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Proposed McDonald's Drive Thru, Lane End, Kirkby in Ashfield

Full Travel Plan

December 2024

McDonald's Restaurant Ltd

AMA Project Number: 50082

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FOREWORD

"If we all can modify our travel habits, even slightly, we can start to make a difference"

We are all aware of the stress that traffic congestion can cause in our everyday personal and working lives. Poor air quality and noise problems caused by road traffic, affect our living environment. Research says it will get worse.

The Government has set clear aims for sustainable development. As McDonald's Restaurants Ltd continue to develop new and refurbish existing stores, it is an opportunity for a fresh look at the reasons and travel choices behind the journeys we make.

The proposals in our Travel Plan will help us all to make more informed choices about how we travel to work. These ideas should help to reduce the strain associated with traveling as well as helping to encourage a healthier workforce and improving the immediate environment around us.

The key focus of this Travel Plan is to reduce the number of single occupancy car trips made by our staff, whilst increasing awareness of alternative modes of travel than are available.

As part of the preparation for this Travel Plan, we have undertaken surveys of almost 700 staff from all around the UK, to learn about their travel habits, and determine how we can encourage a shift away from use of the private car.

For this Travel Plan to work, it is important to have the commitment of all our staff. In most cases, the Travel Plan for each store will be promoted and maintained by the Restaurant Manager and they have the full support of McDonald's Head Office or their Franchisee. All staff are encouraged to enter fully into the spirit of the Travel Plan so that we can be seen to be making a valuable contribution to our area. If we all can modify our travel habits, even slightly, we can start to make a difference.

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by McDonald's Restaurant Ltd to prepare a Transport Assessment (TA) and Full Travel Plan (FTP) in support of a full planning application for a proposed McDonald's Restaurant with drive-thru, located on land to the south of the B6020 Lane End, Kirkby-in-Ashfield [Appendix A](#).
- 1.1.2 The Local Planning Authority (LPA) is Ashfield District Council (ADC), and the Local Highway Authority (LHA) is Nottinghamshire County Council (NCC).
- 1.1.3 Vehicular and pedestrian access to the site will be taken via the B6020 Lane End at the northern extent of the site with dropped kerbs and tactile paving.
- 1.1.4 A TA has been prepared for the proposals and will also be submitted in support of the planning application. The TA concludes that the site can be appropriately accessed, there are no significant highway impacts and that the site is located in a sustainable location, with access to a variety of key facilities and services via sustainable modes of transport such as walking, cycling and public transport.
- 1.1.5 This FTP summarises the accessibility of the site and outlines a range of Travel Plan measures which will be promoted to staff and visitors to encourage sustainable travel patterns at the site. This document provides an outline of the proposed measures and monitoring strategy, which could be implemented at this site.

1.2 PROPOSED RESTAURANT

- 1.2.1 The development proposals are for a 527m² gross external area (GEA) McDonald's restaurant with drive-thru, including associated site access, servicing arrangements and parking. It is expected that the restaurant would operate 24-hours Monday to Sunday. A copy of the proposed site layout is included in [Appendix A](#).
- 1.2.2 The proposals comprise 36 car parking spaces, including two 'accessible' spaces, two grill bays, and two electric vehicle charging points (EVCP), one of which is 'accessible'. In addition, six cycle parking spaces in the form of three Sheffield cycle hoops are proposed.
- 1.2.3 It is anticipated that approximately 100 staff (or 70 FTE) will be employed at the restaurant. Staff work shift patterns, and the number of staff expected to be on shift at any one time would be 20. Shift patterns vary depending on staff needs and the requirements of the restaurant. The minimum core time is four hours.

1.3 AIMS AND OBJECTIVES

Aims

- 1.3.1 The aim of the McDonald's staff Travel Plan is to make staff aware of the alternative means of transport that are available to travel to and from their place of work and reduce the number of journeys that are made by car.

Objectives

- 1.3.2 The objectives of the Travel Plan are outlined below:
- ▶ Reduce staff journeys made by car;
 - ▶ Reduce demand for parking space by staff;
 - ▶ Provide clear information on the alternate modes of transport to and from the site;
 - ▶ Increase travel choice for staff; and
 - ▶ Increase use of walking, cycling and public transport.

1.4 REPORT STRUCTURE

- 1.4.1 The structure of the report is set out as follows:
- ▶ **Section 2** – Provides details on staff travel information and patterns;
 - ▶ **Section 3** – Provides the details of the Travel Plan Co-Ordinator and the responsibilities of this role;
 - ▶ **Section 4** – Examines the accessibility of the site by sustainable modes of travel and also considers the accessibility of a range of key services and facilities;
 - ▶ **Section 5** – Describes the measures proposed by the TP and an action plan;
 - ▶ **Section 6** – Provides evidence on attitudes to travel change;
 - ▶ **Section 7** – Sets out the monitoring and review process; and
 - ▶ **Section 8** – Provides a summary of the TP.

