

# **Proposed McDonald's Drive Thru Molesworth Street, Rochdale**

## **Interim Travel Plan**

**14.02.25**

## **McDonald's Restaurant Ltd**

AMA Project Number: 53024-002

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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 Restaurants Ltd to prepare this Interim Travel Plan (ITP) and Transport Assessment (TA) to accompany a detailed planning application for a proposed McDonald's Restaurant with Drive-Thru, located to the south-west of the A671 Molesworth Street, Rochdale.
- 1.1.2 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Rochdale Borough Council (RBC).
- 1.1.3 The site currently operates as a surface car park, We Buy Any Car compound and an extension of the Premier Kia sales forecourt. The proposed application site is bound to the north by the junction of Molesworth Street and Water Street, to the east by Molesworth Street, to the west by Water Street and to the south by an area of car parking and an industrial unit with associated scrap yard.
- 1.1.4 It is proposed that the site will be accessed by all modes of transport, including deliveries, via the existing point of access in the form of an upgraded T-junction to the north of the site from Water Street. A detailed site layout plan is attached at [Appendix A](#).
- 1.1.5 The purpose of this document is to set McDonald's Restaurants Ltd's intention to encourage and implement proposals, which will result in a reduction in the need for staff to travel by private car to the McDonald's restaurant.

## 1.2 PROPOSED RESTAURANT

- 1.2.1 As detailed in the attached Site Layout Plan, the proposed McDonalds layout would have 35 parking bays, sized at 2.5m x 5m, and three motorcycle bays within its demise, split specifically as:
  - ▶ 29 standard bays;
  - ▶ 2 bays for "blue badge" holders (including additional 1.2m surround);
  - ▶ 2 electric vehicle (EV) charging bays, one of which is accessible; and
  - ▶ 2 reserve bays for occasional drive-thru customer use;
  - ▶ 3 motorcycle bays.
- 1.2.2 There will be six secure cycle parking spaces provided close to the restaurant in an observed location, near the entrance of the building, via three "Sheffield" type stands.
- 1.2.3 It is expected that there would be 120 directly employed members of staff at the restaurant. Staff work shifts and the number of staff expected to be on shift at any one time would be 20 people. McDonald's staff work varying shift patterns depending on their needs and the requirements of the restaurant. The minimum core time is 4 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 For the purposes of this Travel Plan the proposed development has been assessed as a suburban restaurant.

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 Driver, park elsewhere          | 1%    | 1%                   | -                                 |
| Car Passenger (Share With Employee) | 1%    | -                    | -                                 |
| Taxi                                | 1%    | -                    | 1%                                |
| Train                               | 1%    | -                    | 1%                                |
| Total                               | 100%  | 25%                  | 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 25% (i.e. 24% driving and parking on-site and 1% parking elsewhere). Whilst it is accepted that there may be some minor differences from one site to another, it is reasonable to suggest that around only ¼ of McDonald's staff travel to work by car.

2.1.6 64% travel by either bus, foot or bicycle, with the remaining majority being 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 Based upon a daily workforce of 20 people on site would amount to around 5 staff who would drive to work (either parking at the restaurant).

2.1.8 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%                 |
| <b>Total</b>    | <b>100%</b>         |

**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%                 |
| <b>Total</b>      | <b>100%</b>         |

### 3 TRAVEL PLAN CO-ORDINATOR

- 3.1.1 The Travel Plan (TP) Co-Ordinator at Molesworth Street, Rochdale 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.
    - The health, financial and environmental benefits associated with walking.
  - ▶ Cycling
    - Cycle route plans.
    - Approximate distances to and from the site from nearby residential areas; and
    - The health, financial and environmental benefits associated with cycling.
  - ▶ Public Transport
    - Bus timetables. Local bus routes identified.
  - ▶ Taxis
    - Contact details for local companies will be provided to staff.
  - ▶ 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 RBC 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 a good level of accessibility and access to sustainable modes of transport within a reasonable distance of the site.
- 4.1.3 Travel by non-car modes will be encouraged at the site and the proposals include pedestrian and cycle connections across the site, linking into the surrounding existing infrastructure.

**Figure 4-1 Site Location Plan**



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

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

- 4.2.2 These potential walking catchments have been used in the consideration of the accessibility of the site set out below.
- 4.2.3 Walking is recognised as the most important mode of travel at a local level in that it offers the greatest potential to replace short car trips, particularly those under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. The plan attached at **Figure 4-2** shows that areas within the 2km catchment area include the majority of Rochdale, providing a feasible means of access by foot for both employees and customers.

