McDonald's Pontardawe Travel Plan

For McDonald's Restaurants Ltd

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1. INTRODUCTION

1.1 Background

1.1.1 Stantec have been appointed by McDonald's Restaurants Ltd to prepare this Travel Plan (TP) in support of the planning application for a proposed McDonald's Restaurant with a drive-thru facility on part of the existing Tesco car park in Pontardawe, to the north-east of Swansea.

1.1.2 This document sets out the requirements of the future developer in terms of commitment to the delivery of the STP including the measures proposed to reduce single occupancy car travel and increase the use of sustainable travel modes.

1.1.3 This will reduce the need for staff to travel by private car to the McDonald's restaurant. This Store Travel Plan will be implemented by the developers of the site in liaison with officers at Neath Port Talbot County Borough Council (NPTC).

1.2 Travel Plan Aims and Objectives

1.2.1 By its nature, a Travel Plan should be a dynamic document with the aim of reducing dependence on single occupancy car usage. This is in accordance with the National Planning Policy Framework (NPPF).

1.2.2 The purpose of this TP is to identify measures that will encourage staff and visitors to adopt sustainable travel modes to access the site. This TP also encompasses those journeys where part of the journey may be undertaken by single occupancy vehicles (SOV), for example, the initial part and then continued either on foot, by bike or public transport.

1.2.3 The objective of this Travel Plan is to achieve the following outcomes in line with Neath Port Talbot County Borough Council (NPTC) guidance and the NPPF:

- Minimise single occupancy car travel to and from the development;
- Identify which measures are needed to maximise the use of non-car travel;
- Encourage safe, sustainable and viable alternatives to SOV movements for access to the development site.
- Assisting site users who do not have a car or do not wish to use their car to access the site via non-car modes or through car sharing.
- A partnership approach between McDonald's and the Local Planning Authority (LPA), to influence the travel behaviours of all site users;
- Providing a mechanism through which ongoing sustainability appraisal and integration can be built into planning and implementation arrangements.

2. EXISTING STAFF TRAVEL

2.1 McDonald's Staff Surveys (Retail Park)

2.1.1 McDonald's Restaurants Limited organised a series of staff interview surveys at a number of their restaurants. These restaurants were split into three categories based on their locational characteristics, including:

- **Roadside:** Typically located on 'A'-class roads, these restaurants cater for the needs of passing motorists.
- **Retail Park:** These restaurants are located in retail parks of all scales and provide a facility for shoppers to purchase a meal at whilst they are on an existing shopping trip.
- **Suburban:** Sited in or near local shopping centres, these restaurants complement the existing retail uses and serve a predominantly residential area.

2.1.2 The results of the staff interview survey have been input into a database which presents staff commuter transport modal choices across McDonald's restaurants. The modal split data for Retail Park restaurants, in line with the characteristics of the proposed site at Pontardawe, is presented at Table 2.1:

Table 2.1: McDonalds Staff Interview Survey Results: Retail Park Restaurants

Mode	%	Requires Car Parking	Public Transport, Foot or Cycle
By Foot	11%	-	11%
Car	33%	33%	-
Bus	25%	-	25%
Dropped-off	14%	-	-
Bicycle	8%	-	8%
Motorcycle	2%	-	-
Car Passenger/Share with an Employee	2%	-	-
Taxi	2%	-	-
Train	3%	-	3%
Total	**100%**	**33%**	**47%**

2.1.3 As Table 2.1 shows, the preferred method of travel of McDonald's staff is by car, though this modal choice is utilised by approximately a third (33%) of employees, which is a relatively low proportion. With 47% of staff utilising public transport or active travel methods, the McDonald's workforce can already be considered to be practicing sustainable travel methods to great effect.

2.1.4 Though it is possible that there may be some differences in the Retail Park interview survey results from one site to another, considering the location of the proposed Pontardawe restaurant and its connections to a range of active travel and public transport links, it is considered reasonable to assume that approximately a third of McDonald's employees will travel to the site by car.

2.1.5 Based upon a typical daily workforce of 20 people on site, this would amount to just seven staff who would drive to work. A breakdown of average journey times and average distances travelled by employees is shown at Table 2.2 and Table 2.3.

Table 2.2: Staff Journey Times to Work

Time Taken	% of Staff
0-5 mins	13%
5-10 mins	27%
10-20 mins	27%
Over 20 mins	33%
Total	**100%**

Table 2.3: Staff Distance Travelled to Work

Distance in Miles	% of Staff
0-1 miles	11%
1-3 miles	39%
3-5 miles	19%
More than 5 miles	28%
Total	**100%**

2.2 Staff Surveys to Mode Share Change

2.2.1 The McDonald's staff interview surveys also asked staff for their attitude towards potential modal change to more sustainable methods of travel, including walking, cycling, car sharing with another employee and using public transport. The results of the survey are provided at Table 2.4:

Table 2.4: Staff Mode Shift Attitudes Survey

Mode	Positive	Negative	Reasons for Negative	%
Walk	45%	55%	Too far or too tiring	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%

2.2.2 As Table 2.4 shows, the largest obstacle to enforcing a sustainable modal shift to active modes of travel (walking and cycling) is distance, which is understandable given that Retail Parks are often located in remote areas. However, in the context of the proposed site at Pontardawe, it is likely that the prevalence of active travel modal choices among staff will be higher due to the site's location at a point in which a number of active travel routes converge.

2.2.3 Furthermore, it is apparent that car sharing is hindered by apparent shift clashes or there being nobody to share with. Additionally, the prevailing attitude towards public transport is that it is too expensive. These are two items that could be rectified going forward by the TPC.

3. TRAVEL PLAN COORDINATOR

3.1 Overview

3.1.1 A Travel Plan Coordinator (TPC) will be appointed prior to the commencement of operations at the store and their details provided to the Neath Port Talbot County Borough Council Travel Planning Officer.