2 STAFF TRAVEL INFORMATION

2.1.1 McDonald’s Restaurants Limited organised a series of staff interview surveys at the following types of restaurants:

- ▶ Roadside
 - Typically located on “A” classification roads, these restaurants cater for the needs of passing motorists.
- ▶ Retail Park
 - Located in retail parks of all scales, these provide a facility for shoppers to purchase a meal whilst they are on an existing shopping trip.
- ▶ Suburban
 - Sited in or near local shopping centres, to complement the existing retail uses serving a predominantly residential area.

2.1.2 The surveys have been analysed to produce a database, showing how staff at McDonald’s restaurants already utilise a wide range of modes of transport to travel to and from work.

2.1.3 The store is located in an area considered to be suburban in nature. This is based on the stores location within an existing residential area and due to the sites close proximity to a number of other retail uses.

2.1.4 **Table 2-1** shows an extract from the database outlining the modal split of staff at restaurants adjacent to food stores or retail parks.

Table 2-1 Survey Travel Modes to Suburban Restaurants

Mode	Split	Requires Car Parking	Public Transport / Foot / Bicycle
Foot	32%	-	32%
Car Driver (Parks at McDonald's)	24%	24%	-
Bus	23%	-	23%
Dropped Off	8%	-	-
Bicycle	7%	-	7%
Motorcycle (Parks at McDonald's)	2%	-	-
Car Passenger (Share With Employee)	1%	-	-
Taxi	1%	-	1%
Train	1%	-	1%
Total	100%	24%	64%

2.1.5 As shown in **Table 2-1**, McDonald’s staff already have a low level of car travel at the restaurants surveyed, at 24%. Whilst it is accepted that there may be some minor differences from one site to another, it is reasonable to suggest that around only a ¼ of McDonald’s staff travel to work by car.

2.1.6 It is expected that 63% of staff would travel by non-car modes with most of these trips by foot (32%) and bus (23%). It is expected that 8% of staff would be dropped off or collected, which could form part of another trip, rather than a specific visit to drop a friend or colleague at work.

2.1.7 The breakdown of journey time and distance travelled is shown in **Table 2-2** and **Table 2-3**.

Table 2-2 *Journey Times to Work*

Time Taken	Percentage of Staff
0-5 minutes	14%
5-10 minutes	22%
10-20 minutes	32%
Over 20 minutes	32%
Total	100%

Table 2-3 *Distance Travelled to Work*

Distance in Miles	Percentage of Staff
0-1 miles	27%
1-3 miles	36%
3-5 miles	20%
More than 5 miles	17%
Total	100%

3 TRAVEL PLAN CO-ORDINATOR

- 3.1.1 The Travel Plan (TP) Co-Ordinator at Lane End, Kirkby in Ashfield will be the Assistant Restaurant Manager and will be appointed upon occupation of the restaurant. They are the most senior member of staff and therefore have sufficient influence amongst the other employees to promote the initiatives within the plan.
- 3.1.2 The Travel Plan Co-ordinator retains a copy of this Travel Plan and contact details for Andrew Moseley Associates (AMA) Limited to assist them in implementing and updating the plan.
- 3.1.3 The TP Co-ordinator will provide staff information on the following:
 - ▶ Walking
 - Approximate distances to and from the site from nearby residential areas.
 - ▶ Cycling
 - Cycle route plans.
 - ▶ Public Transport
 - Bus timetables. Local bus routes identified.
 - Taxis.
 - ▶ Car Sharing
 - Staff will be made aware of the opportunity for car sharing.
- 3.1.4 Travel information will be updated annually.
- 3.1.5 Contact details for the Travel Plan Co-Ordinator will be forwarded to NCC within 3 months of opening.

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 INTRODUCTION

- 4.1.1 The Government’s objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 4.1.2 As detailed within **Figure 4-1**, the site is located to the south of the B6020 Lane End, Kirkby in Ashfield and has a good level of accessibility by sustainable modes of transport which will encourage the use of alternative modes of travel.

