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LIDL

Ickenham Road, Ruislip

Travel Plan

Final Report for:



January 2025

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1.0 INTRODUCTION

1.1 Overview

1.1.1 Cora IHT has been instructed by LIDL to prepare to prepare a Travel Plan [TP] to support proposals for a new discount foodstore located off Ickenham Road in Ruislip, London.

1.1.2 LIDL are committed to the principles of sustainable development, and so seek to influence the travel choices of future employees at the development site. This report reviews the current situation within the vicinity of the site and puts forward measures to encourage accessibility via a choice of transport modes.

1.1.3 **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



1.1.4 Staff, customers and servicing will be targeted through this travel plan, to encourage an overall reduction in the number of single occupancy vehicle trips made to the site.

1.2 Travel Plan Commitment

1.2.1 Lidl recognise the importance of reducing the potential negative transport related impacts of the development and the need to provide for, and encourage, a range of sustainable travel options as an alternative to car use.

1.2.2 This Travel Plan provides:

- i. details of and results from an initial staff travel to work survey;
- ii. clearly specified ongoing targets for staff travel mode shares;
- iii. action plan setting out how the targets and objectives of the Travel Plan will be delivered
- iv. a plan for monitoring and reviewing the effectiveness of the Full Travel Plan.

1.3 Travel Plan Funding

1.3.1 LIDL has committed a 1st year budget of £3,500 for the implementation of the travel plan and onsite promotions.

1.3.2 After the first-year further funding will be agreed with the occupiers and relayed to the Council which is subject to agreed initiatives following the monitoring report.

1.4 Travel Commitments

1.4.1 The travel plan provides a commitment to provide the following initiatives to promote sustainable travel:

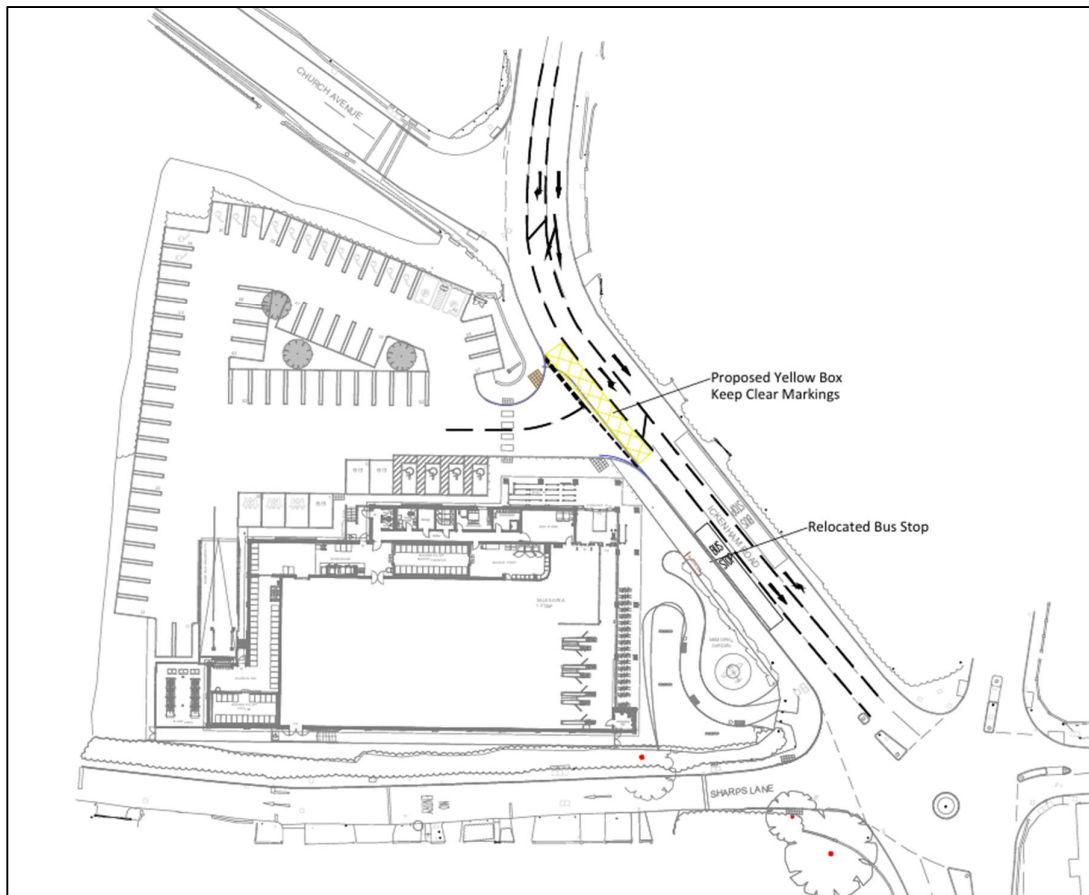
- Development and distribution of a travel information to all staff, outlining the accessibility of the site on foot, by bicycle and public transport;
- Provision of lit, safe pedestrian routes surrounding the site;
- Provision of secure cycle parking facilities, as appropriate; and
- The lead Travel Plan Coordinator will co-ordinate a site-wide car share scheme and will gather details of any person interested in car sharing.
- The travel plan is to be implemented for a minimum of 5 years or otherwise agreed with the Council.

