



Lidl

Proposed Foodstore Eastern Way, Melksham

Staff Travel Plan

110865

January 2026

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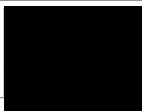
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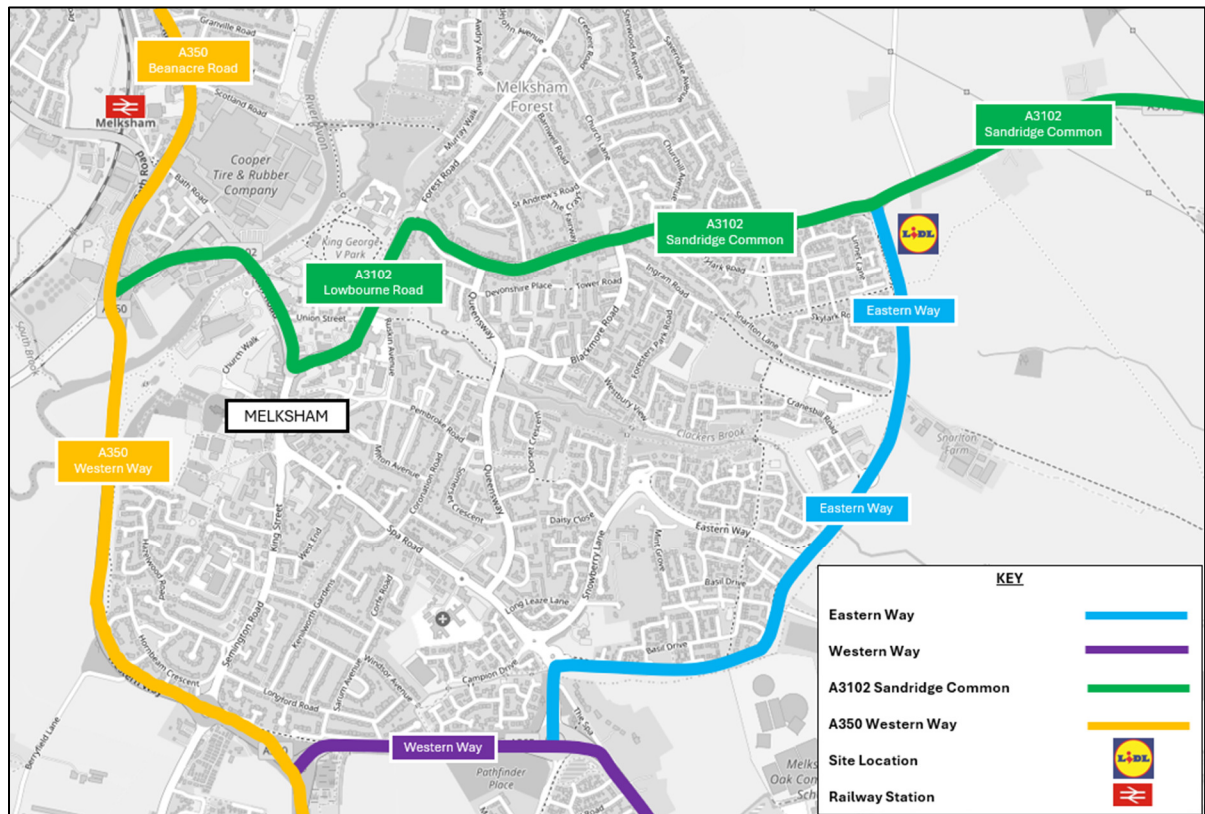
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Appendix B Staff Survey

1 Introduction

- 1.1 Pell Frischmann has been instructed by SCP Transport on behalf of Lidl to prepare a Travel Plan (TP) to support a planning application for a new foodstore to be located east of Eastern Way in Melksham, Wiltshire. The location of the proposed store is identified in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors with Pell Frischmann annotations

Site Context

- 1.2 The proposed development site is located east of Eastern Way and south of the A3102 Sandridge Common. The site is currently unoccupied and consists of agricultural land with hedges along the site perimeter. To the north the site is bound by the A3102 Sandridge Common, to the east by Blackmore Farm and a small number of residential properties, to the south by agricultural land and to the west by Eastern Way.

Development Proposals

- 1.3 The scheme proposal is to construct a new Lidl store with a Gross Internal Area (GIA) of 2,184sqm. A total of 134 car parking spaces and 12 cycle parking spaces will be provided (6 Sheffield style stands or similar) will be provided. Two of the cycle spaces will be provided for cargo bikes. The car parking provision of 134 spaces incorporates 8 disabled parking spaces, 9 parent and child spaces and 2 spaces for electric vehicles.
- 1.4 Access to the site will be provided from Eastern Way in the form of a priority junction off a new proposed access road. The new access road will be provided on the eastern side of Eastern Way in the form of a priority junction with ghost island right turn lane. The new access road is proposed to continue to the south past the food store junction to enable access to a potential development site to the south in the

future. That development site does not form part of the application for the foodstore. As part of the foodstore development the access road will terminate at a stub end, just south of the Lidl site access.

- 1.5 A shared use footway / cycleway is proposed along the eastern side of Eastern Way, set back from the carriageway, which will provide access to the site for pedestrians and cyclists. A footway / cycleway will also be provided on both sides of the carriageway along the new access road.
- 1.6 To the north, the new footway / cycleway proposed on Eastern Way will connect to the existing footway and crossing point on the southern arm of the A3102 Sandridge Common / Eastern Way roundabout, and will also link to a proposed pedestrian / cycle connection into the foodstore site in the location of the existing gravel track access. Separately a pedestrian connection is provided from Sandridge Common into the northeast edge of the store.
- 1.7 To the south the proposed foot / cycleway connects into the existing footway and crossing to the north of Skylark Road. The existing crossing will be upgraded to provide a Toucan arrangement. These improvements ensure convenient and safe pedestrian and cycle connectivity from surrounding areas.
- 1.8 The site layout for the store and car park is provided in **Appendix A**.
- 1.9 It is expected that up to 40 full time equivalent staff will be employed at the store with up to 15 on site at any one time.

Travel Plan Objectives

- 1.10 The main objective of this Travel Plan is to seek to minimise the number of single occupancy car journeys made to and from the site.
- 1.11 Beneath this headline objective, other related objectives have been identified as follows:
 - To ensure that the predicted vehicular trip rates in the accompanying Transport Assessment remain worst case, with annual reductions achieved;
 - To achieve annual increases in the proportion of staff travelling by public transport, walking, and / or cycling;
 - To promote the Travel Plan to highlight to customers the benefits of travelling by public transport, walking and / or cycling and,
 - To educate and encourage the use of more sustainable modes of travel.