3.1.2 The nominated TPC plays a vital role in the success of the Travel Plan and is responsible for the day-to-day management, co-ordination, promotion and implementation of the Travel Plan. The TPC will also be a point of contact for NPTC and for any staff/customers who have queries about their travel. They will also ensure that any travel information provided is kept up to date annually.

3.1.3 The TPC at Pontardawe will be the Restaurant Manager as appointed by the franchise. As the most senior member of staff, the Restaurant Manager will have a high level of influence amongst the employees, which will help them to promote the plan internally.

3.1.4 Contact details of the TPC will be forwarded to NPTC within one months of occupation.

3.2 The TPC Role Responsibilities

3.2.1 The TPC will promote the benefits of travel planning as a positive step towards a healthy and more sustainable lifestyle.

3.2.2 The TPC will be the first point of contact for matters regarding travel to the site.

3.2.3 The main responsibilities of the TPC will be:

- Overseeing the development and implementation of the TP;
- Promoting and marketing the objectives and benefits of Travel Planning;
- Provide every employee with up-to-date travel and transport information;
- Act as point of contact for employees requiring information;
- Potentially organise the formation of an employee travel forum;
- Undertake travel surveys to monitor the effectiveness of Travel Plan measures;
- Liaise with officers at NPTC; and
- Provide annual reports giving updates on the Travel Plan, its measures and its effectiveness.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals seek to redevelop a section of the existing Tesco Superstore car park to provide 377 sqm of Class A3 Use to provide a McDonald's Restaurant with a side-by-side drive thru facility. The internal restaurant 'dining' area floor space is c.77 sqm.

4.1.2 The proposed site layout is included at Appendix A.

4.2 Proposed Access Strategy

Vehicular Access

4.2.1 Vehicular access to the site will be provided from the wider highway network via the Tesco Superstore arm of the A4067 roundabout. Vehicles will route to the site via the Tesco access road and an additional roundabout junction with Tesco Fuel Station.

4.2.2 Vehicles will route into Tesco car park where access to the site can be gained on the site's western boundary. The proposed layout incorporates a one-way route as part of the drive-thru proposals and the site design allows for these routes to connect to form one single access/egress.

Pedestrian and Cycle Access

4.2.3 Pedestrian access to the restaurant will be taken from the Tesco access road or internal Tesco car park via footways and routes along the proposed access road and surrounding pedestrian infrastructure.

4.2.4 Cycle access to the site will be gained internally within the Tesco car park.

4.3 Site Layout

4.3.1 The proposed internal site layout is provided with access from the Tesco car park internal access road and will operate in a clockwise gyratory giving access to the side-by-side drive thru lanes and internal car parking arrangements. Internal pedestrian crossings are provided within the car park offering a connection from Tesco car park to the restaurant frontage and additionally from the Tesco access road.

4.3.2 The drive thru lane forms an integral part of the McDonald's operation and is to be provided adjacent to the north, eastern and southern edges of the building (see Appendix A). It has a capacity of 26 vehicles.

4.3.3 When a customer wishes to purchase a meal without leaving their vehicle, the following steps are taken:

- Enter the drive thru lane;
- Place an order at one of the Customer Order Display (COD) units;
- Pay at the first booth; and
- Collect meal from the second booth and continue out of the drive thru lane.

4.4 Parking Provision

4.4.1 The proposed development is to provide a total 27 car parking spaces, with an additional 2 grill bays. The provision of different parking types is displayed within Table 4.1:

Table 4.1: Proposed Parking Provision

Parking spaces type	Proposed provision
General	21 (3 EV charging)
Accessible bays	2
Staff/Courier	4
Grill bays	2
Total:	29

4.5 Cycle Parking Provision

4.5.1 The development proposals provide four sheffield stands accommodating 8 cycle spaces, which are located adjacent at the eastern perimeter of the site.

4.6 Servicing and Deliveries

4.6.1 The Transport Assessment supporting the proposals (ref: 15297-HYD-XX-XX-RP-TP-5001-P01-S4) sets out the McDonalds operational servicing requirements along with swept path analysis.

5. SITE AUDIT AND ACCESSIBILITY

5.1 Site Location

5.1.1 The site is located 600m to the south of Pontardawe town centre, and 12.5km north-east of Swansea city centre.

5.1.2 The site is located within the existing car park of a Tesco Superstore (with an associated Tesco Petrol Filling Station). The site is bound by the River Tawe to the north-west, the A4067 to the south-east, a Tesco Petrol Filling Station to the north-east and Tesco Superstore parking to the south-west. The site location is shown below at Figure 5.1:

Figure 5.1: Site Location

5.2 Local Highway Network

Private Access Road (Tesco's)

5.2.1 The access to the site is via an unnamed access road which forms the fourth arm of a roundabout junction with the A4067. The site access road contains footways and street lighting, as well as pedestrian zebra crossings.

5.2.2 There are pedestrian links to this route via two separate footbridges over the River Tawe and the A4067 respectively. At the respective points where the footbridges meet the site access road, there are pedestrian zebra crossings giving access to the site.

A4067

5.2.3 The A4067 runs in a south-west/north-east alignment immediately east of the site, providing vehicular access to the site via the site access roundabout to the north-east. The A4067 forms the principal vehicle route between Pontardawe and Swansea to the south-west, and also offers direct access to the strategic road network via the M4 J45 some 6.5km south-west of the site.

5.2.4 In the vicinity of the site the road is comprised of a single carriageway in either direction, which flares to two lanes northbound on the approach to the site access roundabout. The speed limit of the road is 40mph, but this lowers to 30mph on the approach to the site access roundabout.