Figure 4-1 Site Location Plan

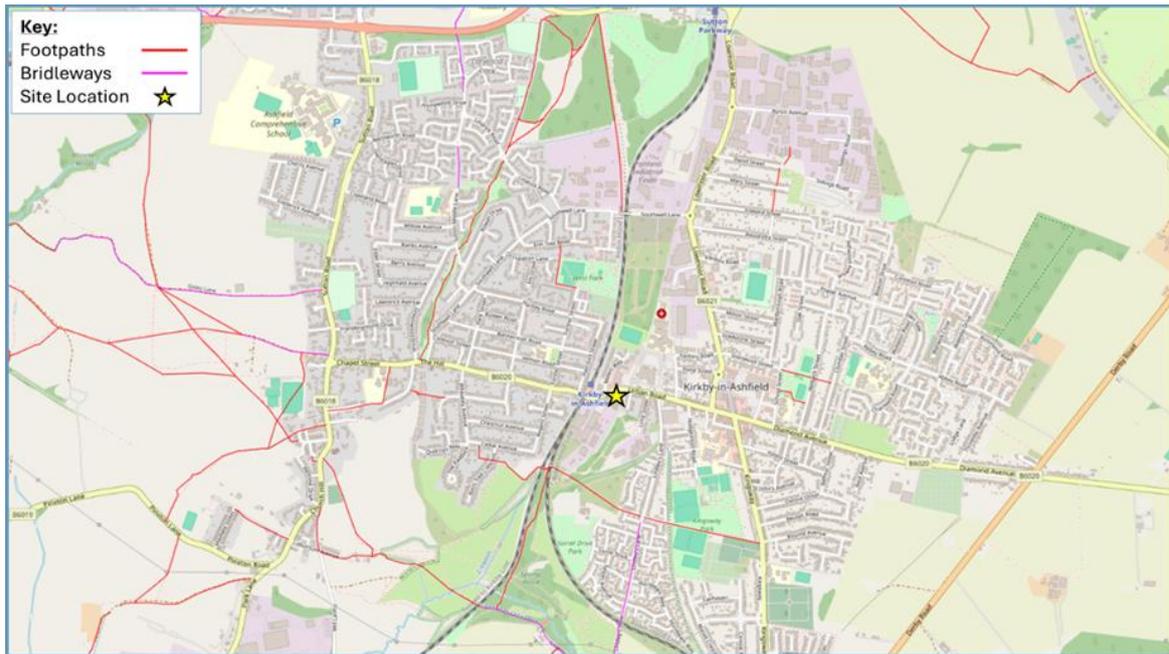


- 4.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

4.2 WALKING ACCESSIBILITY

- 4.2.1 Within the vicinity of the application site are pedestrian provisions, with street-lit footways along the full length of the B6020 Lane End on both the eastbound and westbound sides. There are uncontrolled crossing points along the length of the carriageway that are equipped with dropped kerbs and tactile paving as well as pedestrian refuge islands. A signal-controlled pedestrian crossing is also provided at the Portland Street T-junction approximately 200m to the east of the site.
- 4.2.2 The site also can be accessed on foot from the residential areas that surround the site that make up Kirkby in Ashfield.
- 4.2.3 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide a number of traffic-free walking facilities that connect with the residential areas close to the site; details of which are provided in **Figure 4-2**.

Figure 4-2 Public Rights of Way Map



4.2.4 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

4.3 CYCLING ACCESSIBILITY

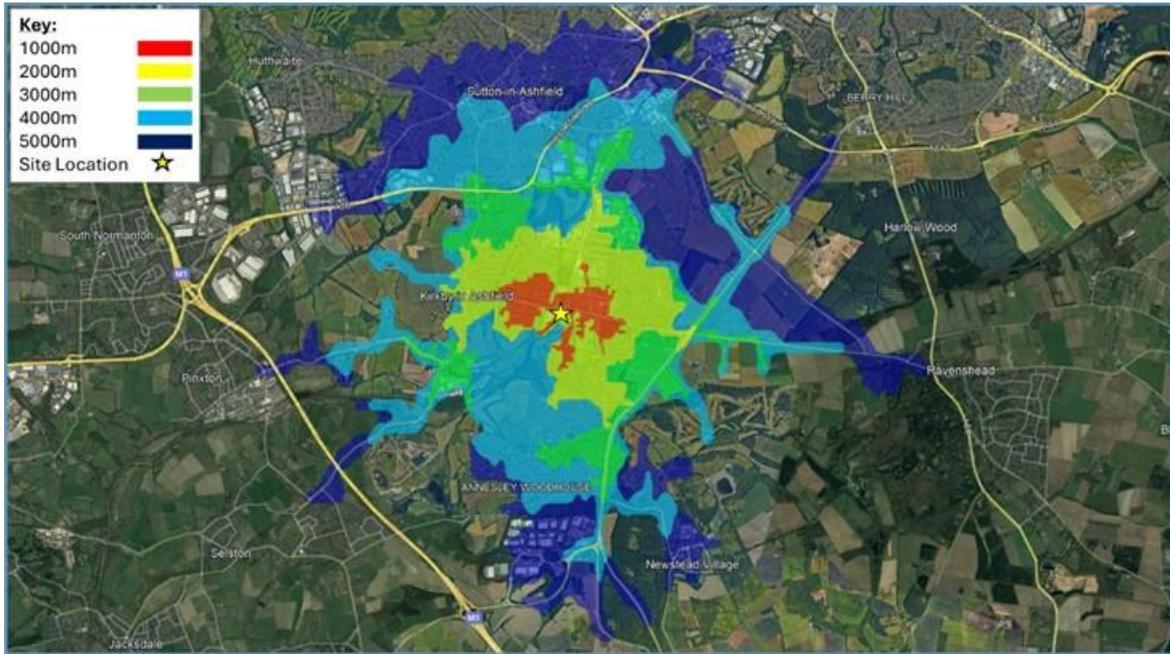
4.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

“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, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