2.0 SITE CONTEXT

2.1 Development Proposals

- 2.1.1 The proposed new Lidl store will provide a sales area of circa 1,212m², whilst the total GIA is 1,809m² which includes the warehouse and ancillary areas. The total area of the red line boundary measures circa 1.596 Acres / 0.646 Hectares.
- 2.1.2 Vehicular access to the development site is proposed via the existing priority access to the site currently serving the Premier Inn Hotel off the B466 Ickenham Road, adjacent to the Church Avenue / Ickenham Road priority junction. The existing site access is to be adapted to achieve a 9m clear width.
- 2.1.3 **Figure 2.1** provides an extract of the proposed access arrangement. **Appendix A** shows the full access plan.

Figure 2.1: Proposed Access Arrangement



- 2.1.4 The proposed development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists. **Figure 2.2** provides an extract of the proposed site layout. **Appendix B** shows the full site layout plan.
- 2.1.5 Direct pedestrian access will also be provided off Ickenham Road, located adjacent to the bus stops and 5-arm roundabout junction.

Figure 2.2: Proposed Site Layout



2.1.6 The Lidl store proposes a total of 72 spaces are to be provided on site, including 4 disabled, 3 parent & child bays and 2 electric charging bays. Passive infrastructure for 14 EVCP spaces will also be made available in the future.

2.1.7 A total of 6 self-storage bays for cycles is proposed, with 24 of those cycle spaces for short-stay and 12 of those are for long-stay cycles.

