

**TRANSPORT ASSESSMENT
PROPOSED McDONALD'S RESTAURANT
ROSEHILL HOUSE
ASHGROVE ROAD WEST
ABERDEEN
AB16 5EH**

REPORT CONTROL

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Client:

Project: Ashgrove Road West,
Aberdeen

McDonald's Restaurants Ltd
11-59 High Street
East Finchley
London
N2 8AW

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Primary Author	Catherine Chapman	Initialed:	CC
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Contributor	Archie Evans	Initialed:	AE
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Review by	Catherine Chapman	Initialed:	CC
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1.0 INTRODUCTION

1.1 Purpose of Report

1.1.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA) in support of the planning application for the redevelopment of land at Rose Hill House, Ashgrove Road West, Aberdeen to provide a McDonald's restaurant with drive thru facility.

1.2 Pre-Application Advice

1.2.1 ADL submitted a request to Aberdeen City Council for pre-app on the 23rd August 2021 regarding highways matters. A copy of the email is provided as Appendix 1.1.

1.2.2 Aberdeen City Council provided pre-application advice via an email on the 1st September 2021. A copy of the email is provided as Appendix 1.2.

1.2.3 ADL provided further information to the Council on 10th February 2022 regarding the proposed widening of Ashgrove Road West and vehicle TRACKing. A copy of the response is provided as Appendix 1.3. Aberdeen City Council responded on 22nd February 2022 which is provided as Appendix 1.4.

1.2.4 ADL then provided a subsequent response on 2nd March 2022 regarding the delivery vehicle size and frequency of deliveries. The response also outlined the requirement for a TRO to remove the existing ambulance bay at the site. The response is provided as Appendix 1.5.

1.2.5 Aberdeen City Council responded on 3rd March 2022 stating that an 11m rigid delivery vehicle would be preferred to service the restaurant. The response is provided as Appendix 1.6. Correspondence on the approach to controlling this through the planning system is provided as Appendix 1.7. The site access has been redesigned in accordance with the Council's request.

1.3 Scope of Study

- 1.3.1 Chapter 2.0 describes the site and surrounding area, as well as the local highway network and parking restrictions on Ashgrove Road West. This chapter also provides a review of the highway safety situation in the vicinity of the site and details of other McDonald's restaurants within 10km of the site.
- 1.3.2 Chapter 3.0 assesses the accessibility of the site by walking, cycling and public transport.
- 1.3.3 Chapter 4.0 describes the development proposals and provides an assessment of the access arrangements, parking provision, standards and servicing arrangements.
- 1.3.4 Chapter 5.0 presents the McDonald's survey information and TRICS data.
- 1.3.5 Chapter 6.0 provides an on-site assessment of the parking demand, drive thru queues and pedestrian trip generation.
- 1.3.6 Chapter 7.0 provides details of the 2021 traffic surveys.
- 1.3.7 Chapter 8.0 calculates the proposed trip distribution.
- 1.3.8 Chapter 9.0 assesses the traffic impact of the development on the local road network.
- 1.3.9 Chapter 10.0 assesses the requirement for mitigation measures and other supporting documents.
- 1.3.10 Chapter 11.0 evaluates the national and local planning policy guidance.
- 1.3.11 Chapter 12.0 summarises and concludes the report.
- 1.3.12 The Appendices are included at the rear of the report.

2.0 BASELINE TRANSPORT INFORMATION

2.1 Site Location and Surrounding Area

- 2.1.1 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 as Appendix 2.1.
- 2.1.2 The site is bordered on by Ashgrove Road West on its southern and western sides. There is an occupational health centre located on the sites eastern border, and an office building is located on the sites northern border.
- 2.1.3 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 Appendix 2.2.

2.2 Road Network and Parking Restrictions

Road Network

- 2.2.1 The site is accessed off Ashgrove Road West. Ashgrove Road West runs for a distance of 480 metres from a priority T-junction with Castleton Drive to the south, and a priority T-junction with Castleton Drive and North Anderson Drive to the north. Ashgrove Road West also serves an occupational health centre, an office building, and two residential building. The road is subject to a 20mph speed limit.
- 2.2.2 North Anderson Drive continues northeast of Ashgrove Road West to Foresterhill Road and provides access to several residential roads and dwellings. Castleton Drive runs for a distance of 265 metres from the junction with Ashgrove Road West, south, to a priority junction with the A9011 Ashgrove Road West, although there is a 170 metre section of Castleton Drive between the two junctions which is closed to traffic.

- 2.2.3 The distance between the Ashgrove Road West/Castleton Drive junction and the A9011 Ashgrove Road West/Castleton Drive junction is approximately 19 metres.
- 2.2.4 The A9011 Ashgrove Road West runs in an east to west direction from a junction with Westburn Drive to the east and a signalised junction with North Anderson Drive to the west. The A9011 Ashgrove Road West is subject to a 30mph speed limit.
- 2.2.5 There is an access serving the Scottish Ambulance Service located on the A9011 Ashgrove Road West located directly opposite the priority junction with Castleton Drive. There is also a priority junction on the A9011 Ashgrove Road West located 94 metres to the west of the junction with Castleton Drive which serves the Woodhill House office building.
- 2.2.6 The A92 North Anderson Drive/A9011 Ashgrove Road West is located 135 metres west of the Woodhill House access. The junction is made up of the A92 North Anderson Drive, which forms the northern and southern arm of the junction, and the A9011 Ashgrove Road West which forms the eastern arm of the junction. The southern arm of the junction has a flare for right turning vehicles.
- 2.2.7 The A92 North Anderson Drive is dualled in the vicinity of the site and is subject to a 40mph speed limit. The A92 North Anderson Drive, along with roads described in this section are maintained by Aberdeen City Council.

Parking Restrictions

- 2.2.8 A plan showing the existing parking restrictions in the vicinity of the site is provided as Appendix 2.3.
- 2.2.9 There are double yellow line parking restrictions preventing parking at any time on the entirety of the western and southern sides of Ashgrove Road West, and on sections on the northern and eastern sides. There is an Ambulance Bay outside the site which served the Day Care Centre.
- 2.2.10 There are also double yellow line parking restrictions on the majority of the section of Castleton Drive located close to Ashgrove Road West. There are some parking bays located on the eastern edge of the road.

2.3 Existing Use of the Site and Access Arrangements

- 2.3.1 The site is currently occupied by Rosehill House which was previously used as a Day Care Centre which has now closed. The site has also been used as a COVID-19 testing centre in recent months.
- 2.3.2 The existing access is located in the northwest corner of the site and is taken from Ashgrove Road West via a priority junction. The access leads to a small area for car parking on the northern edge of the site.

2.4 Accident Analysis

- 2.4.1 ADL have obtained for the area covering Ashgrove Road West adjacent to the site, the Ashgrove Road West/Castleton Drive junction, the Castle Drive/A9011 Ashgrove Road West junction and the A92 North Anderson Drive/A9011 Ashgrove Road West junction.
- 2.4.2 The data was obtained from the online personal injury accident database CrashMap. The data covers the 60-month period from 1st March 2015 to the 29th February 2020 (prior to the COVID 19 pandemic).
- 2.4.3 There were five accidents that occurred in the study area during the time period analysed, all of which occurred at the A92 North Anderson Drive/A9011 Ashgrove West signal junction. The details of these accidents are summarised in Table 2A below. A plot of the accidents is included as Appendix 3.1 and the full details are included in Appendix 3.2.

Table 2A Accident Details

ADL Ref:	Date	Time	Light Conditions	Severity	Summary of Details
1	10/10/2015	15:00	Daylight	Slight	Vehicle 1 (car) was in the act of turning right at the junction. Vehicle 2 (car) was proceeding normally on the a carriageway and struck the nearside of Vehicle 1.
2	22/12/2017	08:50	Darkness: Street Lights Lit	Slight	Three cars were involved. Vehicle 1 was in the act of right and was struck in the nearside by Vehicle 2 which was travelling on the carriageway. Vehicle 3 was waiting turn right and was also involved.
3	16/12/2019	15:30	Darkness: Street Lights Lit	Slight	Vehicle 1 (car) struck the rear of Vehicle 2 (car) which was waiting to proceed but was held up. Vehicle 2 then struck the rear of Vehicle 3.
4	21/01/2020	13:00	Daylight	Fatal	Vehicle 1 (car) was turning right at the junction when Vehicle 2 (van <3.5t) struck Vehicle 1 when travelling the opposite direction. A 91-year-old passenger in Vehicle 1 died in the accident.
5	18/02/2020	11:00	Daylight	Serious	Vehicle 1 (car) was turning left at the junction and hit a kerb, causing the driver to have serious injuries. The driver was over 75 years old.

2.4.4 ADL have reviewed the traffic signal data for the junction and right turning vehicles into the A9011 are controlled by a separate phase from vehicles travelling southbound on the A92 North Anderson Drive. The fatal accident (accident ref 4) as well as the two slight accidents (accidents 2 and 3) therefore appear to have been caused by one of the drivers involved failing to stop at a red light. Based on the information available the cause of these accident appears to have been the result of driver error rather than the operation of the junction.

2.4.5 The serious accident (accident ref 5) was caused by the vehicle involved hitting a kerb as it turned left out of the A9011 Ashgrove Road West. ADL have reviewed the turning radii of the left turn out of the junction and have found that the turning radii for vehicles turning left out of the A9011 Ashgrove Road West is 12.4 metres which accords with the 10 metre minimum standard set out in paragraph 5.6.2 in CD 123. It is therefore considered that the cause of this accident was not related to the geometry of the junction. Again based on the information available the cause of this accident appears to have been the result of driver error.

2.4.6 The remaining accident (accident ref 3) was a rear end shunt involving three vehicles.

2.4.7 It is concluded that the accidents which have occurred in the vicinity of the site could be attributed to driver error rather than the function, geometry or operation of the junctions. It is demonstrated in Chapter 9.0 that the proposal would have no material impact on the operation of the local road network and therefore it is concluded that there are no highway safety issues which need to be addressed as part of this planning application.

2.5 McDonald's Restaurants Within 10km of the Site

2.5.1 The existing McDonald's restaurants within 10km of the site are shown on the plan in Appendix 4.0 and are summarised in Table 2B below.

Table 2B Existing McDonald's Restaurants Within 10km of the Site

ADL Ref		Details
1	Address	Aberdeen Kittybrewster, AB24 3LE
	Distance	2.3km
	Drive Thru	Yes
2	Address	117 Union Street, AB11 6BH
	Distance	3.1km
	Drive Thru	No
3	Address	Inverurie Road, AB21 9LZ
	Distance	3.2km
	Drive Thru	Yes
4	Address	ASDA, Garthdee Road, AB10 7QA
	Distance	3.7km
	Drive Thru	No
5	Address	Bridge of Don, Broadfield Road, AB10 7QA
	Distance	3.7km
	Drive Thru	Yes
6	Address	Westhill Aberdeen, AB32 6BQ
	Distance	4.5km
	Drive Thru	Yes

2.5.2 Table 2B demonstrates that there are 6 existing restaurants within 10km of the site, four of which have drive thru facilities. The proposal would therefore act as a local facility for northwest Aberdeen.

2.5.3 Permission was granted on the 30th of September 2021 for a McDonald's restaurant with drive thru facilities at Craighshaw Road, AB12 9QH (planning reference 210015/DPP). The restaurant will likely open in the mid to late 2022 and would increase the number of existing restaurants within 10km of the site to 7.