**Figure 4-2 2km Walking Catchment Plan**



- 4.2.4 Footways are present along both sides of Water Street from which the site would be accessed. The footway network continues throughout Rochdale, providing access to the amenities and residential areas within the vicinity of the site.
- 4.2.5 Several controlled crossing points are available to the north of the site facilitating safe pedestrian movements across Molesworth Street, the closest controlled crossing point being approximately 90m northwest of the site. Signalised crossing points are also available at the junction of Water Street and Drake Street approximately 300m west of the site.
- 4.2.6 Uncontrolled crossing points with dropped kerbs and tactile paving are also available in proximity to the site facilitating pedestrian movements across quieter local roads.
- 4.2.7 It is therefore considered that the pedestrian network surrounding the site is of a very high quality.

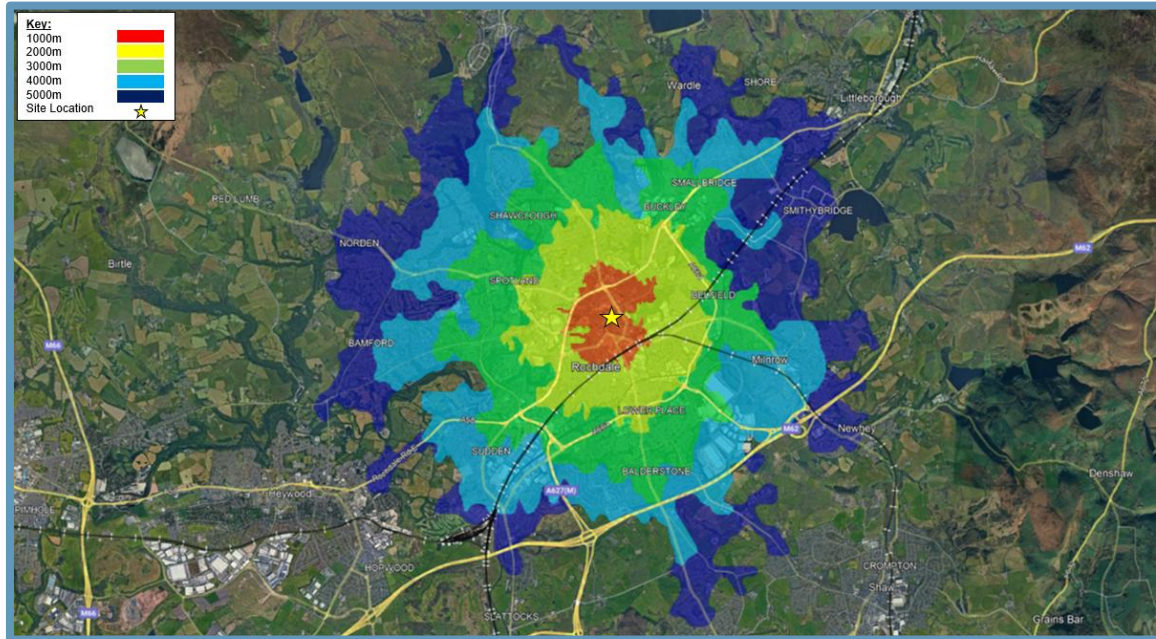
### 4.3 CYCLING ACCESSIBILITY

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

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