3.0 SUSTAINABLE ACCESSIBILITY

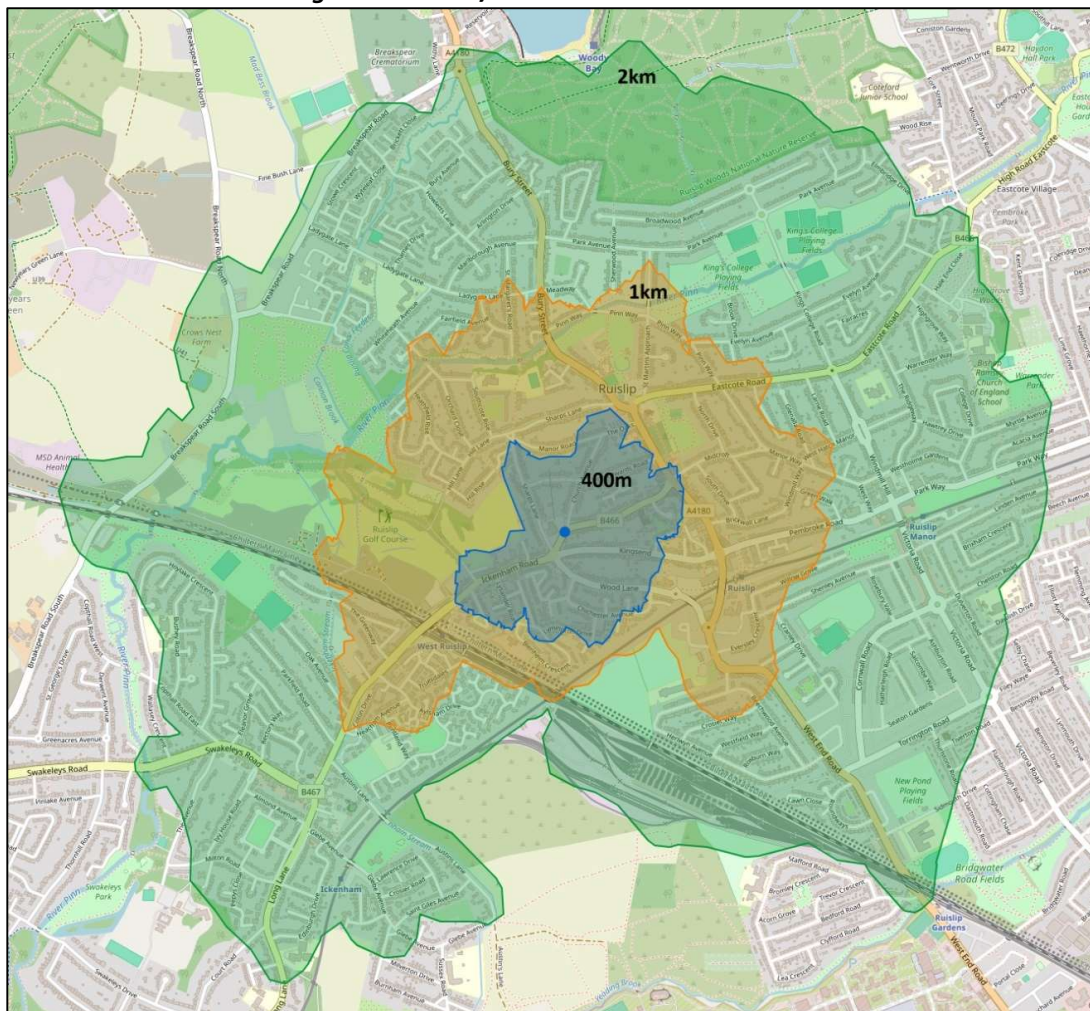
3.1 Introduction

3.1.1 The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote travel by these modes.

3.2 Walking and Cycling

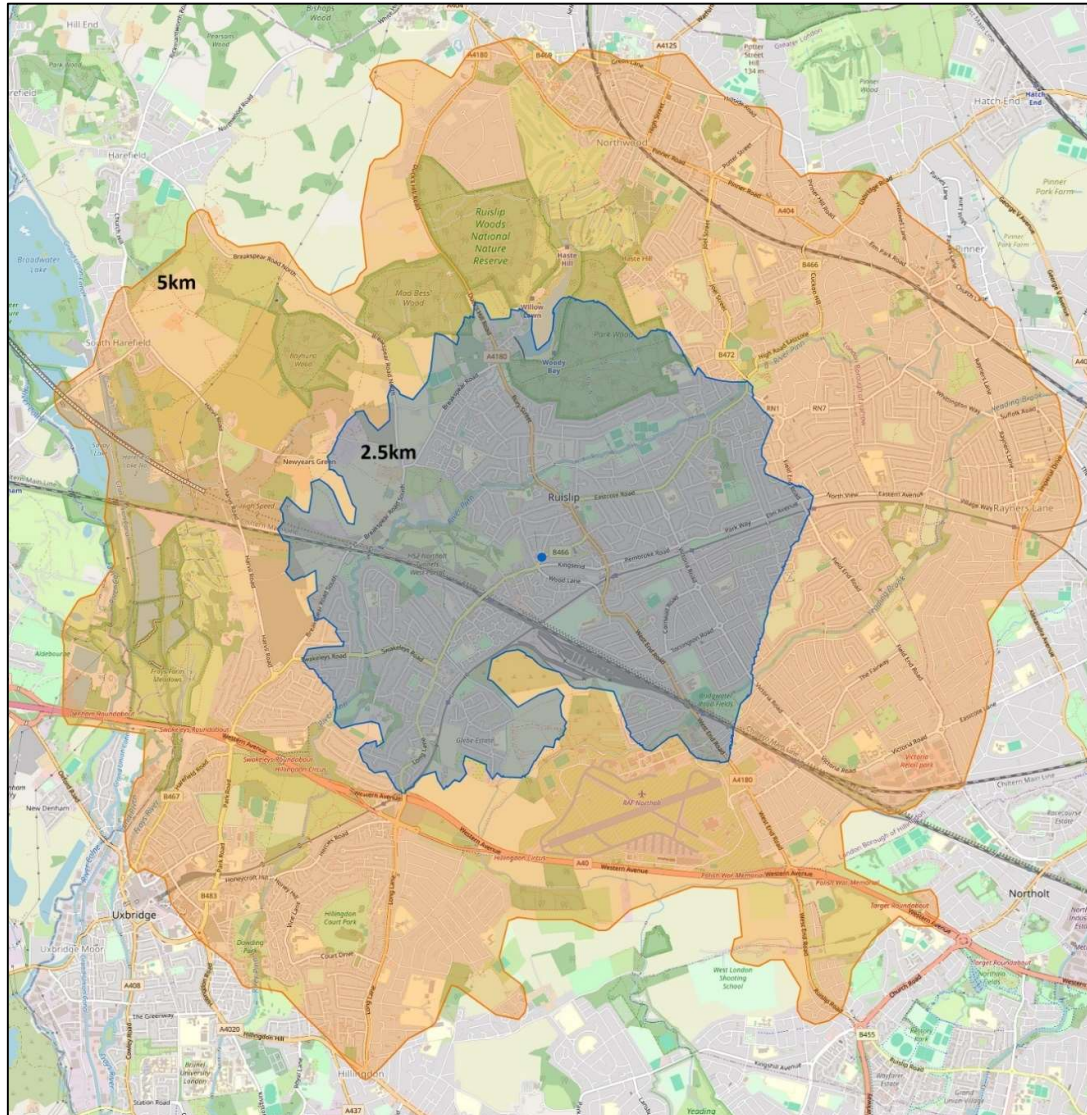
3.2.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT, 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m. **Figure 3.1** provides an extract of the indicative 1km / 2km isochrone plan.

Figure 3.1: 1km / 2km Isochrone Plan



- 3.2.2 Lit footways are provided on both sides of Ickenham Road, nearby the vicinity of the site. Pedestrian islands with tactile paving can also be found at the B466 / Sharps Lane / Kingsend / Woodend roundabout junction located adjacent to the site.