3.0 ACCESSIBILITY

3.1 Pedestrians/Cyclists

- 3.1.1 The site is located in a mature urban environment with a well-developed network of footways and recommended cycle routes in the vicinity of the site.
- 3.1.2 There is an existing footway on the northern and eastern sides of Ashgrove Road West. There are footways on both sides of Castleton Drive.
- 3.1.3 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.
- 3.1.4 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.
- 3.1.5 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.
- 3.1.6 The A9011 Ashgrove Road West is designated as a recommended cycle route by Aberdeen City Council. This is shown on the plan provided as Appendix 5.1. 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.
- 3.1.7 The site is therefore well served by pedestrian infrastructure and reasonably well served by cycling infrastructure.

3.2 Public Transport

- 3.2.1 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.
- 3.2.2 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.
- 3.2.3 A plan showing the locations of the bus stops in the vicinity of the site is provided as Appendix 5.2. A summary of the bus services serving the site is provided in Table 3A below.

Table 3A 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

- 3.2.4 Table 3A demonstrates that the site is served by up to 5 buses per hour Monday to Saturday, and 3 buses per hour on Sundays. There are regular bus services to areas around Aberdeen as shown on the local bus routes plan as provided in Appendix 5.3.
- 3.2.5 The site therefore benefits from a reasonably good level of accessibility by public transport.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

- 4.1.1 It is proposed to redevelop the site to provide a 377sqm (GEA), 356sqm (GIA) single storey McDonald's Restaurant with side-by-side drive thru facilities. The dining area would be 92sqm with 76 seats.
- 4.1.2 It is expected that the restaurant would operate 24 hours Monday to Sunday.
- 4.1.3 Based on data from McDonald's it is expected that up to 15 staff would be on site at any one time.
- 4.1.4 The Architect's layout is included as Appendix 6.1.

4.2 Access Arrangements and Highway Works

Customer Vehicle Access

- 4.2.1 Access to the proposed restaurant would be from a new priority access on Ashgrove Road West located on the southern side of the site. The existing access on Ashgrove Road West would be closed and the footway would be reinstated.
- 4.2.2 Visibility splays of 2.4m x 25m would be provided at the new site access in both directions as shown on the plan in Appendix 6.2 which is commensurate with the Manual for Streets (2010) design standard for a 20mph speed limit road.

Pedestrian/Cycle Access

- 4.2.3 There would be three points of pedestrian access to the site provided from Ashgrove Road West on the southern and western sides of the site. There would be zebra crossing facilities to give priority to pedestrians through the car park. There would be a pedestrian refuge provided at the new site access with drop kerbs and tactile paving.

Delivery Vehicle Access

4.2.4 The delivery vehicle would utilise the customer access arrangements to enter and exit the site. The new site access has been designed with a pedestrian refuge which also restricts the size of the delivery vehicle which can access the site to a rigid delivery vehicle only. Further details are provided in Section 4.5.

Off Site Highway Works

4.2.5 The proposals include the widening of Ashgrove Road West to provide a 5.5m two-way carriageway past the formalised on street parking bays outside the SSE Enterprise offices. The proposed highway works are shown on the plan included as Appendix 6.3. This is designed to improve ease of access for both McDonald's customers and the delivery vehicle.

4.2.6 TRACK analysis showing two cars passing on Ashgrove Road West with the proposed widening is included as Appendix 7.1.

4.2.7 The proposals include alterations to the existing parking restrictions on Ashgrove Road West. The existing Ambulance Bay associated with the existing Day Centre would be redundant and is proposed to be removed. Double yellow lines would be provided alongside the reinstated footway on Ashgrove Road West (west) where the existing access would be closed. The proposed alterations to the parking restrictions are also shown on the plan included as Appendix 6.3.

TRO

4.2.8 It is proposed to remove the Ambulance bay on Ashgrove Road West and provide new double yellow lines where the existing access is closed and reinstated as footway. The Council will be responsible for undertaking the Traffic Regulation Order (TRO) as part of the sale of the site.

4.3 Year of Opening

4.3.1 The proposed year of opening is 2023.

4.4 Parking Provision and Assessment of Standards

4.4.1 It is proposed to provide 50 car parking spaces within the McDonalds demise including 3 accessible parking spaces and 2 reserve bays for drive thru customers.

4.4.2 There would be 10 cycle parking spaces (5 Sheffield stands) for staff and customers. There would also be 2 motorcycle parking bays provided.

Parking Standards

4.4.3 Parking standards for new developments in Aberdeen are provided in the ‘Aberdeen Local Development Plan 2017: Supplementary Guidance Transport and Accessibility’ (2017). Table 4A is provided below and provides an assessment of the proposed parking provision against the parking standards.

Table 4A Car Parking Standards Assessment

Land Use	Maximum Car Parking Standard	Site	Maximum Car Parking Standard	Proposed Provision
Drive Thru Restaurant	1 per 10sqm	377sqm	38	50

4.4.4 Table 4A demonstrates that the proposed parking provision is above the Council’s maximum standard. It is considered that the proposed provision is required to accommodate the operational needs of the restaurant, as well as the swept path of the delivery vehicle. It is concluded that the proposed parking provision would not result in any adverse transportation effects.

4.4.5 The Supplementary Guidance: Transport and Accessibility also sets out minimum parking standards for cycle parking, accessible parking and motorcycle parking. Table 4B is provided below and assesses the proposed provision of other parking types for the McDonalds against the Council’s standards.

Table 4B Parking Standards Assessment

Parking Type	Standard	Site	Parking Requirement	Proposed Provision
Cycle Parking	Staff: 1 space + 1 per 20 staff Customer: 1 space + 1 space per 100sqm PFA	92sqm	9	10
Disabled Parking	3 spaces or 6% of total provision (whichever greater)	6% = 3 spaces	3	3
Motorcycle Parking	1 space per 300sqm with a minimum one space per staff and one space for customers	377sqm	2	2

4.4.6 Table 4B demonstrates that the proposed level of cycle parking, disabled parking and motorcycle parking would accord with the Council's standards.

4.5 Servicing/Refuse Provision

4.5.1 McDonald's has been trading in the UK since 1974. The company operates over 1,348 fast service restaurants (+90 ROI) of which around 1,204 are restaurants with drive thru facilities.

4.5.2 With regard to the 1,204 restaurants with drive thru facilities, on the assumption that each restaurant is serviced 3 times per week. This is equivalent to 3,612 deliveries per week or 516 per day (7 day week).

4.5.3 Martin Brower are McDonald's sole distributor for all its products and have a fleet of 150 vehicles. Martin Brower utilise multi-temperature vehicles which allows all of the restaurant's requirements for; frozen, chilled and ambient products to be delivered in one visit. This therefore reduces the number of deliveries each restaurant received.

4.5.4 Restaurants typically receive three deliveries per week. In the case of the proposed Aberdeen restaurant, where an 11m rigid delivery vehicle would be used, deliveries would likely take place 3-5 times per week. Servicing McDonald's restaurants whilst they are open is a common practice and does not present any operational difficulties.

- 4.5.5 Martin Brower use a sophisticated computerised planning tool (Paragon), which enables requirements of delivery destinations to be set and ensures they are complied with on every occasion the delivery is planned. The restaurant is allocated a 2-hour delivery slot and the delivery will be planned within this. Notification of the planned delivery is emailed to the restaurant two days before delivery.
- 4.5.6 On the day of the delivery the GPS system linked to Paragon will automatically email the restaurant 30-minutes prior to the vehicles arrival. Staff can then prepare for the delivery arrival and cone off the spaces required in the car park.
- 4.5.7 At the proposed restaurant, servicing would be undertaken by an 11m rigid delivery vehicle. Delivery vehicles are typically parked for between 15 minutes – 1 hour. The duration of the stay depends upon the range and quantity of products to be delivered.
- 4.5.8 The deliveries would be scheduled to arrive during quiet trading periods for both the McDonald's.
- 4.5.9 It is proposed that servicing will be undertaken on site. The delivery vehicle would access the site via the new access on Ashgrove Road West. The access has been designed with a pedestrian refuge to restrict access by larger vehicles. The delivery vehicle would unload from the car parking spaces adjacent to the restaurant. The vehicle would then exit in a forward gear.
- 4.5.10 A representative from Martin Brower will visit the site prior to any new restaurant opening and assess the designated delivery area. Any special requirements (none anticipated at this restaurant) will be communicated to their transport and scheduling department.
- 4.5.11 A TRACK analysis is presented in Appendix 7.2. The analysis demonstrates that a delivery vehicle can enter, manoeuvre around the car park and exit.
- 4.5.12 Refuse collection would be collected by a private contractor using a 9.6m refuse vehicle, 3 times per week and would occur outside of peak hours. TRACK analysis for a 9.6m refuse truck has been provided as Appendix 7.3.

4.5.13 Waste minimisation has been achieved through the redesign of 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.

4.5.14 Service vehicles also collect empty delivery trays and crates which are returned to suppliers for reuse.

4.5.15 The arrangements described above follow a 'tried and tested' methodology used successfully across the UK and it could be successfully undertaken at the proposed restaurant.

4.6 Drive Thru Lane

4.6.1 The drive thru lane forms an integral part of the McDonald's operation is shown adjacent to the; western, northern and eastern edges of the building (see Appendix 6.1).

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

1. Enter the drive thru lane
2. Place an order at one of the Customer Order Display (COD) units
3. Pay at the first booth
4. Collect meal from the second booth (halfway along the northern elevation) and continue out of the drive thru lane

4.6.3 In the event that a customer places a larger order, which could take longer to prepare (and potentially delay other drivers using the drive thru lane), then a member of staff will divert them to one of two 'reserve bays' or the Fast Forward booth. The reserve bays are situated near the store side entrance and once the order is ready, a member of staff will carry the meal from the restaurant, to the customer. If the customer is directed to the Fast Forward booth then their order is passed to them through the window.

- 4.6.4 Side by side ordering facilities provide a more efficient drive thru process. The proposals would reduce the time taken to process customers through the drive thru facility and therefore assists in effectively managing the length of the drive thru queue. Drivers waiting for an order would use one of the two COD units within the drive thru lane depending upon how many vehicles are waiting. Both COD units would operate simultaneously at all times and in practice can be likened to a dual pay-barrier arrangement at multi-storey car parks across the country.
- 4.6.5 A TRACK analysis is presented in Appendix 7.4 which illustrates a vehicle circulating the drive thru lane.

5.0 McDONALD'S SURVEY INFORMATION AND TRICS

5.1 Comparable McDonald's Restaurants (Proposed Traffic Generation)

5.1.1 ADL Traffic & Highways Engineering commissioned Axiom Traffic Ltd to undertake counts and customer interview surveys at two McDonald's restaurants with drive thru facilities in similar locations. These restaurants are considered to be the best comparable restaurants for the following reasons:

- The restaurants are similarly located in edge of town areas
- The restaurants have a similar AADT and market share.