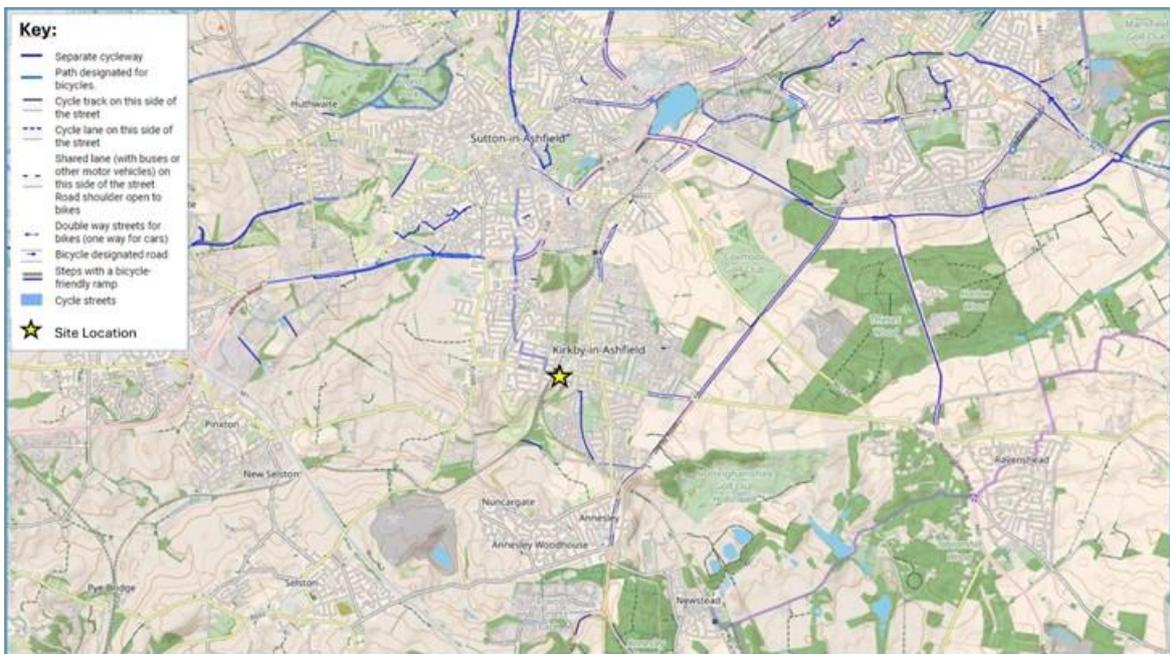
4.3.3 **Figure 4-3** shows a 5km cycling catchment area from the centre of the site. The catchment sets out that the entirety of Kirkby-in-Ashfield is accessible as well as the residential areas of Sutton-in-Ashfield and a number of surrounding villages.

Figure 4-3 5km Cycling Catchment Plan



4.3.4 There are also a number of cycle routes within the vicinity of the site, with a network of advisory cycle routes throughout the residential areas close to the site. A copy of the cycle network map is attached at [Figure 4-4](#).

Figure 4-4 Cycle Network Map



4.3.5 The map sets out that there are cycle safe streets as well as a number of separate cycleways within the local residential areas.