Figure 3.2: 2.5km and 5km Cycle Catchment Plan



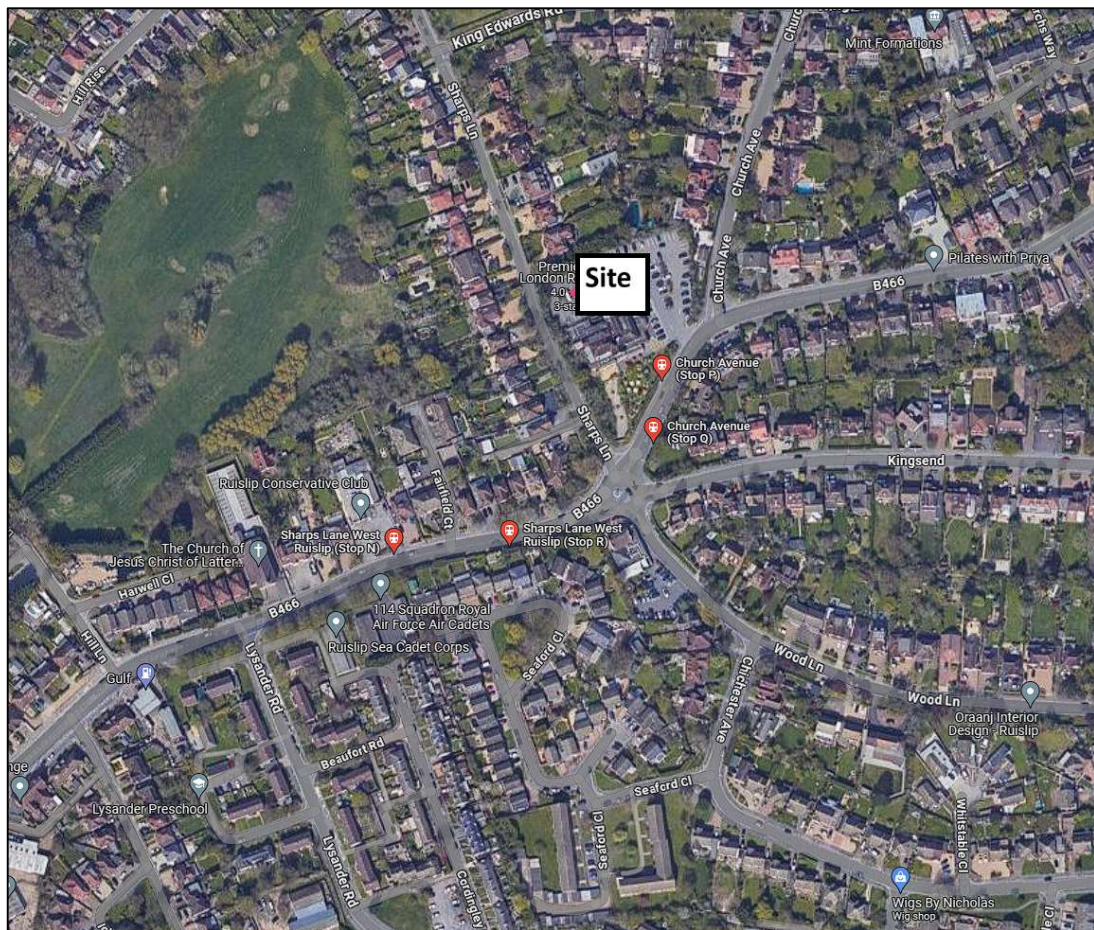
- 3.2.3 As can be seen from **Figure 3.2**, the whole of Ruislip is within 5km of the site, as well as some other boroughs such as Northwood, providing access for further settlements and residential areas.
- 3.2.4 Cycle parking will be provided within the proposed development site with a total of 6 self-storage bays being proposed, with 24 of those cycle spaces for short-stay and 12 of those are for long-stay cycles. These will help facilitate cycle trips to / from the site.

3.3 Public Transport

Bus

- 3.3.1 The ability to readily access wider major destinations by bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work and consumer trips) and, as such, promotes the aim of reducing car travel.
- 3.3.2 Guidance outlined within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.
- 3.3.3 The closest bus stops to the development site can be found adjacent to the site, along Ickenham Road (Church Avenue Stops). A number of bus services align at these stops, including the 278 service to and from Heathrow Central. **Figure 3.3** shows the bus stops local to the developments.

Figure 3.3: Bus Stop Locations



- 3.3.4 **Table 3.1** below shows the relevant information for the bus services in the area.

Table 3.1: Bus Information

Bus Service	Route	Monday - Saturday (Frequency)	Sunday (Frequency)
E7	<i>Ruislip - Ruislip Gardens - Yeading White Hart - Greenford Broadway - Scotch Common - West Ealing - Ealing Broadway</i>	<i>Every 12 Minutes</i>	<i>Every 20 Minutes</i>
278	<i>Heathrow Central - Harlington - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham - Ruislip</i>	<i>Every 15 Minutes</i>	<i>Every 20 Minutes</i>
U2	<i>Ruislip - West Ruislip - Ickenham - Uxbridge - Brunel University - Hillingdon Hospital - Yiewsley - West Drayton</i>	<i>Every 15 Minutes</i>	<i>Every 30 Minutes</i>

Underground

- 3.3.5 The development site is located circa 600m away from West Ruislip Station. This station provides National Rail services operated by Chiltern Railways. The underground services at the station via the Central line typically include 9 trains per hour to and from Epping. During the peak hours, this is increased to up to 12 trains per hour to and from Debden, with up to 7 tph continuing to and from Epping.
- 3.3.6 Ruislip Tube Station is circa 900m away (13-minute walk) from the site and both the Metropolitan and Piccadilly lines run through the station. Additional bus routes also serve this station.