5.1.2 Details of the surveyed restaurants are provided in Tables 5A below.

Table 5A Comparable Restaurant Details

	McDonald's Rawtenstall (BB4 6QX)	McDonald's Swaythling (SO16 2JE)	Average	Aberdeen (AB16 5EH)
Restaurant Type	Single Storey	Two-storey pub conversion	-	Single Storey
Floor Area	444sqm	326sqm	385sqm	377sqm
No Seats	140	73	107	76
Parking Provision	38	32	35	50
Drive Thru Facilities	Side by Side	Side by Side	-	Side By Side
AADT	46,271	33,524	39,987	38,476
Population within 5km	50,445	245,419	147,932	193,050
McDonald's restaurants within 5km (inc proposal)	2	5	6	5
Population per restaurant	25,223	49,084	37,154	32,175

5.1.3 It should be noted that the proposed restaurant has a slightly lower level of market share (32,175 persons/McDonald's restaurant) compared with the average of the two restaurants (37,154).

5.1.4 The proposed restaurant also has a slightly lower level of AADT (38,476) compared to the average of the two restaurants (39,987). On balance, it is considered that the two surveyed restaurants provide a reasonable and robust comparable for the proposed restaurant.

5.1.5 The average of the two survey results has been taken as the proposed traffic generation for the Friday evening and Saturday peak. The proposed trips are summarised in Appendix 8.0. The peak hour proposed traffic is summarised in Table 5B below.

Table 5B Proposed Traffic Generation (Averaged Surveyed)

	Peak Hour	Proposed Traffic	
		In	Out
Friday	08:00-09:00	72	72
	17:00-18:00	115	118
Saturday Peak	13:00-14:00	136	134

5.1.6 ADL have undertaken research which has proven that there is no statistically significant relationship between McDonald’s traffic and either; floor area, dining area, number of seats or parking provision, as shown on the graphs included in Appendix 9.0. Therefore, the averaged surveyed traffic has not been adjusted for any variable.

5.2 TRICS Assessment

5.2.1 ADL have reviewed the TRICS database for McDonald’s surveys within England, Scotland and Wales which are situated in urban locations. As TRICS is the industry standard methodology for traffic generation predictions, ADL have run the TRICS assessment of the weekday and Saturday traffic as a comparison exercise to the assessment in Section 5.1. The TRICS data is included in Appendices 10.1 and 10.2 and the results are shown in Table 5C below.

Table 5C Traffic Generation Based on TRICS

		McDonald’s TRICS Sites		ADL Assessment Based on McDonald’s Surveys	
		In	Out	In	Out
Friday AM Peak	Trip Rates	17.964	18.321	-	-
	Traffic Generation 377sqm	68	69	72	72
Friday PM Peak	Trip Rates	22.566	23.586	-	-
	Traffic Generation 377sqm	85	89	115	118
Saturday Peak	Trip Rates	31.717	30.074	-	-
	Traffic Generation 377sqm	119	113	136	134

5.2.2 Table 5C demonstrates that based on TRICS the predicted traffic would be lower than the traffic generation based on the two surveyed restaurants.

5.2.3 Based on ADL research a more representative comparison is to use the actual surveyed traffic at the McDonald’s restaurants from TRICS and calculate an average.

This is the same methodology as used with the comparable restaurant in Section 5.1. A copy of this analysis is included in Appendix 10.3 and the results are summarised in Table 5D below.

Table 5D Traffic Generation Assessment Based on TRICS Surveyed Traffic Levels

	McDonald's TRICS Sites Survey Results		ADL Assessment Based on McDonald's Surveys		Difference	
	In	Out	In	Out	In	Out
AM Peak	69	69	72	72	-3	-3
PM Peak	94	94	115	118	-21	-24
Saturday Peak	112	121	136	134	-24	-13

5.2.4 The results of this TRICS assessment are the traffic flows predicted for the site are lower during the Friday and Saturday peaks than those based on the two surveyed restaurants. It is therefore considered that the average of the two surveys provide a suitable comparable for the proposed restaurant.

5.3 Review of Previous Transport Assessments & Accuracy of Traffic Predictions

5.3.1 ADL have undertaken surveys at recently built restaurants where ADL also prepared the Transport Assessment for the purposes of reviewing the accuracy of McDonald's traffic predictions. The results are summarised in Appendix 11.0 and Table 5E below.

5.3.2 Where the surveyed traffic matched the prediction this is 100%, a higher value means greater traffic than predicted and lower means less traffic was surveyed than predicted.

Table 5E Summary of Surveyed and Predicted McDonald's Traffic

	Wigan	Monks Cross	Stretford	Norton Park	Brickhill	Rawtenstall	Average
Friday	87%	76%	92%	88%	96%	106%	90%
Saturday	98%	119%	100%	98%	114%	103%	105%
Total	93%	99%	97%	94%	106%	105%	99%

5.3.3 The results in Table 5E demonstrate that overall ADL traffic predictions have been well matched with actual traffic generation, on average 99%. This demonstrates that ADL traffic predictions are robust.

5.4 Summary

5.4.1 In summary it has been demonstrated that the predicted traffic based on the four restaurant surveys forms a robust basis for carrying forward the assessment of generated traffic by the proposed restaurant.

5.5 McDonald's Trip by Type

5.5.1 Interview surveys were undertaken at the two surveyed restaurants on both a Friday and Saturday during the survey periods. The purpose of the customer interview surveys was to establish the type of trips visiting a McDonald's restaurant with drive thru facilities in an edge of town location.

5.5.2 Three primary trip types are referred to in this report as follows:

- Additional Trips:
 - These are specific car journeys to visit the McDonald's whereby customers return to their original location immediately after completing their visit:
e.g. Home → McDonald's → Home
 - In the case of the proposed restaurant these are specific car journeys to visit the restaurant. These would likely be residents from the surrounding area
- Diverted Trips:
 - These are trips where a driver is already on the network and alters their route to visit the McDonald's:
e.g. Home → McDonald's → Other Home
Work → McDonald's → Home
 - In the case of the proposed restaurant these are existing trips on the A29.
- Pass By Trips
 - These are also trips which are already on the network in any event which as the driver passes the site they decide to make a visit.
 - In the case of the proposed restaurant these would be existing trips on Ashgrove Road West A9011

5.5.3 Additional trips may not necessarily be new trips as those customers may previously have undertaken trips to other hot food takeaways on their route. Collectively, pass by and diverted trips can be referred to as “existing trips” as they represent all existing vehicles on the network.

5.5.4 The data from the customer interview surveys have been analysed and a summary of the analysis is included in Table 5F below.

Table 5F Customer Interview Average Survey Results McDonald’s

Trip Type	Definition	Friday	Saturday
		%	%
Additional Trips	Same origin & destination McDonald’s sole purpose of trip	31%	19%
Existing Trips	Different origin & destination	69%	81%
	Same origin & destination McDonald’s not sole purpose of trip		
Total Surveys		100%	100%

5.5.5 Table 5F demonstrates that on a Friday 31% of trips to McDonald’s could be expected to be additional trips to the restaurant and 69% would be existing on the road network. On a Saturday 19% of trips would be additional trips and 81% would be existing on the road network.

5.5.6 The proposed peak hour traffic has been split between additional and pass by/diverted trips in Table 5G below.

Table 5G McDonald’s Trips By Type

Trip Type	%	AM Peak		PM Peak		%	Saturday Peak	
		In	Out	In	Out		In	Out
Additional	31%	22	22	36	36	19%	26	25
Existing	69%	50	50	79	82	81%	110	109
Total	100%	72	72	115	118	100%	136	134

5.5.7 The number of additional trips to the restaurant would be as follows:

- Friday AM peak 22 vehicles
- Friday PM peak 36 vehicles
- Saturday peak 26 vehicles

5.5.8 It is considered that this level of additional traffic would have no material impact on the operation of the local road network.

6.0 ON SITE ASSESSMENT

6.1 Proposed Pedestrian Trips

6.1.1 The proposed McDonald's pedestrian trips are based on the average of the two surveyed restaurants. The results are summarised in Table 6A. These are the average surveyed pedestrian trips from the surveyed McDonald's restaurants.

Table 6A Proposed Pedestrian Trips (Average Surveyed)

	Peak Hour	In	Out
Friday	17:00 – 18:00	36	35
Saturday	13:00 – 14:00	32	32

6.1.2 Pedestrian access is provided to the restaurant from Ashgrove Road West.

6.2 Parking Demand

6.2.1 The maximum parking demand for the McDonald's (including staff, reserved and accessible parking) is based on the average of the surveyed restaurants and expected to be as follows:

- Friday 27 vehicles
- Saturday 31 vehicles

6.2.3 The proposal would provide 50 parking spaces which would be more than sufficient to accommodate the expected level of demand and the swept path of the delivery vehicle.

6.3 Drive Thru Queue

6.3.1 The proposed drive thru queues are based on the average of those surveyed at the two McDonald's restaurants. The results are summarised in Table 6B below. This includes all vehicles waiting in the drive thru lane back from the collection booth.

Table 6B Proposed Drive Thru Queues (Average Surveyed)

	Friday	Saturday
Min Q	2	2
Max Q	12	13
Average	5	7

6.3.2 The proposed drive thru lane has capacity to accommodate 21 vehicles and is therefore more than adequate to accommodate the proposed level of demand.

6.3.3 The expected drive thru queue frequency is shown in Figures 6A and 6B below and demonstrates that during the Friday evening three-hour survey period, the maximum queue of 12 vehicles is only expected to occur for two, two minute intervals. On a Saturday during the four-hour lunchtime period the maximum queue of 13 vehicles is only expected to occur once for 2 minutes.

Figure 6A Friday

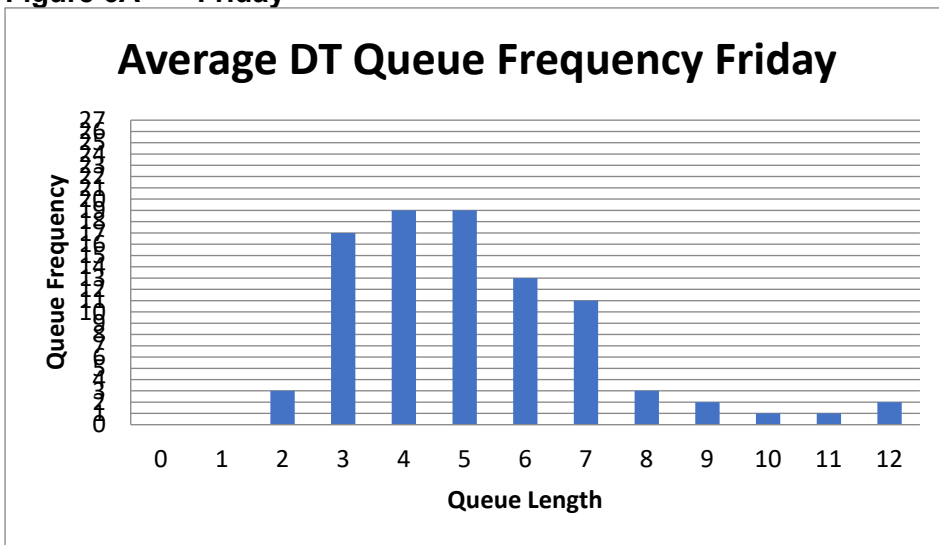
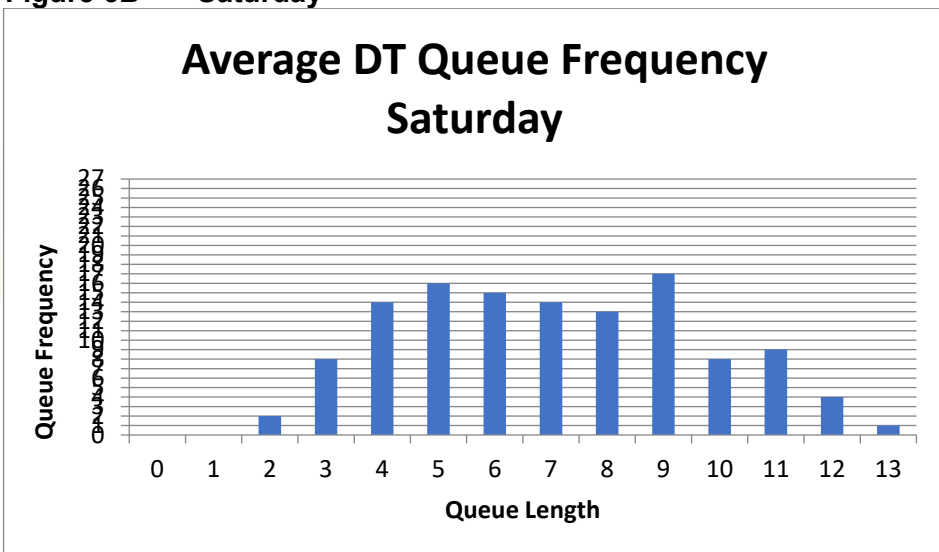


Figure 6B Saturday



7.0 2021 TRAFFIC SURVEYS

7.1 Survey Details

7.1.1 ADL commissioned Auto Surveys Ltd to undertake traffic and queue surveys of the Castleton Drive/Ashgrove Road West junction, Castleton Drive/A9011 junction and A9011/A92 signal junction on Friday 1st October 2021, 07:00-10:00 hours, 16:00-19:00 hours and Saturday 2nd October 11:00-15:00 hours.