5.2.5 There are no footways or pedestrian facilities on the A4067 to the north or south of the site, with the aforementioned footbridge providing pedestrian access over the A4067 from Lon Tanyrallt. However, to the west, pedestrian footways are provided on either side of the A4067 link road carriageway over the River Tawe.

A474

5.2.6 The A474 is a suburban main route in south Wales and serves a number of neighbouring settlements. The A474 forms the western and eastern arm of the A4067/A474 5 arm roundabout junction to the north of the site.

5.2.7 The A474 provides a key route to the site, offering direct access to High Street and the large residential areas to the north.

5.2.8 Footways are present on both sides of the carriageway with other pedestrian facilities including pedestrian refuge island crossings, dropped kerbs and tactile paving, and street lighting.

5.2.9 The road is subject to a 30mph speed limit.

Lon Tanyrallt

5.2.10 Lon Tanyrallt is a residential road that runs parallel to the A4067 located to the east of the site. Access from Lon Tanyrallt to the site is provided via a footbridge from the road over the A4067 to the Tesco superstore access road.

5.2.11 Lon Tanyrallt is some 5.5m in with provided with a 2.0m wide footway on the northern side of the carriageway adjacent to the residential frontages. Street lighting is also provided along Lon Tanyrallt.

5.2.12 The speed limit of the road varies between 20mph (near to the Alltwen Primary School to the north) and 30mph, with changes in the speed limit clearly denoted by signposts and on road markings. Traffic calming measures are also present along the road in the form of speed humps.

5.3 Pedestrian and Cycle Infrastructure

5.3.1 There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities and employment. For reference, these have been summarised as follows.

5.3.2 Within the CIHT publication 'Providing for Journeys on Foot' (CIHT 2000) it suggests that the preferred maximum walking distance to school is 2km, with the acceptable distance being 1km and the desirable distance being 500 metres.

5.3.3 Department for Transport (DfT) – Although now superseded by CD143, TA91/05 does provide useful guidance on likely walking and cycling distances for Non-Motorised Users with Paragraph 2.2 stating

that 2 miles is '*a distance that could easily be walked by the majority of people*'. Paragraph 2.3 also continues by stating that '*Walking is used to access a wide variety of destinations including educational facilities… and places of work, normally within a range of up to 2 miles*' (3.2km).

5.3.4 CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about '*80% of journeys shorter than 1 mile* (1.6km) *are made wholly on foot*'.

5.3.5 TA91/05 also states in paragraph 2.11 that '*Cycling is used for accessing a variety of different destinations, including educational facilities and places of work, up to a range of around 5 miles* (8km). *Cycling is also undertaken as a leisure activity, often over much longer distances*.'

5.3.6 Paragraph 2.9 also states that 5 miles (c.8km) is a distance '*that could easily be cycled by the majority of people*'.

5.3.7 This is consistent with the statement in LTN1/20 Cycle Infrastructure Design (in paragraph 2.2.2) that '*Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people*'.

5.3.8 The site is located in a sustainable location situated in the existing Tesco foodstore car park which is accessible via well-established pedestrian infrastructure.

5.4 Pedestrian Connectivity

5.4.1 As the proposed development is located on an existing Tesco car park, the site benefits from well-established pedestrian routes with street lighting and pedestrian crossing points.

5.4.2 The Tesco access road contains footways and street lighting, as well as pedestrian zebra crossings. The pedestrian links to the site are via two separate footbridges over the River Tawe and the A4067. At the respective points where the footbridges meet the site access road, there are pedestrian zebra crossings located on pedestrian desire lines to the site.

5.4.3 Footways are also provided along the A4067 connecting to the A474 roundabout junction providing access into the centre of Pontardawe with pedestrian refuge island crossing points on all 5 of the roundabout arms to facilitate movements around the roundabout. From here, pedestrians can use the well-established footways to access Pontardawe town centre.

5.5 Cycle Connectivity

5.5.1 The now expired PPG13 (paragraph 77) stated that cycling has the potential for substituting short car trips, particularly those under 5km.

5.5.2 The site is served by an existing connection to the National Cycle Network (NCN) Route 43, which runs along the western river bank of the River Tawe on the opposite side to the proposed development site. The route can be reached via a step-free footbridge over the river directly from the Tesco Superstore access road.

5.5.3 Route 43 is part of the National Cycle Network that connects to the Celtic Trail and Swansea with Caehopkin. The route is approximately 51km in length and is both traffic free and on-road in sections. However, locally, the NCN and development site context are shown below at Figure 5.2:

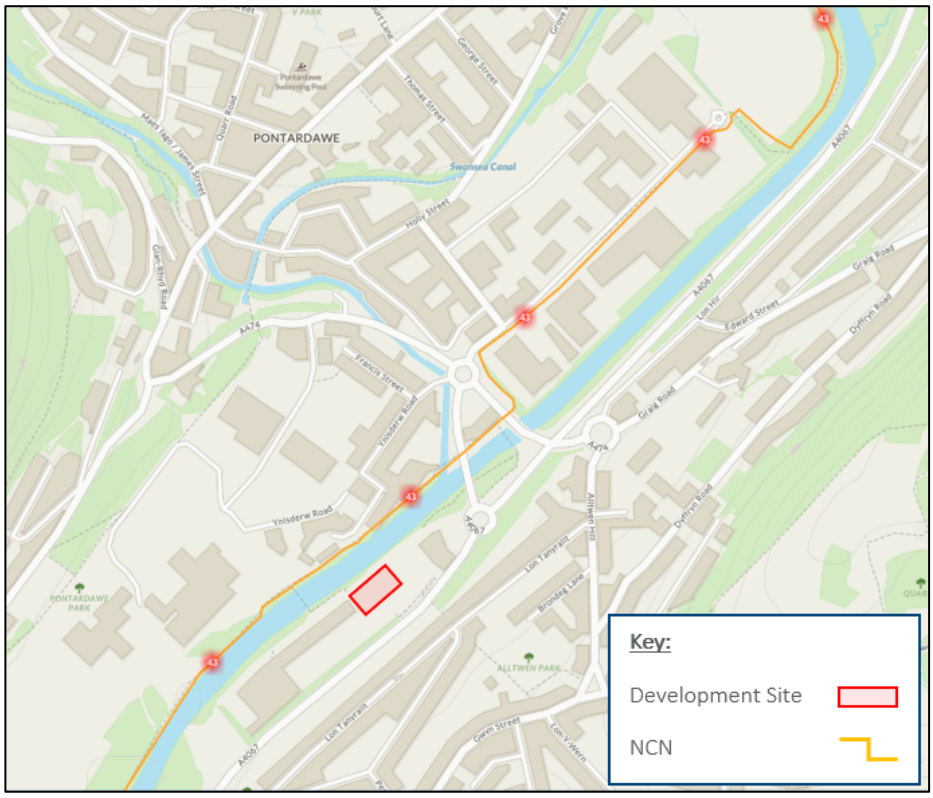


Figure 5.2: NCN in the context of Pontardawe and the site

5.5.4 There are well-established pedestrian and cycle infrastructure surrounding the site as expected for a town; the surrounding footways provide safe access to the residential areas within Pontardawe. This will encourage customers and employees to engage in active modes of transport to reach the site.

5.6 Public Transport

Bus Services

5.6.1 The nearest bus stop is located on Lon Tanyrallt south of the site, approximately 333m walking distance from the site equating to a 4-minute walk. This stop is accessed by travelling south via the footbridge over the A4067 which connects to Lon Tanyrallt.

5.6.2 The 'Lon Tanyrallt Flats' stop serves the X6 Cymru Clipper. The 'Tan yr Allt House' stops, located on Alltwen Hill, approximately 440m walking distance from the site provides an additional bus service the No. 256. Timetable information for the two services is provided at Table 5.1:

Table 5.1: Lon Tanyrallt Flats Bus Stop Timetable

Service No.	Route	Weekday First/Last Service	Mon-Fri Frequency (min)	Saturday Frequency (min)	Sunday Frequency (min)
X6	Swansea – Ystradgynlais Ystradgynlais – Swansea	05:45 / 22:20 06:00 / 21:00	20	20	*4**
256	Neath – Pontardawe Pontardawe – Neath	08:18 / 17:20 07:45 / 16:50	60	60	-

**No. of services per day*

5.7 Active Travel

5.7.1 Active travel involves travel by means of walking and cycling for everyday journeys such as commuting. It plays a key role in promoting healthier lifestyles and reducing the negative impacts of vehicular traffic on local communities.

5.7.2 In September 2014, the Welsh government introduced the Active Travel Act 2013 which makes it a legal requirement for Local Authorities in Wales to map and plan active travel routes within certain locations as designated by the Welsh government.

5.7.3 The act also requires local authorities to consider the need for new road schemes (including road improvement schemes) to accommodate the needs of pedestrians and cyclists in active travel.

Existing Route Maps

5.7.4 As part of the act, Neath Port Talbot Council have produced existing active travel route maps which show existing active travel routes within the area. The existing route maps (ERMs) are reviewed and updated every three years to ensure that they remain current. The latest ERM covering Pontardawe is shown at Figure 5.3:

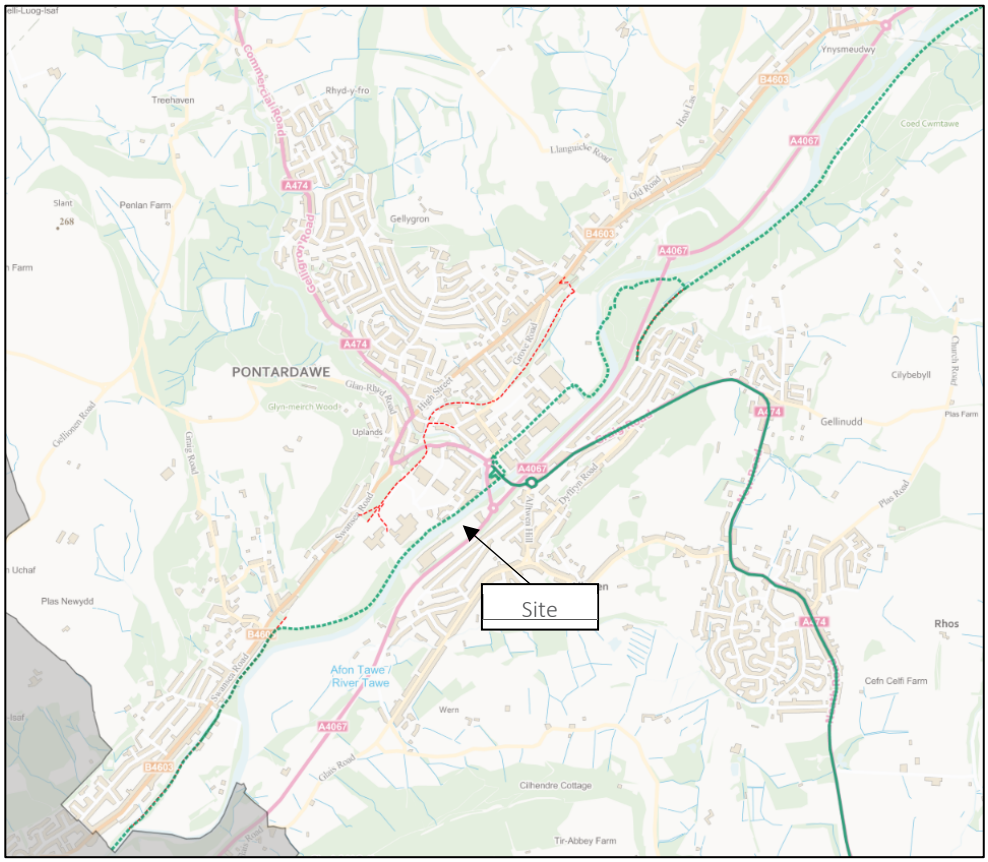


Figure 5.3: Pontardawe Active Travel Existing Route Map

5.7.5 Three existing active travel routes are provided in the immediate vicinity of the site, and provide access from the site to the north and south via a mixture of off-road and on-road routes.