Travel Plan Co-Ordinator

- 1.12 A Travel Plan Co-ordinator (TPC) will be appointed ahead of the proposed store being occupied. Lidl expect this role to be covered by the Area Manager for the store. The TPC will be responsible for:
 - Promoting and encouraging travel modes other than the car, including providing information to staff and customers;
 - Providing noticeboards in staff rooms and public areas;
 - Ensuring that all information relating to public transport, cycling, walking and car sharing is displayed on staff and customer notice boards and is kept accurate and up to date;
 - Promoting car sharing;
 - Negotiating shift patterns to enable staff to utilise public transport in the area; and,
 - Incorporating the needs of the less mobile into the plan.
- 1.13 It will be the responsibility of the TPC to report against the actions and targets set out in this Travel Plan by submitting monitoring information directly to Wiltshire Council Highways, ensuring that the Travel Plan is kept up to date. This includes providing confirmation of Travel Plan implementation prior

to occupation of the new store and maintaining the Travel Plan through its monitoring period. For the five-year lifespan of the Travel Plan, the TPC will be allocated one day per week to fulfil this role.

Commitment to the Promotion of Sustainable Travel

- 1.14 Lidl confirms that the funding for all measures identified within this Travel Plan is available and will remain available during the life of the Travel Plan. The Travel Plan will be maintained for a period of 5 years from the date of the store opening.

2 Site Context

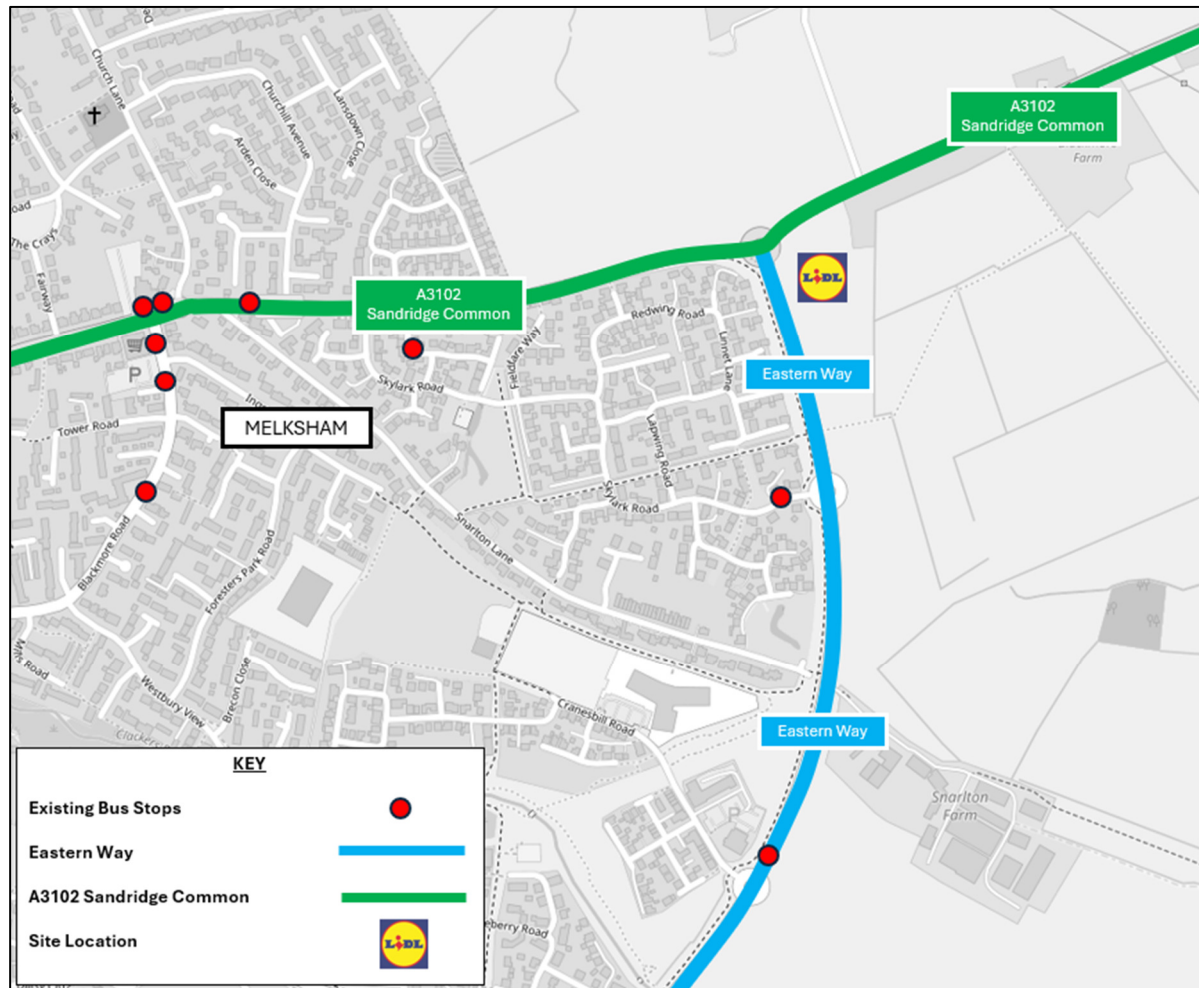
- 2.1 The following section provides a summary of the site, the local highway network and associated area context.

Site Summary

- 2.2 The proposed development site is located in Melksham, Wiltshire west of Eastern Way and south of the A3102 Sandridge Common approximately 2.6km east of Melksham town centre¹.
- 2.3 The site is currently unoccupied and consists of agricultural land with hedges along the site perimeter. To the north the site is bound by the A3102 Sandridge Common, to the east by Blackmore Farm and a small number of residential properties, to the south by agricultural land and to the west by Eastern Way. A gated access with a gravel track is currently provided on the northwestern boundary of the site on the corner of the Eastern Way / Sandridge Common roundabout. Dropped kerbs are provided as a crossover arrangement to facilitate vehicular access to the site via the gravel track.
- 2.4 **Figure 1.1** illustrates the location of the site within the wider highway context of Melksham with **Figure 2.1** providing the more immediate highway context.

¹ Measured from the proposed site access location on Eastern Way to Kingsbury Square.

