed later in this report, the initial targets are considered realistic and achievable. However, these targets will need to be reviewed once actual mode share data is available from travel surveys. Any changes to the proposed targets will be agreed with the local planning and highway authorities as part of the monitoring process.
- 2.4.5 The travel plan targets are set out at **Section 6.6** of this report.

3 DEVELOPMENT PROPOSALS

3.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

- 3.1.1 The proposals involve the relocation of Aldi Whitehaven some 165m south from its current shared location with Iceland to land east of Preston Street, at the former Preston Street Car Park, comprising an uplift in Retail Floor Area (RFA) of 375m² from 940m² to 1,315m². This equates to an uplift in Gross Internal Area of 537m² from 1337m² to 1874m².
- 3.1.2 The proposed site layout is attached at **Appendix A**.

3.2 PROPOSED ACCESS AND SERVICING ARRANGEMENTS

- 3.2.1 Customer vehicular, walking and cycling access is provided at the north west extent of the site via a proposed new simple priority-controlled T-junction with Preston Street. The access arrangements are shown on the proposed site layout plan at **Appendix A**.
- 3.2.2 For pedestrian access, dropped kerb and tactile paving facilities will be provided to facilitate pedestrians crossing the site access, tying into existing provision along Preston Street. The pedestrian footway bounding both access radii will not be continued into the site, ensuring no conflicting pedestrian movements with vehicles accessing / egressing the car parking area.
- 3.2.3 Visibility splays from the site access are in accordance with the Manual for Streets (MfS) standards for a 30mph speed limit at 2.4m x 43m. The proposed site access visibility splays are set out in drawing no. AMA-48013-SK001, attached at **Appendix C**.
- 3.2.4 The proposed development would be served by a dedicated servicing area located to the south east of the store. Deliveries will be required to manoeuvre through the car park; however, these will be infrequent (up to 4 per day) and can be managed to avoid peak shopping times as is the case with the majority of Aldi's. White lining will be provided to safely demarcate access to the delivery area.
- 3.2.5 The delivery area has been assessed to ensure suitability of servicing and accommodation of a UK maximum standard (16.5m) articulated HGV. **Appendix D** shows the swept path of an articulated vehicle accessing and egressing the service area for the proposed Aldi development. The drawing demonstrates that the vehicle can satisfactorily access and egress the site in forward gear. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed retail development. Deliveries would continue to be managed to ensure minimal conflicts with other site users.

3.3 PARKING

- 3.3.1 A total of 98 parking spaces are provided on site, including; 9 Parent and Child (P&C) spaces, 5 disabled spaces and 4 motorcycle spaces. There are 4 active Electric Vehicle Charging Points (EVCP) of which 2 are accessible bays. It is also proposed to provide 4 Sheffield Cycle Stands which provides storage for 8 bicycles. As detailed on the site layout plan attached at **Appendix A**, 5 of the disabled parking bays, P&C and are located within close proximity to the Aldi main building entrance.
- 3.3.2 It should be noted that Aldi provide larger than standard bays with dimensions of 2.5m x 5m in order to enhance the operation of the car park for customers.
- 3.3.3 The level of parking proposed is based on Aldi's operational requirements through their experience at the existing site as well as with other stores of comparable size in similar locations.

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 INTRODUCTION

- 4.1.1 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

4.2 WALKING ACCESSIBILITY

- 4.2.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Para 74)

- 4.2.2 Walking is recognised as the most important mode of travel at a local level in that it offers the greatest potential to replace short car trips, particularly those under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed relocation. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 4**. As can be seen, the entirety of Whitehaven town centre can be accessed within 2km, as well as Corkickle and Harras Moor. The proposed site is situated within a large residential catchment area and therefore provides a feasible means for both employees and customers to travel on foot.
- 4.2.3 Footways are present along both sides of Preston Street within the vicinity of the site. The footway network continues into the centre of Whitehaven. Uncontrolled pedestrian crossings are located over local minor junctions in the form of dropped kerbs and tactile paving. A signalised pedestrian crossing comprising dropped kerbs and push button facilities is available at all arms of the Preston Street / Irish Street T-junction. This facilitates safe and convenient movements towards the proposed site from Whitehaven town centre.
- 4.2.4 There are a number of Public Rights of Way (PRoW) within the vicinity of the site which connect to the nearby residential estates. The PRoW's located within the vicinity of the site, providing safe off-road options for pedestrians, are set out in **Figure 5**.

4.3 CYCLING ACCESSIBILITY

- 4.3.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77)

- 4.3.2 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The plan attached at **Figure 6** shows the 5km cycle catchment from the site. The plan identifies that the entirety of Whitehaven is situated within 5km.
- 4.3.3 The Whitehaven LCWIP Cycle Map shows the cycle infrastructure provision in the local area. In particular, Preston Street forms part of National Cycle Network (NCN) Route 72. It bounds the site

to the north and the east forming an off-road signed cycle route between Preston Road and Coach Road. Further afield, the route can be used to access Egremont to the south and Workington to the north.

4.3.4 The cycle routes are set out in **Figure 7**.

4.4 PUBLIC TRANSPORT

Bus

4.4.1 The closest bus stops are located on Preston Street, within 85-130m / 1-2 minutes walking distance southbound of the proposed site. Both bus stops (northbound and southbound) comprise of a flag, pole, hard copy timetable information and bus layby.