3.4 PTAL Assessment

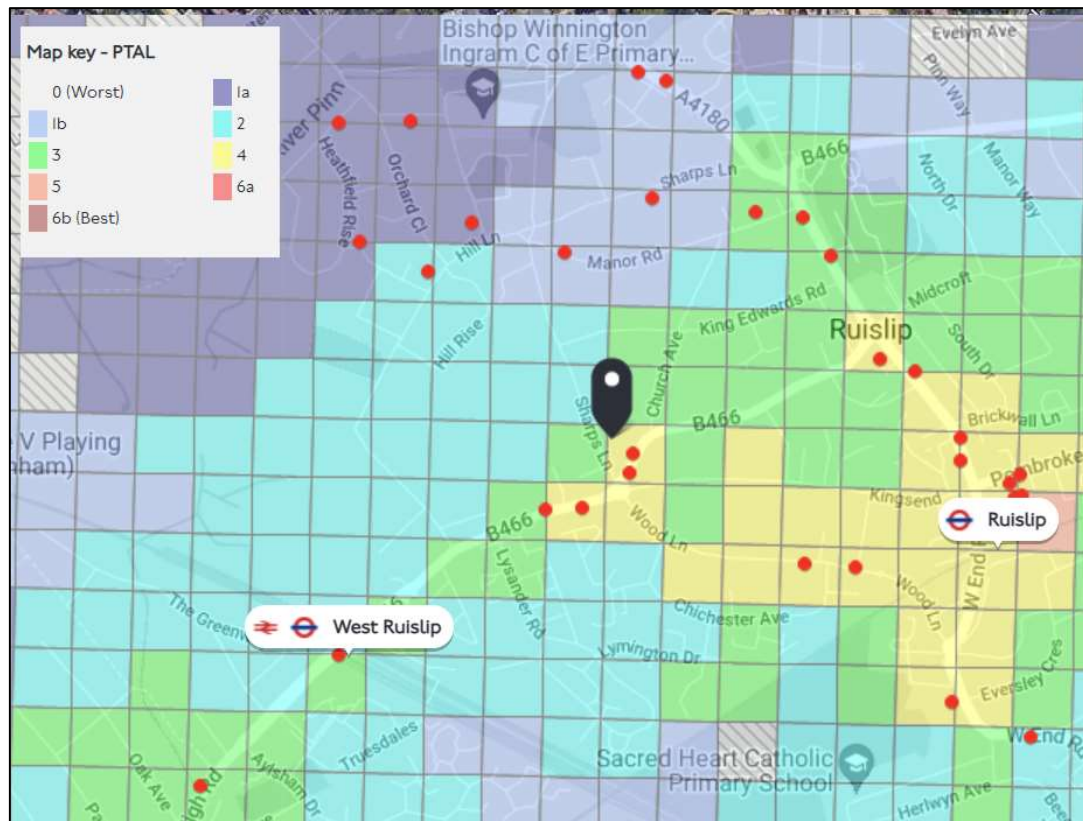
- 3.4.1 In London, the most widely recognised way to measure connectivity to the public transport network in London is by using Public Transport Access Level (PTAL) indicators. The PTAL value combines information about how close public transport services are to a site and how frequent these services are. The highest level of connectivity has a PTAL of 6b and the lowest has a PTAL of 0. For the policies in the London Plan, it is important to use connectivity indicators like PTAL because sites with better connectivity provide opportunities for development at higher densities and for sustainable development that reduces the need to travel by car.
- 3.4.2 TfL introduced a new PTAL checking service in 2015 called WebCAT, a web-based connectivity assessment toolkit which allows users to search for a specific location and view a PTAL map for the area around that location.
- 3.4.3 **Figure 3.4** below displays how locations are scored in the PTAL assessment. Accordingly, to identify the PTAL score for the existing site, Transport for London’s online PTAL mapping tool, WebCAT, has been used.

Figure 3.4 – PTAL Scoring Criteria

PTAL	Range of PTAL Index	Description
1a (Low)	0.01 – 2.50	Very Poor
1b	2.51 - 5.00	Very Poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b (High)	40.01 +	Excellent

- 3.4.4 The outputs as displayed in **Figure 3.4** display that the site has a PTAL rating of 4, which according to the Index is classed as Good.
- 3.4.5 Overall, bearing in mind that most of the site falls within land rated Good as a minimum, the PTAL assessment supports the earlier findings that the site is well provided for by sustainable means.

Figure 3.5 – PTAL Outputs (Development Site)



3.5 Summary

3.5.1 In summary, within the vicinity of the site there is good pedestrian and cycle infrastructure, and regular bus services. Additionally, West Ruislip Station is located within walking distance of the developments. The site therefore benefits from a good level of accessibility for employees and customers of the developments.