Figure 2.1 Site Location in Local Highway Network Context



Source: © OpenStreetMap contributors with Pell Frischmann annotations

Local Highway Network

A3102 Sandridge Common

- 2.5 To the north of the site, Sandridge Common Road (A3102) is a key east–west route through Melksham, linking the town centre to Calne, Royal Wootton Bassett and Swindon. In the vicinity of the Eastern Way roundabout, the A3102 comprises a single carriageway approximately 7.0 metres wide, with a 40mph speed limit that reduces to 30mph approximately 370m west of the Eastern Way Roundabout.
- 2.6 Locally footways are present on the southern side of the carriageway on both sides side of the Eastern Way Roundabout with the provision on the western side of the roundabout also being a shared use route for use by walkers, wheelers and cyclists.
- 2.7 The A3102 accommodates local and through traffic and provides access to residential areas west of the roundabout, including the East Melksham development around Skylark Road and Cranesbill Road, as well as employment sites such as Bowerhill Industrial Estate to the southwest and retail destinations within Melksham town centre.

Eastern Way

- 2.8 Eastern Way is located immediately west of the site and is the road on which the proposed access to the site will be provided.

- 2.9 To the west of the site Eastern Way forms the eastern edge of Melksham and provides a strategic link between Sandridge Common Road (A3102) to the north and Snowberry Lane to the south, with onward connections to Spa Road and Western Way.
- 2.10 The road is a single carriageway approximately 7.3 metres wide, subject to a 40mph speed limit in proximity to the site, and benefits from street lighting along its length.
- 2.11 It serves as a distributor route for residential areas and provides access to a small number of retail and employment sites, and Melksham Town Football Club, as well as forming part of the wider network connecting to the A350 corridor.

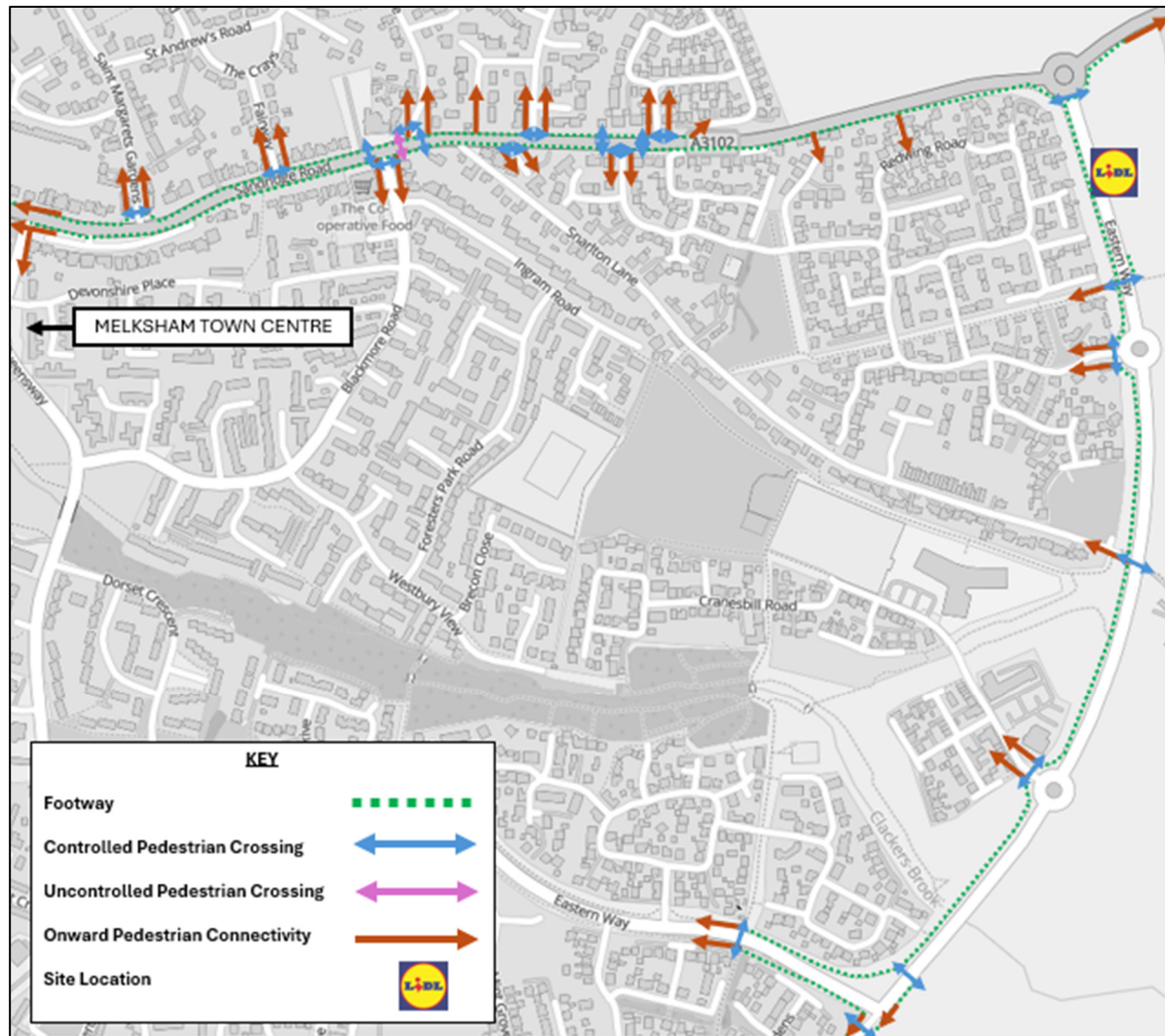
A350

- 2.12 The A350 is a strategic north - south route connecting the south coast to the M4, Bristol, and the Midlands. To the south it starts at Lower Hamworthy and ends to the north at Stanton St Quinton passing through Warminster, Melksham and Chippenham. It forms the main strategic route through Melksham and provides access to the town centre and wider region. The A350 intersects with Western Way and Eastern Way via a series of roundabouts, offering connectivity to the site and the wider highway network.