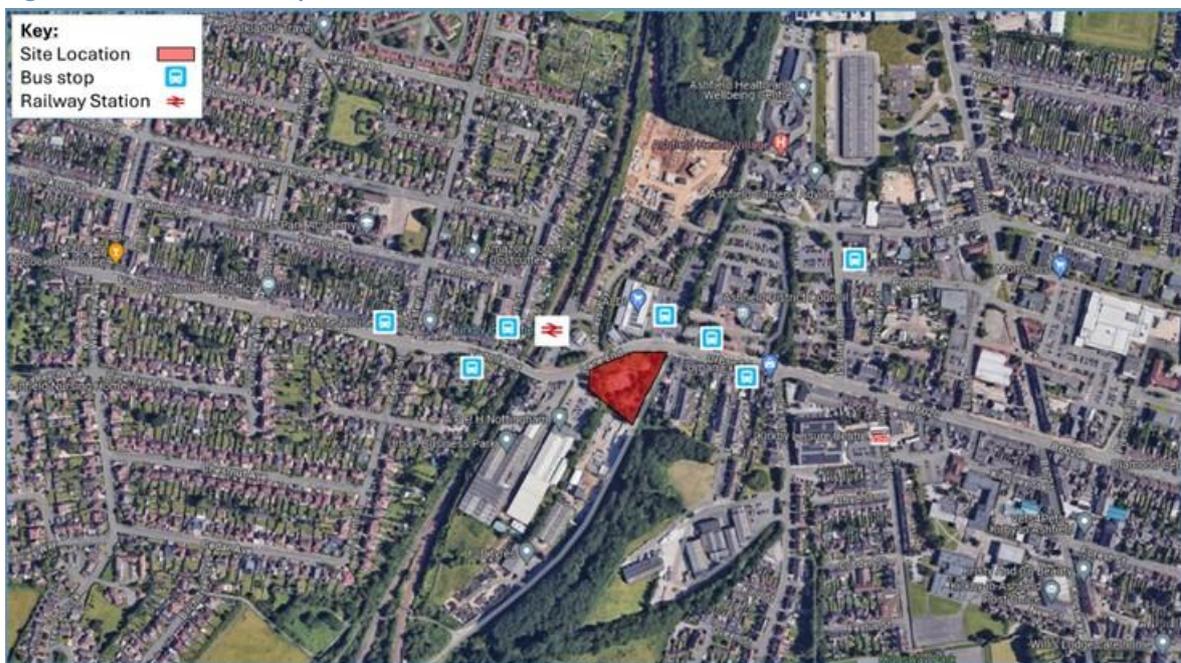
4.4 PUBLIC TRANSPORT

4.4.1 The proposed development is within close proximity to various bus stops which provide employees and customers with ample opportunities to travel to and from the development site by sustainable modes.

Bus Services

- 4.4.2 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT’s ‘Guidelines for Planning for Public Transport in Developments’ (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.
- 4.4.3 The nearest bus stops to the proposed site are located approximately 75m to the east on the B6020 Urban Road, with stops on either side of the carriageway. The eastbound stop is equipped with sheltered seating, whilst both stops provide live timetabling information as well as raised boarding kerbs.
- 4.4.4 The locations of the bus stops can be seen at **Figure 4-5**. As detailed in the plan, there are additional bus stops to the west of the site.

Figure 4-5 Public Transport Location Plan



- 4.4.5 **Table 4-1** below summarises the morning/ daytime/ early evening frequencies of the bus route which calls at the nearest stops on the B6020 Urban Road / Lane End.

Table 4-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
3A/B/C	Nottingham – Mansfield	Every 30 mins		Every 60 mins
445B	Blidworth - Kirkby	Two AM services Mon / Weds		-
90 ninety	Mansfield – Ripley	Every 60 mins		-
A1	Kirkby-in-Ashfield – Glenair	One AM and one PM service		

- 4.4.6 As detailed within **Table 4-1** sets out there are two regular bus services within a close proximity to the site. The services combine to provide travel towards Nottingham, Mansfield, Ripley and throughout Kirkby-in-Ashfield.

Rail Services

- 4.4.7 The Kirkby-in-Ashfield railway station is located approximately 200m to the west of the site. The railway station is accessible via the existing pedestrian infrastructure which includes two dropped kerb crossings with central reservation islands.
- 4.4.8 The railway station has two platforms, providing travel north and southbound. The station is serviced by East Midland Railway trains which provide services towards Worksop, Mansfield Woodhouse, and Nottingham.
- 4.4.9 There are approximately four services during peak the commuter hours and two services per hour in off-peak hours.

4.5 SUMMARY

- 4.5.1 It has been demonstrated that the site is accessible by sustainable transport modes. There are a range of local amenities within a short walk or cycle from the site, meaning employees will not be reliant on the private car for journeys to work. Public transport is available for those travelling longer distances.

5 TRAVEL PLAN MEASURES AND ACTION PLAN

5.1 TRAVEL PLAN MEASURES

Walking and Cycling

- 5.1.1 Cycle parking will be provided on site for both staff and customers via three Sheffield stands providing six spaces for staff and customers.
- 5.1.2 A local cycle route plan would be provided for staff and displayed on a noticeboard in the crew room.
- 5.1.3 Changing facilities and lockers will be available for staff.

Public Transport

- 5.1.4 Staff would have access to the internet in the crew room to allow them to look up bus timetables and public transport information as required.

Lifts Home in Emergency Situations

- 5.1.5 Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home, at the discretion of the Restaurant Manager, in the event of an emergency.

Car Sharing

- 5.1.6 The low number of staff at the restaurant will mean there may be little benefit in formally arranging a car-sharing scheme as there are only likely to be around 5 staff who drive to work on coincidental shifts; however, the TPC should encourage staff to car share where possible and for the scale of the restaurant and number of staff, an informal scheme would probably suffice.
- 5.1.7 A printed statement will be mounted in staff rooms to increase staff awareness of the opportunity to save on fuel and congestion and where staff are willing to car share, their work contact details will be given out via the TPC.

Free Meals

- 5.1.8 Staff are offered free meals which reduces the need to undertake car trips during staff breaks to obtain food. Staff also benefit from a crew room to relax including breaks which also reduces the need to travel off site during rest periods.