4.4.2 The stops are accessible via the existing pedestrian infrastructure and can be viewed on **Figure 8**. The buses that serve the stops are summarised in **Table 4-1**.

Table 4-1 Local Bus Services

Service	Route	Approximate Frequency per Hour		
		Monday – Friday	Saturday	Sunday
2	Whitehaven – Kells – Woodhouse – Greenbank	2	2	Every 2 hours between 09:40 – 17:20
2A	Whitehaven – Kells – Woodhouse – Greenbank	08:40	-	-
3A	Whitehaven – Mirehouse	2	2	11:48 and 15:45

4.4.3 Given that a number of high frequency, high quality bus services are located within convenient walking distance of the site, travel by bus is likely to be an attractive option for staff and customers travelling to / from the site.

Rail

4.4.4 The nearest rail station to the site is Corkickle Rail Station which is located approximately 700m east of the proposed site. It can be accessed in 8 minutes on foot or 2 minutes by bike via Cycle Route 72.

4.4.5 Corkickle Rail Station provides frequent rail services to Barrow-in-Furness, Carlisle and Lancaster. Whitehaven can also be accessed from the station using northbound trains to Carlisle. Step-free access to the platform is provided. No bicycle storage is available.

4.5 SUMMARY

4.5.1 The site is considered to be located in a sustainable location for access by non-car modes in line with local and national planning policy for town centres.

4.5.2 There is a large residential catchment within a short walk or cycle from the site, meaning future staff and customers have the opportunity to travel sustainably, and public transport is available for those members of staff travelling over longer distances.

- 4.5.3 In order to facilitate and support sustainable travel options, measures to reduce the impact of car travel and manage car use are presented in the accompanying Interim Travel Plan.

5 ALDI TRAVEL CHARACTERISTICS

5.1 STAFF TRAVEL PATTERNS

- 5.1.1 Aldi foodstores typically employ up to 50 employees, working on a shift pattern. The number of employees present within the store at any one point in time is dependent upon the trading pattern and flow of customers, but typically ranges between four and ten. Aldi have advised that many staff live locally to the store they work at, which is verified through travel plan monitoring undertaken at Aldi's across the region.
- 5.1.2 It is proposed to survey staff one month before they relocate from the existing store to the new store in order to establish existing travel patterns. A follow up travel survey will be undertaken 6 months post relocation to establish how, if at all, travel patterns have changed.

5.2 CUSTOMER TRAVEL PATTERNS

- 5.2.1 Aldi stores are typically modest in size with a carefully selected and limited range of good quality exclusive own labels at heavily discounted prices. Stores are complimentary to the existing pattern of trade both in terms of small independent shops and larger superstores.
- 5.2.2 Experience from existing Aldi stores reveals that a significant proportion of the customers regularly walk from the surrounding residential areas. Customers often also visit other shops or facilities as part of their shopping trip, which may include visiting local specialist retailers such as newsagents, butchers, etc, thus, making linked trips on foot or by car. As such, Aldi can promote sustainable travel in line with government policy.
- 5.2.3 Consideration of multi-modal surveys in the TRICS database show that 61% of trips to discount food stores in edge of town centre / suburban area locations are made in vehicles (cars / vans). Out of the 39% that are made sustainably, 34% are made on foot, 4% are made using public transport and 1% are made by cycle.

6 MANAGEMENT AND IMPLEMENTATION OF THE TRAVEL PLAN

6.1 MANAGEMENT

- 6.1.1 The Travel Plan Coordinator (TPC) will be the Store Manager, who will have overall responsibility for the development, implementation, and management of the Travel Plan strategy at the site. The name, job title and contact details of the TPC will be made available once they are known. The TPC
- 6.1.2 The TPC will be responsible for:
- ▶ The overall management of the Travel Plan;
 - ▶ The implementation of the Travel Plan measures;
 - ▶ Promoting sustainable travel amongst staff and customers and distributing sustainable travel related information; and
 - ▶ The ongoing monitoring and review of the Plan.
- 6.1.3 AMA will assist with the initial staff travel survey.
- 6.1.4 A filing system will be established and maintained by the TPC for recording all correspondence relating to the Travel Plan as well as the results of annual monitoring, and the results of each annual review.

6.2 IMPLEMENTATION

- 6.2.1 All staff, including new employees, will be made aware of the existence of the Travel Plan at the point of relocation and / or commencement of employment and will be provided with information for sustainable travel, including personalised travel planning.

6.3 TRAVEL PLAN TARGETS

- 6.3.1 This Travel Plan sets initial mode share targets for the maximum percentage of employees travelling alone by car to the development.
- 6.3.2 The most recent Method of Travel to Work data was collected following the impact of the COVID-19 pandemic, which led to some major behavioural changes in the ways in which people travel to work. Since the 2021 Census, attitudes towards traveling to work have continued to adapt, with many workers adopting a hybrid way of working between their home and their place of work, suggesting that the 2021 Census is not the most representative dataset in showing current modal splits for the region.
- 6.3.3 Therefore, both 2011 and 2021 Census Method of Travel to Work Data for Copeland 005 MSOA have been considered. The mode split data is presented below in **Table 6-1**.