7.2 Traffic and Queue Surveys

Traffic Count Surveys

7.2.1 The traffic survey results are summarised in Tables 7A-7C below:

Table 7A Traffic Survey Results: Castleton Drive/Ashgrove Road West Junction

		Castleton Drive South	Ashgrove Road West	Castleton Drive North	Total
Friday	07:00	13	9	27	49
	08:00	25	21	16	62
	09:00	24	14	28	66
	16:00	39	24	33	96
	17:00	48	17	30	95
	18:00	39	21	34	94
Saturday	11:00	42	35	26	103
	12:00	44	22	29	95
	13:00	22	16	21	59
	14:00	43	22	32	97

Table 7B Traffic Survey Results: A9011/Castleton Drive Junction

		A9011 East	Ambulance Centre	A9011 West	Castleton Drive	Total
Friday	07:00	113	9	210	34	366
	08:00	134	12	224	31	401
	09:00	154	11	218	37	420
	16:00	329	15	178	49	571
	17:00	265	11	177	45	498
	18:00	146	15	147	53	361
Saturday	11:00	159	2	136	56	353
	12:00	195	3	136	44	378
	13:00	154	2	138	36	330
	14:00	179	3	159	47	388

Table 7C Traffic Survey Results: A92/A9011 Junction

		A92 North	A9011	A92 South	Total
Friday	07:00	936	137	854	1927
	08:00	1072	144	1019	2235
	09:00	856	164	893	1913
	16:00	961	367	1220	2578
	17:00	916	293	1137	2346
	18:00	790	174	1003	1967
Saturday	11:00	894	180	912	1986
	12:00	902	204	1099	2205
	13:00	931	175	1015	2121
	14:00	825	200	1055	2080

7.2.2 The peak hour analysis of the survey results is provided in Table 7D below.

Table 7D Peak Hour Analysis

		Castleton Drive/ Ashgrove Rd West	A9011/Castleton Drive	A92/A9011	Total
Friday	07:00	49	366	1927	2342
	08:00	62	401	2235	2698
	09:00	66	420	1913	2399
	16:00	96	571	2578	3245
	17:00	95	498	2346	2939
	18:00	94	361	1967	2422
Saturday	11:00	103	353	1986	2442
	12:00	95	378	2205	2678
	13:00	59	330	2121	2510
	14:00	97	388	2080	2565

7.2.3 The peak hours on the network have been identified as;

- Friday Am Peak 08:00-09:00 hours 2698 vehicles
- Friday Pm Peak 16:00-17:00 hours 3245 vehicles
- Saturday Peak 12:00-13:00 hours 2678 vehicles

7.2.4 The 2021 peak hour surveyed flows are shown on the diagrams included in Appendix 12.0.

Queue Surveys

7.2.5 The queue survey results are summarized in Tables 7E-7G below

Table 7E Queue Survey Results: Castleton Drive/Ashgrove Road West Junction

			Castleton Drive (S)	Ashgrove Road West	Castleton Drive (N)
Friday	08:00-09:00	Min	0	0	0
		Max	0	1	0
		Ave	0	0	0
	16:00-17:00	Min	0	0	0
		Max	0	1	0
		Ave	0	0	0
Saturday	12:00-13:00	Min	0	0	0
		Max	0	0	1
		Ave	0	0	0

Table 7F Queue Survey Results: A9011/Castleton Drive Junction

			A9011 (E)	Ambulance Access	A9011 (W)	Castleton Drive
Friday	08:00-09:00	Min	0	0	0	0
		Max	0	1	0	2
		Ave	0	0	0	1
	16:00-17:00	Min	0	0	0	0
		Max	0	1	0	2
		Ave	0	0	0	1
Saturday	12:00-13:00	Min	0	0	0	0
		Max	0	2	0	2
		Ave	0	0	0	1

7.2.6 The queue survey results for the Ashgrove Road West/Castleton Drive junction and Castleton Drive/A9011 junction recorded minimal queuing and suggests there are no existing operational issues with these junctions

Table 7G Queue Survey Summary: A92/A9011 Junction

			A92 North		A9011		A92 South		
			L1	L2	L1	L2	L1	L2	L3
Friday	08:00-09:00	Min	0	0	0	0	0	0	6
		Max	17	19	6	5	3	2	5
		Ave	6	5	2	1	1	0	1
	16:00-17:00	Min	2	2	2	0	0	0	0
		Max	17	18	14	8	9	5	5
		Ave	9	8	7	3	3	2	2
Saturday	12:00-13:00	Min	0	0	0	0	0	0	0
		Max	11	11	10	4	6	8	2
		Ave	4	4	3	1	1	1	6

7.2.7 Table 7G demonstrates that the maximum queue recorded was 36 vehicles across both lanes on the A92 north arm during the Friday AM peak. The minimum during this period was a queue of 0 vehicles and the average was 11 vehicles across both lanes. This would suggest that any queuing that does occur dissipates quickly. It is considered that the level of queuing at the junction therefore does not represent an issue with the junction capacity.

7.3 2023 Traffic Flows

7.3.1 The 2021 Surveyed Traffic flows have been growthed up to the 2023 base year (year of opening) using the following TEMPRO growth factors for Aberdeen

- Am Peak 1.0201
- Pm Peak 1.0113
- Saturday 1.6138

7.3.2 The 2023 Base traffic flows are included as Appendix 13.0.

8.0 McDONALD'S TRIP DISTRIBUTION AND TRAFFIC FLOWS

8.1 Trip Distribution

8.1.1 The proposed traffic has been distributed onto the road network in proportion with the 2023 base traffic flows as below in Table 8A.

Table 8A McDonald's Trip Distribution

	Arm	2023 Base Flow	%	Additional Trips Inbound	Existing Trips Inbound
AM Peak	A29 North	1093	48%	11	24
	A29 South	1039	46%	10	23
	A9011 East	136	6%	1	3
	Total	2268	100%	22	50
PM Peak	A29 North	971	38%	14	30
	A29 South	1234	49%	18	39
	A9011 East	333	13%	4	10
	Total	2538	100%	36	79
Saturday Peak	A29 North	914	41%	11	45
	A29 South	1115	50%	13	55
	A9011 East	197	9%	2	10
	Total	2226	100%	26	110

8.1.2 The additional and pass-by/diverted outbound trips have been distributed according to their direction of intended travel.

8.1.3 The proposed McDonald's trips by type and total McDonald's traffic generation are shown on the flow diagrams included in Appendix 14.0.

8.2 2023 Total Flows

8.2.1 The network peak hours have been identified as:

- Friday 08:00-09:00 hours
16:00 – 17:00 hours
- Saturday 12:00 – 13:00 hours

The McDonald's peak hours have been identified as:

- Friday 08:00-09:00 hours
17:00 – 18:00 hours
- Saturday 13:00 – 14:00 hours

For the purposes of providing a robust assessment it has been assumed that the network and McDonald's peaks coincide.

8.2.2 The 2023 total flows are included as Appendix 15.0.

9.0 TRAFFIC IMPACT ASSESSMENT

9.1 PICADY Assessment: Ashgrove Road West/Castleton Drive Junction

9.1.1 ADL have assessed the traffic impact at the Ashgrove Road West/Castleton Drive Junction using the computer programme PICADY for the 2023 year of assessment. A plan showing the existing junction geometry is provided as Appendix 16.1 and the output results are provided as Appendix 16.2. The results of the modelling are included in Table 9A below.

Table 9A PICADY Results: Ashgrove Road West/Castleton Drive Junction

Movement	Friday AM Peak				Friday PM Peak				Saturday Peak			
	2023 Base		2023 Total		2023 Base		2023 Total		2023 Base		2023 Total	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Ashgrove Road W to Castleton Drive left/right	0.05	0	0.22	0	0.05	0	0.34	1	0.05	0	0.38	1
Castleton Drive (N) to Ashgrove Road W	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0

9.1.2 Table 9A demonstrates that the maximum RFC would be 0.38 with a queue of 1 vehicle on Ashgrove Road West during the 2023 Total Saturday Peak. The Ashgrove Road West/Castleton Drive junction would therefore have more than sufficient capacity to accommodate the traffic generated by the proposal.

9.2 PICADY Assessment: Castleton Drive/A9011 Junction

9.2.1 ADL have assessed the traffic impact at the Castleton Drive/A9011 Junction using the computer programme PICADY for the 2023 year of assessment. A plan showing the existing junction geometry is provided as Appendix 17.1 and the output results are provided as Appendix 17.2. The results of the modelling are included in Table 9B below.

Table 9B PICADY Results: Castleton Drive/A9011 Junction

Arm	Friday AM Peak				Friday PM Peak				Saturday Peak			
	2023 Base		2023 Total		2023 Base		2023 Total		2023 Base		2023 Total	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Ambulance Station	0.03	0	0.03	0	0.03	0	0.03	0	0.0	0	0.0	0
A9011 (E)	0.03	0	0.04	0	0.03	0	0.06	0	0.04	0	0.06	0
A9011 (W)	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0
Castleton Drive	0.06	0	0.21	0	0.10	0	0.37	1	0.08	0	0.37	1

9.2.2 Table 9B demonstrates demonstrated that the maximum RFC would be 0.37 with a queue of 1 vehicle during the 2023 Total Friday PM and Saturday peaks on the Castleton Drive arm. The Castleton Drive/A9011 junction would therefore have more than sufficient capacity to accommodate the proposed traffic.

9.3 LINSIG Assessment: A9011/A29 Junction

9.3.1 ADL have also modelled the A9011/A29 Signal Junction. The proposed junction geometry is provided on a plan included as Appendix 18.1 and the output results are provided as Appendix 18.2. Table 9C is provided below and shows the results of the LINSIG assessment.