Deliveries, Refuse Collection and Recycling

- 5.1.9 Goods are delivered by articulated lorry, typically 11.1m in length. Larger vehicles are used to enable more stores to be serviced in a single trip, reducing the frequency of returns to the supply centre, distance travelled and carbon emissions.
- 5.1.10 Multi temperature vehicles are used which allows all of the restaurant's requirements of frozen, chilled and ambient products to be delivered in one visit, reducing the overall number of deliveries each restaurant receives and further reducing carbon emissions.
- 5.1.11 Waste minimisation and recycling are promoted.
- 5.1.12 Waste minimisation has been achieved through the redesign of bin tray liners and specifying the use of light-weight bin liners. Food wastage is minimised using a computer system which monitors the amount of food served at given times of day, resulting in more accurate preparation and ordering of stock. This, therefore, reduces the quantum of waste and frequency of collection required.
- 5.1.13 Service vehicles also collect empty delivery trays and crates which are returned to suppliers for re-use.

5.1.14 Cooking oil from restaurants is recycled into bio diesel and is collected by the delivery vehicle. The bio diesel is used as fuel by all McDonald’s delivery vehicles and results in a carbon saving of 8,200 tonnes per annum.

5.2 ACTION PLAN

5.2.1 An Action Plan for the implementation of the measures outlined in the Travel Plan is summarised in **Table 5-1**.

Table 5-1 *Action Plan for Proposed Travel Plan Measures*

Proposed Measures	Responsible Party	Timescales
Appointment of Travel Plan Co-Ordinator	McDonald’s Restaurants Ltd	Within 3 months of occupation
Cycle Discount for Staff Universal Cycles	McDonald’s Restaurants Ltd	On-going
Cycle Parking Provision	McDonald’s Restaurants Ltd	From first occupation
Changing Facilities for Staff	McDonald’s Restaurants Ltd	From first occupation
Staff Travel Information	Assistant Restaurant Manager	Within 3 months of occupation
Free meals for Staff	McDonald’s Restaurants Ltd	From first occupation
Free Ride Home in Emergencies	Assistant Restaurant Manager	From first occupation
Cooking oil to Biofuel	McDonald’s Restaurants Ltd	From first occupation
Monitoring Programme	Assistant Restaurant Manager/AMA	From first occupation

6 ATTITUDES TOWARDS TRAVEL CHANGE

6.1.1 The travel survey sought staff attitudes towards making a modal change to:

- ▶ Walking;
- ▶ Cycling;
- ▶ Car sharing with another employee; and
- ▶ Using public transport.

6.1.2 The results of the survey are summarised in [Table 6-1](#).

Table 6-1 Staff Travel Survey

Mode	Positive	Negative	Reason for Negative	%
Walk	64%	36%	Too far	78%
			Too tiring	8%
			Too early in the morning/late at night	4%
			Too dark or dangerous	3%
			Prefer to drive	3%
			Don't like walking	1%
			Injury or disability	1%
			No car	1%
			Prefer to cycle	1%
Cycle	53%	47%	Don't have a bike	38%
			Too far	26%
			Can't cycle	6%
			Dislike cycling/embarrassed	6%
			Busy or dangerous roads/lack of cycle paths	5%
			Too tiring	5%
			Concerned about bad weather	4%
			Lack of bike parking and/or kit lockers	3%
			Prefer to drive	2%
			Too early in the morning/late at night	2%
Other	3%			
Car Share	53%	47%	Inconvenient	28%
			Shift clashed/no-one to share with	21%
			Doesn't like the idea	13%
			Concerns for personal safety	8%
			Lives too close to be worthwhile	8%
			Needs car to travel for work	5%
			Prefer driving than being passenger	5%
			Too far	5%
			Might need the car/can't commit	3%
			No car	2%
Not convenient all the time	2%			
Public Transport	64%	36%	Unreliable or inconvenient	30%

Mode	Positive	Negative	Reason for Negative	%
Public Transport	64%	36%	No route	16%
			Dislike buses	12%
			Lives too close to be worthwhile	12%
			Too expensive	10%
			Too far	7%
			Prefer to drive	6%
			Unnecessary	6%
			Needs car to travel for work	1%

- 6.1.3 As can be seen, the primary reason for preventing walking is distance. Travel by public transport is also problematic with many staff commenting that is it inconvenient or there is no route.
- 6.1.4 This may be due to suburban restaurants being located further away from town centres or larger developments, meaning they will only be served by limited bus routes. If staff need to catch multiple buses, then the perceived (and actual) inconvenience of changing service will considerably affect their willingness to use this mode.
- 6.1.5 However, as has been demonstrated in [Section 4](#), the proposed restaurant at Lane End, Kirkby in Ashfield is well served by public transport, therefore staff at this restaurant may have more positive attitudes to public transport than typically occurs at suburban restaurants.
- 6.1.6 Over half the staff had a positive attitude towards cycling and perhaps due to these stores being in more residential areas (as opposed to retail parks, or on major arterial roads), this mode would be appropriate for the TPC to encourage. The main tools for achieving this would be:
- ▶ Promoting the Universal Cycles discount scheme;
 - ▶ Ensuring the store has cycle parking and monitoring the provision; and
 - ▶ Providing local cycle route information.
- 6.1.7 For suburban restaurants, car-sharing with other employees is likely to be the easiest way to implement sustainable transport, with a high proportion of staff expressing a positive attitude towards this mode. The main concern expressed by those who were not in favour of car sharing was in relation to the difficulties associated with arranging a car-share buddy, or logistical issues arising from shift- work.
- 6.1.8 It was noted that as 82% of staff were in favour of car sharing, there could be scope to run a successful car share scheme, with sufficient staff participating to overcome any shift or buddy related issues. As car sharing currently only accounts for around 1% of staff trips to McDonald’s at present ([Table 2-1](#)), there is considerable scope to implement a viable scheme and increase this mode.