Pedestrian Network

- 2.13 The proposed scheme is well situated in relation to pedestrian infrastructure. To the south pedestrian movement to and from the site is supported by a continuous, surfaced off-carriageway route on the western side of Eastern Way, which provides a direct north-south spine between the Sandridge Common Road roundabout and the Spa Road / Eastern Way roundabout approximately 2km to the southwest. There are numerous links from this route that enable convenient penetration into the surrounding neighbourhoods and local amenities without requiring pedestrians to follow the distributor road the whole way. In particular, there is a lit footway connection into the East Melksham residential area, located approximately 100m south of the site, on the western side of the carriageway that connects Eastern Way with Snarlton Lane and the onward pedestrian connectivity to Melksham town centre. Snarlton Lane provides a quiet, direct route into established residential streets where continuous pavements and side-road crossings support walking trips towards Ingram Road, Blackmore Road, Queensway and Ruskin Avenue, and onwards to Lowbourne/town centre. South of the site, footways on Snowberry Lane and Spa Road provide further options for walking trips.
- 2.14 North of the site, the footway network on Sandridge Common (A3102) allows pedestrians to continue west towards local shops and bus stops and east to Sandridge. Within the immediate corridor, formal dropped-kerb crossing points with tactile paving are provided at the Sandridge Common / Eastern Way, Skylark Road and Cranesbill Road roundabouts, providing inclusivity for mobility-impaired users, prams and wheelers. In combination, these links give pedestrians a choice of direct off-carriageway paths and quieter residential streets for trips to nearby local centres, schools, bus stops and the town centre.
- 2.15 **Figure 2.2** provides an indication of the key local pedestrian provisions surrounding the site, including the locations of crossing points.

Figure 2.2 Local Pedestrian Infrastructure



Source: © OpenStreetMap contributors with Pell Frischmann annotations

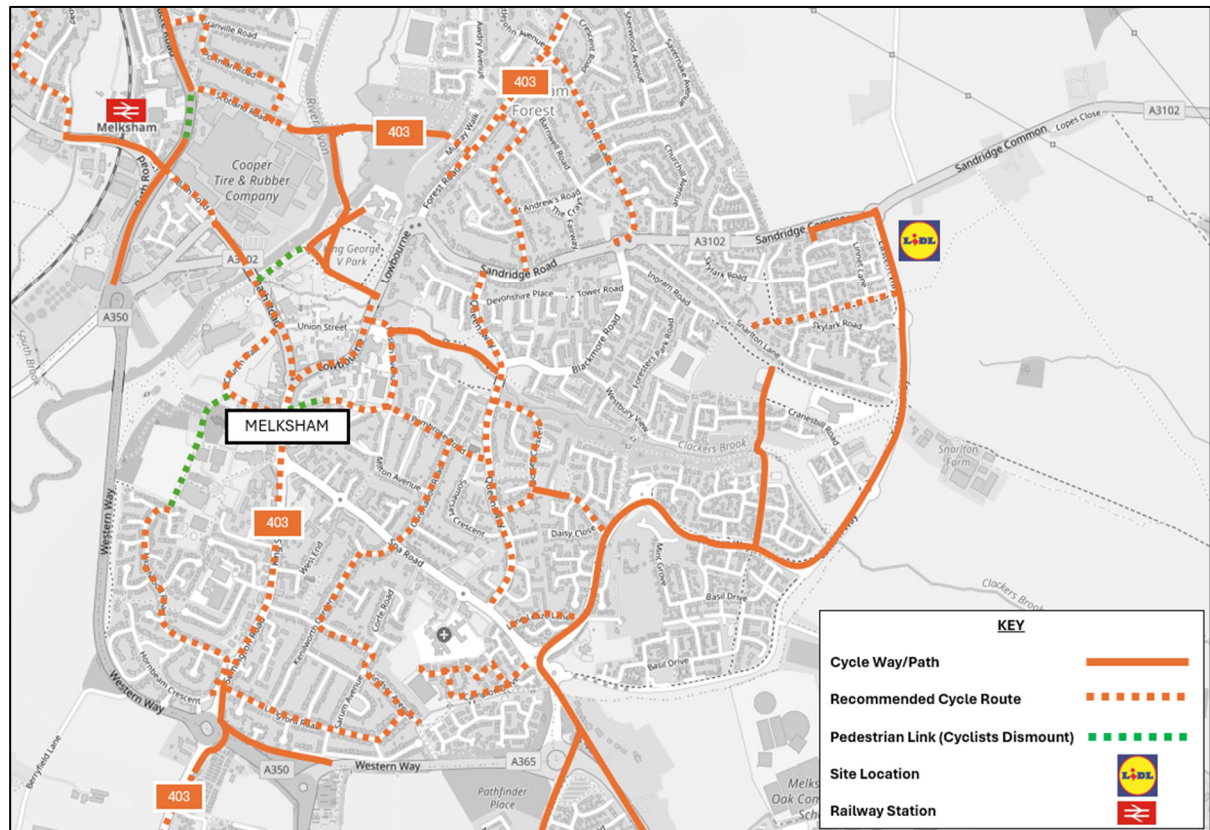
Cycling Network

- 2.16 Cycling is generally considered to have the ability to replace car journeys of up to approximately 5 kilometres which is a distance that can be cycled by a reasonably fit person in approximately 15 to 20 minutes. The proposed site is within cycling distance of local destinations such as Melksham town centre and Melksham Railway Station. Importantly for staff and customers, the 20-minute cycling catchment encompasses a wide range of nearby residential areas, including East Melksham (around Skylark Road, Cranesbill Road and adjoining streets), Melksham Forest, Bowerhill, Berryfield, Beanacre, Shaw and Whitley, as well as Sandridge/Sandridge Common, Semington, and Seend/Seend Cleeve. Employment areas such as Bowerhill Industrial Estate and community facilities along Spa Road and Snowberry Lane are also accessible within this timeframe. This level of accessibility demonstrates that cycling offers a practical alternative to short car journeys for shopping, and commuting purposes, and that the store will be conveniently reached by a substantial proportion of the local population.
- 2.17 For cycling, the shared-use path along the western side of Eastern Way operates as the principal north–south corridor, offering separation from traffic and a comfortable route suitable for everyday trips and family cycling. At the Skylark Road and Cranesbill Road roundabouts there are crossing points that enable riders to transition safely across side arms and connect into the surrounding 20–30mph residential network. This supports onward cycling via Skylark Road/Cranesbill Road-Heather Avenue-

Dorset Crescent-Queensway-Ruskin Avenue towards Lowbourn and the town centre, where cyclists can choose low-speed carriageway streets or short sections of shared path where provided.

