



PROPOSED MCDONALD'S RESTAURANT BARNESLEY RETAIL PARK

INTERIM TRAVEL PLAN

MAY 2024

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INTERIM TRAVEL PLAN

McDonald's Restaurants Ltd

Final Issue

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PRODUCTION TEAM

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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, in order to learn about their travel habits, and determine how we can encourage a shift away from use of the private car.

In order 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.

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by McDonald's Restaurants Ltd to prepare a Highway Supporting Statement (HSS) and Interim Travel Plan (ITP) in connection with the proposed change of use of Unit 1B, Barnsley Retail Park from a restaurant (Use Class E) to restaurant/hot food takeaway use (Use Class E/sui generis) as well as alterations to the shop front.
- 1.1.2 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).
- 1.1.3 The site comprises Unit 1B within Barnsley Retail Park, which was most recently occupied by Cow and Cream (restaurant) and previously by Bathstore Ltd, located to the east of A61 Harborough Hill Road, Barnsley.
- 1.1.4 It is bound to the north and east by Dryden Road; to the south by We Buy Any Car Barnsley; and to the west by Harborough Hill Road. A site location plan is appended to this statement in **Figure 1**.
- 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 AIMS AND OBJECTIVES

Aim

- 1.2.1 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 that are made by car.

Objectives

- 1.2.2 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.

1.3 REPORT STRUCTURE

1.3.1 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 It is expected that there would be 50 directly employed members of staff at the restaurant. Staff work shifts and the maximum number of staff expected to be on shift at any one time would be 20. McDonald's staff work varying shift patterns depending on their needs and the requirements of the restaurant. The minimum core time is 4 hours.

2.1.2 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.

2.1.3 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. For the purposes of this Travel Plan the proposed development has been assessed as a Retail Park restaurant.

2.1.4 **Table 2-1** shows an extract from the database outlining the modal split of staff at restaurants located in retail parks.

Table 2-1 – Survey Travel Modes to Food Store or Retail Park Restaurants

Mode	%	Requires Car Parking	Public Transport, Pedestrian or Cycle
Foot	11%	-	11%
Car Driver (Park at McDonalds)	33%	33%	-
Bus	25%	-	25%
Dropped Off	14%	-	-
Cycle (Park at McDonalds)	8%	-	8%
Motorcycle (Park at McDonalds)	2%	-	-
Car Passenger (Share with another employee)	2%	-	-
Taxi	2%	-	2%
Train	3%	-	3%
Total	100%	33%	49%

- 2.1.5 As shown in **Table 2-1**, McDonald's staff already have a low level of car travel at the restaurants surveyed, with just at 33% driving a car and 2% riding a motorcycle. 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 third of McDonald's staff travel to work by car.
- 2.1.6 47% travel by public transport, foot or bicycle. 18% arrive as a passenger in a car, with the majority (14%) being dropped off, which is likely to form part of a linked 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 7 employees who would drive to work. The staff that drive to work will be encouraged to park nearby and walk to the site to ensure that the parking is available for customers.

3 TRAVEL PLAN COORDINATOR

- 3.1.1 The Travel Plan Coordinator (TPC) at the restaurant will be the Assistant Restaurant Manager and will be appointed upon occupation. 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 TPC retains a copy of this Travel Plan and contact details for Andrew Moseley Associates (AMA) to assist them in implementing and updating the plan.
- 3.1.3 The TPC will provide staff with information on the following:
- ▶ Approximate walking and cycling distances to the site from nearby residential areas;
 - ▶ Walking and cycle route plans;
 - ▶ Bus timetables and routes;
 - ▶ Details of local taxi companies; and
 - ▶ Information on car sharing.
- 3.1.4 Travel information will be updated annually.
- 3.1.5 Contact details for the TPC will be forwarded to THC within 3 months of the restaurant 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 The site is located on the outskirts of Bradford and is considered to have a good level of accessibility by sustainable modes of transport, which will encourage the use of alternative modes of travel.
- 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 Whilst superseded by the NPPF, the transport policies set out 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 As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 2**.
- 4.2.3 Walking is considered to be the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres.
- 4.2.4 Within an acceptable 2km walking catchment of the site encompasses the entirety of Barnsley city centre and captures several residential settlements including Smithies, Old Town and Monk Bretton. This area comprises a dense concentration of residential and commercial areas, all easily accessible through the existing pedestrian facilities.
- 4.2.5 Approximately 90m walking distance north of the site access on Dryden Road is an uncontrolled pedestrian crossing which is equipped with dropper kerbs and tactile paving. This crossing provides access to a series of six signal-controlled pedestrian crossings across the A61, all of which are facilitated with dropped kerbs, tactile paving and red road markings highlighting the walking route. The signal-controlled pedestrian crossing connects to the wider footway network in Barnsley.
- 4.2.6 There are several Public Rights of Way (PRoW) in close proximity to the site. The nearest PRoW (Footpath No. 191) is situated approximately 170m north of the site on Harborough Hill Road and connects to several residential settlements to the northeast of the site via Dearne Valley Country Park.