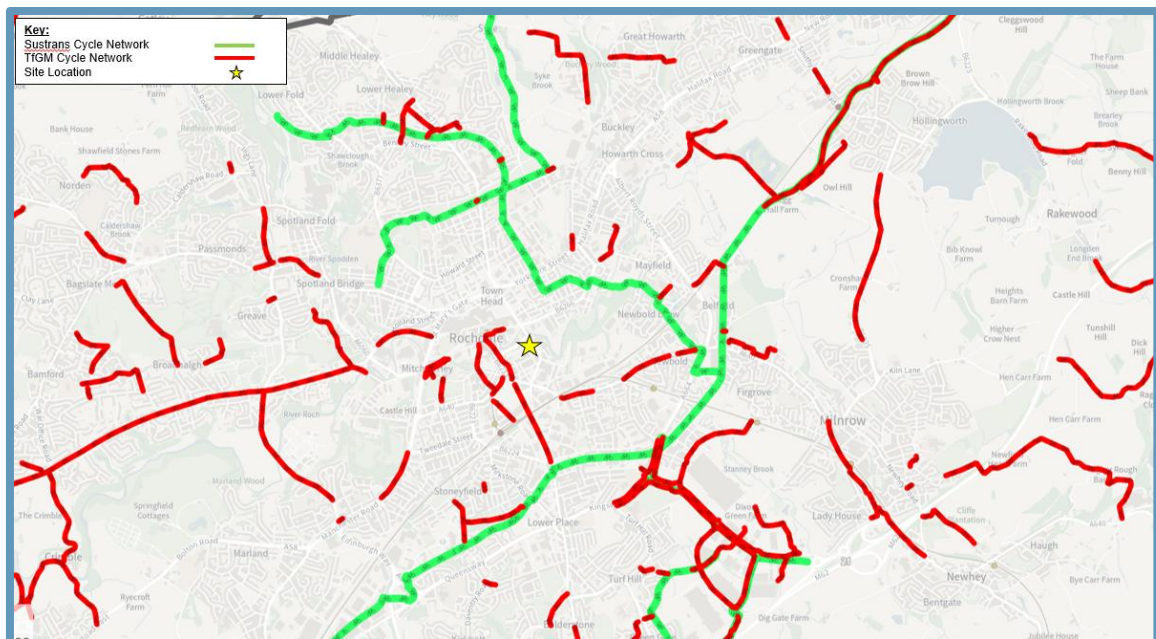
- 4.3.2 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.
- 4.3.3 The plan attached at [Figure 4-3](#) shows the 5km cycling catchment from the site. The 5km cycling distance from the application site includes the entirety of Rochdale and the surrounding residential areas of Norden, Bamford, Sudden, Milnrow and Smithybridge.

**Figure 4-3 5km Cycling Catchment Plan**



- 4.3.4 The National Cycle Route 92 runs to the north of the site and provides access north to Whitworth which can be accessed from Entwisle Road approximately 115m northwest of the site with a mixture of on road and traffic free cycle paths.
- 4.3.5 To the south of the site, National Cycle Route 66 runs in an east/west alignment through Rochdale. This can be accessed via the National Cycle Route 92 which provides access to areas such as Littleborough to the northeast of the site and the edge of Middleton to the south of the site, the majority of this route being traffic free.
- 4.3.6 An extract from The Greater Manchester Open Data Infrastructure Map (GMODIN) and the cycle routes available is attached at [Figure 4-4](#).