Table 9C LINSIG Results: A9011/A29 Signal Junction

Arm	Lane	Friday AM Peak				Friday PM Peak				Saturday Peak			
		2023 Base		2023 Total		2023 Base		2023 Total		2023 Base		2023 Total	
		DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q	DoS	Q
A92 (N)	Lane 1+2	64.8%	12	65.4%	12	59.1%	10	66.9%	11	54.0%	9	56.3%	9
	Lane 3	64.8%	12	65.3%	12	59.2%	10	66.3%	11	54.1%	9	55.5%	9
A9011	Lane 1	32.4%	3	41.9%	4	69.3%	7	68.9%	8	45.6%	4	58.8%	6
	Lane 2	28.7%	1	51.8%	2	74.0%	4	73.9%	6	39.6%	2	74.0%	4
A92 (S)	Lane 1	41.5%	7	40.5%	7	53.1%	9	56.3%	10	47.2%	8	46.1%	8
	Lane 2+3	51.8%	6	51.8%	6	60.3%	9	65.8%	9	53.4%	8	55.3%	7

9.3.2 Table 9C demonstrates that the maximum RFC would be 74.0% on lane Lane 2 of the A9011 Ashgrove Road West during the 2023 Base Friday PM Peak and the 2023 Total Saturday Peak. The maximum queue would be 24 vehicles across three lanes on the A92 North Anderson Drive (N) during the Friday AM 2023 Base and Total scenarios.

9.3.3 The proposal would therefore not have a significant impact on the capacity of the A92 North Anderson Drive/A9011 Ashgrove Road West signal junction.

10.0 MITIGATION MEASURES AND OTHER REPORTS

10.1 Mitigation Measures

10.1.1 The site is reasonably accessible by walking, cycling and public transport. The accident analysis has demonstrated that there are no highway safety issues which need to be addressed as part of this application.

10.1.2 Highway improvements Ashgrove Road West have already been proposed to facilitate ease of access to the restaurant by McDonald's customers and delivery vehicles.

10.1.3 It is concluded that no further mitigation measures are required.

10.2 Travel Plan

10.2.1 A Travel Plan will be submitted with the planning application.

11.0 PLANNING POLICY ASSESSMENT

11.1 Scottish Planning Policy (2014)

11.1.1 The SPP sets out the national planning policies for development and use of land. The policy principles relating to a “connected place” are outlined in paragraph 270 as follows:

“The planning system should support patterns of development which:

- ***Optimise the use of existing infrastructure;***
- ***Reduce the need to travel;***
- ***Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;***
- ***Enable the integration of transport modes; and***
- ***Facilitate freight movement by rail or water.”***

11.1.2 The proposal benefits from being located in a mature urban environment with well developed existing transport infrastructure. The restaurant is accessible by walking, cycling and public transport.

11.1.3 Paragraph 271 continues:

“Development plans and development management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety.”

11.1.4 The proposal would have no material impact on traffic or road safety.

11.1.5 With regards to development planning the SSP states that:

“Development plans should take account of the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects.

The spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority; walking, cycling, public transport, cars. The aim is to promote development which maximises the extent to which its travel demands are met first through walking, then cycling, then public transport and finally through use of private cars. Plans should facilitate integration between transport modes.”

11.1.6 The site is accessible by non-car modes and would provide a local facility.

“Significant travel-generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services. New development areas should be served by public transport providing access to a range of destinations. Development plans should indicate when a travel plan will be required to accompany a proposal for a development which will generate significant travel.”

11.1.7 The proposal is not considered to generate significant levels of travel. The proposed level of parking has been demonstrated to be more than sufficient for operational requirements of the restaurant. A Travel Plan will be submitted with the planning application.

11.1.8 Paragraph 281 relates to parking and states:

“National maximum parking standards for certain types and scales of development have been set to promote consistency (see Annex B: Parking Policies and Standards). Where an area is well served by sustainable transport modes, planning authorities may set more restrictive standards, and where public transport provision is limited, planning authorities may set less restrictive standards. Local authorities should also take account of relevant town centres strategies when considering appropriate parking provision.”

11.1.9 The proposal provides sufficient car parking to accommodate the operational requirements of the restaurant and the swept path of the delivery vehicle.

11.1.10 The SSP policies on development management are covered in paragraphs 286 – 290 as follows:

“Where a new development or a change of use is likely to generate a significant increase in the number of trips, a transport assessment should be carried out. This should identify any potential cumulative effects which need to be addressed.

Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- ***Direct links to local facilities via walking and cycling networks are not available or cannot be made available;***
- ***Access to local facilities via public transport networks would involve walking more than 400m; or***
- ***The transport assessment does not identify satisfactory ways of meeting sustainable transport requirements.***

Guidance is available in Transport Assessment and Implementation: A Guide.

Buildings and facilities should be accessible by foot and bicycle and have appropriate operational and servicing access for large vehicles. Cycle routes, cycle parking and storage should be safeguarded and enhanced wherever possible.

Consideration should be given to how proposed development will contribute to fulfilling the objectives of Switched On Scotland – A Roadmap to Widespread Adoption of Plug-in Vehicles. Electric vehicle charge points should always be considered as part of any new development and provided where appropriate.

Development proposals that have the potential to affect the performance or safety of the strategic transport network need to be fully assessed to determine their impact. Where existing infrastructure has the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, further investment in the network is not likely to be required. Where such investment is required, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network will have to be met by the developer.”

11.1.11 The site is accessible by walking, cycling and public transport. There is an existing bus stops located within 400m of the site. Electric Vehicle Charging points are not generally considered to be appropriate for fast service restaurants. Cycle parking will be provided. It has been demonstrated that the proposal would have no material impact on the operation of the road network.

11.1.12 The proposal accords with the SPP.

11.2 Local Planning Policy Guidance

Aberdeen Local Development Plan 2017

11.2.1 The Aberdeen Local Development Plan was adopted in 2017 and sets out the Council's vision for the city and is the main document guiding new development. Policy T2 refers to managing the transport impacts of development, it states:

“Commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel.”

- The site is located in an accessible location with a good level of existing pedestrian, cycle and public transport provision.

“Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in Supplementary Guidance.”

- A Transport Assessment has been provided. A Travel Plan will be submitted with the planning application.

“The development of new communities should be accompanied by an increase in local services and employment opportunities that reduce the need to travel and include integrated walking, cycling and public transport infrastructure to ensure that, where travel is necessary, sustainable modes are prioritised. Where sufficient sustainable transport links to and from new developments are not in place, developers will be required to provide such facilities or a suitable contribution towards implementation.

Further information is contained in the relevant Supplementary Guidance which should be read in conjunction with this policy.”

- This section of Policy T2 does not apply to this development.

11.2.2 Policy T3 refers to sustainable and active travel. The Policy states:

“New developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout of developments must prioritise walking, cycling and public transport penetration. Links between residential, employment, recreation and other facilities must be protected or improved for non-motorised transport users, making it quick, convenient and safe for people to travel by walking and cycling.”

- The site is accessible to pedestrian, cyclists and by public transport. There are three pedestrian accesses to the site and there are Zebra crossings provided within the car park. There would also be cycle parking provided which accords with the Council’s standards.

“Street layouts will reflect the principles of Designing Streets and meet the minimum distances to services as set out in the Supplementary Guidance.

Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the access network, the principle of the access must be maintained at all times by the developer through provision of suitable alternative routes.”

- It is proposed to improve access on Ashgrove Road West for customers and existing users both for vehicles and pedestrians.

“Recognising that there will still be instances in which people will require to travel by car, initiatives such as like car sharing, alternative fuel vehicles and Car Clubs will also be supported where appropriate.”

- Car sharing amongst staff would be encouraged at the restaurant.

11.2.3 The proposal therefore accords with the Aberdeen Local Development Plan.

Supplementary Guidance: Transport and Accessibility (2017)

11.2.4 Alongside the Aberdeen Local Development Plan, Aberdeen City Council also produced several supplementary guidance documents, one of which referred to Transport and Accessibility.

11.2.5 Paragraph 3.1 of the supplementary guidance refers to distance to public transport, its states:

“The ability to access and to move around and through the built and natural environment by walking and cycling directly affects quality of life and is a major contributor to social inclusion. New development must be permeable to pedestrians and cyclists. Developments should be linked by the most direct, attractive, safe and secure pedestrian and cycle links to potential trip sources within 800 meters of the development. New development must protect and enhance existing access rights including Core Paths, rights of way and paths within the wider network. Public transport should be available within 400 meters of the origins and destinations of trips within the development. Provision should be at a frequency, times and to places that:

- Are at intervals of no more than 15 minutes and ideally 10-12 minutes;***
 - Meet the needs of those without access to a car; and,***
 - Provide a viable and attractive alternative to the car.”***
-
- There is a bus stop located within 400 metres walking distance of the site which is served by 5 buses per hour.

11.2.6 The proposal therefore accords with relevant national and local planning policies

12.0 SUMMARY AND CONCLUSIONS

- 12.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment in support of the planning application for the redevelopment of Rose Hill House, Ashgrove Road West, Aberdeen to provide a McDonald's restaurant with a drive thru facility.
- 12.2 It is concluded that the accident records do not indicate any highways safety issues on the existing network that would need to be mitigated as a part of this planning application.
- 12.3 It has been demonstrated that there are 6 existing restaurants within 10km of the site, four of which have drive thru facilities. The proposal would therefore act as a local facility for northwest Aberdeen.
- 12.4 The site is accessible by walking cycling and public transport.
- 12.5 It is proposed to redevelop the site to provide a 377sqm (GEA), 356sqm (GIA) single storey McDonald's Restaurant with side-by-side drive thru facilities. The dining area would be 92sqm. There would be 50 parking spaces including 2 accessible bays and 2 reserve bays for drive thru customers. There would be 10 cycle parking spaces and 2 motorcycle parking spaces provided as a part of the proposal.
- 12.6 It is proposed to provide a new access to the site from Ashgrove Road West. The existing access to Rose Hill House on Ashgrove Road West would be closed and the footway reinstated. The new access would have visibility splays in accordance with the Manual for Streets design standards. The new access would have a pedestrian refuge with drop kerbs and tactile paving which would provide access for pedestrians and restrict the size of vehicle which could access the site to a rigid delivery vehicle.
- 12.7 It is also proposed to widen Ashgrove Road West to formalize the on-street parking adjacent to the SSE Offices and provide a 5.5m two-way carriageway past the parking bays for easier access for McDonald's customers and the delivery vehicle.

12.8 Appropriate arrangements are proposed for the servicing of the restaurant with an 11.0m rigid delivery vehicle. The site access has been designed to restrict access by larger vehicles.

12.9 The proposal would generate the following traffic:

- Friday Am peak 72 vehicles
- Friday PM peak 115 vehicles
- Saturday peak 134 vehicles

12.10 On a Friday 31% of trips to McDonald's could be expected to be additional trips to the restaurant and 69% would be existing on the road network. On a Saturday 19% of trips would be additional trips and 81% would be existing on the road network.

12.11 The number of additional trips to the restaurant would be as follows:

- Friday AM peak 22 vehicles
- Friday PM peak 36 vehicles
- Saturday peak 26 vehicles

12.12 The proposal would have no material impact on the operation of the surrounding local road network.

12.13 It is proposed to provide sufficient car parking to accommodate the operational requirements of the restaurant and the swept path of the delivery vehicle. The proposed drive thru has sufficient capacity to accommodate the expected demand.