Table 6-1 Census Method of Travel to Work Data for Copeland 005 MSOA

Mode of Travel	2011 Census Data	2021 Census Data
Car Driver (alone)	63%	73%
Passenger	13%	9%
Taxi	1%	1%
Public Transport	10%	6%
Walk	11%	10%
Bicycle	1%	1%
Motorcycle	1%	1%
Other	0%	0%
Total	100%	100%

Note: Table subject to rounding error

- 6.3.4 It is anticipated that the actual modal split of the development would be a combination of both datasets, however, for the purpose of this FTP, it is assumed that the baseline car driver mode share is an average of the two, which equates to 68%.
- 6.3.5 It is proposed, as a minimum, that a 10% reduction target in single occupancy car trips is achieved over the five-year TP monitoring period. The target will, therefore, be considered to be met if the percentage of journeys to work made by car drivers is 61% or less. The appropriateness of the targets will be assessed following the baseline travel survey, and if necessary, amended targets will be discussed with CC.
- 6.3.6 A travel survey response rate has been set at 70%. This is considered to provide a statistically reliable sample, and to try and achieve this, a prize draw incentive will be considered by the TPC to encourage staff to complete the survey.
- 6.3.7 Should the response rate not be met, the TPC will liaise with the Council to determine an appropriate target for the remainder of the TP monitoring period (5 years in total). This could include targets based on the TRICS assessment included within the accompanying Transport Assessment. TRICS data would be validated by classified traffic counts.
- 6.3.8 In terms of customer trips, it is known that the majority of trips to the store are likely to be made using a car. Aldi will promote the use of sustainable modes but in reality, Aldi will only be able to have a limited effect on how people travel. For this reason, it is not proposed to set a target for the mode share of customer trips. However, customer travel surveys will be undertaken at the same time as staff travel surveys to better understand customer travel behaviour. Further detail on customer travel surveys is provided in the following sections.

7 TRAVEL PLAN MEASURES

7.1 INTRODUCTION

- 7.1.1 This section of the Travel Plan considers the potential that there is for promoting various sustainable modes and outlines the specific physical and management measures to be undertaken. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Plan.
- 7.1.2 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the TPC will be free to investigate other potential measures in light of particular circumstances when the store opens, as well as the results of the staff and customer travel surveys.

7.2 MEASURES

PROMOTIONAL STRATEGY 1: TRAVEL INFORMATION PACK

- 7.2.1 A travel information pack will be prepared and distributed to all staff at the point of relocation and / or the commencement of employment.
- 7.2.2 The travel guide should include, but not be limited to:
- ▶ A summary of the range of sustainable travel options available;
 - ▶ A map detailing key walking and cycling routes, the location of bus stops and key amenities that may attract linked trips;
 - ▶ A summary of relevant bus services, timetables, ticketing options and routes via <https://www.cumberland.gov.uk/parking-roads-and-transport/bus-services> and <https://www.stagecoachbus.com/>;
 - ▶ Details of online public transport journey planning tools including <https://www.stagecoachbus.com/> and <https://www.northernrailway.co.uk/>; and
 - ▶ Links to further useful sources of information and advice on sustainable travel in Cumbria including <https://www.activecumbria.org/behealthybeactive/active-travel1/>.
- 7.2.3 The content of the travel guide will be reviewed regularly, and re-printed to reflect any changes to local travel options.

PROMOTIONAL STRATEGY 2: SUSTAINABLE TRAVEL NOTICEBOARDS

- 7.2.4 Given the nature of the development, staff are unlikely to be desk based or have regular access to emails. It is, therefore, important to provide information that is readily accessible to encourage employees to commute to work by means other than the private car. To this end, the TPC will provide noticeboards within staff areas, which display up to date travel information including key walking, cycling, public transport and sustainable car use information.

PROMOTIONAL STRATEGY 3: TRAVEL INFO ON WEBSITE

- 7.2.5 The TPC will ensure that up to date travel information, including how to travel to the store by public transport, is provided online for access by staff and customers where appropriate.

PROMOTIONAL STRATEGY 4: OFFER PERSONAL JOURNEY PLANS TO STAFF

- 7.2.6 The TPC will offer a 'personal journey plan' to all staff to inform them of the journey options available for their commute to and from work. This is particularly important given that staff may not know the options available to them once the store is relocated.

ACTIVE TRAVEL

- 7.2.7 In addition to the measures set out above, a number of initiatives could be implemented to encourage walking and cycling, including:
- ▶ Ensure cycle parking is regularly inspected and maintained;
 - ▶ Consider the provision of a bike pump and bike repair kit for use by all staff members;
 - ▶ The staff toilet and / or staff room will be provided with coat hooks and a seat to enable staff to get changed, where possible;
 - ▶ Lockers will be provided in the Staff Room;
 - ▶ Promote local / national walking and cycling initiatives via the aforementioned methods of communication;
 - ▶ Sign up to and encourage staff to buy a bike / bike related equipment through a salary sacrifice arrangement via <https://www.cycle2work.info/> or similar;
 - ▶ Develop walking and cycling user groups if demand arises; and
 - ▶ Consider the provision of cycle training through local providers.

PUBLIC TRANSPORT

- 7.2.8 As set out in previous sections of this TP, travel to the site by bus is both practical and convenient, with a high frequency route operating within a short walk from the site. Travel by rail is less likely but will be promoted as part of a multi-modal journey. The following measures could be implemented to promote travel by public transport:
- ▶ Promote relevant public transport services, timetables, ticketing options and journey planning software (including relevant travel apps);
 - ▶ Provision of personalised journey planning;
 - ▶ Consideration of a salary sacrifice scheme for the purchase of bus / rail season tickets.