4.0 AIMS, OBJECTIVES AND TARGETS

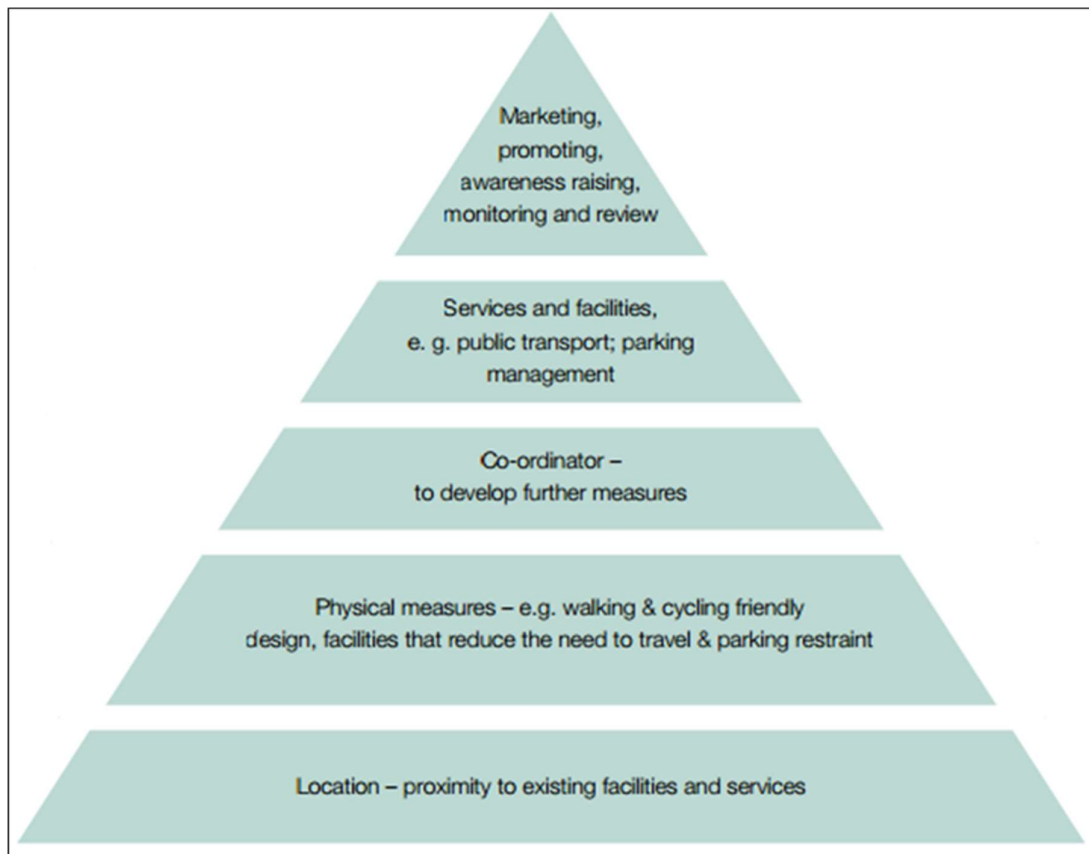
4.1 Overview

4.1.1 The aim of this Travel Plan is to provide a long-term strategy for the development to reduce the dependence of employees and visitors on travel by private car. Aims, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aims, objectives and targets for this Travel Plan.

4.2 Travel Plan Pyramid

4.2.1 Within the DfT guidance 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', the Travel Plan pyramid sets out the various facets of a travel plan that are key to making the travel plan successful. The Travel Plan pyramid is reproduced below:

Figure 4.1 – Travel Plan Pyramid



4.2.2 The following features of the site location make it suitable for encouraging sustainable travel behavior:

4.2.3 A number of key destinations regionally and within the wider area can be easily accessed without the need of the private car.

4.3 Travel Plan Aim

- 4.3.1 The travel plan aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute to achieving the travel plan aim.
- 4.3.2 The overall aim of this travel plan to achieve a reduction in the number of single occupancy vehicle journeys to the site and promote sustainable modes of transport including walking and cycling.
- 4.3.3 This will be achieved by maximising the accessibility of the development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

4.4 Travel Plan Objectives

- 4.4.1 Objectives provide an overview of what the Travel Plan is trying to achieve. Each of the objectives outlined should contribute towards the Travel Plan's aim, whilst Travel Plan targets should help achieve the objectives of the travel plan.
- 4.4.2 As this stage, it is not possible to derive specific objectives for the site which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in educational developments:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 4.4.3 Travel plan guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

4.5 Travel Plan Targets

- 4.5.1 Travel plan guidance recommends that 'SMART' targets are set, that are:
- Specific;
 - Measurable;
 - Achievable;
 - Realistic; and
 - Time-bound.
- 4.5.2 Using recorded staff travel surveys, a target reduction on single occupancy car travel of 10% is proposed within 5-years of the store opening.

5.0 TRAVEL PLAN MEASURES

5.1 Preamble

- 5.1.1 An important aspect of a successful travel plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.
- 5.1.2 The aim of travel plan initiatives is to maximise the accessibility of the site by alternative modes of transport to the private car. It is worthy of note that the location of the site and the current provision for walking, cycling and public transport on the adjacent highway network is considered to be conducive to encouraging travel by non-car modes of transport.
- 5.1.3 The travel plan initiatives outlined within this section may benefit staff and customers of the site by facilitating sustainable travel choices, resulting in the following:
- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site; and
 - A pedestrian / cycle friendly environment.
- 5.1.4 This section provides a summary of the key initiatives contained within this travel plan. The initiatives reflect previous experience of workplace travel plans, along with national government guidelines. The list is not exhaustive and additional measures may be added to the list in light of the annual travel survey responses.

5.2 SusGo Travel Tool

- 5.2.1 SusGo is an electronic travel planning tool which assists:
- Councils to monitor travel plans.
 - Travel Plan Coordinators (TPC) to promote sustainable travel.
 - Individuals to have the ability to readily have access to sustainable travel mode choices.
- 5.2.2 The key features of the tool are as follows:
- Automatically sets up car share scheme within work group.
 - Initiating travel surveys for repeated and manual schedules.
 - Communicating events and special offers relating to sustainable transport i.e. free buses, cycle weeks, walk to school / work days, discount taxi rides, etc.
 - Automated travel to work information using live google mapping to create real time travel options for all journeys. These include walk routes, cycle routes, bus times, car share availability.
 - Personalised staff and visitors travel planning including live journey tracking to promote sustainable travel on the go.
 - Electric charging point locator.
 - Production of summarised reports for Council monitoring.

5.2.3 The SusGo Travel Tool application can electronically replace the Welcome Pack which companies need to provide to their staff and members with both a web facility and mobile app.

