



**STORE TRAVEL PLAN FOR McDONALD'S RESTAURANT
ROSEHILL HOUSE
ASHGROVE ROAD WEST
ABERDEEN
AB16 5EH**

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.

CONTENTS

		Page No
1.0	INTRODUCTION	
	1.1 Introduction	1
	1.2 Restaurant Location	1
	1.3 Proposed Restaurant	2
	1.4 Aims and Objectives	3
	1.5 Scope of Travel Plan	4
	1.6 Planning Policy Guidance	4
2.0	STAFF TRAVEL INFORMATION	5
3.0	TRAVEL PLAN CO-ORDINATOR	7
4.0	WALKING	9
5.0	CYCLING	11
6.0	PUBLIC TRANSPORT	13
7.0	CAR SHARING	15
8.0	ATTITUDES TO TRAVEL CHANGE	16
9.0	TRAVEL PLAN MEASURES AND ACTION PLAN	
	9.1 Travel Plan Measures	19
	9.2 Action Plan	21
10.0	MONITORING AND REVIEW	
	10.1 Monitoring	22
	10.2 Targets	22
	10.3 Review Definition	23
	10.4 Review Timetable	23
	10.5 Review Procedure	24
10.0	SUMMARY OF TRAVEL PLAN	25

APPENDICES

1.0 ARCHITECTS LAYOUT

2.0 STAFF TRAVEL WELCOME PACK

3.0 STAFF TRAVEL QUESTIONNAIRE

1.0 INTRODUCTION

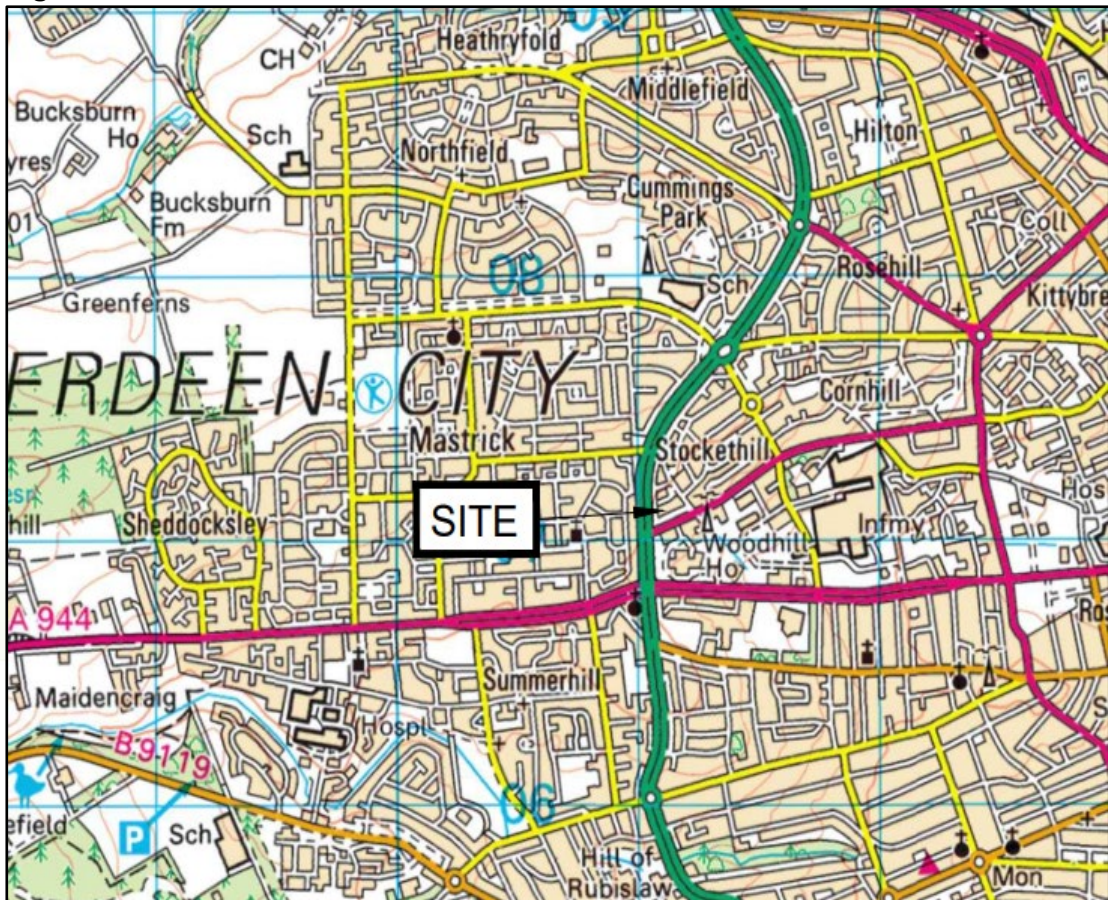
1.1 Introduction

1.1.1 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 proposed McDonald's restaurant at Ashgrove Road West, Aberdeen. West, Aberdeen.

1.2 Restaurant Location

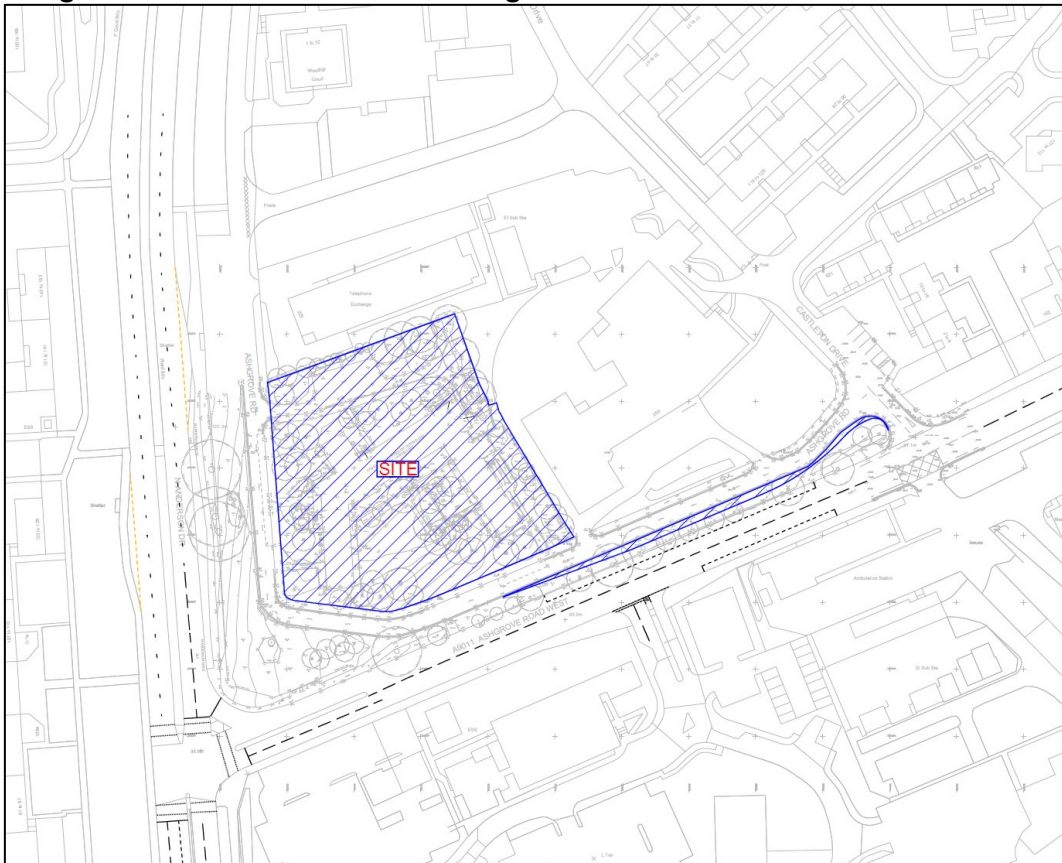
1.2.1 The site is located on land off Ashgrove Road West, adjacent to the A92 North Anderson Drive and 3.4km northwest of Aberdeen City Centre. A plan showing the site location is included below as Figure 1A.