**Figure 4-4 Cycle Network Plan**

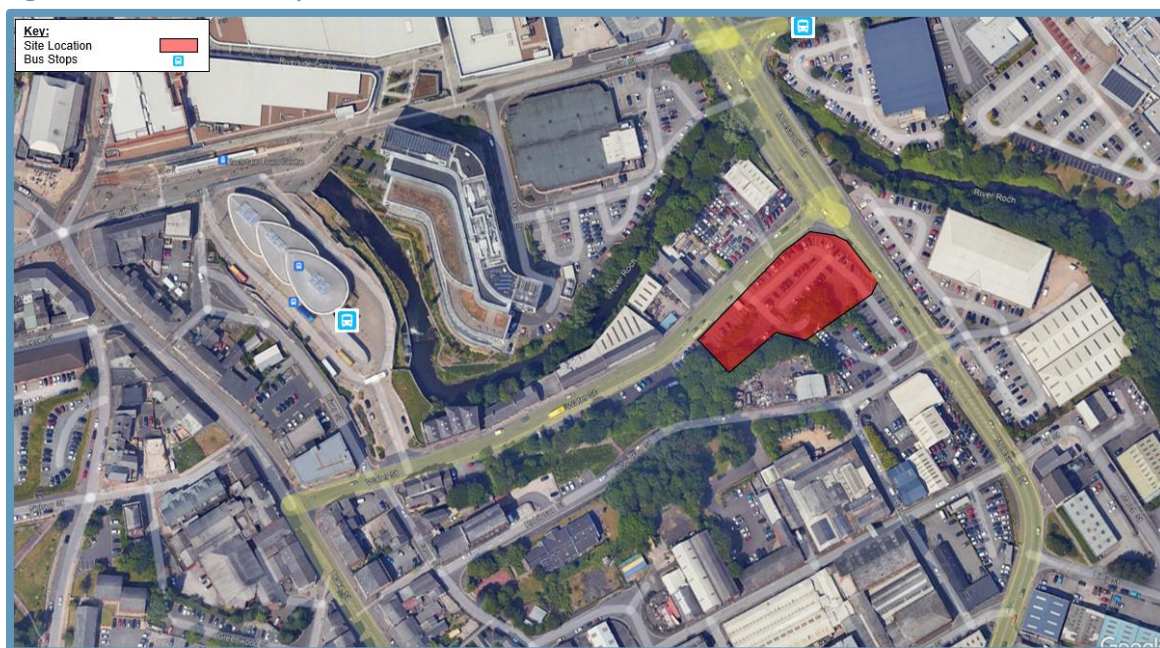


## 4.4 PUBLIC TRANSPORT

### Bus Services

- 4.4.1 The site benefits from being located 200m (2.5 minutes walking distance) from Rochdale Interchange off Water Street.
- 4.4.2 This features 12 bus stands with a total of 27 regular bus services available meaning staff and visitors at the development have a large choice of bus services available and it is likely to be used by staff.
- 4.4.3 The stops detailed are set out on the attached plan at [Figure 4-5](#).

**Figure 4-5 Public Transport Location Plan**



### Tram Services

- 4.4.4 The nearest tram station to the site Rochdale Town Centre located approximately 450m northwest from the site (6 minutes walking distance) which can be accessed by foot or cycle via the surrounding highway network. The tram stop is therefore within acceptable walking distances for commuting and linked trip purposes.
- 4.4.5 The tram stop also provides a direct connection to Rochdale rail station as a key interchange location for staff travelling to / from the application site.
- 4.4.6 Details of the mentioned tram services were obtained from recent timetables [Table 4-1](#) summarises local tram service details and route information.

**Table 4-1 Local Tram Services**

| Destination                          | Monday – Friday | Saturday   | Sunday     |
|--------------------------------------|-----------------|------------|------------|
| Rochdale Town Centre – East Didsbury | 12 minutes      | 12 minutes | 15 minutes |

- 4.4.7 The tram is therefore a likely mode of transport for staff at the development with its highly frequent service.

## Rail Services

- 4.4.8 Rochdale is the nearest rail station to the site which is located approximately 1km to the south of the proposed site access which can be accessed by foot or cycle via the surrounding highway network as well as directly by tram. The station is therefore within acceptable walking distances for commuting and linked trip purposes.
- 4.4.9 Rochdale train station can also be accessed via direct connections from the 'Rochdale Town Centre' tram stop, providing a key interchange location for staff travelling to / from the application site.
- 4.4.10 Rochdale train station is a local transport hub which is supplied with a ticket office and ticket machines. The station is also equipped with sheltered cycle storage facilities for 16 cycles with CCTV.
- 4.4.11 Details of the direct rail services are provided below in [Table 4-2](#).

**Table 4-2 Local Rail Services**

| Destination         | Train Operator | Mon-Fri    | Sat        | Sun        |
|---------------------|----------------|------------|------------|------------|
| Leeds               | Northern       | 20 mins    | 20 mins    | 30 mins    |
| Headbolt Lane       | Northern       | 60 mins    | 60 mins    | 60 mins    |
| Manchester Victoria | Northern       | 10/15 mins | 10/20 mins | 20/30 mins |
| Blackburn           | Northern       | 30 mins    | 30 mins    | 60 mins    |
| Wigan Wallgate      | Northern       | 30 mins    | 30 mins    | 60 mins    |
| Chester             | Northern       | 60 mins    | 60 mins    | 60 mins    |

- 4.4.12 There is the opportunity for future employees to access the site by train with only a short walk, cycle or tram ride from Rochdale train station.

## 4.5 SUMMARY

- 4.5.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. It is considered that the existing pedestrian facilities within the vicinity of the site are of a high quality. There are also good quality public transport links within the vicinity of the site by bus, tram and rail.
- 4.5.2 It is considered that the sustainable transport links are of high quality. The site is therefore considered to be in a sustainable location for access by non-car modes and in line with local and national planning policy.

## 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. There will be 6 spaces for staff and customers.
- 5.1.2 McDonald's offer a discount from Universal Cycles, which enables staff to obtain up to 60% off the recommended retail price of their top 55 models. This measure is proposed to address the barrier of staff not having a bicycle or cycle equipment.
- 5.1.3 A local cycle route plan would be provided for staff and displayed on a noticeboard in the crew room.
- 5.1.4 Changing facilities and lockers will be available for staff.