12.14 A Travel Plan will be submitted with the planning application.

12.15 The proposal accords with the national and local planning policy guidance.

12.16 It is concluded that there are no justifiable, traffic, transportation or highways reasons for refusing this application.

PRE APPLICATION ADVICE

- 1.1 ADL Pre-Application Email 23/08/2021
- 1.2 Aberdeen Council Pre-Application Advice 01/09/2021
- 1.3 ADL Correspondence 10/02/2022
- 1.4 Aberdeen Council Correspondence 22/02/2022
- 1.5 ADL Correspondence 02/03/2022
- 1.6 Aberdeen Council Correspondence 03/03/2022
- 1.7 ADL Council Correspondence 03/03/2022

From: Catherine Chapman <Catherine@adltraffic.co.uk>
Sent: 23 August 2021 17:17
To: Scott Lynch <SLynch@aberdeencity.gov.uk>
Cc: Planware: Matthew Carpenter <matthew.carpenter@planware.co.uk>; Crewther Andrew <andrew.crewther@uk.mcd.com>; 'claire@cmlproperty.co.uk' <claire@cmlproperty.co.uk>
Subject: Proposed McDonald's Restaurant: Rosehill House, Ashgrove Road West, Aberdeen AB16 5EH
Importance: High

Hi Scott

My client is looking to submit a bid on the above site and as part of this we have been asked to submit a highways pre application consultation request. We would be grateful if you could review and provide us with your comments on the scheme or alternatively direct us to a suitable colleague who may be able to assist.

The site was a 1,257sqm specialist needs day care centre but is now closed. It is proposed to redevelop the site to provide a 372sqm McDonald's restaurant with drive thru facilities. Please see attached layout. The dining area would be 102sqm with 97 seats. There would be 50 car parking spaces (including 2 disabled spaces and 2 reserve bays for drive thru customers). There would be capacity for 21 vehicles in the drive thru lane.

The proposal would be accessed via a new access from Ashgrove Road West. The existing access to the site would be closed and the footway reinstated. There is an existing Ambulance bay on Ashgrove Road West which would need to be removed to facilitate the new access. It is considered that the purpose of the Ambulance Bay was linked to the previous use of the site and therefore it is no longer necessary.

We would consider any planning application would need to be supported by a Transport Assessment and Travel Plan? The peak hours of trading for the restaurant would be Friday evening 16:00-19:00 hours and Saturday lunchtime 11:00-15:00 hours. The principle junctions which we consider would be affected by the development would be; Ashgrove Road West (Access Road)/Castleton Drive, Ashgrove Road West (Main Road)/Castleton Drive, Ashgrove Road West/North Anderson Drive.

The deadline for the bid is early September so we would be grateful if you could revert back as soon as possible

Regards

Catherine

Catherine Chapman | Director



ADL House | The Oaklands Business Park | Armstrong Way | Yate | Bristol | BS37 5NA
T 01454 332100 | M 07545207940 | catherine@adltraffic.co.uk | www.adltraffic.co.uk

From: Scott Lynch <SLynch@aberdeencity.gov.uk>

Sent: 01 September 2021 11:43

To: Catherine Chapman <Catherine@adltraffic.co.uk>

Cc: Lucy Greene <LGreene@aberdeencity.gov.uk>

Subject: RE: Proposed McDonald's Restaurant: Rosehill House, Ashgrove Road West, Aberdeen AB16 5EH

Hi Catherine,

My pre-app response to Lucy was as follows:

“This application appears satisfactory at this pre-app stage.

They are taking access from the loop road part of Ashgrove Road West (not the main external road) which is fine in principle - traffic modelling will be required at a later stage to prove that a popular drive-thru / restaurant in this area won't push the adjacent roads and junctions over capacity.

The site layout itself seems mostly fine - two parking spaces meeting at 90 degrees would both need bumped back 0.5m to create a buffer for parking, but this is easy to achieve. The drive-thru lane is adequately sized, and the site layout is logical. We would need to see swept paths for delivery / refuse vehicles to understand if the site is fully functional.

Pedestrian access is adequate - it may be required that a pedestrian path is required to link North Anderson Drive footway to the Ashgrove Road West footway around the pedestrian site access as experience has shown people will form their own informal walking route to go directly which will kill the grass and form an informal route regardless.

Swept paths would need to justify that large delivery vehicles can physically get to the site as this portion of Ashgrove Road West was possibly never designed for artic lorries or HGV's of the magnitude required here.”

Scott

From: Catherine Chapman
Sent: 10 February 2022 13:44
To: Scott Lynch <SLynch@aberdeencity.gov.uk>
Cc: Lucy Greene <LGreene@aberdeencity.gov.uk>; 'andrew.crewther@uk.mcd.com' <andrew.crewther@uk.mcd.com>; Maguire Craig <Craig.Maguire@uk.mcd.com>; Claire Leven <claire@cmlproperty.co.uk>; Archie Evans <Archie@adltraffic.co.uk>; Paul Lacey <Paul@adltraffic.co.uk>
Subject: FW: Proposed McDonald's Restaurant: Rosehill House, Ashgrove Road West, Aberdeen AB16 5EH

Hi Scott

Further to your email last year my client has been successful in their bid for the site.

We note your comments regarding swept paths and pedestrian access. We have reviewed these and provided our response below;

“Swept paths would need to justify that large delivery vehicles can physically get to the site as this portion of Ashgrove Road West was possibly never designed for artic lorries or HGV's of the magnitude required here.”

As part of the scheme we are proposing to widen a section of Ashgrove Road West to provide a 5.5m carriageway past the on street parking as shown on drawing 5242/SK/04A. TRACK analysis is provided for large cars passing (drawing 5242/SK/11 and a 16.5m articulated delivery vehicle accessing the restaurant (drawings 5242/SK12 and 5242/SK/13 as attached). Refuse collection would be undertaken using a private contractor with a 9.6m refuse vehicle which is considerably smaller than the delivery vehicle.

I have attached a plan of the adopted public highway. The verge is land privately owned by the Council and is not adopted. My client would acquire the necessary verge from the Council as part of the acquisition of the site. The works to the verge would be covered as part of the planning application. It is expected that the construction and details of the new section of carriageway would be constructed to an adoptable specification.

“Pedestrian access is adequate - it may be required that a pedestrian path is required to link North Anderson Drive footway to the Ashgrove Road West footway around the pedestrian site access as experience has shown people will form their own informal walking route to go directly which will kill the grass and form an informal route regardless.”

There is a pedestrian link to the western side of Ashgrove Road West near the junction with North Anderson Drive which provides a route for pedestrians to the site. If customers have come from the west they will cross North Anderson Drive at the signal junction crossing facilities and this would be the desire line towards the restaurant. There is likely to be minimal pedestrian activity on the eastern side of North Anderson Drive to the north of the restaurant. Any pedestrians coming from the north would either use Ashgrove Road West or use the existing pedestrian link from North Anderson Drive to Ashgrove Road West (just to the north of the bus stop) There is also an existing fence along the verge on North Anderson Drive which directs pedestrians to the existing footway link. The verge between North Anderson Drive and Ashgrove Road West is privately maintained not highway. I consider that given the very low level of potential pedestrian activity from North Anderson Drive North (eastern side) that a footway link is not necessary for the development and the existing footway links are sufficient.

We would welcome your comments on our road widening proposals. Please do contact me if you would like to discuss

Regards

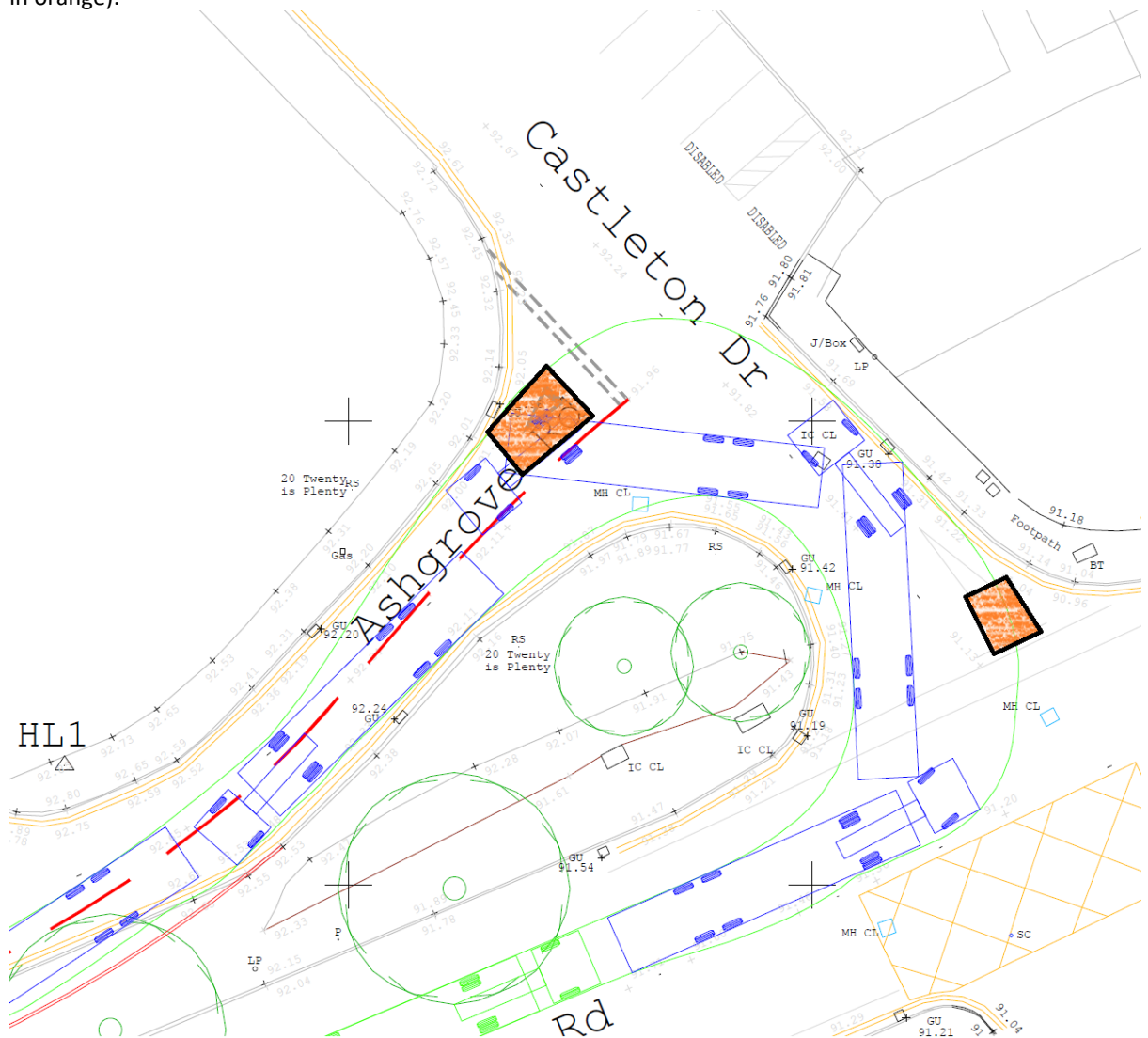
Catherine

From: Scott Lynch <SLynch@aberdeencity.gov.uk>
Sent: 22 February 2022 15:57
To: Catherine Chapman <Catherine@adltraffic.co.uk>
Cc: Lucy Greene <LGreene@aberdeencity.gov.uk>
Subject: RE: Proposed McDonald's Restaurant: Rosehill House, Ashgrove Road West, Aberdeen AB16 5EH