7 MONITORING AND REVIEW

7.1 MONITORING

- 7.1.1 Ongoing monitoring and reporting are necessary for ensuring the continued effectiveness of the Travel Plan.
- 7.1.2 A sample copy of the staff travel questionnaire is included in [Appendix B](#). This includes questions to obtain baseline.
- 7.1.3 The TPC would provide survey forms, one for each employee.
- 7.1.4 The TPC would be responsible for printing and distributing the surveys to staff and collecting the completed questionnaires. These would then be supplied to AMA for review.
- 7.1.5 Surveys would be undertaken to inform the review in:
 - ▶ Year 1 – within 6 months of opening;
 - ▶ Year 3; and
 - ▶ Year 5 (final survey).

7.2 TARGETS

- 7.2.1 Targets will form an essential ingredient in the Travel Plan All targets must be SMART (Specific, Measurable, Achievable, Realistic and Timebound).
- 7.2.2 The targets will relate to staff only. The measures provided in this plan will seek to achieve the travel aims and objectives with regards to customer trips, but these cannot be set targets.
- 7.2.3 Initial targets for years 1 and 5 are set out in [Table 7-1](#). These targets will be subject to review following the results of the first survey in year 1.

Table 7-1 Targets

Travel Mode	Year 1 (baseline estimate)	Year 5
Car Driver (alone)	24%	23% (-5%)
Alternative Modes	76%	80% (+5%)

- 7.2.4 The process of further periodic monitoring, target evaluation and review would be undertaken for the period of 5 years from first occupation. Should the targets in year 5 be met then it is considered that no further assessment will be required.

7.3 REVIEW

- 7.3.1 A monitoring report will be prepared by Andrew Moseley Associates Limited on behalf of the TPC, the scope to be the results of the travel surveys and comprehensively assesses the effectiveness of the Travel Plan in:
 - ▶ Implementing its terms or recommendations; and
 - ▶ Achieving its targets.
- 7.3.2 It should also (if necessary) propose further reasonable measures for incorporation which would improve the effectiveness of the Travel Plan.
- 7.3.3 The review should validate and suggest adjustments, if necessary, to the targets in the TP.

7.4 REVIEW TIMETABLE

7.4.1 The timetable for submission of monitoring reports is as follows:

- ▶ Year 1 (within 6 months of opening);
- ▶ Year 3; and
- ▶ Year 5 (final).

7.5 REVIEW PROCEDURE

7.5.1 The reviews shall be submitted in writing by the TPC/AMA to the Council.

7.5.2 The TPC/AMA shall consult the Council on the content of every Travel Plan submission.

7.5.3 The Council shall respond to the submission within one month of receipt, either recommending approval, or in the event that the submissions are unacceptable the Council will forward the reasons for this, and AMA will address through a revised submission within one month of receipt.

7.5.4 The recommendations of the monitoring report shall be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.

7.5.5 Should any meetings between the parties be necessary to discuss the contents of the submissions then this shall be arranged.

8 TRAVEL PLAN MONITORING AND REVIEW

- 8.1.1 The aim of the McDonald's staff Travel Plan is to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys to work that are made by car.
- 8.1.2 The surveys undertaken have shown that a relatively low number of staff drive to McDonald's Restaurants and the introduction of this Travel Plan will help to reduce the number further.
- 8.1.3 Travel surveys will be undertaken in years 1, 3 and 5 and the results used to inform the monitoring process.
- 8.1.4 New staff will be appraised of the Travel Plan as part of their staff induction so that good practice in terms of modal choice is encouraged from the outset.

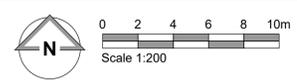
APPENDICES

Appendix A Proposed Site Layout

Appendix B Example Staff Questionnaire



Appendix A
Proposed Site Layout



General Site Proposal Notes:
 DOT denotes Department of Transport Signs. For Signage type refer to AEW drawing no. 13010_AEW_2120_1008
 DK denotes drop kerb to be installed
 All drive thru related road markings to be in white thermoplastic material
 Car park related road markings to be in white thermoplastic material
 Standard parking bays to be finished in white thermoplastic material
 All junction road markings to be finished in white thermoplastic material
 Accessible parking bays to be lined in yellow thermoplastic material to current Part M standards with relevant DOT signage and drop kerbs as indicated
 Parked order bays to be lined in yellow thermoplastic material with relevant DOT signage
 All pedestrian crossings set out in white thermoplastic material. Tactile paving where crossing leads to safe destination
 Drop kerbs to be installed along delivery routes