Integrated Network Maps

5.7.6 The Active Travel Act 2014 also required the council to produce Integrated Network Maps (INMs) which outline the Local Authority's plans to develop a network of active travel routes beyond the ERM over the next 15 years. INM proposals have been developed through extensive consultation with the aim of improving access to key services and facilities in town centres and expanding the existing active travel network.

5.7.7 NPTC's INM proposals include additions to the integrated walking and cycling network in the immediate vicinity of the site. The INM proposals are shown at Figure 5.4:

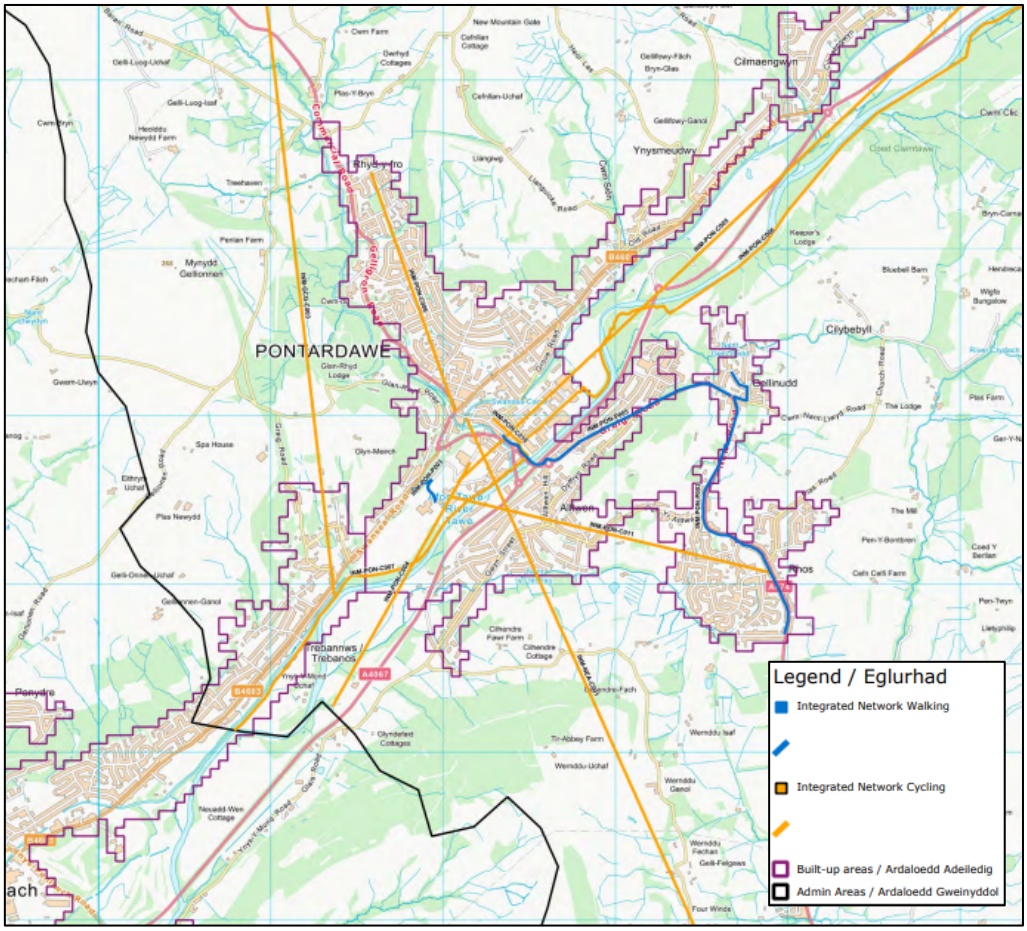


Figure 5.4: Pontardawe Integrated Network Map in Vicinity of Site

5.8 Accessibility Summary

5.8.1 Due to the site being centrally located within Pontardawe, it is considered that employees and customers will be able to benefit from the diverse range of sustainable travel options that are available when travelling to/from the site.

5.8.2 The site has a high level of pedestrian permeability within Pontardawe, and will offer potential for commuting and customer trips to be made on foot due to the extensive network of footways and active travel routes within the vicinity of the site. Similarly, the provision of cycle routes (including those that are designated active travel routes) will provide opportunities for trips to be made by cycling.

5.8.3 There are a number of existing Active Travel routes within Pontardawe which contribute to the site's accessibility. These will be further enhanced as per NPTC's Integrated Network Map, with the supply of active travel routes within Pontardawe plentiful.

5.8.4 There are a number of bus services located within walking/cycling distance of the development site in Pontardawe. Frequent bus services will encourage an uptake of bus use by employees/customers from the outset.

5.8.5 Consequently, it is considered that there are ample opportunities for employees and customers of the proposed development to be able to travel by sustainable modes of transport.

6. TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1 This section of the Travel Plan (TP) describes the measures that are proposed in order for the Travel Plan to meet its Aims, Objectives and Targets.

6.1.2 All Travel Plans should include measures appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site.

6.1.3 The following measures are linked back to the stated objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

6.1.4 This TP demonstrates the commitment of the development to sustainable travel. The design principal for this site is to provide a sustainable environment that promotes the ethos of sustainability whilst encouraging the use of walking, cycling and local public transport as an alternative to the private motor car.