LIFT SHARING

- 7.2.9 It is recognised that travelling by car is sometimes the only realistic option for certain journeys, or for those who live in rural locations.
- 7.2.10 For staff, lift sharing represents a practical and convenient alternative form of travel. Each Aldi store typically employs up to 50 employees. The number of employees present within the store at any one point in time is dependent upon the trading pattern and customers, but typically ranges between four and ten, as staff work to a shift pattern during the working day.
- 7.2.11 To encourage lift sharing amongst employees, the following measures could be employed at the site:
- ▶ Promote the Liftshare website via liftshare.com, which provides details on car sharing in Cumbria;
 - ▶ Provide practical advice on lift sharing via the aforementioned methods of communication;
 - ▶ Generate an internal database using staff post code data, which could be used to identify where car sharing may be a feasible option; and
 - ▶ Consider allocating the most convenient spaces in the car park for use by those lift sharing.

SERVICING AND DELIVERIES

- 7.2.12 Managing servicing and deliveries can be an effective way to reduce the overall business mileage and fuel usage at a site. Measures can include:
- ▶ Provision of electric vehicle charging facilities to ensure those trips undertaken by car are as sustainable as possible;
 - ▶ Provision of pool cars / bikes to reduce the requirement for staff to drive their own cars, where appropriate;
 - ▶ Review of company car policy – this can ensure vehicles used for business purposes are efficient and well maintained, where appropriate;
 - ▶ Use of biofuels to ensure a reduction in emissions from greenhouse gases;
 - ▶ Operating flexible working practices;
 - ▶ Local recruitment of staff;
 - ▶ Local sourcing of produce; and
 - ▶ Coordination of deliveries and route planning.
- 7.2.13 Aldi have now rationalised the delivery of frozen goods, with the introduction of articulated vehicles able to carry frozen, chilled, and mixed goods simultaneously, further enabling the potential to reduce deliveries. Thus, the number of deliveries by Aldi's articulated vehicles is reduced as far as possible.

8 MONITORING AND REVIEW

8.1 MONITORING

- 8.1.1 A programme of monitoring and review has been designed to generate information to evaluate the Travel Plan. Monitoring and review will be the responsibility of the TPC.
- 8.1.2 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence.
- ▶ Monitor the level of staff cycling;
 - ▶ Monitor the level of staff car parking and lift sharing;
 - ▶ Monitor demand for additional cycle and motorcycle parking for staff; and
 - ▶ Record comments received from staff in relation to the implementation of the Travel Plan as part of annual staff meetings. This will include consideration of and demand for Electrical Vehicle Charging Points (EVCPs).
- 8.1.3 Information gathered through the monitoring process will be recorded for input to the Annual Monitoring Report. The information will be made available to the Council.

8.2 ANNUAL REVIEW

- 8.2.1 As previously discussed, it is proposed to survey staff one month before they relocate from the existing store to the new store in order to establish existing travel patterns. A follow up travel survey will be undertaken 6 months post relocation to establish how, if at all, travel patterns have changed.
- 8.2.2 On the anniversary of the follow up travel survey, a further survey will be undertaken (for a period of 4 years). These will follow the same format as the initial survey, such that comparisons can be made. A total of 6 staff surveys and 5 customer surveys will therefore be completed during the lifetime of this travel Plan
- 8.2.3 Customer travel surveys will be undertaken year on year until the end of the Travel Plan Monitoring period.
- 8.2.4 The results of the annual surveys will be presented in a short Monitoring Report for submission to Council.
- 8.2.5 After the fourth annual survey, monitoring will cease, providing the targets have been met. Should the targets not be met after this period, the TPC will liaise with the Council to determine an appropriate target for the remainder of the TP monitoring period, as previously discussed at **Section 6.3**.
- 8.2.6 The proposed schedule for implementing measures, monitoring and review is summarised in **Table 8-1**.

Table 8-1 Proposed Schedule for Implementing Measures, Monitoring and Review

Measures / Action	Timescale	Responsibility
Undertake initial staff travel survey	1 month prior to relocation	TPC
Undertake follow up staff travel survey	6 months post relocation	TPC
Establish filing system for recording all correspondence relating to the Travel Plan	1 month prior to relocation	TPC
Provision of a travel information pack, including information on walking, cycling, public transport and lift sharing	At occupation / commencement of employment	TPC
Provision of sustainable travel information on notice boards in staff areas	Ongoing throughout lifetime of Travel Plan	TPC
Travel info on website	Ongoing throughout lifetime of Travel Plan	TPC
Offer personalised journey plans	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage active travel	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage public transport use	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage lift sharing	Ongoing throughout lifetime of Travel Plan	TPC
Manage servicing and deliveries	Ongoing throughout lifetime of Travel Plan	TPC
Annual staff travel survey and monitoring report	On the anniversary of the follow up travel survey and annually until completion (5 years total)	TPC