Figure 1A Site Location



1.2.2 The area surrounding the site is made up of a mix of uses although it is largely residential in nature. There are also several office buildings in the vicinity of the site, along with commercial and retail units. an ambulance station operated by the Scottish Ambulance Service is located on the southern side of the A9011 Ashgrove Road West at the Castleton Drive junction. A plan showing the site and surrounding area is provided as below as Figure 1B.

Figure 1B Site and Surrounding Area



1.3 Proposed Restaurant

1.3.1 It is proposed to redevelop the site to provide a 377sqm (GEA) single storey McDonald's Restaurant with side-by-side drive thru facilities. The site layout is provided in Appendix 1.0.

1.3.2 Vehicle access to the restaurant would be via Ashgrove Road West. Pedestrian access to the site would be provided from three separate points on the footway on Ashgrove Road West.

- 1.3.3 It is proposed to provide 50 spaces within the car park. There would be 2 grill bays for McDonald's drive thru customers and 3 accessible bays close to the restaurant. There would be 10 cycle parking spaces (5 Sheffield stands) provided for the McDonald's located close to the restaurant. There would also be 2 motorcycle provided on the site.
- 1.3.4 It is expected that the restaurant would operate 24 hours Monday to Sunday and that up to 15 staff would be on site at any one time. McDonald's staff work carrying shift patterns depending on their needs and the needs of the restaurant. The minimum core time is 4 hours.

1.4 Aims and Objectives

Aims

- 1.4.1 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

- 1.4.2 The objectives of the Travel Plan are outlined below:
- To minimise the proportion of trips made to the development by car, particularly single occupancy car trips
 - To promote the health and environmental benefits associated with travel by sustainable transport modes
 - To facilitate and promote more active forms of travel Increase the share of staff travelling to work by walking, cycling or public transport
 - Reduce single occupant car journeys to work
 - To ensure the Travel Plan is reviewed, monitored and updated regularly

1.5 Scope of Travel Plan

- 1.5.1 The scope of this Travel Plan relates to McDonald's staff only. The majority of customers are already on the road network in any event. Therefore, although some measures e.g. cycle parking may encourage customer to travel by alternative modes, targets for customer travel would not be reasonable.

1.6 Planning Policy Guidance

- 1.6.1 The Local Development Plan Supplementary Guidance 'Transport and Accessibility' advocates that a Travel Plan is a general term for a package of measures aimed at promoting more sustainable travel choices to and from a site, with an emphasis on reducing reliance on the private car, thereby lessening the impact of that site on the surrounding road network.
- 1.6.2 The Supplementary Guidance refers to the Council producing a Technical Advice Note Travel Plans: A Guide for Developers' which will contain detailed guidance on preparing a Travel Plan and associated documentation. However, this is not currently available on the Council website.

2.0 STAFF TRAVEL INFORMATION

2.1 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.

2.2 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.

2.3 The proposed Ashgrove Road West restaurant is considered to most closely resemble a suburban site. Table 2A therefore shows an extract from the data base outlining the modal split of staff at suburban restaurants.

Table 2A Staff Travel Modes to Suburban Restaurants

Mode	%	Requires Car Parking	Public Transport, Foot or Cycle
Foot	32%	-	32%
Car driver	24%	24%	-
Bus	23%	-	23%
Dropped off	8%	-	-
Cycle	7%	-	7%
Motorcycle	2%	-	-
Car passenger, share with employee	1%	-	-
Taxi	1%	-	1%
Train	1%	-	1%
Total	100%	25%	64%

- 2.4 As shown in Table 2A, McDonald’s staff already have a low level of car travel at the restaurants surveyed, at 25%. 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.
- 2.5 It is expected that 64% of staff would 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.
- 2.6 Based upon a daily workforce of 15 people on site would amount to around 4 staff who would drive to work (either parking at the restaurant).
- 2.7 The breakdown of journey time and distance travelled is shown in Tables 2B and 2C below.

Table 2B Journey Times to Work

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

Table 2C Distance Travelled to Work

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

3.0 TRAVEL PLAN CO-ORDINATOR

- 3.1 The Travel Plan Co-ordinator (TPC) at Ashgrove Road West would be the Restaurant Manager and will be appointed by the restaurant franchisee before 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. The Travel Plan Co-ordinator's responsibilities will be part of their job description so therefore, they will be expected to allocate appropriate time to the Travel Plan.
- 3.2 The Travel Plan Co-ordinator retains a copy of this Travel Plan and contact details at ADL Traffic and Highways Engineering Ltd to assist them in implementing and updating the plan.
- 3.3 The TP Co-ordinator will be responsible for the following;
- Implementation of the Travel Plan,
 - Being the point of contact for travel information and distribution of Staff Travel Packs.
 - Potential liaison with Tim Hortons TPC to explore opportunities for cooperation in achieving the aims of the Travel Plan.
 - Promoting and marketing the Travel Plan, including provision of up to date information on regional and national initiatives / promotional events, e.g. National Bike Week.
 - Monitoring progress of the Travel Plan through coordinating repeat surveys and using the findings to develop new measures as necessary to encourage sustainable travel.
 - Regularly reviewing the aims / objectives of the Travel Plan along with implementing any new Travel Plan measures and setting revised travel targets.
 - Promoting car sharing.
- 3.4 Travel information will be provided in the form of a Staff Travel Pack (see Appendix 2.0) and provided initially as part of staff induction. Travel Information will be updated annually.

3.5 Contact details for the Travel Plan Co-ordinator will be forwarded to Aberdeen City Council upon appointment. The Travel Plan Co-ordinator details will be updated in the event of a change of personnel.

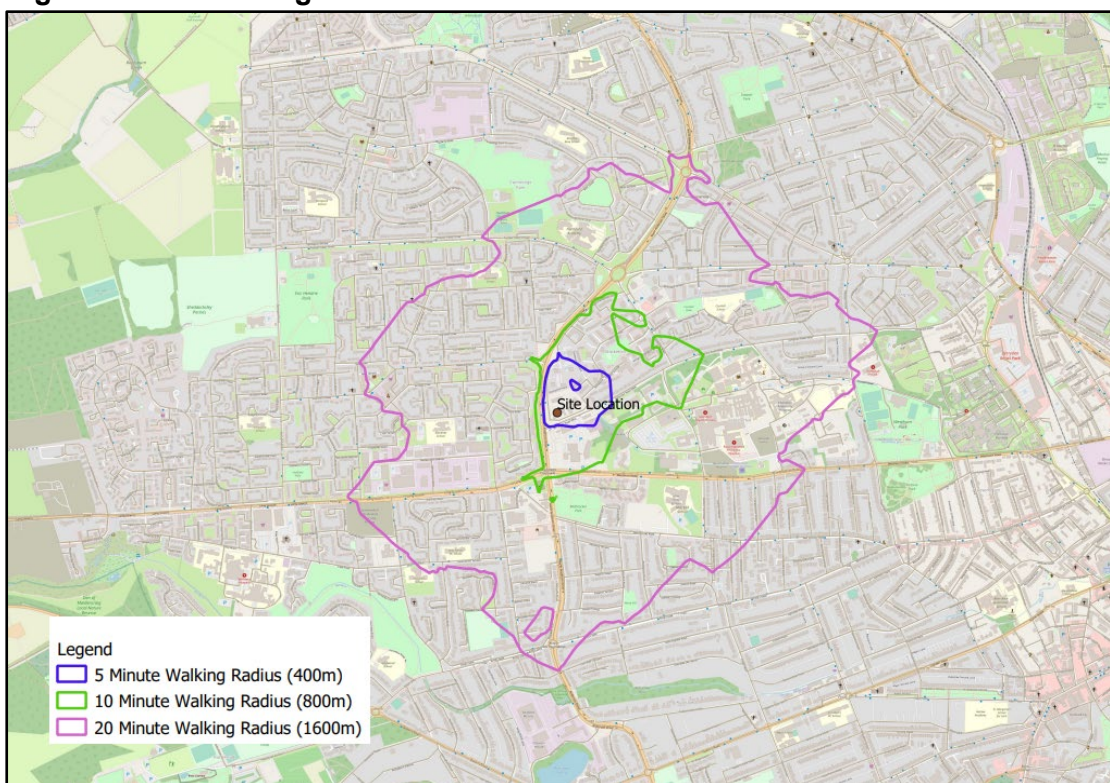
3.6 In the interim ADL will act as the Travel Plan Co-ordinator on behalf of McDonald's. Contact details are as follows;