#### **Public Transport**

- 5.1.5 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**

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

#### **Car Sharing**

- 5.1.7 The low number of staff at the restaurant will mean there may be little benefit in formally arranging a formal 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.
- 5.1.8 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**

- 5.1.9 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**

- 5.1.10 Goods are delivered by Rigid Truck, up to 11.105m 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.
- 5.1.11 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.
- 5.1.12 Waste minimisation and recycling are promoted.
- 5.1.13 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.

- 5.1.14 Service vehicles also collect empty delivery trays and crates which are returned to suppliers for re-use.
- 5.1.15 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       | Prior to occupation   |
| Staff Travel Information                  | Assistant Restaurant Manager     | From first occupation |
| Cycle Parking Provision                   | McDonald's Restaurants Ltd       | From first occupation |
| Changing Facilities for Staff             | McDonald's Restaurants Ltd       | From first 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 |
| Cycle Discount for Staff Universal Cycles | McDonald's Restaurants Ltd       | On-going              |

## 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             | 51%      | 49%      | Too far                              | 86% |
|                  |          |          | Finish too late/too tired after work | 6%  |
|                  |          |          | Takes too long/other modes quicker   | 4%  |
|                  |          |          | Busy after work                      | 2%  |
|                  |          |          | Don't like walking                   | 2%  |
| Cycle            | 43%      | 57%      | Don't have a bike                    | 41% |
|                  |          |          | Too far                              | 31% |
|                  |          |          | Can't cycle                          | 8%  |
|                  |          |          | Too dangerous/too dark               | 6%  |
|                  |          |          | Dislike cycling/embarrassed          | 6%  |
|                  |          |          | Concerned about bad weather          | 2%  |
|                  |          |          | Inconvenient                         | 2%  |
|                  |          |          | Arrive at work too hot and bothered  | 2%  |
|                  |          |          | Too old                              | 2%  |
| Car Share        | 82%      | 18%      | Shift clashes/no-one to share with   | 52% |
|                  |          |          | Can't drive                          | 8%  |
|                  |          |          | Inconvenient                         | 8%  |
|                  |          |          | Might need car, can't commit         | 8%  |
|                  |          |          | Prefer cycling                       | 8%  |
|                  |          |          | Prefer driving than being passenger  | 8%  |
|                  |          |          | Concerns for personal safety         | 8%  |
| Public Transport | 48%      | 52%      | Insufficient routes or services      | 26% |
|                  |          |          | Unreliable or inconvenient           | 24% |
|                  |          |          | Too expensive                        | 17% |
|                  |          |          | Prefer driving                       | 10% |
|                  |          |          | Dislikes buses                       | 7%  |
|                  |          |          | Prefer walking or cycling            | 7%  |
|                  |          |          | Too far                              | 7%  |
|                  |          |          | Might need the car                   | 2%  |

6.1.3 As can be seen, the primary reason for preventing active transport choices (i.e. walking and cycling) is distance and this is not surprising for roadside restaurants, which can be more remotely located than other stores.

- 6.1.4 It was noted however, that as over 80% 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 3% 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 (baseline) – 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 Interim targets for years 1, 3 and 5 are set out in [Table 7-1](#) below. These targets will be subject to review following the results of the baseline surveys in Year 1.

**Table 7-1** *Interim Targets*

| Travel Mode        | Year 1 (Baseline estimate) | Year 3    | Year 5    |
|--------------------|----------------------------|-----------|-----------|
| Car Driver (alone) | 26%                        | 24% (-2%) | 21% (-5%) |
| Alternative Modes  | 74%                        | 76% (+2%) | 79% (+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 DEFINITION

- 7.3.1 A Review shall be a report 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 Reviews is as follows:

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

## 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 Review 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 review 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.