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 Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Additionally, destinations within this 5km radius include the settlements of Royston, Cudworth, Worsbrough, Dodworth and Darton. Details of the 5km cycling catchment can be seen attached in **Figure 3**.
- 4.3.3 The site is well located in terms of access to cycle infrastructure, with several on-road and traffic-free cycle routes on and off the National Cycle Network (NCN). The nearest cycle route within vicinity of the site is the Barnsley to Old Moor RSPB Reserve Route, which provides travel between Barnsley and Old Moor via Wombell. Furthermore, the Barnsley to Old Moor cycle route serves as a cycle link to NCN Route 67 at Stairfoot.
- 4.3.4 NCN Route 67 connects Loughborough in the south to Northallerton in the north, serving as an integral segment of the Trans Pennine trail. The route facilitates access to neighbouring destinations, including Royston, Carlton, Ardsley, and Wombwell.
- 4.3.5 Further information on the local cycle infrastructure can be seen on the Barnsley interactive cycle map on the BMBC website.

4.4 PUBLIC TRANSPORT

- 4.4.1 The site is well located in terms of access to bus services, with two bus stops situated within a 400m walking distance of the proposed site located along Harborough Hill Road (c. 280m) and Old Mill Lane (c. 300m). Both bus stops are equipped with bus laybys with raised kerbs, sheltered waiting areas, timetabling information and bins. details of the bus stop location plan can be seen as attached in **Figure 4**.
- 4.4.2 Further details of the service are provided below in Table 1.

Table 4-1 – Local Bus Services

Service	Route	Weekday	Saturday	Sunday
1	Barnsley Interchange – Staincross Circular	Every 20 Minutes 06:27 – 23:34	Every 20 Minutes 07:06 – 23:34	Every 40 Minutes 09:08 – 22:49
11	Barnsley Interchange – Athersley North Circular	Every 20 Minutes 05:42 – 23:07	Every 20 Minutes 05:42 – 23:07	Every 40 Minutes 08:08 – 23:07
36	Barnsley – South Elmsall	Every 40 Minutes 08:22 – 15:32	Every 115 Minutes 09:02 – 14:22	-
57	Barnsley Interchange - Royston	Every 30 Minutes 05:50 – 18:01	Every 30 Minutes 06:14 – 18:46	-
59	Barnsley Interchange – Wakefield Bus Station	Every 30 Minutes 05:13 – 23:24	Every 35 Minutes 05:13 – 23:26	Every 30 Minutes 09:43 – 23:24
59A	Barnsley Interchange – Royston Station	Every 60 Minutes 11:17 – 15:18	Every 60 Minutes 11:18 – 17:16	-

4.4.3 The bus services detailed in Table 1 above, benefit from the provision of bus lanes along Harborough Hill Road and other key roads throughout Barnsley.

4.4.4 In addition to the bus services accessible via the nearby bus stops, the proposed redevelopment site is located in good proximity to Barnsley Interchange where further bus services as well as train services can be accessed. Barnsley Interchange can be accessed from the site via a 10-minute commute on the 57/1/11 bus services.

4.4.5 Barnsley Railway Station is located approximately 850m southwest of the site and provides services to local and regional destinations, including but not limited to Sheffield, Leeds, Huddersfield and Nottingham. Furthermore, the station is facilitated with 24 bicycle space in the form of stands, helping to facilitate intermodal travel.

4.4.6 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that there are ample facilities to accommodate pedestrian, cycle and public transport trips to and from the site.