- Catherine Chapman (Director)
- Email: Catherine@adltraffic.co.uk
- Tel: 04154 332100

4.0 WALKING

- 4.1 Walking accounts for 32% of travel modes used by staff at the surveyed McDonald's suburban restaurants.
- 4.2 The site is located in a mature urban environment with a well-developed footpath network in the vicinity of the site. The areas within 400m, 800m and 1600m walking distance from the restaurant are shown on the plan included as Figure 4A below.

Figure 4A Walking Distance Isochrone



- 4.3 There is an existing footway on the northern and eastern sides of Ashgrove Road West. There are footways on both sides of Castleton Drive.
- 4.4 There is an existing pedestrian footway on the northern side of the A9011 Ashgrove Road West which runs for a distance of 70 metres from the A92 North Anderson Drive/A9011 Ashgrove Road West signal junction. The footway on the northern side of the A9011 Ashgrove Road West then resumes to east of the junction with Castleton Drive. There is a continuous footway on the southern side of the A9011

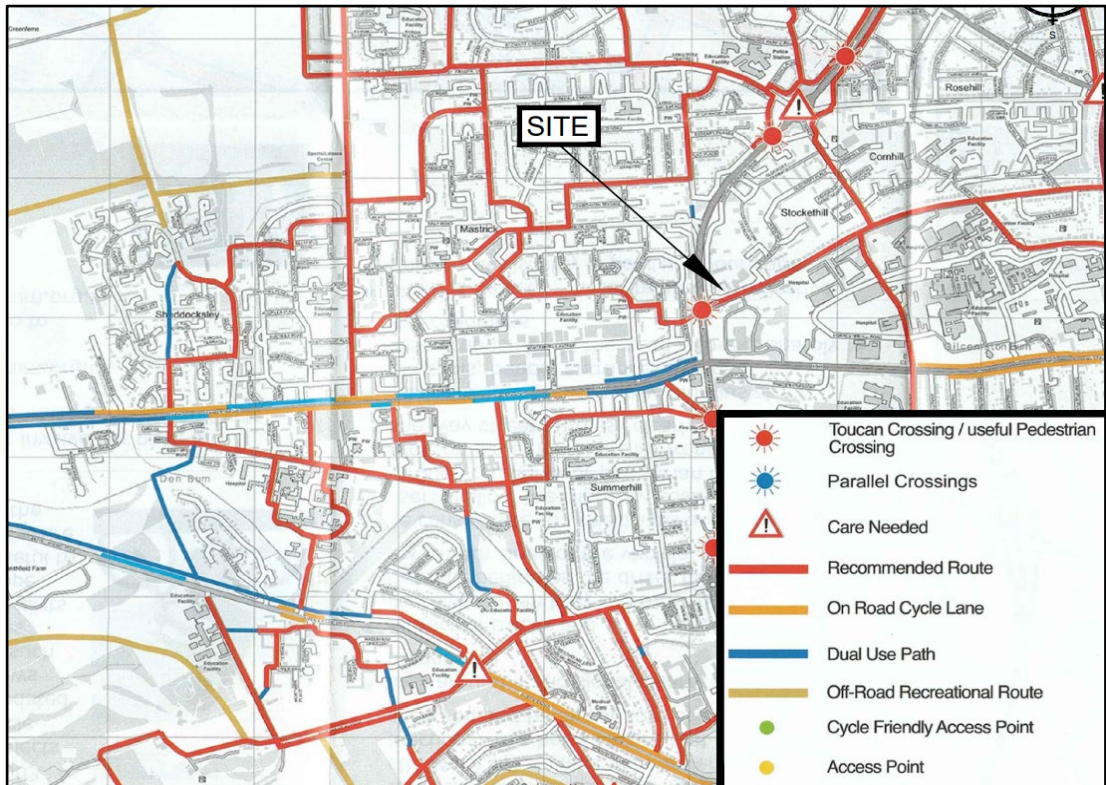
- 4.5 There are signalised Pelican crossings on all arms of the A92 North Anderson Drive/A9011 Ashgrove Road signal junction. The crossings are equipped with drop kerbs, refuges and call buttons.

- 4.6 The crossings provide safe pedestrian route across the A92 North Anderson Drive to the residential areas located to the west of the site. There are also footways on both sides of the A92 North Anderson Drive.

5.0 CYCLING

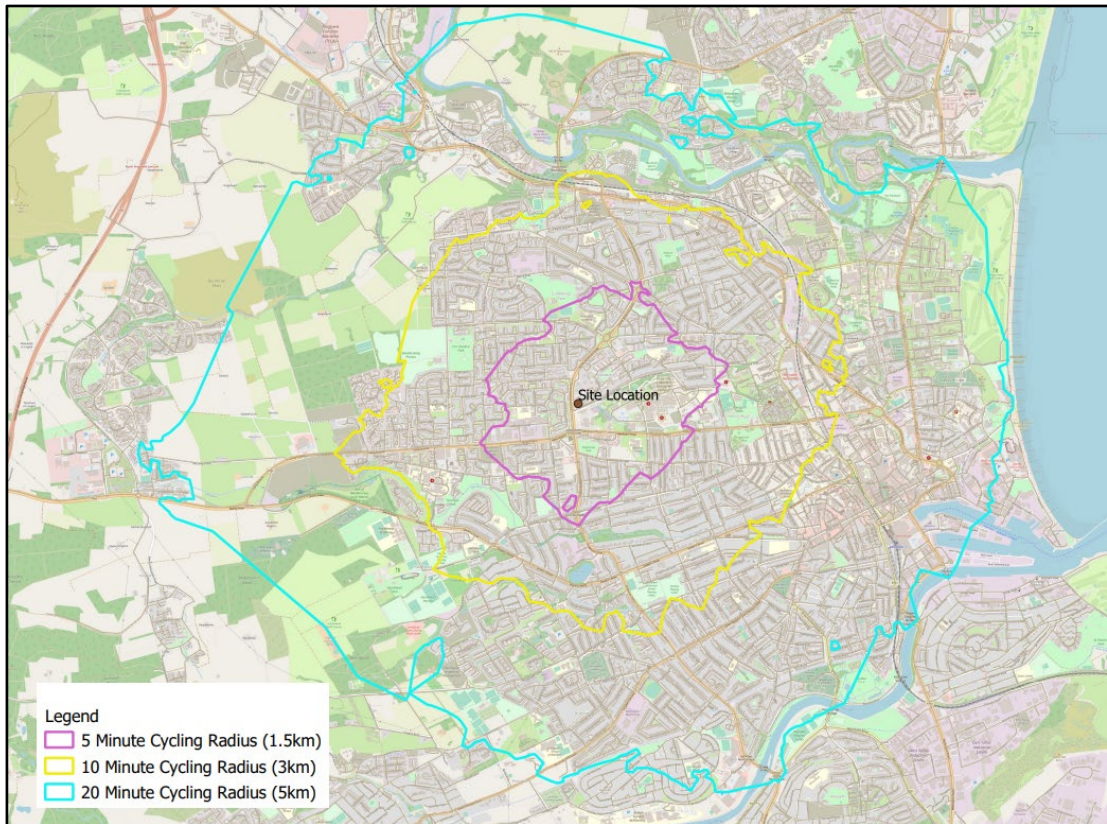
- 5.1 Cycle parking will be provided on the site. This will be available for both customers and staff.
- 5.2 Promoting cycling has the benefit of reducing parking demand and promotes better health.
- 5.3 An extract from the Aberdeen City Council Cycling Map is provided as Figure 5A below
<https://www.aberdeencity.gov.uk/sites/default/files/2020-02/aberdeen-cycle-map-2020-berryden-covebay.pdf>
- 5.4 In the vicinity of the site, the A9011 Ashgrove Road West is designated as a recommended cycle route by Aberdeen City Council. This is shown on the plan provided as Figure 5A below. The plan shows that there are also several other recommended cycle routes in the vicinity site, including a recommended route providing access into the residential area to the west of the site.