- 2.18 To the south, riders can continue via Snowberry Lane and Spa Road to access community facilities and employment areas, or link to Western Way for connections towards Bowerhill. To the north, the shared path and on-road options via Sandridge Common (A3102) allow access to local services and onward routes across the urban area. This blended network of off-carriageway provision on Eastern Way combined with permeable, lower-speed residential streets, provides coherent and reasonably direct cycle connectivity for short-to-medium distance local trips (e.g., to neighbourhood centres, schools, town-centre retail and bus/rail interchange), while accommodating both less-confident cyclists on shared paths and confident riders on-carriageway within calm traffic environments.
- 2.19 To the north, Sandridge Common (A3102) includes a shared-use footway/cycleway on the west side of the Eastern Way roundabout, which links into Melksham's western footway network and enables direct, off-carriageway cycling towards local services and the town centre. Approximately 200 m west of the roundabout, the shared-use section transitions to standard footways, with dropped-kerb crossings that allow cyclists to re-enter the carriageway safely. At this point there is also a short pedestrian/cycle connection into Redwing Road, providing permeability to nearby residential streets. Taken together, the A3102 shared-use section near the roundabout, the dropped-kerb transition points, and the local residential links offer a practical alternative to on-carriageway cycling when travelling west from the site.
- 2.20 In addition to the cycle routes in close proximity to the site National Route 403 passes through Melksham, on a roughly north-south alignment and is accessible within 1.7km (a 3 minute cycle ride) of the proposed site access.
- 2.21 National Cycle Route 403 forms part of the National Cycle Network in Wiltshire, running approximately 42 miles between Great Bedwyn and Semington. The route provides a mix of quiet rural roads and traffic-free paths.
- 2.22 Within Melksham, NCN 403 passes through King George V Park and forms part of the North Wiltshire Rivers Route, which includes over 25 miles of largely traffic-free paths along former railway alignments and riverside corridors. This section offers gentle gradients and good-quality surfaces, making it suitable for a wide range of cyclists. It provides strategic connectivity between Melksham, Lacock, and Chippenham, and links to NCN 4 for access to wider regional and national cycling networks.
- 2.23 Local cycle routes within the vicinity of the site are shown in on **Figure 2.3**.

Figure 2.3 Local Cycle Infrastructure



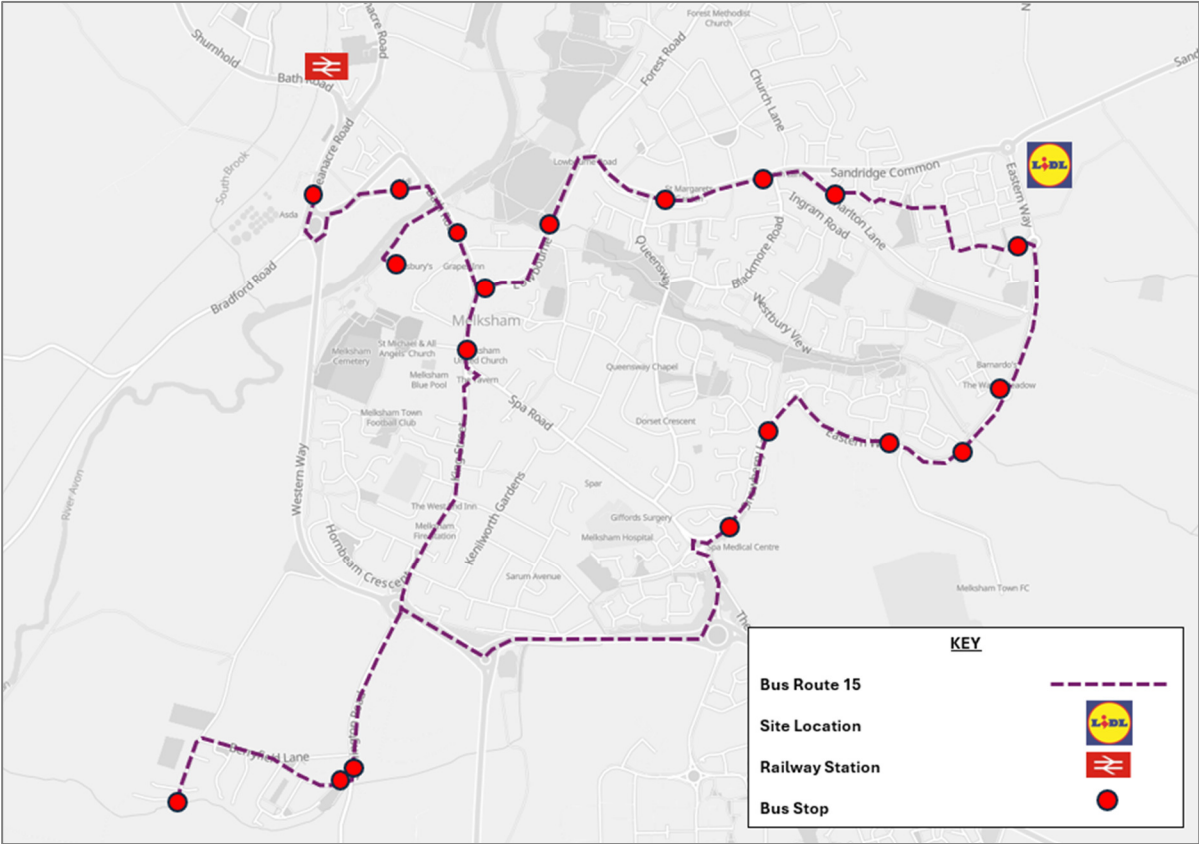
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Public Transport

Bus

- 2.24 The closest bus stops to the site are located on Skylark Road and Eastern Way, close to the Skylark Road and Cranesbill Road roundabouts respectively. The Skylark Road stop is located approximately 200m south of the proposed site access, while the Eastern Way stop is around 550m away. A further stop within walking distance is situated on Skylark Road, approximately 700 m to the west, and can be reached via Sandbridge Common or Skylark Road. All of these stops are currently served by bus route 15.
- 2.25 The location of these bus stops in relation to the proposed store and the path of bus route 15 is identified in **Figure 2.4**.