4.4.7 The site is therefore considered to be in a highly sustainable location for access by non-car modes in line with national planning policy guidance.

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 and cycle facilities within the vicinity of the site are of good quality, and there are a number of bus services which can also be accessed from the site. 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 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.
- 5.1.2 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 will 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 in the event of an emergency at the discretion of the Restaurant Manager.

Car Sharing

- 5.1.6 The TPC will encourage staff to car share where possible and for the scale of the restaurant and number of staff, an informal scheme is considered sufficient.
- 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 16.5m 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. 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 through the use of 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.

- 5.1.12 Service vehicles also collect empty delivery trays and crates which are returned to suppliers for re-use.
- 5.1.13 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	Timescale for Implementation
Appointment of Travel Plan Coordinator	McDonald's Restaurants Ltd	Within 3 months of occupation
Cycle discount for staff - Universal Cycles	McDonald's Restaurants Ltd	Ongoing
Cycle parking provision	McDonald's Restaurants Ltd	From first occupation
Changing facilities for staff	McDonald's Restaurants Ltd	From first occupation
Staff travel information	TPC	Within 3 months of occupation
Free meals for staff	McDonald's Restaurants Ltd	From first occupation
Free ride home in emergencies	TPC	From first occupation
Cooking oil to biofuel	McDonald's Restaurants Ltd	From first occupation
Monitoring programme	TPC / AMA	From first occupation

6 ATTITUDES TO TRAVEL CHANGE

6.1.1 The travel surveys that McDonald's undertake at other sites around the country 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 for restaurants in retail park environments are summarised in **Table 6-1**.

Table 6-1 – Staff Attitudes Survey Results

Mode	Positive	Negative	Reason for Negative	%
Walk	45%	55%	Too Far	87%
			Inconvenient	5%
			Too dark or dangerous	4%
			Need car for school run/childcare etc	3%
			Prefer to drive	1%
Cycle	45%	55%	Too far or too tiring	47%
			Don't have a bike	40%
			Dangerous or unsuitable roads	3%
			Don't like cycling in dark/bad weather	3%
			Don't like cycling	3%
			Prefer to drive	2%
			Need car for school run/childcare etc	2%
Car Share	74%	26%	Shift clashes / no-one to share with	39%
			Too far	22%
			Interferes with other commitments	16%
			No car or license	11%
			Prefer driving than being a passenger	6%
			Lives too close to be worthwhile	6%
Public Transport	62%	38%	Too expensive	26%
			Dislike buses	20%
			Unreliable or inconvenient services	20%
			No services at all	17%
			Not considered a viable travel option	11%
			Health or disability	3%
			Need car for school run/childcare etc	3%

6.1.3 The survey results show that the primary reason preventing active travel mode choices is distance, although a lack of cycle ownership is clearly also a key barrier to cycling. Cost was a key barrier to staff travelling by public transport, as well as the perceived inconvenience / unreliability of services.

6.1.4 This may be due to retail park restaurants being located further away from residential centres, 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 Barnsley Retail Park is well served by public transport, therefore staff at this restaurant may have more positive attitudes to public transport than typically occurs at retail park restaurants.

7 MONITORING AND REVIEW

7.1 MONITORING

- 7.1.1 Ongoing monitoring and reporting is 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 data.
- 7.1.3 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.
- 7.1.4 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 were 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

Proposed Measures	Year 1 (Baseline Estimate)	3	5
Car Driver (Alone)	33%	31% (-2%)	28% (-5%)
Alternative Modes	67%	69% (+2%)	72% (+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 on behalf of the TPC. The Review will consider 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 3 months of baseline surveys);
- ▶ 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 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 SUMMARY OF TRAVEL PLAN

- 8.1.1 The aim of the McDonald's 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.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – 5km Cycling Isochrone