Figure 5A Local Cycle Routes



5.5 A 3km and 5km cycling isochrone is also provided as Figure 5B below.

Figure 5B Cycling Isochrones



5.6 The site is well catered for in terms of cycle facilities and connections to the existing network.

6.0 PUBLIC TRANSPORT

- 6.1 There are bus stops located on the A9011 Ashgrove Road West located 200 metres walking distance from the site. The stops are equipped with signs and are served by regular routes 35 and 37.
- 6.2 There are also stops on the A92 North Anderson Drive. The southbound stop is located 220 metres walking distance from the site via the footway on Ashgrove Road West. The northbound stop is located 160 metres walking distance from the site via the crossings at the A92 North Anderson Drive/A9011 Ashgrove Road West signal junction. The stops are equipped with shelters, laybys and timetable information. The stops are served by regular routes 10, 10B, 10C, 35 and 37.
- 6.3 A plan showing the locations of the bus stops in the vicinity of the site is provided below as Figure 6A.

Figure 6A Bus Stop Locations



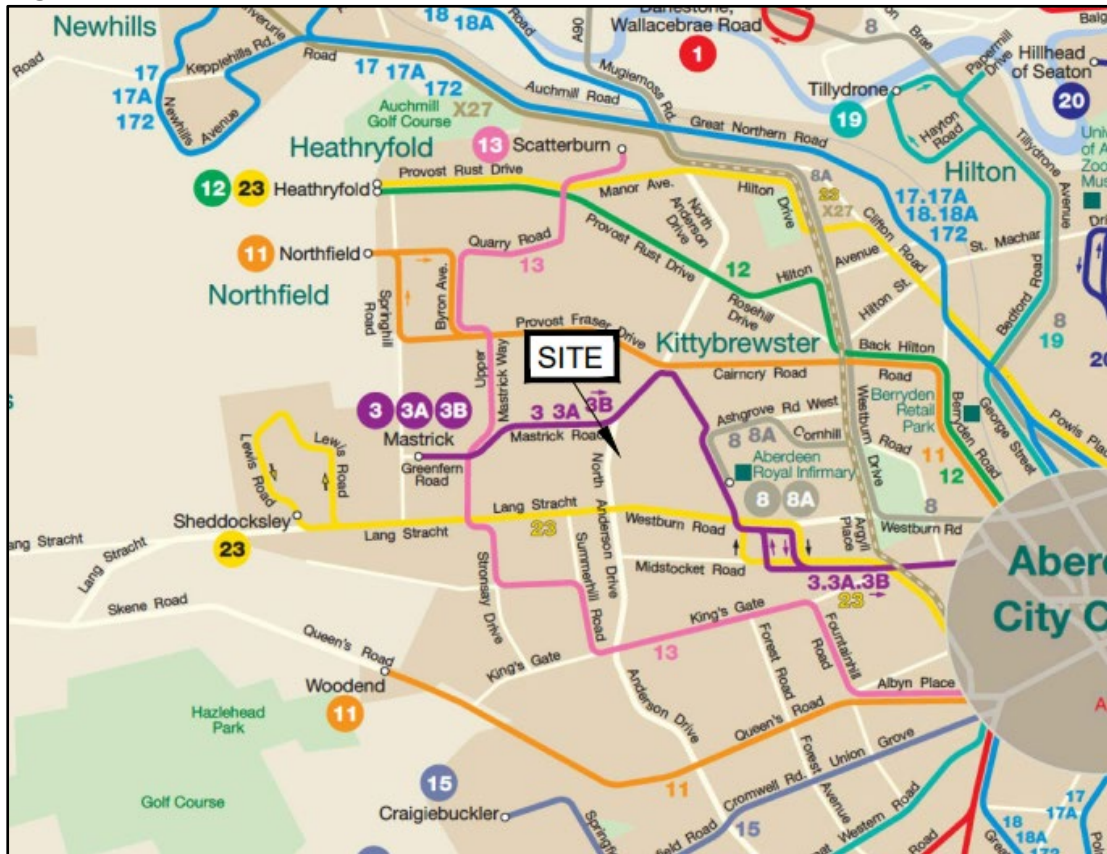
- 6.4 A summary of the bus services serving the site is provided in Table 6A below.

Table 6A Bus Services: Summary

No	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
10/10B/10C	Inverness – Aberdeen	2/hr	2/hr	1/hr
35	Elgin – Aberdeen	2/hr	2/hr	1/hr
37	Aberdeen City Centre - Inverurie	1/hr	1/hr	1/hr

6.5 Table 6A demonstrates that the site is served by up to 5 buses per hour Monday to Saturday, and 3 buses per hour on Sundays. An extract of the bus map for Aberdeen is shown below in Figure 6B.

Figure 6B Bus Routes



6.6 More information about bus travel in Aberdeen can be found via the following link:

- <https://www.firstbus.co.uk/aberdeen/routes-and-maps/network-maps>

6.7 There is a nationwide “traveline” which provides information for passengers. The telephone number for this service is 0871 200 22 33.

6.8 The site therefore benefits from a reasonably good level of accessibility by public transport.

7.0 CAR SHARING

- 7.1 The relatively 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 4 crew members who drive per shift. However, the TP Co-ordinator 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.
- 7.2 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 TP Co-ordinator.

8.0 ATTITUDES TO TRAVEL CHANGE

8.1 The travel survey sought staff attitudes towards mode change to:

- Walking
- Cycling
- Car sharing with another employee
- Using public transport

8.2 The results of the survey are summarised overleaf:

Table 8A Mode Change Attitudes

Mode	Positive	Negative	Reasons for Negative	%
Walk	64%	36%	Too far	78%
			Too tiring	8%
			Too early in the morning/late at night	4%
			Too dark or dangerous	3%
			Prefer to drive	3%
			Don't like walking	1%
			Injury or disability	1%
			No car	1%
			Prefer to cycle	1%
Cycle	53%	47%	Don't have a bike	38%
			Too far	26%
			Can't cycle	6%
			Dislike cycling or too embarrassed	6%
			Busy or dangerous roads/lack of cycle paths	5%
			Too tiring	5%
			Concerned about bad weather	4%
			Lack of bike parking and/or kit lockers	3%
			Prefer to drive	2%
			Too early in the morning/late at night	2%
			Lives too close to be worthwhile	1%
			Never considered it before	1%
			Too expensive	1%
Car Share	71%	29%	Inconvenient	28%
			Shift clashes/no-one to share with	21%
			Doesn't like the idea	13%
			Concerns for personal safety	8%
			Lives too close to be worthwhile	8%
			Needs car to travel for work	5%
			Prefer driving than being passenger	5%
			Too far	5%
			Might need the car, can't commit	3%
			No car	2%
Not convenient all the time	2%			
Public Transport	67%	33%	Unreliable or inconvenient	30%
			No route	16%
			Dislikes buses	12%
			Lives too close to be worthwhile	12%
			Too expensive	10%
			Too far	7%
			Prefer to drive	6%
			Unnecessary	6%
Needs car to travel for work	1%			

8.3 As can be seen, the primary reason for preventing walking is distance. Travel by public transport is also problematic with many staff commenting that it is inconvenient or there is no route. This may be due to suburban restaurants being located further away from town centres or larger developments, meaning they will only be served by limited bus routes. If staff need to catch multiple buses, then the perceived (and actual) inconvenience of changing service will considerably affect their willingness to use this mode. Public transport accessibility at Ashgrove Road West is considered to be reasonably good so it may be staff at this restaurant will have more positive attitudes to public transport use.