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

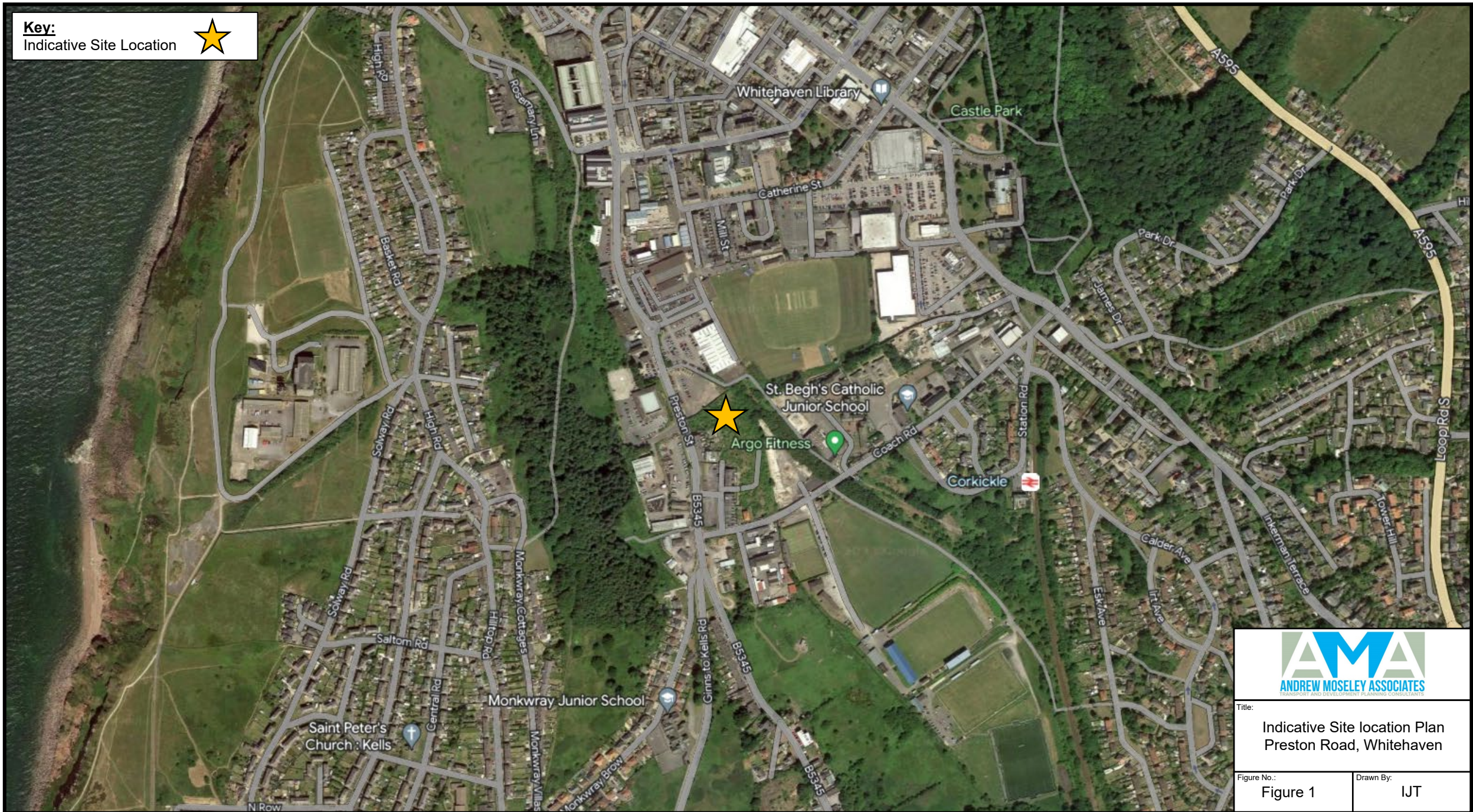
Figure 3 – Public Rights of Way Map

Figure 4 – 5km Cycling Isochrone

Figure 5 – Local Cycle Network Map

Figure 6 – Bus Stop Location Plan

Key:
Indicative Site Location



Title:

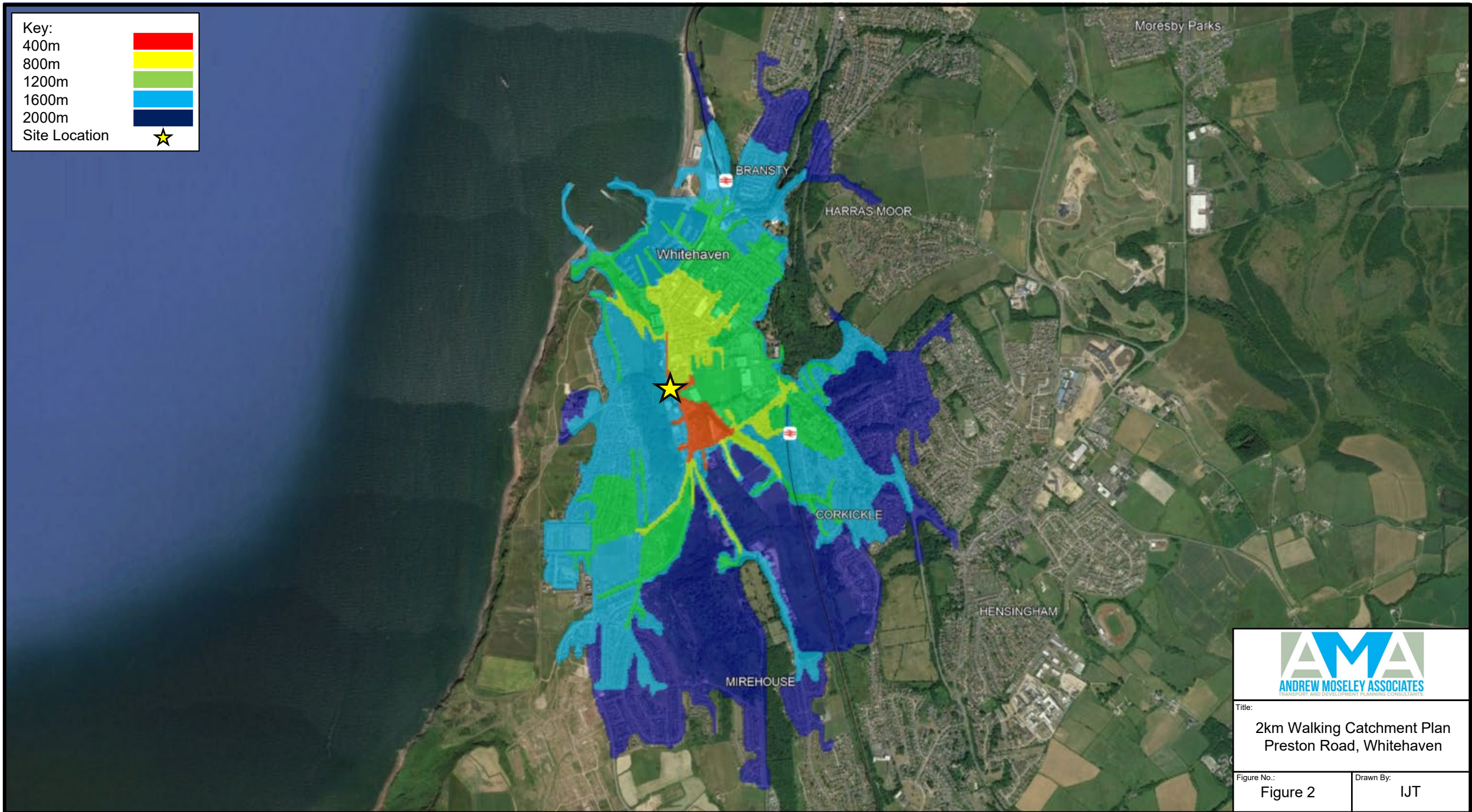
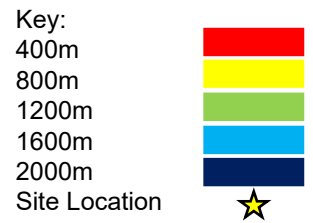
Indicative Site location Plan
Preston Road, Whitehaven

Figure No.:

Figure 1

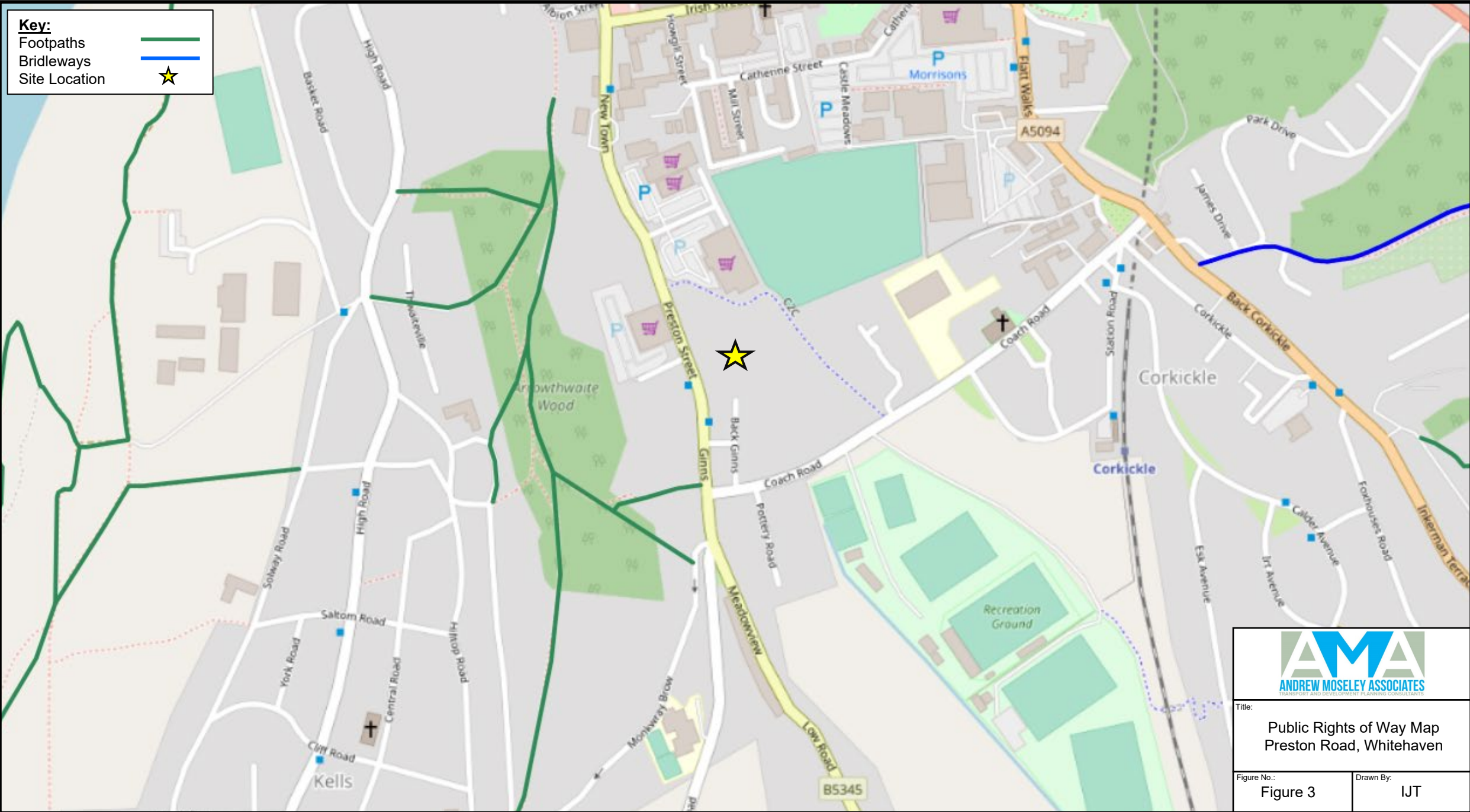
Drawn By:

IJT









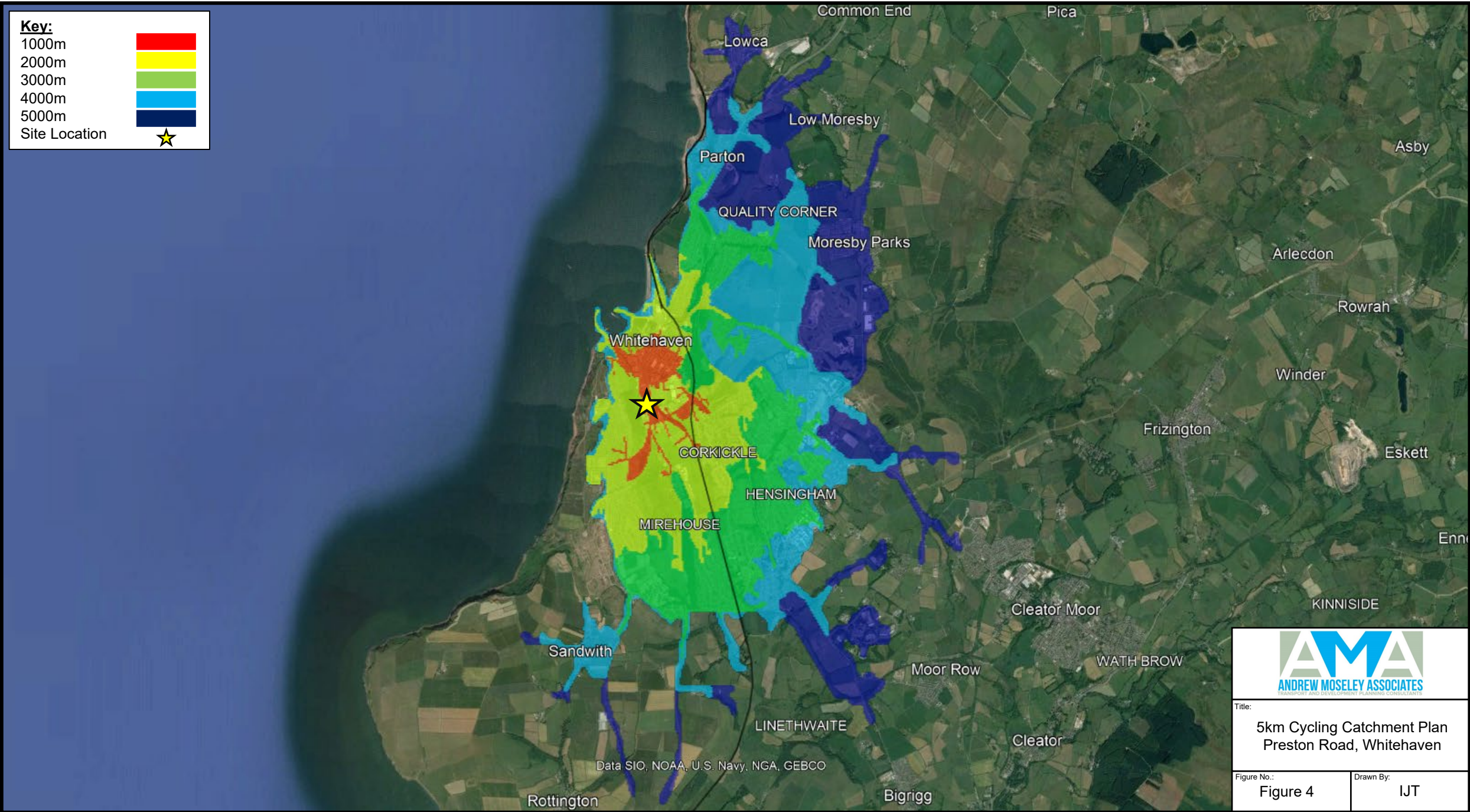
Title:
2km Walking Catchment Plan
Preston Road, Whitehaven

Figure No.: Figure 2	Drawn By: IJT
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Key:

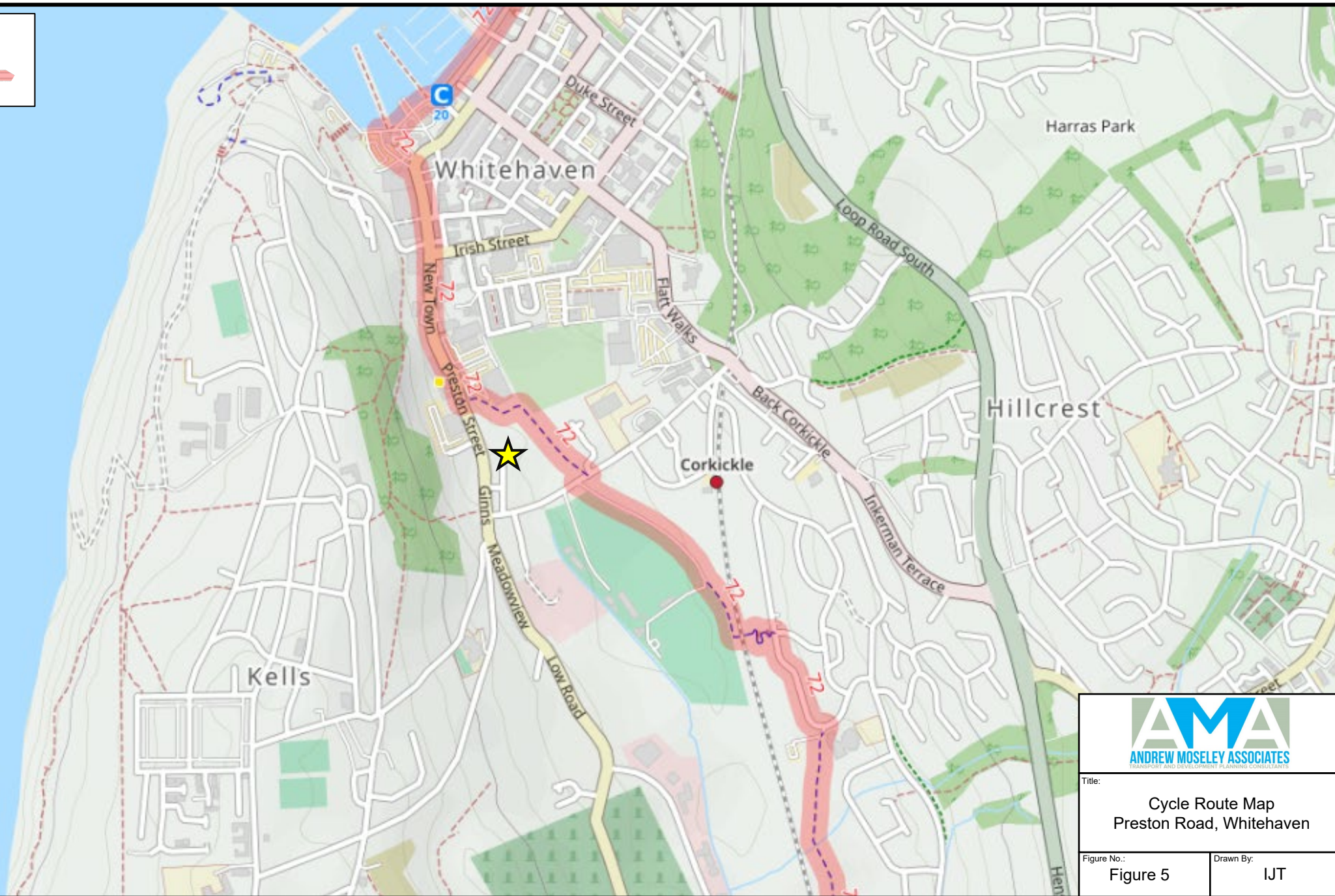
1000m	
2000m	
3000m	
4000m	
5000m	
Site Location	



Title:
5km Cycling Catchment Plan
Preston Road, Whitehaven

Figure No.: Figure 4	Drawn By: IJT
-------------------------	------------------

Key:
Indicative Site Location
National Cycle Network
Large Cycle Parking ≤ 20



Title: Cycle Route Map Preston Road, Whitehaven	
Figure No.: Figure 5	Drawn By: IJT

Key:
Indicative Site Location
Bus Stops



Title:
Bus Stop Locations Plan
Preston Road, Whitehaven

Figure No.: Figure 6	Drawn By: IJT
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APPENDICES

Appendix A – Proposed Site Layout

Appendix A

PROPOSED SITE LAYOUT



REFER TO LANDSCAPE ARCHITECT'S DRAWING FOR DETAILS OF SOFT LANDSCAPING

SITE AREA (Store Plot)	10080 sq m	2.49 ac
STANDARD PARKING BAYS	2.5 x 5.0m	86
ACCESSIBLE PARKING BAYS	3.7 x 6.2m	5
PARENT & CHILD PARKING BAYS	3.0 x 5.0m	9
TOTAL PARKING BAYS		100

ALDI Building	
GROSS EXTERNAL FLOOR AREA (incl. loading bay, lobby, canopy)	2127 sq m
GROSS INTERNAL AREA (incl. loading bay & lobby)	1916 sq m
NET SALES AREA (incl. lobby)	1356 sq m

Client:
Aldi Stores Ltd.

Project Title:
Aldi - Whitehaven

Project Address:
**Preston Street
Whitehaven**

Drawing Title:
Proposed Site Plan

Job No.	Originator	Zone	Level	Type	Role
0470	PA	XX	00	DR	A
System Classification		Drawing No.	Suitability	Revision	
PM_40_50-21-0002			S4	P01	

Drawn	Checked	Date	Scale	Size
Adel	MJ	2023-10-09	1:250	A1

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