5.2.4 The occupiers have registered their company to use the SusGo Travel Tool so that all travel plan measures, monitoring and review are conducted via SusGo. Information on SusGo is provided in **Appendix C**.

5.3 Marketing and Promotion

5.3.1 From the outset, sustainable travel will be promoted to staff and employees. The travel plan will be launched as soon as possible after occupation of the site and will be continually marketed through the provision of travel information and communication sessions via the Susgo app.

5.3.2 The following section describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for staff at the site. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the travel plan to staff.

5.3.3 All staff will be encouraged to register with Susgo promoting alternative transport modes. Susgo promotion banner which will be erected in the staff areas. The information will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details of local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

5.3.4 In order to integrate the travel plan with the wider sustainable travel agenda, Susgo will be used to promote national and international initiatives such as 'Bike Week' and 'In Town Without My Car'. The Travel Plan Coordinator will be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

5.3.5 The Travel Plan Coordinator will also provide staff with information regarding the travel plan and specific initiatives contained within it, and will be the main point of contact for all travel-related queries. This will include information on journeys by public transport, cycling and on foot between the development site and local amenities via Susgo. Susgo will also provide details of organisation-wide travel plan initiatives available to staff such as the cycle to work scheme.

5.4 Initiatives to Promote Car Sharing

5.4.1 Following occupation, the Travel Plan Coordinator will enter into discussions to ensure that all staff have access to the car share scheme. The Travel Plan Coordinator will encourage staff to sign up to the scheme and will promote car sharing to staff. There will be staff car parking prioritised for car sharers.

5.5 Initiatives to Promote Travel by Public Transport

5.5.1 Information on the bus and rail timetables and services available which can be accessed by staff and customers will be provided via a notice board. This will include details and links to online journey planning websites such as Traveline.

-
- 5.5.2 Details of the public transport and local taxi companies will also be provided to customers on request, to facilitate onward travel by more sustainable transport modes.

5.6 *Initiatives to Promote Walking*

- 5.6.1 Details of national events, such as Walk to Work Week will be promoted at the site and staff will be encouraged to participate. These events will be promoted by the TPC news feeds.

5.7 *Initiatives to Promote Cycling*

- 5.7.1 The Travel Plan Coordinator will set up a Cycle to Work scheme to enable staff to access a tax exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-scheme-guidance)
- 5.7.2 Dr. Bike sessions will be considered within the car park for customers and staff to learn how to ride with confidence, in addition to organising a led ride to the store to show people how to cycle and shop. In addition, once operating the store will provide facilities for staff who walk, cycle or use a motorcycle.

5.8 *Initiatives relating to Site Servicing*

- 5.8.1 Where servicing or deliveries take place by external organizations, sustainable practices are adhered to where possible. This will include using fuel efficient delivery trucks and vehicles and driving using eco-driving techniques.

6.0 TRAVEL PLAN MANAGEMENT

6.1 Overview

6.1.1 Key to the success of the travel plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, the Council's Travel Planning Team and other sustainable travel groups. This section outlines the roles and responsibilities of key individuals and stakeholders who will manage the travel plan.

6.2 Travel Plan Coordinator

6.2.1 The responsibility for managing and implementing the travel plan lies with the Travel Plan Coordinator. The travel plan coordinator's contact details are provided below:

Toan Chau
Cora IHT
Adamson House
Towers Business Park
Wilmslow Road
Manchester
M20 2YY
Email: toan.chau@coraiht.com
Mobile: 07817 694035

6.2.2 The TPC will work in partnership with The Council to ensure the effective delivery of the travel plan.

6.2.3 The role and responsibilities of the Travel Plan Coordinator will include:

- To implement and promote various travel plan initiatives at the site to promote sustainable travel;
- To promote the travel plan to staff and visitors;
- To attend the travel steering group meetings and report back to staff on any issues relevant to the travel plan;
- To provide a point of contact for The Council on all travel related issues;
- To provide a point of contact for the Local Authority, steering group and any other stakeholders on any issues relating to the travel plan;
- To monitor the success of the travel plan initiatives, including undertaking and analysing travel surveys; and
- To review the travel plan's success and prepare action plans.

6.2.4 The Travel Plan Coordinator's role will be reviewed on an annual basis and, if considered necessary. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

6.3 Stakeholder Engagement

- 6.3.1 Stakeholders including the Council’s Travel Planning Team and local transport operators also play an important role in the successful implementation of the travel plan at the site. The Council’s Travel Planning Team will be kept up-to-date with the progress of the travel plan through Susgo. The Travel Plan Team will also be approached when appropriate to gain advice and support on the implementation of specific travel plan initiatives at the site.

7.0 MONITORING AND REVIEW

7.1 *Monitoring*

7.1.1 There is a need to monitor the success of a Travel Plan for a number of reasons:

- It gauges whether a Travel Plan is achieving any success in its objectives;
- It helps to identify strengths, weaknesses and potential areas for improvement in future travel planning; and
- There is a general need to collect data measuring the impacts and outcomes of Travel Plans so that there is clearer evidence for local authorities and other Government bodies on their success.

7.1.2 SusGo will be able to generate the travel survey data for all staff within the site once staff have registered with SusGo. The travel data is updated regularly as staff logon to the app. The first full set of travel data will be released after store opening.

7.1.3 All survey data are automatically updated on the Council's SusGo Admin page and reviewed by the Council as required.