Hi Catherine,

I have compiled all 4 consultees comments:

I am not comfortable with this proposal. Has anyone talked to the Scottish Ambulance Service? Also removing the ambulance bay at Rosehill House Day Centre may be problematic;
Turning into site does not appear like it can be accommodated safely – and this is likely to be a frequent manoeuvre. There are very few routes in and out of the residential area so traffic is likely to use this route;
The footpath and verge are likely to be overrun with this manoeuvre;
The below swept path seems problematic as it requires to no vehicles to sit at either stop line (shown in orange):



Thanks,

Scott

From: Catherine Chapman <Catherine@adltraffic.co.uk>

Sent: 02 March 2022 14:58

To: Scott Lynch <SLynch@aberdeencity.gov.uk>

Subject: FW: Proposed McDonald's Restaurant: Rosehill House, Ashgrove Road West, Aberdeen AB16 5EH

Hi Scott

Thank you for your email. In response to the comments provided;

- The Day Care Centre is being demolished if the proposed restaurant is permitted, therefore the on street Ambulance Bay which served the Day Centre would be completely redundant. On this basis I see no reason why removing it should be in any way “problematic”? We understand a TRO would be required to remove the bay. Please could you advise on the Council’s TRO procedure or provide us with a contact we could discuss this with so we have a better understanding in terms of costs/timescales and process. Alternatively would we be able to potentially pay the Council to deal with the TRO on our behalf?
- Deliveries are typically only 3 times per week if undertaken by a 16.5m artic. However McDonald’s have a smaller 11.0m rigid delivery vehicle available. This might require deliveries to occur slightly more frequently at 4-5 times per week. Taking on board the Highway Authority concerns McDonald’s would be willing to commit to service this restaurant using the smaller 11.0m rigid vehicle. This would be commensurate with the size of vehicle which might reasonably be expected to traverse a residential street (refuse vehicle and potentially delivery vehicle to the existing Day Care Centre). We have also proposed some additional widening on the corner of the Ashgrove Road West/Castleton Drive junction which would make the manoeuvre easier past cars waiting at the junctions. This would also reduce any potential for the footway/verge to be overrun.

I trust that this is an acceptable solution. Please do contact me if you would like to discuss further

Regards

Catherine

Catherine Chapman | Director



ADL House | The Oaklands Business Park | Armstrong Way | Yate | Bristol | BS37 5NA

T 01454 332100 | M 07545207940 | catherine@adltraffic.co.uk | www.adltraffic.co.uk

From: Scott Lynch <SLynch@aberdeencity.gov.uk>

Sent: 03 March 2022 09:27

To: Catherine Chapman <Catherine@adltraffic.co.uk>

Cc: Vycki Ritson <VRitson@aberdeencity.gov.uk>

Subject: RE: Proposed McDonald's Restaurant: Rosehill House, Ashgrove Road West, Aberdeen AB16 5EH

Hi Catherine,

Noted regarding the ambulance bay being associated with the day care so being redundant should this application go ahead.

The widening of the junction certainly helps access to the site, however on egress the vehicle gets quite close to the opposite kerb on Castleton Drive. Typically with swept paths we ask to see a 250mm buffer relative to kerb lines to account for variability in driver ability and as an added safety buffer for pedestrians, can you please add this to your drawings so we can assess?

The 11m rigid vehicle is preferential to us, the difficulty is that you may then need to have some obstruction at the site access ensuring that the 16.5m vehicle physically can't get in as we can't condition or enforce what size vehicle you use after permission is granted, so if we assume you're using a smaller one, and design the roads accordingly, but then your client starts using a larger vehicle which causes issues, we won't be able to do much about this.

An example of this is the new KFC at Bridge of Don where we had a raised splitter island installed at the site access which only permitted access to smaller vehicles and not artics.

I've CC'd in Vycki Ritson who will better be able to answer any TRO questions that you may have.

Scott

From: Catherine Chapman <Catherine@adltraffic.co.uk>

Sent: 03 March 2022 10:03

To: Scott Lynch <SLynch@aberdeencity.gov.uk>

Hi Scott

TRACKs attached with our standard 300mm envelope

My preference to deal with the size of the delivery vehicle would be to provide a Delivery Management Plan which would specify the size of the delivery vehicle to use. This could be a condition of planning and would be enforceable by the Council. We have done this elsewhere including West Hill Aberdeen.

Once the delivery vehicle for a restaurant is decided (particularly if it is a rigid) then it is fixed. The delivery strategy is included within the Health and Safety file for the restaurant and logged within Martin Brower Paragon system which plans the deliveries for all 1200 odd restaurants.

Regards

Catherine

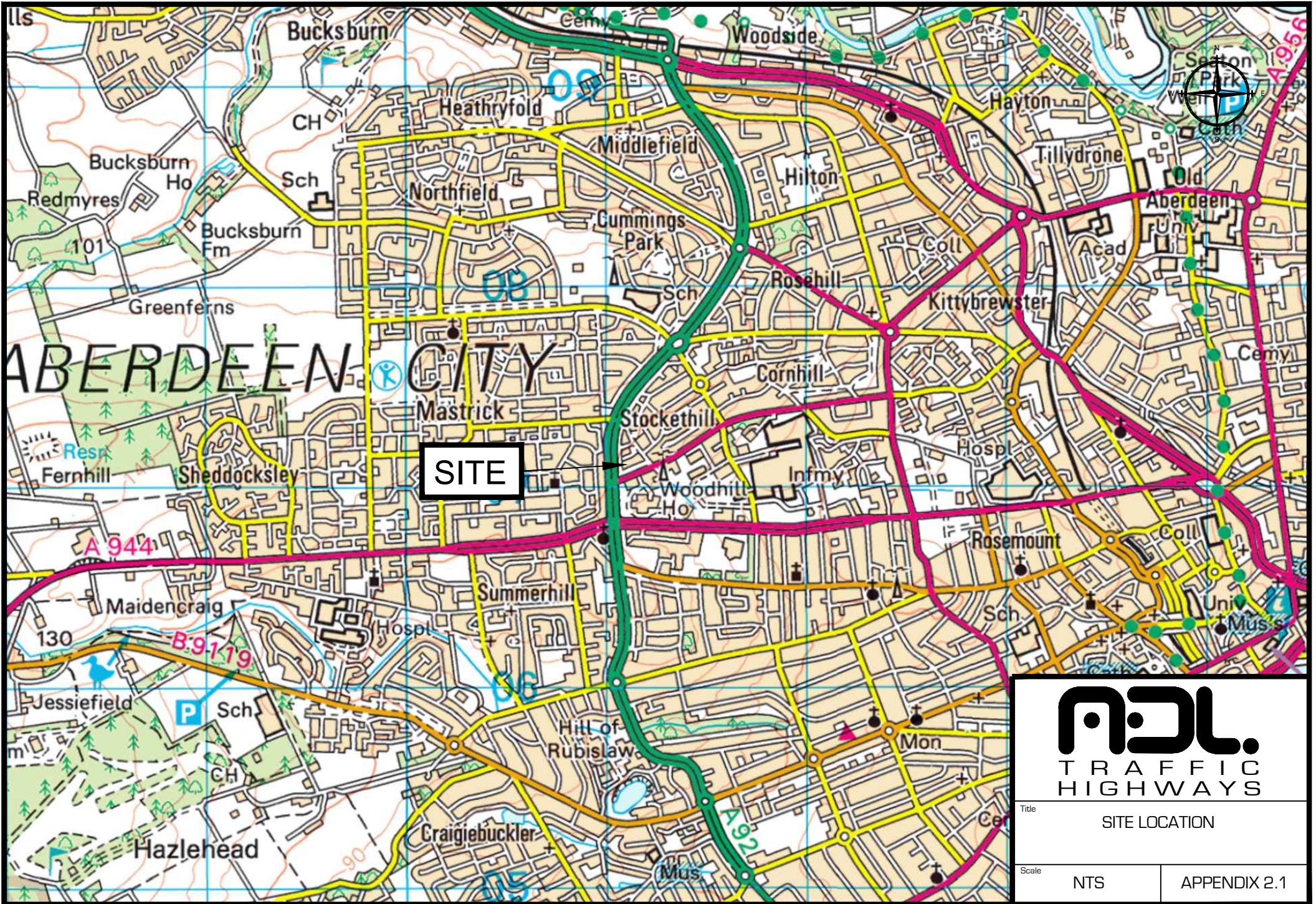
Catherine Chapman | Director



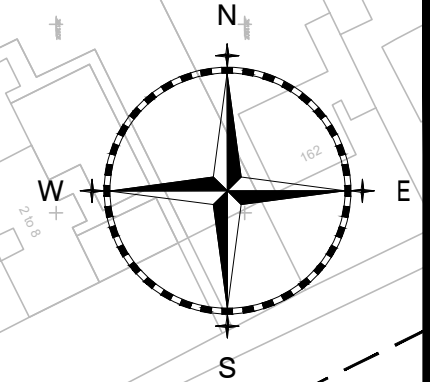
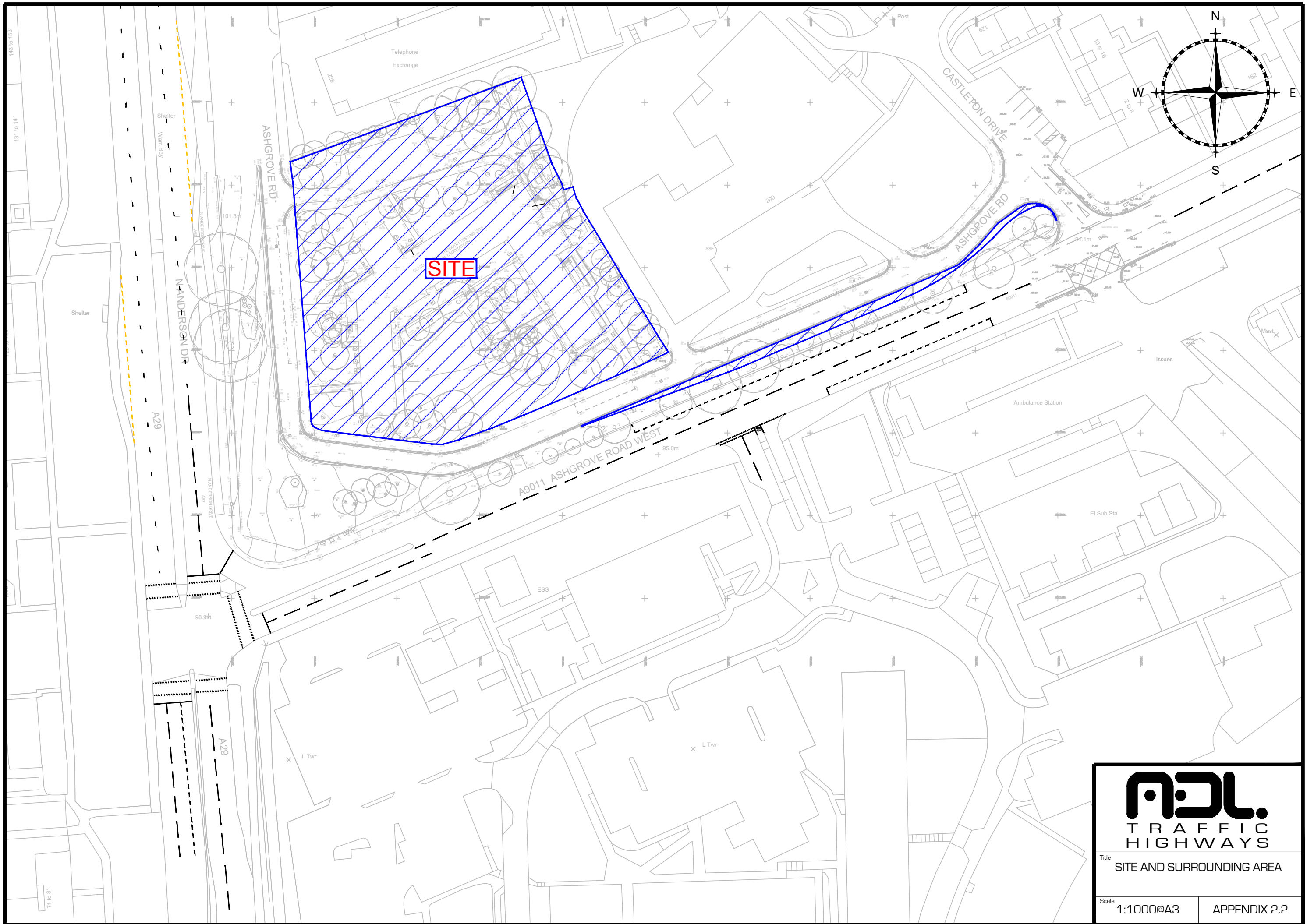
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SITE LOCATION AND SURROUNDING AREA