6.1.5 The list of measures is not exhaustive where further potential measures and initiatives may be investigated by the TPC. The measures outlined below are intended to be reviewed and monitored following completion of subsequent travel surveys.

6.2 Measures to be Provided

Measure 1 – Travel Plan Coordinator

6.2.1 It will be necessary for a Travel Plan Co-Ordinator (TPC) to be appointed by McDonald's. The TPC will be responsible for the implementation and monitoring of the measures and initiatives defined in the plan, thereby ensuring the objectives of the TP are accomplished.

6.2.2 The TPC will be appointed by McDonald's three months prior to occupation and will be funded initially for a five-year period. The TPC will be suitably trained/qualified, have full management support, and will be provided with an appropriate budget (to be agreed) to undertake the necessary tasks.

6.2.3 The appropriate Travel Planning Officers for Neath Port Talbot Council will be informed of the TPC. The role of the TPC will involve:

- overall responsibility for the day-to-day effectiveness of the TP.
- the process of identifying, developing, assessing and reviewing measures of the TP.
- to encourage and develop occupier understanding and cooperation regarding the TP.
- to identify means of communication appropriate for disseminating information regarding sustainable travel in terms of environmental and health benefits to occupiers.
- to set up a Travel Plan Forum where any issues or concerns raised by occupiers relating to travel and transport can be discussed. This will be a good opportunity for users of the TP to take control and to actively participate with its management and future direction.

6.2.4 Travel Plans are living documents committed to promoting sustainable travel throughout the life of the development. At the end of the initial five-year period, the TPC role will continue but the need for regular monitoring will reduce, and the tasks of the TPC will be reviewed.

6.2.5 All site occupiers will be made aware of the TP and the responsibilities of the TPC on the commencement of their tenancy. At this point, occupiers will have the opportunity to discuss any elements of the provided TP with the TPC.

Measure 2 – Walking and Cycling

6.2.6 Cycle Parking can be accommodated within the site for both staff and customers.

6.2.7 McDonald's restaurants offer a range of discount schemes to their staff for goods and services from other companies. In respect of cycling, staff can get discounts of up to 10% from the following cycle retailers:

- Wiggle;
- ProBikeKit;
- Evans Cycles; and
- Halfords.

6.2.8 In addition to this, and to help promote the health and wellbeing of staff, McDonald's offer membership to staff at the following gyms:

- Nuffield Health Clubs;
- Virgin Active; and
- Puregym.

6.2.9 The proposed restaurant will also include changing facilities and lockers for staff on-site.

Measure 3 – Public Transport

6.2.10 Staff at the proposed restaurant will be provided with access to broadband/internet within the staff/crew room to allow them to review bus timetables and public transport information.

Measure 4 – Lifts Home for Emergency Situations

6.2.11 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.

Measure 5 – Car Sharing

6.2.12 It is understood that given the relatively low number of staff at the restaurant will mean there may be little benefit in formally arranging a formal car-sharing scheme. 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 be appropriate for the proposal. The TPC would facilitate lift share matches where possible.

6.2.13 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.

Measure 6 – Free Meals

6.2.14 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.

Measure 7 – Promotion of Events

6.2.15 It is proposed that appointed Travel Plan Co-ordinator will review and promote appropriate national and local travel events such as:

- National Bike Week;
- World Car Free Day;
- Liftshare Week; and
- National Walking Month.

Measure 8 – Deliveries, Refuse and Recycling

6.2.16 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.

6.2.17 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.

6.2.18 Waste minimisation and recycling are promoted.

6.2.19 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. Therefore, reducing the quantum of waste and frequency of collection required.

6.2.20 Service vehicles also collect empty delivery trays and crates which are returned to suppliers for re-use.

6.2.21 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.

7. ACTION PLAN

7.1.1 This section draws together the proposed measures, monitoring and review proposals into an Action Plan that identifies who will be responsible for the delivery of each element.

7.1.2 This Action Plan will be updated to reflect the outcome of the biennial surveys that will be undertaken so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in this TP. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed with officers at Neath Port Talbot Council.

7.1.3 The measures outlined in Section 6 will be adopted by the development, and appropriate budgets will be made available for their implementation.

Item	Item	Responsibility	Timescale
1	Appoint Travel Plan Coordinator	Developer	1 month before occupation
2	Walking and Cycling	Developer / TPC	Ongoing
3	Public Transport	Developer / TPC	At occupation
4	Lifts home for Emergency Situations	Developer	Ongoing
5	Car Sharing	TPC	Ongoing
6	Free Meals	Developer	At occupation
7	Promotion of Event	Developer	At occupation
8	Deliveries, Refuse and Recycling	Developer	Ongoing

8. TARGETS, MONITORING AND REVIEW

8.1 Monitoring and Review

8.1.1 This TP sets out details of the proposed measures and action plan for the proposed restaurant at Pontardawe. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan can be evaluated. Monitoring and review will be the responsibility of the TPC.

8.1.2 Monitoring of Travel Plans will be undertaken using employee Travel Surveys. The survey results will be collated within three months of the surveys taking place.

8.1.3 The monitoring period will be for five years following the occupation of the development.

8.1.4 An example travel plan survey questionnaire is provided at Appendix B.

8.2 Targets

8.2.1 Targets will form an essential ingredient in the Travel Plan. All targets must be SMART (Specific, Measurable, Achievable, Realistic and Timebound). 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.

8.2.2 Interim targets for years 1, 3 and 5 were set out in Table 8.1 below. These targets will be subject to review following the results of the baseline surveys in Year 1.