8.4 Over half the staff at suburban stores had a positive attitude towards cycling and perhaps due to these stores being in more residential areas (as opposed to retail parks, or on arterial roads), this mode would be appropriate for the TPC to encourage. The main tools for achieving this would be:

- Promoting the cycle discount schemes;
- Ensuring the store has sufficient cycle parking;
- Providing local cycle route information (where available)

9.0 TRAVEL PLAN MEASURES AND ACTION PLAN

9.1 Travel Plan Measures

Walking and Cycling

9.1.1 Cycle parking would be provided on site for both staff and customers. There would be 10 cycle parking spaces (4 Sheffield stands) for staff and customers.

9.1.2 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 2%
- ProBikeKit 6%
- Evans Cycles 8%
- Halfords 10%

9.1.3 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 20%
- Virgin Active 20%
- Puregym 50%

9.1.4 Changing facilities and lockers will be available for staff.

Public Transport

9.1.5 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.

9.1.6 Staff would be provided with a Travel Information Pack as part of their induction process. A copy of the Pack is included as Appendix 2.0.

Lifts Home in Emergency Situations

- 9.1.7 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

- 9.1.8 The relatively 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 4 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. The TPC would facilitate lift share matches where possible.

- 9.1.9 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

- 9.1.10 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.

Promotion of Events

- 9.1.11 The Travel Plan Co-ordinator will review and promote appropriate national and local travel events. For example Bike Week and Walk to Work Week.

Deliveries, Refuse Collection and Recycling

- 9.1.12 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.

9.1.13 Multi temperature vehicles are used which allows all of the restaurants 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.

9.1.14 Waste minimisation and recycling are promoted.

9.1.15 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.

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

9.2 Action Plan

9.2.1 An Action Plan for the implementation of the measures outlined in the Travel Plan is summarised in Table 9A below.

Table 9A Action Plan for Proposed Travel Plan Measures

Proposed Measures	Responsible Party	Timescale for Implementation
Appointment of Travel Plan Co-ordinator	Franchisee	From 1 st Occupation. Details to be provided to Council upon appointment
Cycle Parking Provision	McDonald's Restaurants Ltd	From 1 st Occupation
Cycle/Gym Discounts	McDonald's Restaurants Ltd	From 1 st Occupation
Changing Facilities for Staff	McDonald's Restaurants Ltd	From 1 st Occupation
Staff Travel Welcome Pack	Travel Plan Co-ordinator	From 1 st Occupation
Free meals for Staff	Franchisee	From 1 st Occupation
Promotion of Travel Events	Travel Plan Co-ordinator	From 1 st Occupation
Free Ride Home in Emergencies	Assistant Restaurant Manager	From 1 st Occupation
Cooking oil to Biofuel	McDonald's Restaurants Ltd	From 1 st Occupation
Monitoring Programme	Travel Plan Co-ordinator/ADL	From 1 st Occupation

10.0 MONITORING AND REVIEW

10.1 Monitoring

10.1.1 Ongoing monitoring and reporting is necessary for ensuring the continued effectiveness of the Travel Plan.

10.1.2 A sample copy of the staff travel questionnaire is included in Appendix 3.0. This would be provided in an online format.

10.1.3 The Travel Plan Co-ordinator would be responsible for distributing the online surveys to staff. The results are collected automatically and would be reviewed by ADL.

10.1.4 Surveys would be undertaken to inform the review in:

- Year 1 (baseline) – within 3 months of opening
- Year 2
- Year 3
- Year 4
- Year 5 (final survey)

10.2 Targets

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

10.2.2 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.

10.2.3 Interim targets for years 1, 3 and 5 were set out in Table 10A below. These targets will be subject to review following the results of the baseline surveys in Year 1 and precise target figures would be set.

Table 10A Interim Targets

	Year		
	1* (baseline estimate)	3	5
Car driver (alone)	24%	22% (-2%)	19% (-5%)
Alternate modes	75%	77% (+2%)	80% (+5%)

10.2.4 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.

10.3 Review Definition

10.3.1 A Review shall be a report prepared by ADL Traffic and Highways Engineering 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;
- Achieving its targets.

10.3.2 It should also (if necessary) propose further reasonable measures for incorporation which would improve the effectiveness of the Travel Plan.

10.3.3 The review should validate and suggest adjustments, if necessary, to the targets in the TP.

10.4 Review Timetable

10.4.1 The timetable for submission of Reviews is as follows:

- Year 1 Review (within 6 months of opening)
- Year 2 Review
- Year 3 Review
- Year 4 Review
- Year 5 Final Review

10.5 Review Procedure

10.5.1 The reviews shall be submitted in writing by the TPC/ADL to the Council.

10.5.2 The TPC/ADL shall consult the Council on the content of every Travel Plan submission.

10.5.3 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 refusal.

10.5.4 In the event of a refusal the TPC/ADL shall address as appropriate any deficiencies highlighted which are considered to be reasonable and resubmit within one month of receipt.