7.2 *The Role of the Travel Plan Co-Ordinator Monitoring the Travel Plan*

7.2.1 The Travel Plan Co-ordinator will be principally responsible for the monitoring of the Travel Plan. Key tasks which are done within the Susgo app include:

- Undertaking travel surveys as soon as it is practically possible to establish baseline travel patterns;

- Preparing a baseline travel summary report;
- Preparing an action plan detailing the short, medium and long term measures to be implemented to achieve Travel Plan objectives;
- Undertaking subsequent travel surveys;
- Preparing an annual report summarising travel information, key problems and opportunities identified, and the success of the Travel Plan in relation to its objectives;
- Reassessing Travel Plan objectives and targets and the measures action plan year-on-year based upon annual surveys.

7.3 Reporting

- 7.3.1 The Travel Plan Coordinator will ensure that the Susgo database for the site is available for the Council to review. The Travel Plan Coordinator will agree any necessary amendments to the Travel Plan with the Council, in light of the monitoring exercise (for example, new targets if previous targets have been achieved etc.).
- 7.3.2 A travel plan is not a one-off event but is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the travel plan.

8.0 TRAVEL PLAN PROGRAMME

8.1 *Travel Plan Programme*

8.1.1 **Table 8.1** outlines the 5-year programme for the Travel Plan development alongside key milestones.

Table 8.1: Travel Plan Action Plan

Action	Timescale
Prepare and adopt full Travel Plan	Completed
Register Company with Susgo	Completed via SusGo
Implement travel notice boards in communal areas of the site	Completed via SusGo
Provide car and cycle parking in line with the provision outlined in Section Two of this report	Completed via SusGo
Provide showers, lockers and changing facilities at the site.	Ongoing
Supplement travel welcome pack with details of initiatives. Distribute to staff.	Completed via SusGo
Promote the work car share and cycle-to-work schemes to staff	Completed via SusGo
Monitor success of travel plan actions and progress towards targets. Amend travel plan, if necessary	Completed via SusGo
Undertake travel surveys and other monitoring activities to measure the success of travel plan and discuss findings with the Council. Review travel plan and amend, if necessary.	On-going
Following occupation, the Travel Plan Coordinator will enter into discussions to ensure that all staff have access to the site's car share scheme. The Travel Plan Coordinator will encourage staff to sign up to the scheme and will promote car sharing to staff.	Completed via SusGo upon staff registration and ongoing use of the app.

<p>Information on the bus and rail timetables and services available which can be accessed by staff and customers will be provided within Susgo.</p> <p>This will include details and links to online journey planning websites such as Traveline.</p> <p>Details of the public transport and local taxi companies will also be provided to customers on request, to facilitate onward travel by more sustainable transport modes.</p>	<p>Completed via SusGo upon staff registration and ongoing use of the app.</p>
<p>Susgo includes mapping which identifies the pedestrian friendly routes surrounding the site, in order to ensure that staff are aware of the facilities available to them. This is provided in the “Go Navigate” tool.</p> <p>Details of national events, such as Walk to Work Week will be promoted at the site and staff will be encouraged to participate. These events will be promoted via the Susgo news feeds.</p>	<p>Completed via SusGo upon staff registration and ongoing use of the app.</p>
<p>Susgo includes information on the cycle routes available between the site and common destinations, including local amenities and residential areas.</p>	<p>Completed via SusGo upon staff registration and ongoing use of the app.</p>
<p>Personalised Journey Plans (PJPs) provided to staff.</p>	<p>Completed via SusGo upon staff registration. Face to face assistance has been budgeted to the value of £2,800 within the TP as and when required.</p>
<p>voucher towards the purchase or loan of a bicycle and/or cycle equipment for staff, Partnership with local cycle shops.</p>	<p>Susgo has rewards, discount and special offers within the app via the “Go Shop” and “Go Rewards” functions. These will be promoted to all staff.</p>
<p>Promotion of health benefits of walking</p>	<p>Completed via SusGo upon staff registration and ongoing use of the app.</p>

APPENDICES

APPENDIX A – SITE LAYOUT



PARKING

Standard		46
Disabled	♿	4
Enlarged Bay	E/B	3
Parent & Child	👨‍👧	3
EVCP 22kW & 50kW DC Rapid Charging Spaces	🚗⚡	2
Passive Infrastructure for future EVCP Charging Spaces	🔌	14
Total Customer Parking		72
Short Stay Cycle	🚗	24
Long Stay Cycle	🚗	12

SCHEDULE OF ACCOMMODATION - KEY

Site Area	0.646Ha (1.596 Acres)
GIA	1,825 sq m
GEA	1,902 sq m
Sales Area	1,212 sq m
WAREHOUSE	
Warehouse	217 sq m
Bakery Warehouse	52 sq m
Additional Chillers	44 sq m
DRS Store	40 sq m
Total Warehouse	353 sq m
ANCILLARY AREA	
Bakery Prep	65 sq m
Cash Office	10 sq m
Welfare Area, wcs, etc	87 sq m
Customer WC	9 sq m
Utility	8 sq m
Circulation	32 sq m
Internal Partitions	49 sq m
Total Ancillary	260 sq m

Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

Site Plan as Proposed
Option C

Drawing Ref.

4478-0105

Revision

P12

Scale - unless otherwise stated

1:500

@ A3

Status

S0

Issued For

Preliminary

0 10 20 30 40 50m