Figure 2.4 Local Bus Route



Source: © OpenStreetMap contributors with Pell Frischmann annotations

2.26 Table 2.1 provides a summary of bus service 15 which stops at the closest bus stops.

Table 2.1 Bus Time and Frequency

Service	Operator	Route	Days of Operation	Frequency
15	Frome Bus Limited	Melksham ASDA – Sainsbury's – Lowbourn (Buds) – Forest Road – Melksham Forest – Blackmore Road – Queensway – Snowberry Lane – Spa Road/Hospital – Market Place; some trips extend to Whitley, Atworth & Broughton Gifford.	Monday to Saturday (no service on Sundays or bank holidays).	Weekdays: 5 services per day Saturdays: 7 services per day

Source: Data sourced from FomeBus website – checked 9th January 2026

Rail

- 2.27 Melksham Railway Station is located approximately 2.4km south west of the site. Given the retail nature of this site, it is unlikely that customers will use rail as part of their journey to the site, although it is possible staff could use the train as part of their commute to / from the store.
- 2.28 The scheme proposed provides 6 standard cycle stands (12 spaces) which are to be located under the store building canopy and will be visible from the tills. Two of the stands will feature increased spacing to accommodate a three-wheeler or cargo bike. The proposed cycle parking provision meets the minimum number of spaces required by local parking standards. The proposed cycle parking is identified on the site plan provided at **Appendix A**.

- 2.29 Cyclists can access Melksham Railway Station from the proposed store via a predominantly residential route with short sections on local distributor roads. The quickest route begins by heading west along Linnet Lane towards Lapwing Road, then turning right onto Snarlton Lane. From here, riders join Sandridge Road (A3102) briefly before taking the second exit at the roundabout onto Church Lane. The route continues through quiet residential streets - Craybourne Road, St Margaret's Gardens, Forest Road, and Murray Walk - before joining Scotland Road. After crossing Beanacre Road (A350), cyclists follow Bath Road for a short distance before turning into Station Road, where the station is located. This route has an estimated cycling time of 8–12 minutes. It uses mainly low-traffic streets, making it suitable for everyday commuting.
- 2.30 Melksham is an unstaffed, single-platform station on the TransWilts route, managed by Great Western Railway (GWR). Facilities include ticket machines, sheltered seating/waiting, customer information screens/help points, and step-free access to the platform. The station is accessible at all times, although train services operate during daytime/evening hours rather than overnight. A small car park is provided adjacent to the station with 9 spaces, one of which is a disabled space. A sheltered bicycle parking area, with space to accommodate 8 bicycles, is located on Platform 1.
- 2.31 The station operates Monday to Sunday 24 hours a day and includes parking facilities for 74 vehicles with four accessible parking spaces. Great Western Railway provide a frequent service to a range of destinations, this including Bristol Temple Meads, Gloucester and Weston Super Mare.
- 2.32 Melksham Railway Station is served by Great Western Railway on the TransWilts line, providing direct connections between Swindon, Chippenham, Melksham, Trowbridge, and Westbury. Weekday services typically comprise eight westbound departures towards Trowbridge and Westbury and seven eastbound departures towards Chippenham and Swindon, operating at intervals of approximately two to three hours throughout the day. Saturday frequencies are similar, with around seven trains in each direction, while Sunday services increase slightly to nine trains each way, offering improved coverage during the morning and early afternoon. Some services extend beyond Westbury to destinations such as Salisbury, Southampton Central, and Weymouth, and beyond Swindon to Cheltenham Spa and Worcester, enabling wider regional connectivity.

3 Measures and Actions

- 3.1 A wide range of measures and actions will be used to encourage car-sharing, public transport use, cycling and walking. The following sections are intended to give an overview of the potential measures that could be implemented by the TPC.
- 3.2 The measures developed on site to discourage the use of the private car will be largely based on the outcomes of an initial travel survey. Further details on the survey and monitoring of the Travel Plan are provided in the next section.

Measures to Encourage Public Transport Use

- 3.3 Relevant measures to promote staff travel by public transport include:
- Production of an on-site display of public transport timetables;
 - Highlighting the proximity of the bus stops; and,
 - Advertising public transport websites including Traveline and www.fromebus.co.uk.

Measures to Encourage Walking and Cycling

- 3.4 Relevant measures to promote staff travel on foot or by bicycle include:
- Promote the Cycle to Work Scheme offered by Lidl;
 - Providing staff with information and advice regarding pedestrian and cycle routes to and from the store;
 - Providing secure cycle parking; and,
 - Providing storage for clothing and personal effects of employees.
- 3.5 The development site is well situated in relation to pedestrian infrastructure with footways connecting the site to the town centre and the residential areas in the eastern and southern parts of Melksham. It is therefore likely that a high proportion of the staff will be recruited from the immediate area. On this basis it is likely that many of the staff will choose to walk or cycle, and therefore the extra incentives offered by the Travel Plan will only serve to make travel by modes other than the private car more attractive.

Staff Travel Pack

- 3.6 All staff will receive a comprehensive travel pack with their contracts. This will outline the objectives of the Travel Plan and provide information on the available bus route and timetable as well as safe walking and cycling routes. The main content of the Travel Pack will include:
- Walking and cycling – information about health benefits of walking and cycling, travel times and a map of cycle routes across Melksham. Contact details of local and national cycling organisations such as the Walk Wheel Cycle Trust (formerly branded as Sustrans), and details of useful websites to visit such as <https://www.connectingwiltshire.co.uk/> and <https://www.cyclescheme.co.uk/> will also be provided;
 - Public Transport – identify the proximity of the nearest bus stops to the site along with contact numbers and website details for bus operators, particularly FromeBus - <https://www.fromebus.co.uk/>, and the journey planner website built into google maps <https://www.google.com/maps>;
 - Car sharing – summarising the financial benefits of car sharing and details of services available in the town; and,

- Contact details of the TPC will be provided.

Staff Meetings

- 3.7 It will be the role of the TPC to make sure that staff are kept updated of changes to sustainable travel such as alterations to bus timetables. Additionally, it will be the responsibility of the TPC to inform staff via staff meetings of relevant upcoming events such as national walk to work week. Staff meetings will supplement the information to be provided by way of the staff noticeboard.

Car Sharing

- 3.8 In order to promote car sharing, information about car share scheme websites including Car Share Wiltshire accessible via <https://www.connectingwiltshire.co.uk/getting-around/car/car-share/> will be advertised. Additionally, people who state on their travel surveys that they are interested in car sharing will be contacted by the appointed TPC who will endeavour to match people depending on journey origin / destination and times.

Promoting Sustainable Travel Events

- 3.9 The TPC will promote sustainable travel options and events. These events will be local and national events such as National Walking Month held in May each year <https://www.livingstreets.org.uk/get-involved/national-walking-month/> and Bike Week, <http://bikeweek.org.uk/>.