Patio Aublium Furniture Schedule	
Circular Table - 4 Seat 1500mm Ø (H 780mm) Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 8 Seat 650mm x 2070mm (H 780mm) Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 4 Seat 1250mm x 1450mm (H 780mm) Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 2 Seat 700mm x 1450mm (H 780mm) Galvanised steel frame with laminated timber effect finish	
Zoo Bin 207 x 257mm (H 60mm) Galvanised steel frame with laminated timber effect finish	
Umbrella 2.1m Octagonal Parasols black canopy with white 'McDonald's' text	

- NOTES**
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences.
 - This drawing shall not be scaled to ascertain any dimensions. Work to figured dims only.
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015
 Client notified of duties: **At Design Workshop**
 Principal Designer: **CSS**
 Unless noted below, all known hazards have been highlighted on the drawing:
 Drawing Based:
 Ordnance Survey (c) Crown Copyright 2022. All rights reserved. Licence number 100022432
 Glanville's Topographical Survey
 Drawing no. 4230177/4101
 Dated: June 2023
 McDonald's Demise Boundary Indicated:
 - - - - -

Proposed Schedule of Parking	
Proposed Accessible Bays	02
Proposed Grill Bays	02
Proposed General Bays	30
Proposed DCP Bays	02
Total Proposed Parking Bays	36

Schedule of Areas	
Proposed Site Area (Hectares)	0.42
Proposed Building (GEA / M ²) (Excluding Corners)	527

Proposed Site Finishes	
Tarmacadam - Car Park	
Imprinted concrete - All-entrained concrete with full layer works, hardening agent and curing system, through-colour concrete grey, random cobble pattern. Drive Thru Lane	
Marshalls 200x100 Charcoal Keylock Paving - Patio	
Tarmacadam - Footpaths	
Turf & low level shrubs - Soft Landscaping	
Brushed concrete - DT lane where road markings and delivery route	
Terracotta rubber flooring - Outdoor Play Area	
Cracked ballast Paved Black	
Tactile Blister Paving	
Target Bin	
1/2" Dimpled Lamppost	
150mm Diameter stainless steel protective bollard	
Proposed 1100mm High Timber Post & Rail Fence	
Proposed 1100mm High (Close Boarded) Timber Fence	

A	27/11/2024	TSS	MC
Car park amended to show pedestrian route off Main street. Parking increased by 1 bay			
-	15/11/2024	BA	TSS
Initial Issue			
REV	Date	Drawn by -	Checked by -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Planning		
client			
McDonald's Restaurants Ltd			
project			
Lane End, Kirkby		store	
		2120	
drawing title			
Proposed Site Plan			
date	15/11/2024	drawn	BA
scale@A1	1:200	checked	TSS

PLANNING

Proposed Site Plan



Appendix B
Example Staff Questionnaire



**STAFF
TRAVEL
QUESTIONNAIRE**



RESTAURANT NO:

CONFIDENTIAL

The following information is required to produce a Travel Plan for McDonald's Restaurants.
Please complete all the sections as accurately as possible – there is no right or wrong answer.

Surname		Initials	
Job Title		Home postcode e.g. <i>NW10 1NE</i>	
Gender	Male <input type="checkbox"/>	Female <input type="checkbox"/>	
Age	Under 25 <input type="checkbox"/>	25-34 <input type="checkbox"/>	35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> Over 55 <input type="checkbox"/>

Do you work full/part time? (please tick)		What are your normal working hours? e.g. 8am – 5pm						
		Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Part time <input type="checkbox"/>	Full time <input type="checkbox"/>							

Which mode of transport do you use most often when travelling to or from work? (please tick one option only)	
1. Car <input type="checkbox"/>	6. Train/Tram <input type="checkbox"/>
2. Car passenger (shared with another McDonald's employee) <input type="checkbox"/>	7. Bus (Numbers if available) <input type="checkbox"/>
3. Car passenger (dropped off by friend/relative) <input type="checkbox"/>	8. Cycle <input type="checkbox"/>
4. Motorcycle (parked in McDonald's car park) <input type="checkbox"/>	9. Walk <input type="checkbox"/>
5. Taxi <input type="checkbox"/>	Other (please state)

Do you use a car as part of your job?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not applicable <input type="checkbox"/>
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How long does your journey take (please tick box)	0-5 mins <input type="checkbox"/>	5-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	>20 mins <input type="checkbox"/>
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How far do you travel? (please tick box)	0-1 miles <input type="checkbox"/>	1-3 miles <input type="checkbox"/>	3-5 miles <input type="checkbox"/>	>5 miles <input type="checkbox"/>
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Would you be prepared to:	Yes	No	If No, Please State Reason
Walk	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	
Car Share with another employee (as either driver or passenger)	<input type="checkbox"/>	<input type="checkbox"/>	
Use Public Transport	<input type="checkbox"/>	<input type="checkbox"/>	

Survey completed – Thank-you!



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