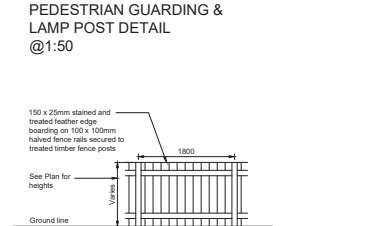
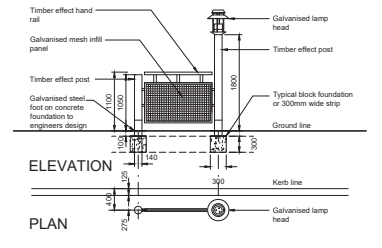
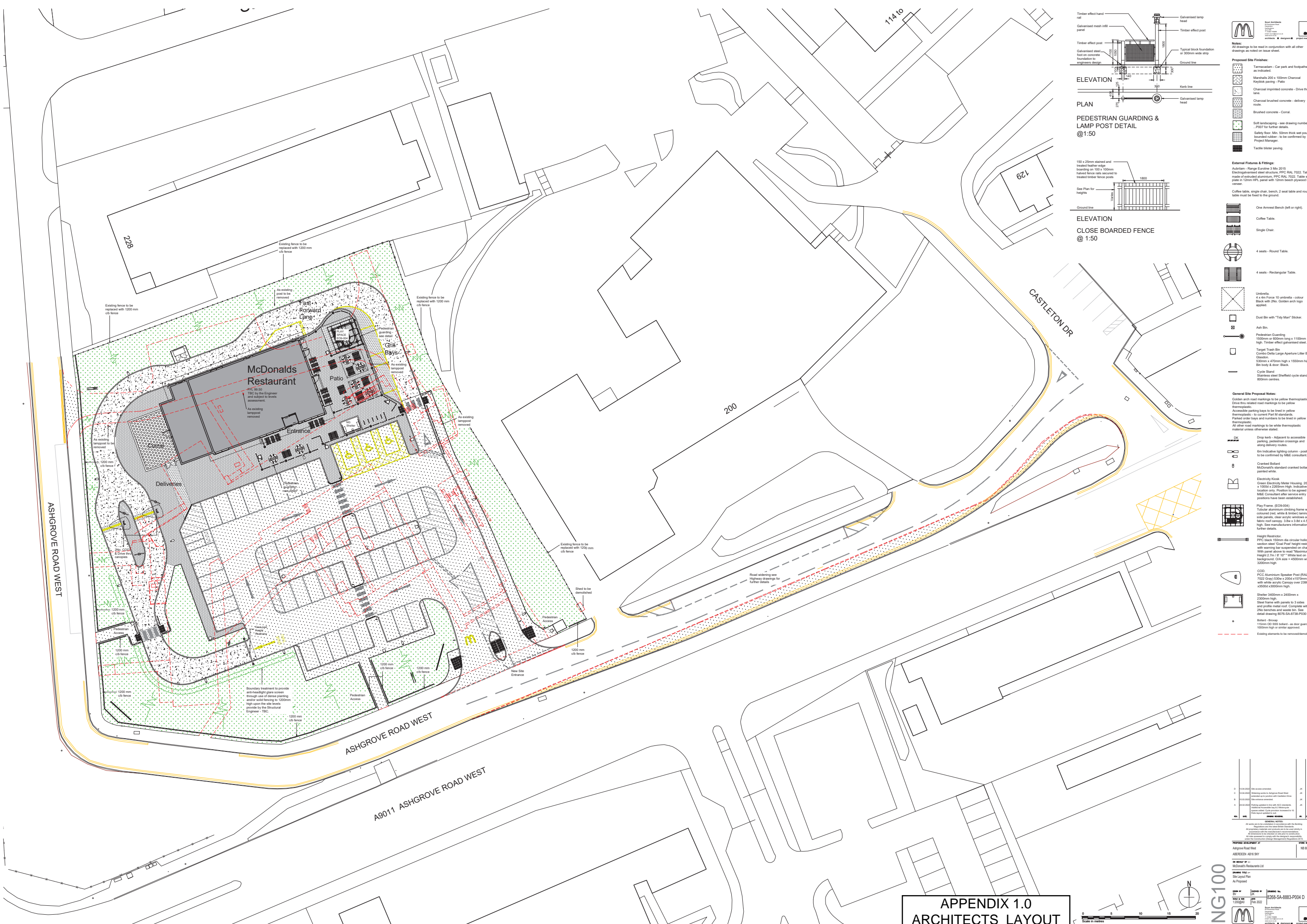
10.5.5 The recommendations of the Review shall be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.

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

11.0 SUMMARY OF TRAVEL PLAN

- 11.1 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.
- 11.2 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.
- 11.3 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.
- 11.4 The Travel Plan will be updated annually for a period of 5 years.

ARCHITECTS LAYOUT



- Proposed Site Finishes:**
- Tarmac - Car park and footpaths as indicated
 - Marshall's 200 x 100mm Charcoal Keylock paving - Patio
 - Charcoal impregnated concrete - Drive thru lane
 - Charcoal brushed concrete - delivery route
 - Brushed concrete - Corral
 - Soft landscaping - see drawing number - P007 for further details
 - Safety floor: Min. 50mm thick wet pour bonded rubber to be confirmed by Project Manager.
 - Tactile blister paving

- External Fixtures & Fittings:**
- Aurizon - Range Euroline 3 Mx 2010
 - Electromechanical street structures: PPC RAL 7022. Table legs made of extruded aluminum, PPC RAL 7022. Table seats & plate in 12mm HPL panel with 12mm beech plywood HPL veneer.
 - Coffee table, single chair, bench, 2 seat table and round table must be fixed to the ground.
 - One Armrest Bench (left or right)
 - Coffee Table
 - Single Chair
 - 4 seats - Round Table
 - 4 seats - Rectangular Table
 - Umbrella: 4 x 4m Ferse 10 umbrella - colour Black with 2m Golden arch legs applied.
 - Dust Bin with "Tidy Man" Sticker
 - Ash Bin
 - Pedestrian Guarding: 1500mm or 600mm long x 1100mm high. Timber effect galvanized steel.
 - Target Trash Bin: Combi Chella Large Aperture Litter Bin by Cluson.
 - 330mm x 470mm high x 1500mm high. Bin body & door: Black.
 - Cycle Stand: Stainless steel Shuffled cycle stands @ 800mm centres.

- General Site Proposal Notes:**
- Golden arch road markings to be yellow thermoplastic. Give line related road markings to be yellow thermoplastic.
 - Accessible parking bays to be lined in yellow thermoplastic - to current Part M standards. Parked order bays and numbers to be lined in yellow thermoplastic.
 - All other road markings to be white thermoplastic material unless otherwise stated.
 - Drop kerb - Adjacent to accessible parking, pedestrian crossings and delivery routes.
 - 6m Indicative lighting column - position to be confirmed by M&E consultant.
 - Cranked Bolard: McDonald's standard cranked bolard, painted white.
 - Electricity Kiosk: Green Electricity Meter Housing, 2000w x 1000w x 2250mm High. Indicative location only. Complete to be agreed with M&E. Consultant after service entry points have been established.
 - Play Frame (E09-004): Tubular aluminum climbing frame with coloured (red, white & black) laminate side panels, clear acrylic windows and fabric roof canopy: 3.8m x 3.8m x 4.5m high. See manufacturers information for further details.
 - Height Restrictor: PPC base 150mm dia circular hollow section steel 'Goal Post' height restrictor with warning bar suspended on chains. With panel above to read 'Maximum Height 2.7m / 9' 0" White text on green background. C/A size = 4500mm wide x 3200mm high.
 - CO2: PCC Aluminum Speaker Post (RAL 7022 Gray) 150w x 200w x 1570mm high with white acrylic canopy over 250w x 3000w x 3000mm high.
 - Shelter 3400mm x 2400mm x 2300mm high. Steel frame with panels to 3 sides and profile metal roof. Complete with 2m benches and waste bin. See detail drawing 8076-SA-8736-P100.
 - Bolard - Bronze: 150mm OD SS8 bollard - as door guard - 1000mm high or similar approved.
 - Existing elements to be removed/dismantled

NO.	REV.	DESCRIPTION	DATE	BY	CHECKED
1	01	Issue for approval	14/01/2024	AS	AS
2	02	Revised to include Ashgrove Road West	15/01/2024	AS	AS
3	03	Revised to include Ashgrove Road West	16/01/2024	AS	AS
4	04	Revised to include Ashgrove Road West	17/01/2024	AS	AS
5	05	Revised to include Ashgrove Road West	18/01/2024	AS	AS