4 Targets

- 4.1 Initial mode share figures from which baseline mode share targets can be set will be derived from staff surveys, which are to be completed within three months of the store being occupied.
- 4.2 For this Travel Plan initial targets have been set utilising place of work mode share data derived from the 2011 census for the E02006679: Wiltshire 021 middle super output area. Alongside the initial targets, mode share targets have been identified for the end of the 5 year monitoring period. This targets a 10% reduction in single occupancy vehicles and Taxis with one passenger and a combined 10% increase in sustainable travel modes.
- 4.3 Both the initial and 5 year staff targets are identified in **Table 4.1**.

Table 4.1 Staff Mode Share Targets

Mode	Initial Target (%)	Initial Target FTE Staff	5 Year Target (%)	Future Target FTE Staff
Car/Van Driver (SOV) or Taxi with one passenger	75.18	30.1	65.18	26.1
Public Bus	1.94	0.8	3.08	1.2
Car with Other Person(s)	5.83	2.3	5.83	2.3
Cycling	6.70	2.7	10.59	4.2
Motorcycling	1.53	0.6	1.53	0.6
Train	0.20	0.1	0.20	0.1
Walking	8.57	3.4	13.55	5.4

5 Implementation, Monitoring and Review

Introduction

- 5.1 This chapter sets out the implementation, monitoring and review process of the Travel Plan.

Implementation

- 5.2 A key aspect of the Travel Plan is the provision of travel information for site users. It will be the responsibility of the TPC to ensure that the strategy and proposed measures are implemented. It will also be the role of the TPC to monitor and evaluate the impacts of the Travel Plan and report findings to Wiltshire Council.
- 5.3 Lidl will maintain this Travel Plan for a period of 5 years.

Monitoring and Review

- 5.4 It is important to recognise that Travel Plans are live documents and as such develop over time with changing conditions. Regular monitoring will ensure that progress towards meeting the Travel Plan objectives and targets is measured and will help to identify those areas of the Travel Plan that may not be working as well as intended at the time of writing, and conversely, those aspects which are performing better than expected.
- 5.5 Lidl will monitor their Travel Plan for 5 years, with the first survey completed within three months of the store being occupied. An example staff survey is included at **Appendix B**.
- 5.6 All staff employed by the store at the time of the survey will be asked to complete a survey. The TPC will follow up with individual staff members where a response has not been provided to encourage a minimum response rate of 40%. Responses will be kept confidential with no locational or personal reference to the respondent included, only the response to the questions will be identified in any review completed.
- 5.7 The TPC will submit the survey results to Wiltshire Council within 3 months of the survey being issued to staff along with a monitoring report. The report will also be made available to staff. Further monitoring will be undertaken annually on the anniversary of the first survey again with the results provided to Wiltshire Council.
- 5.8 Where, through the ongoing monitoring programme, it is identified that staff targets are not being met it will be the responsibility of the TPC to identify suitable solutions and alternatives. Such measures will be agreed with Wiltshire Council through their review of the monitoring surveys.

Travel Plan Completion

- 5.9 Following the completion of the five-year monitoring period the Travel Plan will be updated and submitted for approval to obtain a Statement of Travel Plan Compliance from the Local Highway Authority. At this time, it will be agreed with Wiltshire Council whether a new Travel Plan is required. If this is the case the new Travel Plan will be prepared and submitted to Wiltshire Council for agreement.

6 Action Plan

6.1 The following Action Plan provides a summarised table of actions to be implemented by the store TPC.

Table 6.1 Action Plan

Measure	Timeframe	Responsibility
Appoint TPC	Prior to occupation	Lidl
Install Sustainable Travel Noticeboard	Ahead of the new store being occupied and maintained as appropriate during occupation	Lidl
Maintain Sustainable Travel Noticeboard with up to date Information	During store occupation with minimum review timetable of every 6 months	Lidl / TPC
Staff Travel Pack	Prior to the new store opening and on employment of each and every member of staff	Lidl / TPC
Staff Meetings	As required subject to the timing of relevant events or changes to sustainable travel infrastructure	Lidl / TPC
Staff Monitoring Questionnaire	To be issued to staff within three months of the store being occupied and annually thereafter	TPC
1 st Monitoring Report	Produced and issued to Wiltshire Council within three months of the staff survey being issued.	TPC
2nd and Subsequent Monitoring Reports	Produced and issued to Wiltshire Council within three months of the staff and customer surveys being undertaken.	TPC
Annual Monitoring	Annual questionnaire to be issued to staff on the anniversary of the original survey date. Results and associated monitoring report to be issued to Wiltshire Council within 3 months of the staff survey being issued	TPC