Table 8.1: Interim Targets

Mode	Year 1 (Base)	Year 3	Year 5 (Target)
Car Drive (Alone)	33%	31%	28%
Alternative Modes	67%	69%	72%

8.2.3 These targets aim for a 5% reduction in single occupancy car travel. The process of further periodic monitoring, target evaluation and review would be undertaken for the period of 5 years from 1st occupation. Should the targets in year 5 be met then it is considered that no further assessment will be required.

8.3 Scheme Administration

8.3.1 The TPC will be required to keep up to date records associated with the operation of the Travel Plans. These will include:

a. Details of Staff Travel Patterns: This information will be derived from the Travel Surveys and will be retained for input into the review procedure.

b. Monitoring Records: Feedback from the monitoring procedure will be maintained for input into an annual Travel Plan Review process.

c. Review Reports: Copies of historic review reports will be retained for reference purposes and for analysis of the longer-term effectiveness of the plan.

d. Correspondence File: A file will be maintained to include all correspondence relating to the ongoing management of the Travel Plan.

e. Incidents File: An incidents file will be maintained to record travel related incidents, feedback from users/visitors and general observations of the TPC. This information will be retained for input into the annual Travel Plan review.

8.3.2 The TPC will be responsible for implementing the individual TPs and reporting against targets and the action plan. The TPC function will be fulfilled from occupation, and for the monitoring period (5 years post occupation).

8.4 Consultation

8.4.1 The success of the TPs will rely on the support of employees, to ensure that the principles and initiatives within the TPs are understood.

8.4.2 The TPC will also retain responsibility for liaison with outside bodies, including the Local Planning and Highway Authorities. Liaison with officers of NPTC, e.g. those responsible for cycling and public transport will be undertaken as required.

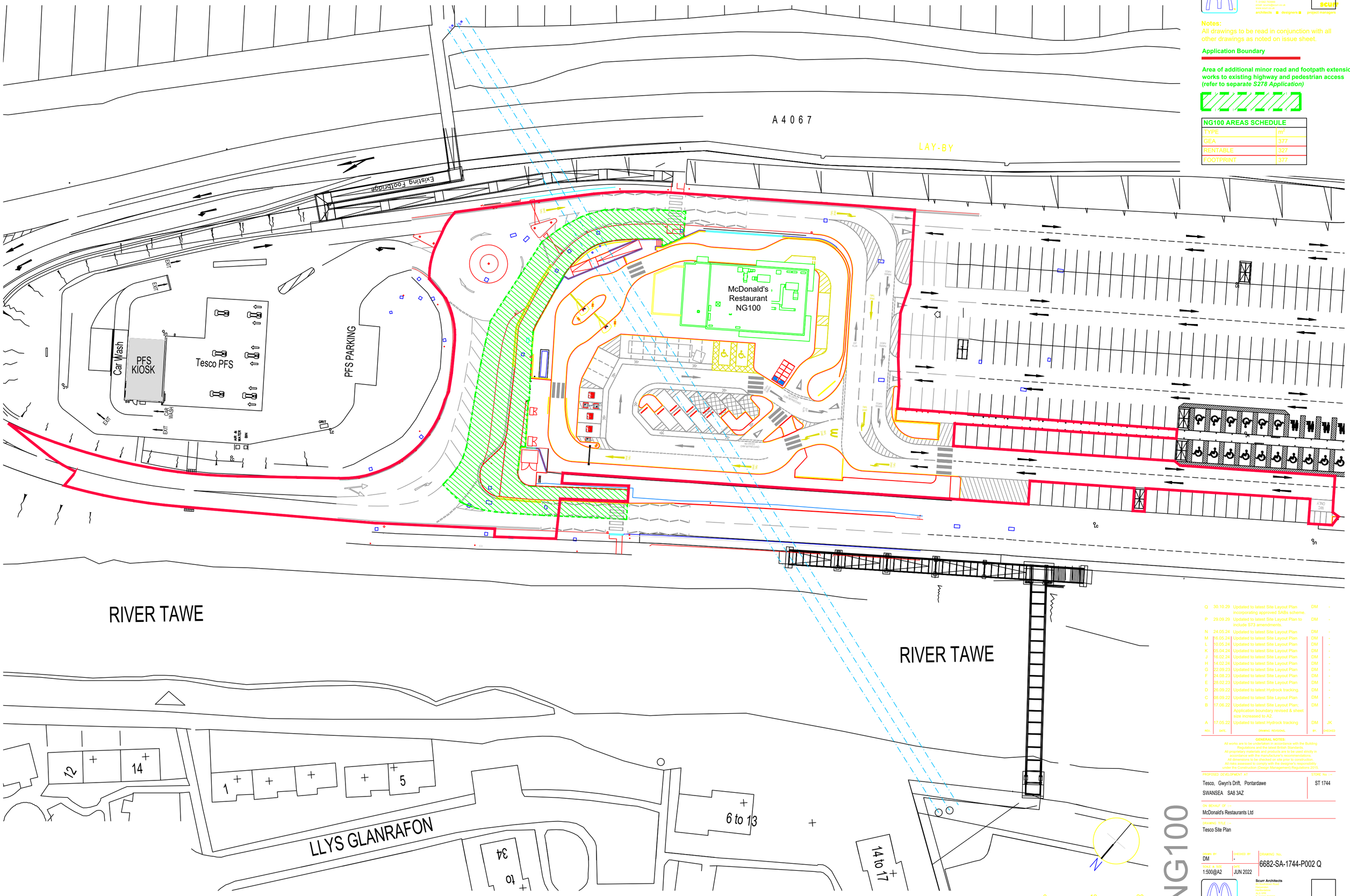
9. SUMMARY

9.1 Travel Plan Summary

9.1.1 Stantec has prepared this Travel Plan on behalf of McDonald's Restaurants Ltd in support of the planning application for a proposed McDonald's Restaurant with a drive-thru facility on part of the existing Tesco car park in Pontardawe, to the north-east of Swansea.