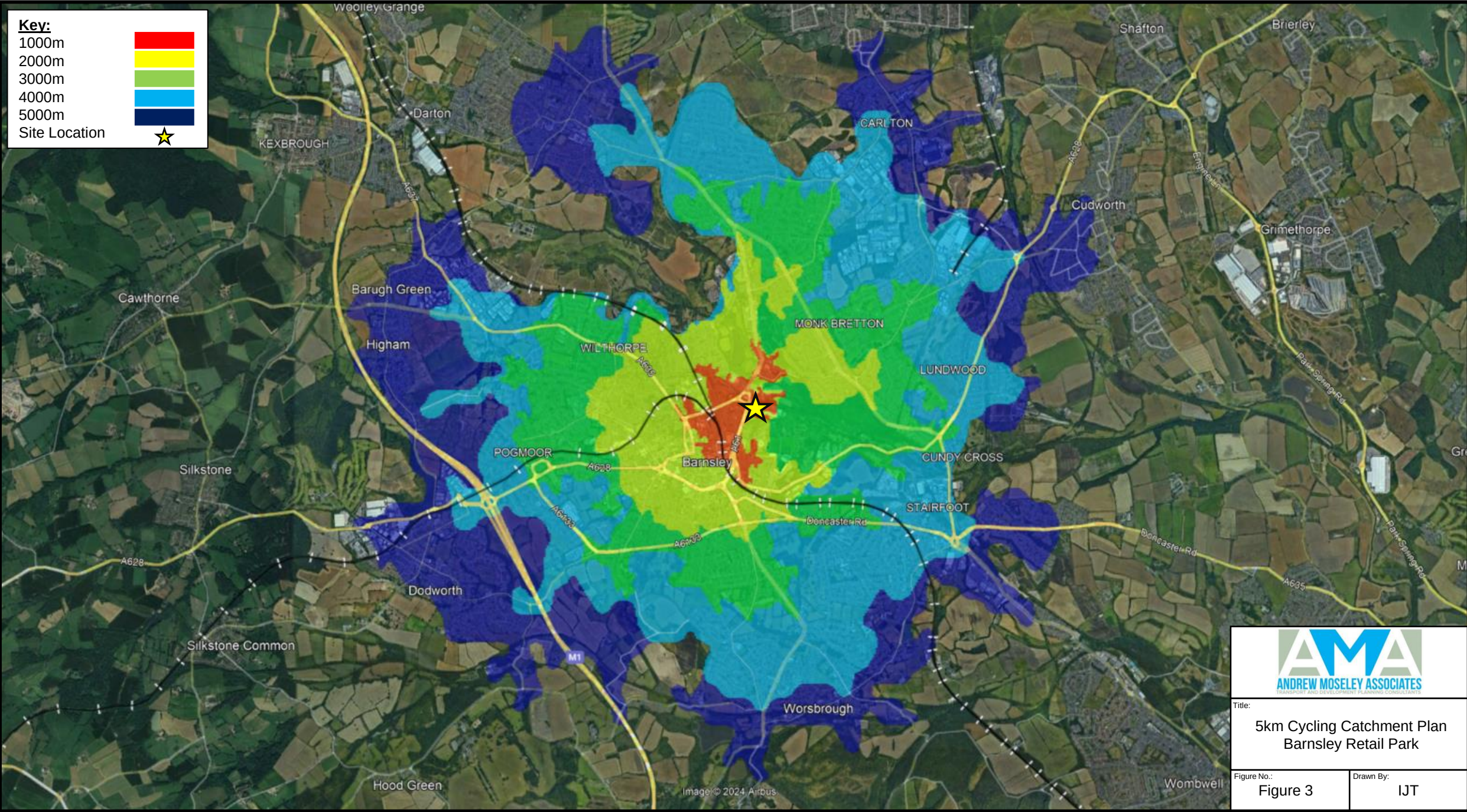
Figure 4 – Bus Stop Location Plan

Key:
Site Location



Title:
Indicative Site Location Plan
Barnsley Retail Park

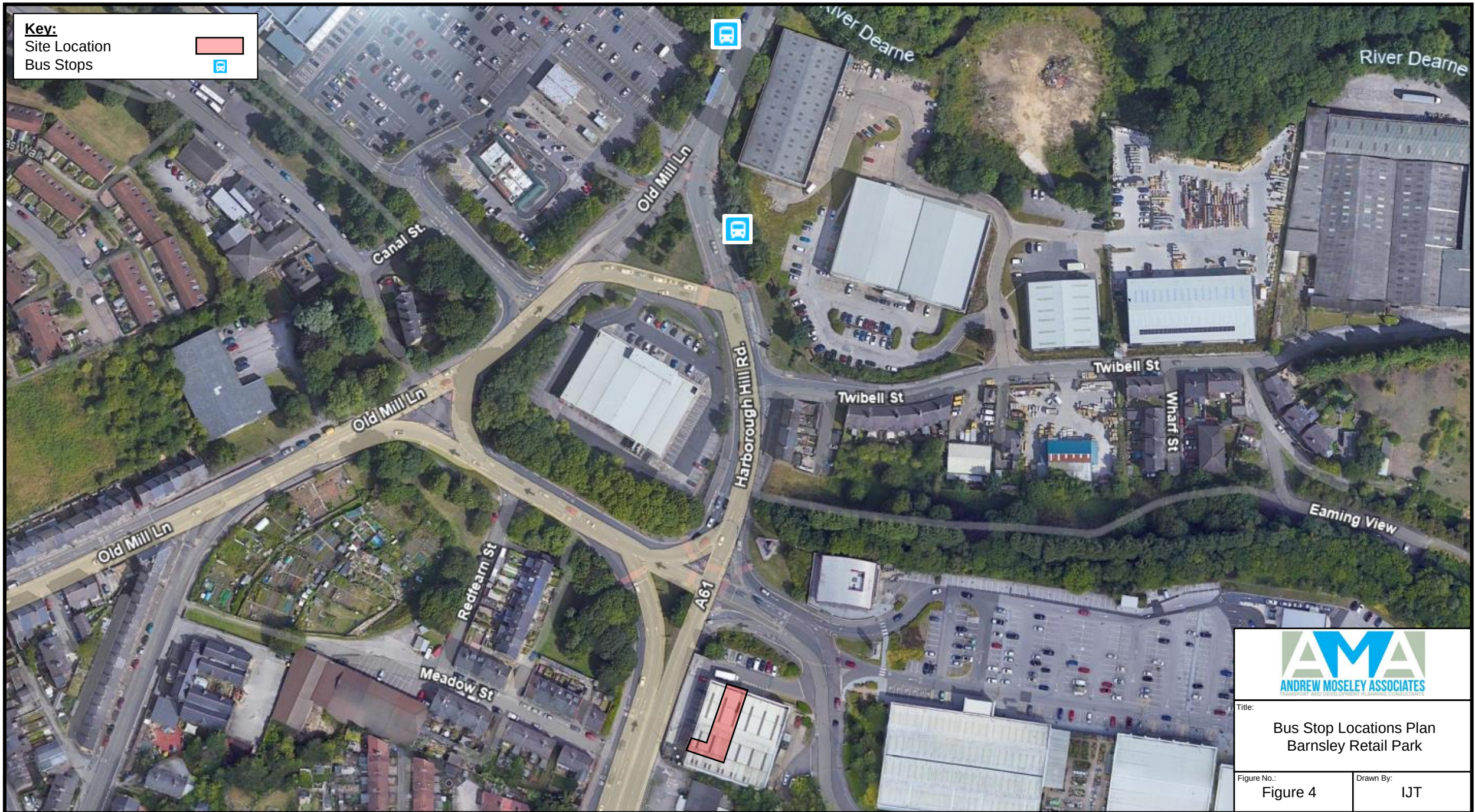
Figure No.: Figure 1	Drawn By: IJT
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Key:

Site Location

Bus Stops



Title:

Bus Stop Locations Plan
Barnsley Retail Park

Figure No.:

Figure 4

Drawn By:

IJT

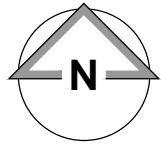
APPENDICES

Appendix A – Proposed Site Layout

Appendix B – Travel Questionnaire

Appendix A

PROPOSED SITE LAYOUT



0 5 10 15 20 25m
Scale 1:500



Block Plan

- 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:

- OS Promap

Application Boundary Indicated:

-	06/02/24	TSS	JJS
Initial Issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Planning		
client	McDonald's Restaurants Ltd		
project	Barnsley Retail Park Harborough Hill Road S71 1JE		
store	2558		
drawing title	Block Plan		
date	06/02/24	drawn	TSS
scale@A3	1:500	checked	JJS

PLANNING

Appendix B

TRAVEL 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. NW10 1NE	
Gender	Male ☐	Female	☐
Age	Under 25 ☐	25-34 ☐	35-44 ☐
	45-54 ☐	Over 55	☐

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 ☐	Full time ☐							

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

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

Survey completed – Thank-you!



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