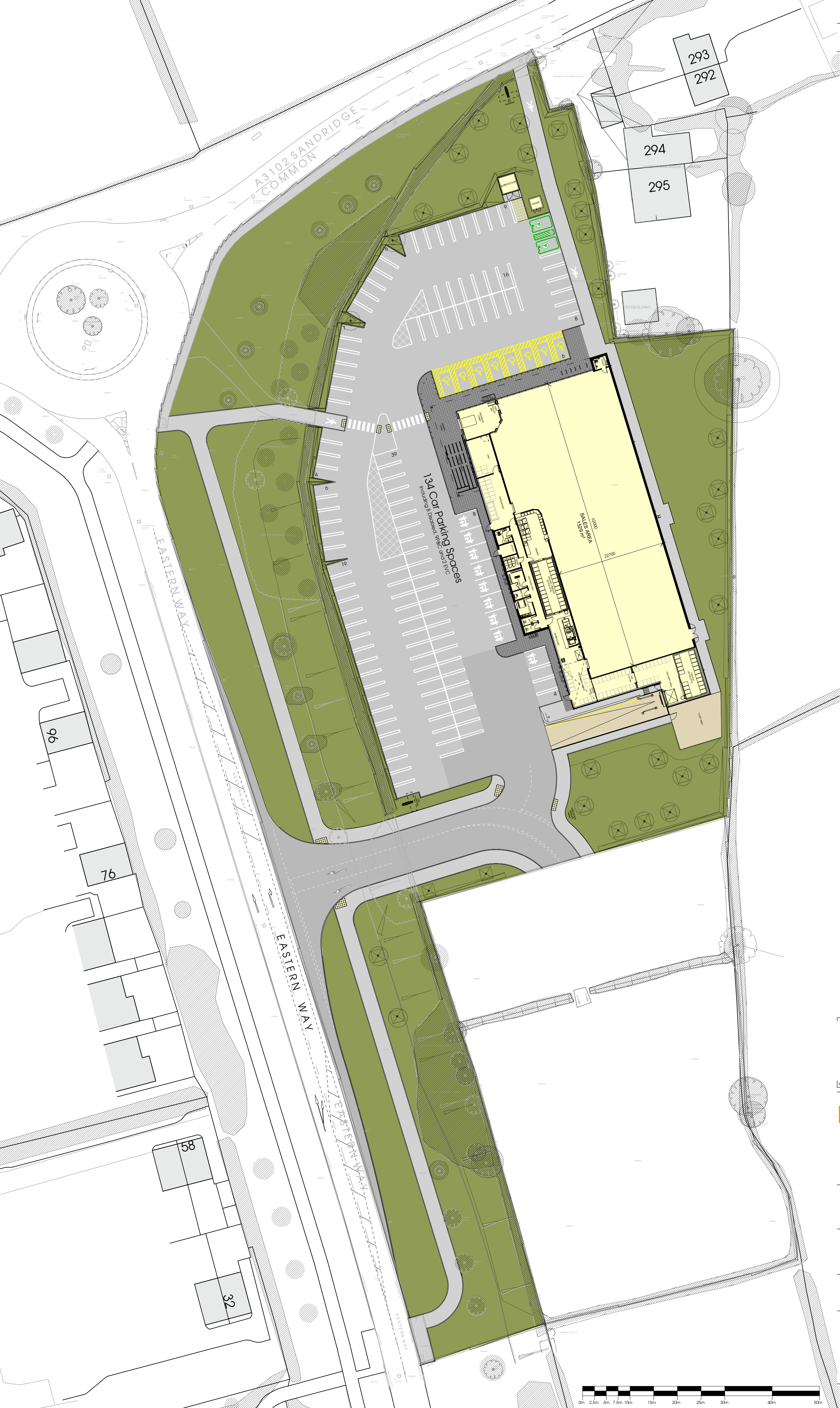
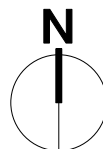
Appendix A SITE PLAN

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TOPOGRAPHIC SURVEY - EDI SURVEYS REF: 21702

PELL FRISCHMAN LAYOUT
105414-PEF-XX-XX-DR-Y-001001-P06



B	14/01/2026	Additional 2no. accessible spaces added	IC
A	08/01/2026	Landscaping scheme overlaid	IC
Rev.	Date	Description	Drawn

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project
**Melksham,
Eastern Way**

drawing title
Proposed GA Site Plan

date **December 2025**
status **Planning**
scale **1:500 @ A2**
drawn **NG** checked **IC**
job no. **4034** dwg no. **P403** rev. **B**

Appendix B STAFF SURVEY

Pell Frischmann



LIDL – EASTERN WAY, MELKSHAM

STAFF TRAVEL SURVEY

WELCOME

This Travel Survey has been prepared to help Lidl understand how you travel to and from work. With your help we will be able to understand not only how you currently travel, but also what can be done to enable you to try alternative modes of transport.

The following survey should only take a few minutes to complete. It does not require you to input any personal information and will only be used to identify patterns and trends in travel.

Your participation in this survey is greatly appreciated and we will share our findings from the survey with you in due course.

QUESTIONS

Q1. How far do you travel to work, in miles?

- | | | |
|---|--|--|
| ☐ Less than 1 mile | ☐ Between 1 and 3 miles | ☐ Between 3 and 5 miles |
| ☐ Between 5 and 10 miles | ☐ More than 10 miles (please specify) _____ | |

Q2. How long does it normally take you to undertake this journey?

- | | | |
|---|--|---|
| ☐ Less than 15 minutes | ☐ 16-30 minutes | ☐ 31-45 minutes |
| ☐ 46-60 minutes | ☐ 61-90 minutes | ☐ 90 minutes and above |

Q3. What are your normal working hours? For example, between 06:00 – 14:00, 12:30 – 20:00.

Q4. What is your main mode of travel to and from work? Please tick one box for 'To work' and one box for 'From Work'.

	To work	From work
Car driver alone	☐	☐
Car driver with passengers	☐	☐
Car passenger with colleague	☐	☐
Car passenger being dropped off	☐	☐
Bus	☐	☐
Train	☐	☐
Cycle	☐	☐
Walk	☐	☐
Park and Ride	☐	☐
Taxi	☐	☐
Motorcycle ($\leq 125\text{cc}$)	☐	☐
Motorcycle ($> 125\text{cc}$)	☐	☐
Other	☐	☐

Q5. Do you use any other means of transport to travel to and from work (please tick all that apply)?

	To work	From work
Car driver alone	☐	☐
Car driver with passengers	☐	☐
Car passenger with colleague	☐	☐
Car passenger being dropped off	☐	☐
Bus	☐	☐
Train	☐	☐
Cycle	☐	☐
Walk	☐	☐
Park and Ride	☐	☐
Taxi	☐	☐
Motorcycle ($\leq 125\text{cc}$)	☐	☐
Motorcycle ($> 125\text{cc}$)	☐	☐
Other	☐	☐

Q6. If you travel to work/store by car please explain why. Please tick up to three reasons.

Car essential to perform job	☐	Dropping off/collecting children (or dependents)	☐
Dropping off/collecting partner	☐	Health reason	☐
Lack of an alternative	☐	Cheaper than alternatives	☐
Reliability	☐	Comfort	☐
Personal Safety	☐	Quicker than alternatives	☐
This does not apply to me	☐	Other (please specify)	☐

Q7. Which of the following would encourage you to use alternative modes of transport for your journey to work/store? Please tick up to three reasons.

Information about alternative travel options	☐	Signage on local walking and cycling	☐
Bus stops near home	☐	A website about local travel options	☐
Cycle paths to work	☐	Local bus service	☐
Other (please specify)	☐	Someone explaining alternative travel options to you face to face	☐

Q8. Would you be prepared to car share?

☐ Yes	☐ No	☐ I already car share
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Q9. If the right conditions were available to you, how often would you consider car sharing for your journey?

☐ Daily	☐ 3-4 days per week	☐ 1-2 days per week
☐ Occasionally	☐ Never	

Q10. If you have changed your mode of transport in the last 12 months, what are you doing more/less of?

Q11. Do you have further feedback which may help us to help you travel more sustainably? Please let us know below.

Thank you for completing this questionnaire.