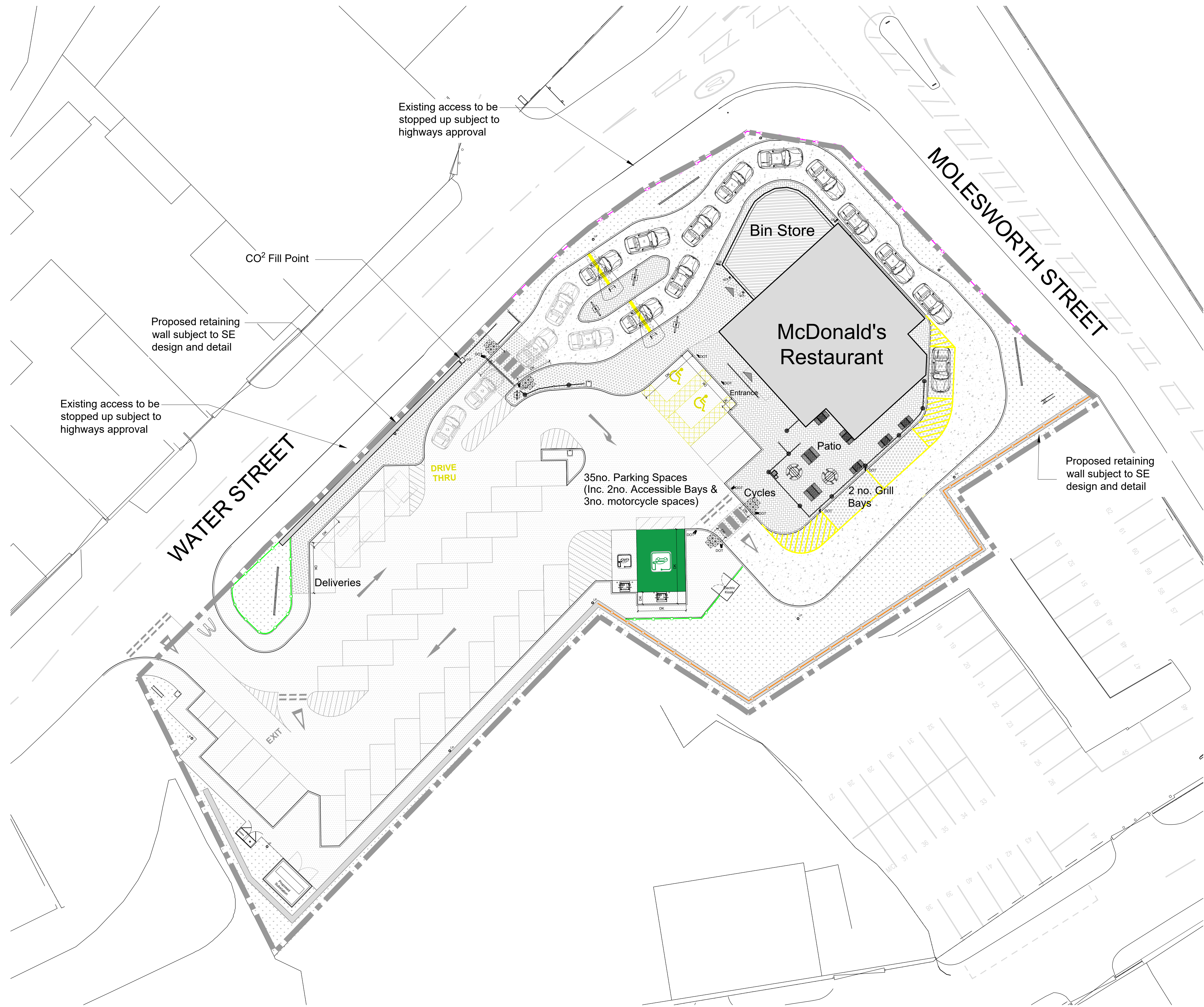
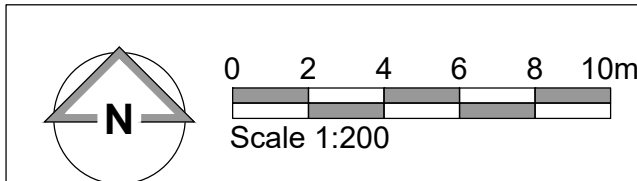
## APPENDICES

Appendix A Proposed Site Layout

Appendix B Example Staff Questionnaire



***Appendix A***  
***Proposed Site Layout***



| Patio Aubliam Furniture Schedule                                                                                      |  |
|-----------------------------------------------------------------------------------------------------------------------|--|
| Circular Table - 4 Seat<br>1600mm Ø (H 780mm)<br>Galvanised steel frame with laminated timber effect finish           |  |
| Rectangular Table - 8 Seat<br>600mm x 2600mm (H 780mm)<br>Galvanised steel frame with laminated timber effect finish  |  |
| Rectangular Table - 4 Seat<br>1250mm x 1450mm (H 780mm)<br>Galvanised steel frame with laminated timber effect finish |  |
| Rectangular Table - 2 Seat<br>700mm x 1450mm (H 780mm)<br>Galvanised steel frame with laminated timber effect finish  |  |
| Trash Bin<br>482 x 462mm (H 1217mm). Galvanised steel frame with laminated timber effect finish                       |  |
| Ash Bin<br>297 x 297mm (H 891mm)<br>Galvanised steel frame with laminated timber effect finish                        |  |
| Parasol<br>2.1 m Orthogonal Parasol (black canopy with white McDonald's text)                                         |  |