PROPOSED DEVELOPMENT AT
Ashgrove Road West
ABERDEEN AB16 9JY

DATE OF THIS PLAN
17/01/2024

SCALE
As Proposed

PROJECT NO.
8268-SA-8883-P004 D

DATE OF THIS PLAN
17/01/2024

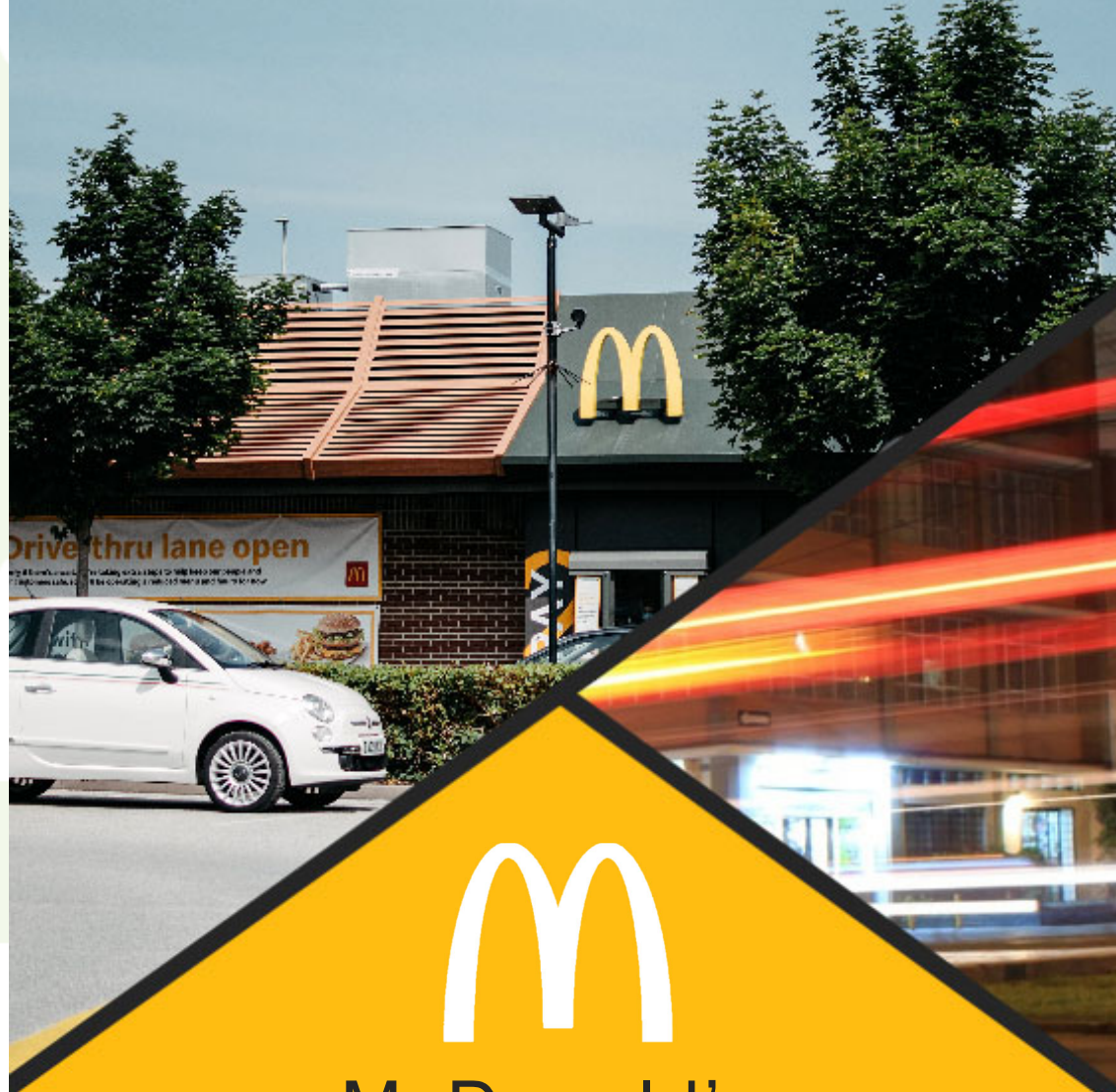
SCALE
As Proposed

APPENDIX 1.0 ARCHITECTS LAYOUT

NG100

© Copyright McDonald's Restaurants & Sour Architects

STAFF TRAVEL WELCOME PACK



McDonald's Ashgrove Road West Travel Information Pack

Ref No. 5242

13/04/2022

ADL TRAFFIC & HIGHWAYS
ENGINEERING LIMITED

www.adltraffic.co.uk



Welcome to McDonald's Ashgrove Road West, Aberdeen. McDonald's Restaurants Ltd would like to promote sustainable travel options to their crew members to improve their choice of travel to work. This Travel Information Pack provides you with details of the sustainable travel options available at your restaurant for travelling to and from work.

What is sustainable transport and why use it?



Sustainable transport is about finding ways to move people using travel choices which reduce the number of car trips and therefore the impact on; the environment, economy and society. This is mainly achieved through increased walking, cycling, public transport use, and car sharing.

The benefits of using sustainable modes of transport include;

- Better environment; less traffic and congestion on the roads will lead to less consumption of fuel and production of pollutants in the atmosphere
- Better choices; by increasing the quality of public transport, cycling and walking facilities.
- Better for you; walking and cycling can lead to increased fitness can benefit your health. By using these transport modes to travel there is the opportunity to build exercise into your daily routine helping to improve your health. It might also save you time.

What Does this Pack Include?



Walking Information

Cycling Information

- Cycle route plan.

Public Transport Information

- Bus information.
- Taxi information.
- Rail Information.

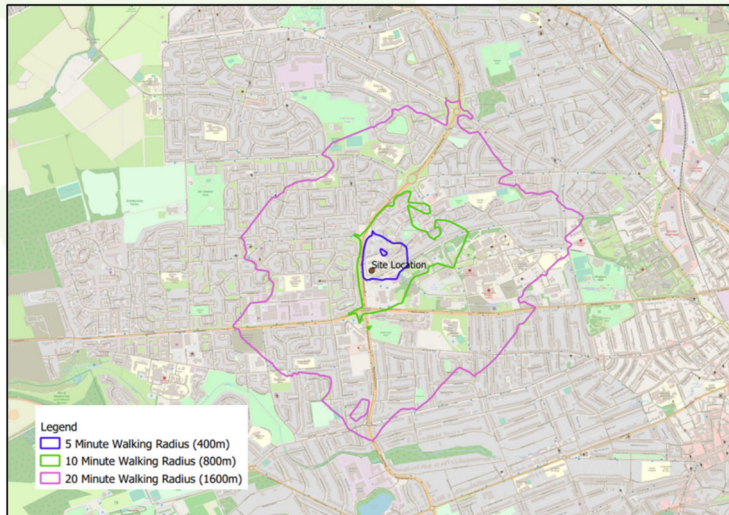
Car Sharing Information

- Information about how to get involved car sharing with other crew members.

Walking

The area around your restaurant is well equipped with footways and pedestrian crossings. There are several pedestrian routes to the restaurant from the nearby residential areas. An isochrone plan is provided below which shows the areas that can be easily walked to from the restaurant.

Google and Apple Maps can be used to plan walking routes and also give a rough estimate on the time it will likely take.



Cycling

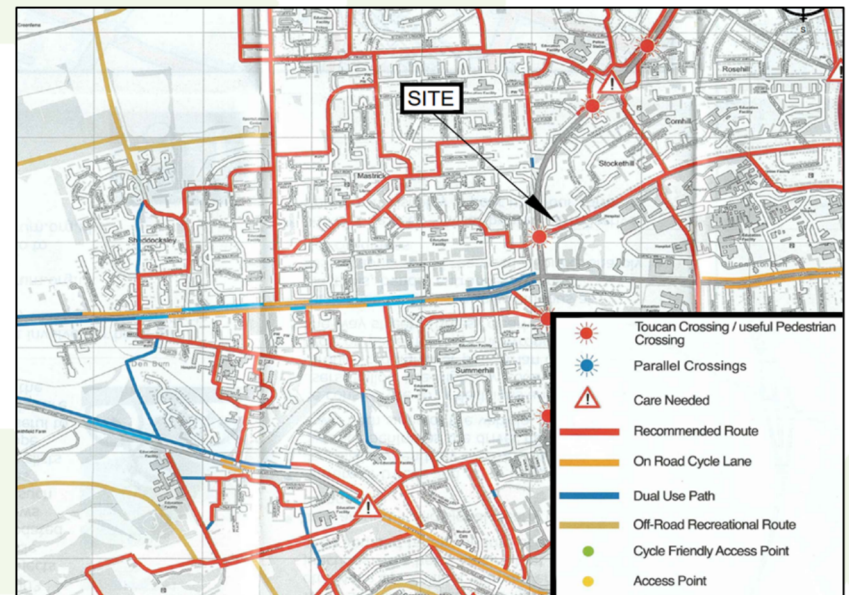


If you cycle to work, cycle parking will be provided at the restaurant. The A9011 Ashgrove Road west is recommended as a cycling route by Aberdeen City Council. There are several other recommended routes close to the restaurant as shown on the plan below. The full map can be viewed on the Aberdeen City Council website.