9.1.2 This Travel Plan provides the means to minimise single occupancy vehicle trips to and from the site in the form of a range of measures to be implemented on the site. An Action Plan and timescales for the implementation of the measures are defined as well as a monitoring and review framework for the development.

Appendix A Proposed Site Layout



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architects ■ designers ■ project managers

Notes:
All drawings to be read in conjunction with all other drawings as noted on issue sheet.

Application Boundary

Area of additional minor road and footpath extension works to existing highway and pedestrian access (refer to separate *S278 Application)*

NG100 AREAS SCHEDULE	
TYPE	m^2
GEA	377
RENTABLE	327
FOOTPRINT	377

REV.	DATE	DRAWING REVISIONS	BY	CHECKED
Q	30.10.29	Updated to latest Site Layout Plan incorporating approved SABs scheme.	DM	-
P	29.09.29	Updated to latest Site Layout Plan to include S73 amendments.	DM	-
N	24.05.24	Updated to latest Site Layout Plan	DM	-
M	16.05.24	Updated to latest Site Layout Plan	DM	-
L	10.05.24	Updated to latest Site Layout Plan	DM	-
K	25.04.24	Updated to latest Site Layout Plan	DM	-
J	16.02.24	Updated to latest Site Layout Plan	DM	-
H	14.02.24	Updated to latest Site Layout Plan	DM	-
G	22.09.23	Updated to latest Site Layout Plan	DM	-
F	24.08.23	Updated to latest Site Layout Plan	DM	-
E	28.02.23	Updated to latest Site Layout Plan	DM	-
D	26.09.22	Updated to latest Hydrock tracking	DM	-
C	08.09.22	Updated to latest Site Layout Plan	DM	-
B	17.06.22	Updated to latest Site Layout Plan; Application boundary revised & sheet size increased to A2.	DM	-
A	17.05.22	Updated to latest Hydrock tracking	DM	JK

GENERAL NOTES:
All works are to be undertaken in accordance with the Building Regulations and the latest British Standards.
All proprietary materials and products are to be used strictly in accordance with the manufacturer's recommendations.
All dimensions to be checked on site prior to construction.
All risks assessed to comply with the designer's responsibility under the Construction (Design Management) Regulations 2015.

PROPOSED DEVELOPMENT AT
Tesco, Gwyn's Drift, Pontardawe
SWANSEA SA8 3AZ

STORE No :–
ST 1744

ON BEHALF OF :–
McDonald's Restaurants Ltd

DRAWING TITLE :–
Tesco Site Plan

DRAWN BY	CHECKED BY	DRAWING No.
DM	-	6682-SA-1744-P002 Q
SCALE @ A2	DATE	
1:500@A2	JUN 2022	

NG100

0 10 20
Scale in metres (1:500)

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architects ■ designers ■ project managers

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Appendix B Example Workplace Questionnaire

Work Place Travel Plan Survey

About You

1. Your Place of Work

2. Your home Postcode

3. Your house name or number

4. Gender Male Female

5 Age Group Under 18 18 - 34 35 - 44

45 - 60 60+

6. Do you have a disability that affects your travel arrangements? Yes No

Please give brief details

About your work

7. How many days do you normally work? 1 to 3 4 Days

Full Time Shifts

Other, please specify

8. What hours do you normally work? Regular Office Flexi

Other, please specify

9. Are there any aspects of your job that require you to have use of a car?

None Attend meetings Site visits

Other, please specify

10. How do you normally travel to work? Walk Cycle

If you use multiple modes please tick all modes used Bus Train

Taxi Motorbike

Car Share SOV

SOV is a Single Occupant Vehicle (Driver only)

Other, please specify

11. Do you ever use alternative means to access your work place? Yes ☐ No ☐

If you use multiple modes please tick all modes used

Walk	☐	Cycle	☐
Bus	☐	Train	☐
Taxi	☐	Motorbike	☐
Car Share	☐	SOV	☐

Please provide additional information if appropriate

12. How far do you travel to work?

Up to 1 mile	☐	1 to 3 miles	☐
3 to 10 miles	☐	10 to 20 miles	☐
Over 20 miles	☐		

13. How long does it take to get to work?

0 to 15 mins	☐	16 to 30 mins	☐
31 to 60 mins	☐	61+ mins	☐

14. If walking or cycling are practical alternatives for you, what would encourage to adopt these modes?

(Select up to 2 answers)

Guaranteed Lift home in an Emergency	☐	More covered cycle parking	☐
Shower / changing facilities	☐	Pool car for business use	☐

Other, please specify

For drivers only

15. Is car sharing a possibility if suitable partner(s) can be found? Yes ☐ No ☐

16. Which of the following would most encourage you to car share?

(Select up to 3 answers)

Help finding a suitable partner	☐	Financial incentives	☐
Guaranteed Lift home in an Emergency	☐	Pool car for business use	☐
Priority parking for car share vehicles	☐		

Other, please specify

17. Is Public transport a realistic option? Yes ☐ No ☐

18. What would encourage you to use Public Transport?

More direct route	☐	Pool car for business use	☐
More frequent service	☐	More reliable service	☐
Better information on times and / or fares	☐		

Other, please specify

19. If you never require a car for business purposes please tick the box below and move to Question 24

I never travel for work purposes

Travel for work purposes

20. Approximately how many business miles do you cover in a month (Number please)

21. Do you ever car share for business trips? Yes No

22. Do you ever use a pool car for business trips Yes No

23. Do you ever use public transport for business travel?

Within County

Yes No

Out of County

Yes No

Your personal opinion of sustainability issues

24. Do you consider reducing the environmental impacts associated with your industry is important?

Yes No

25. Do you agree that reducing the level of single occupancy vehicle trips is worthwhile?

Yes No

Any comments you would like to make can be recorded here:-