**General Site Proposal Notes:**  
DOT denotes Department of Transport Signs. For Signage type refer to AEW drawing no. 13484\_AEW\_2285\_1000  
DK denotes drop kerb to be installed  
All drive thru related road markings to be in yellow 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

- 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 on:  

- Glanville's Topographical Site Survey, Drawing no. 4230334/4101, Dated: June 2024
- OS Map

**McDonald's Demise Boundary Indicated:**

| Proposed Schedule of Parking |    |
|------------------------------|----|
| Accessible Bays              | 02 |
| Grill Bays                   | 02 |
| EVCP Bays                    | 02 |
| General Bays                 | 29 |
| Total Parking Bays           | 35 |
| Motorcycles Bays             | 03 |

| Schedule of Areas                                   |        |
|-----------------------------------------------------|--------|
| Proposed Site Area (Hectares)                       | 0.3945 |
| Proposed Building (GEA / m²)<br>(Excluding Carport) | 474    |

| Proposed Site Finishes                                                                                                                                                    |     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Tarmacadam - Car Park                                                                                                                                                     |     |
| Imprinted concrete - An-entrained concrete with full layer works, hardening agent and curing system, through-colour concrete grey, London cobble pattern, Drive Thru Lane |     |
| Manholes 200x100 Charcoal Keyblock Paving - Patio                                                                                                                         |     |
| Tarmacadam - Footpaths                                                                                                                                                    |     |
| Turf & low level struts - Soft Landscaping                                                                                                                                |     |
| Brushed concrete - DT lane where road markings and delivery route                                                                                                         |     |
| Cranked bollards Painted Black                                                                                                                                            |     |
| Tactile Blister Paving                                                                                                                                                    |     |
| Target Bin                                                                                                                                                                |     |
| *LP Denotes Lamppost                                                                                                                                                      | LP  |
| 150mm Diameter stainless steel protective bollard                                                                                                                         | BOL |
| Proposed 1100MM Close Boarded Timber Fence                                                                                                                                |     |
| Proposed 600MM Timber Knee Rail Fence                                                                                                                                     |     |
| Proposed 1100MM Armco Barrier                                                                                                                                             |     |
| Proposed Retaining Wall                                                                                                                                                   |     |

|               |                            |            |              |
|---------------|----------------------------|------------|--------------|
| A             | 12/12/2024                 | VJJB       | TSS          |
| -             | 15/11/2024                 | HF         | TSS          |
| REV           | Date                       | Drawn by - | Checked by - |
| Status        | Purpose of Issue           |            |              |
| S2            | For Information            |            |              |
| drawing stage | Planning                   |            |              |
| client        | McDonald's Restaurants Ltd |            |              |

|               |                                  |             |
|---------------|----------------------------------|-------------|
| project       | store                            |             |
|               | MOLESWORTH STREET, ROCHDALE 2285 |             |
| drawing title | Proposed Site Plan               |             |
| date          | 15/11/2024                       | drawn HF    |
| scale@A1      | 1:200                            | checked TSS |

Proposed Site Plan

PLANNING



***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<br>e.g. NW10 1NE |                                |
| 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?<br>(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"/> |
|---------------------------------------|------------------------------|-----------------------------|-----------------------------------------|

|                                                   |                                   |                                    |                                     |                                   |
|---------------------------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-----------------------------------|
| 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"/> |
|---------------------------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-----------------------------------|

|                                          |                                    |                                    |                                    |                                   |
|------------------------------------------|------------------------------------|------------------------------------|------------------------------------|-----------------------------------|
| 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"/> |
|------------------------------------------|------------------------------------|------------------------------------|------------------------------------|-----------------------------------|

|                                                                 |                          |                          |                            |
|-----------------------------------------------------------------|--------------------------|--------------------------|----------------------------|
| 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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