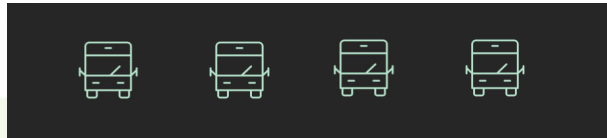
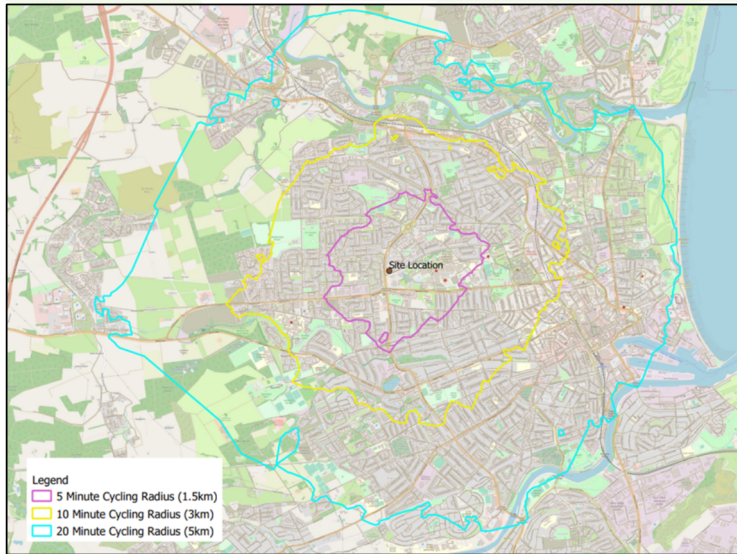
An isochrone plan showing cycling distances from the restaurant is also shown on the following page.

McDonald's restaurants offer a range of cycle discounts for staff. You are able to get the following discounts from these retailers:

- Wiggle 2%
- ProBikeKit 6%
- Evans Cycles 8%
- Halfords 10%



Cycling Isochrone Plan



Bus

There are several bus stops located close to the site. There are two on the A9011 Ashgrove Road West and another two on the A92 North Anderson Drive. All the stops are a short walk from your restaurant. The stops are shown on the plan below.



The bus services serving the stops are summarised below:

- 10/10B/10C: Inverness to Aberdeen
 - Monday to Saturday: 2 per hour
 - Sunday: 1 per hour
- 35: Elgin to Aberdeen
 - Monday to Saturday: 2 per hour
 - Sunday: 1 per hour
- 37: Aberdeen to Inverurie
 - Monday to Sunday: 1 per hour

**Please note that the information above is only correct at the time of writing (13/04/2022).*

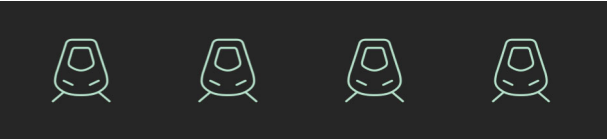


An extract of a bus route map for the surrounding area can be found on pages 8 and 9. The full map can be found by following this link:

- <https://www.firstbus.co.uk/aberdeen/routes-and-maps/network-maps>

The Traveline website provides a public transport journey planner and can be accessed using the following link and phone number:

- <https://www.traveline.info/>
- Tel 0871 200 2233

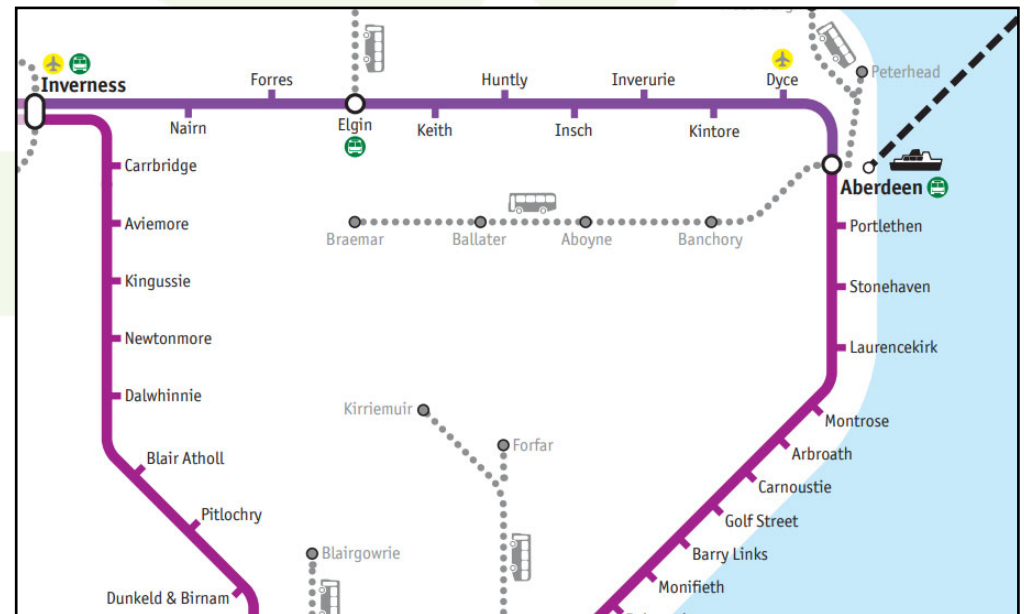


Rail

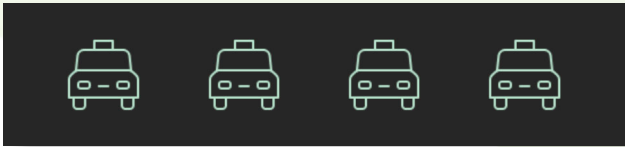
Aberdeen Railway Station is located 3.25km southeast of the restaurant. There are regular rail services to Dyce and Portlethen. A local rail map is provided below.

Rail users can use the following link to buy tickets and check train times:

- <https://www.thetrainline.com/>







Taxi Information

There are several taxi companies operating in Aberdeen and the surrounding area. A list of taxi companies along with contact phone numbers is provided below:

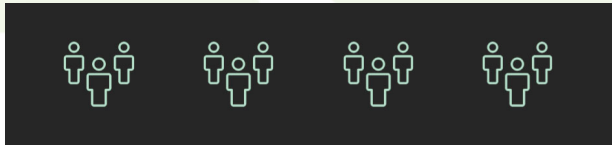
- Rainbow City Taxis (01224 878787)
- Aberdeen Taxis (01224 200200)
- Com Cab (01224 353535)

Ride-hailing services also operated in Aberdeen and are available through a phone app. More information can be found on the following link.

- <https://www.uber.com/gb/en/>
- <https://ola.co.uk/gb/>



Thank you for taking the time to read this information pack. We hope that this shows the range of travel choices that are available at McDonald's Ashgrove Road West. If you have any further questions or would like any more information, then please contact your Travel Plan Co-Ordinator and they will be happy to help you.



Car Sharing

Anyone who is interested in car sharing with another crew member please contact your Travel Plan Co-Ordinator for further information and they will collect your details.

STAFF TRAVEL QUESTIONNAIRE



**STAFF
TRAVEL
QUESTIONNAIRE**



RESTAURANT №

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.

Job Title				Home postcode 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								
Part time	<input type="checkbox"/>	Full time	<input type="checkbox"/>	Mon	Tues	Wed	Thurs	Fri	Sat	Sun

Which mode of transport do you use most often when travelling to or from work? (please tick <u>one</u> option only)	
1. Car <input type="checkbox"/>	6. Train <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 <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!