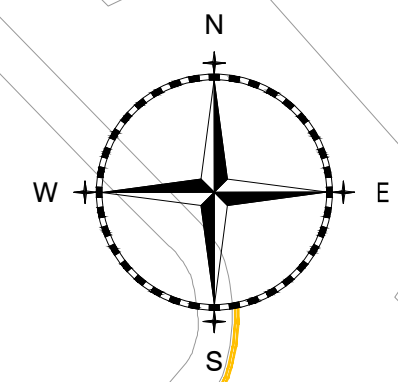
- 2.1 Site Location
- 2.2 Site and Surrounding Area
- 2.3 Existing Parking Restrictions Ashgrove Road West



 ADL. TRAFFIC HIGHWAYS	
Title SITE LOCATION	
Scale NTS	APPENDIX 2.1



ADL. TRAFFIC HIGHWAYS	
Title SITE AND SURROUNDING AREA	
Scale 1:1000@A3	APPENDIX 2.2



At any time

At any time

At any time

At any time

SITE

Rosehill House

202

Post

ASHGROVE ROAD WEST
A9011 ASHGROVE ROAD WEST

Ambulance

95.0m

ESS

Ambulance St

"No Waiting at any time"
Double Yellow Lines



Title
EXISTING PARKING RESTRICTIONS

Scale
1:500@A3

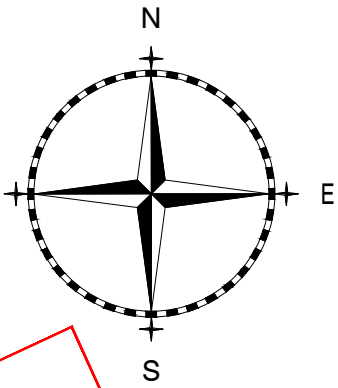
5242-SK-02

APPENDIX 2.3
EXISTING PARKING RESTRICTIONS
ASHGROVE ROAD WEST

ACCIDENT DATA

3.1
3.2

Accident Plan
Accident Data



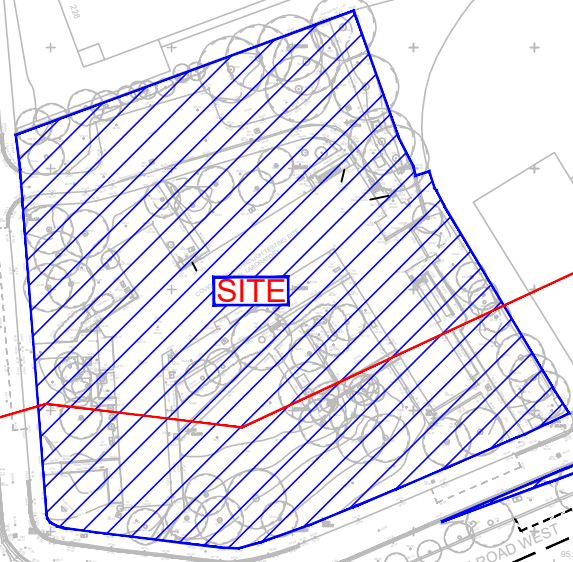
3

1

2

4

5



KEY	
2015	2016
2017	2018
2019	2020
○	Slight
□	Serious
△	Fatal

ADL
TRAFFIC
HIGHWAYS

Title
ACCIDENT PLAN

Scale
1:1250@A3

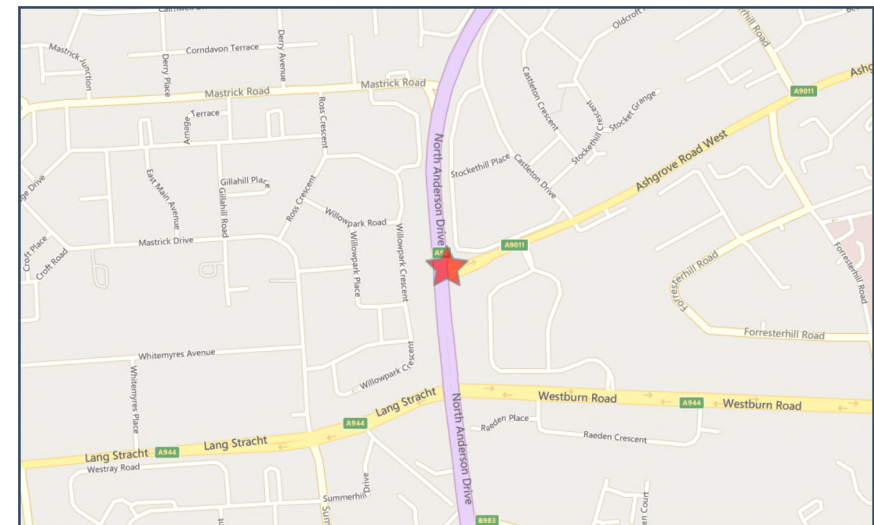
APPENDIX 3.1



Validated Data

Crash Date: Saturday, October 10, 2015 **Time of Crash:** 3:00:00 PM **Crash Reference:** 2015921501174

Highest Injury Severity:	Slight	Road Number:	A90	Number of Casualties:	1
Highway Authority:	Aberdeen City	Number of Vehicles:	2	OS Grid Reference:	391039 807048
Local Authority:	Aberdeen City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	26 - 35	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Car (excluding private hire)	7	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

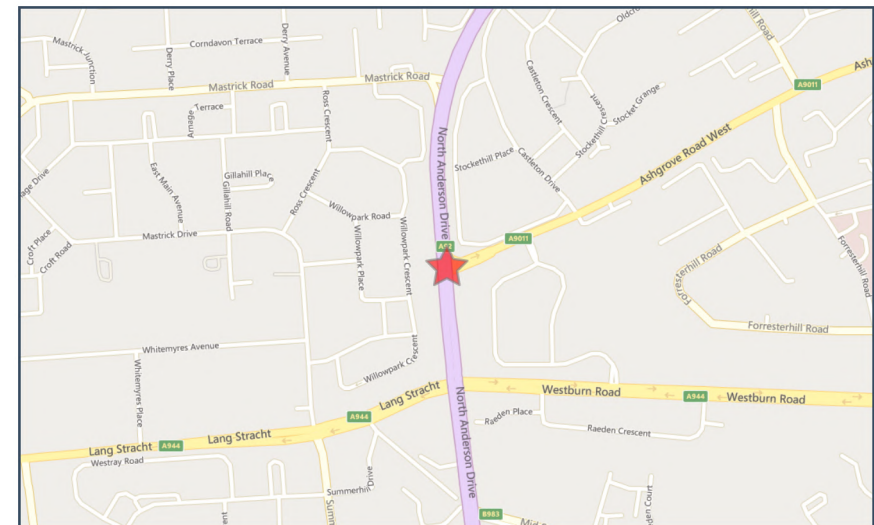
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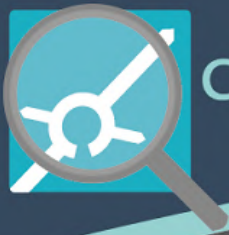
Validated Data

Crash Date: Friday, December 22, 2017 **Time of Crash:** 8:50:00 PM **Crash Reference:** 2017921700866

Highest Injury Severity:	Slight	Road Number:	A90	Number of Casualties:	1
Highway Authority:	Aberdeen City	Number of Vehicles:	3	OS Grid Reference:	391033 807033
Local Authority:	Aberdeen City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	36 - 45	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Car (excluding private hire)	6	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)	6	Male	26 - 35	Vehicle is waiting to turn right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

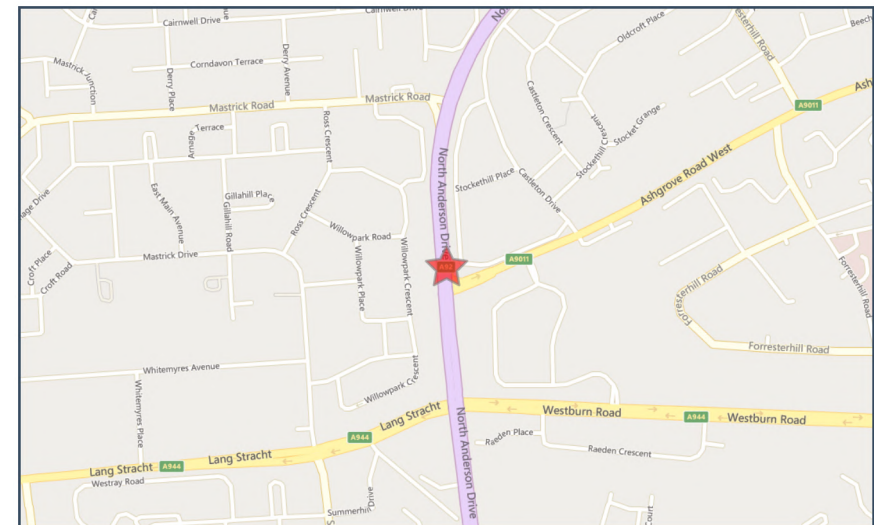
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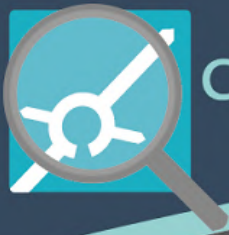
Validated Data

Crash Date: Monday, December 16, 2019 **Time of Crash:** 3:30:00 PM **Crash Reference:** 2019920912488

Highest Injury Severity:	Slight	Road Number:	A92	Number of Casualties:	3
Highway Authority:	Aberdeen City	Number of Vehicles:	3	OS Grid Reference:	391031 807068
Local Authority:	Aberdeen City				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		9 Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Taking pupil to/from school	None	None
3	Car (excluding private hire)		0 Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

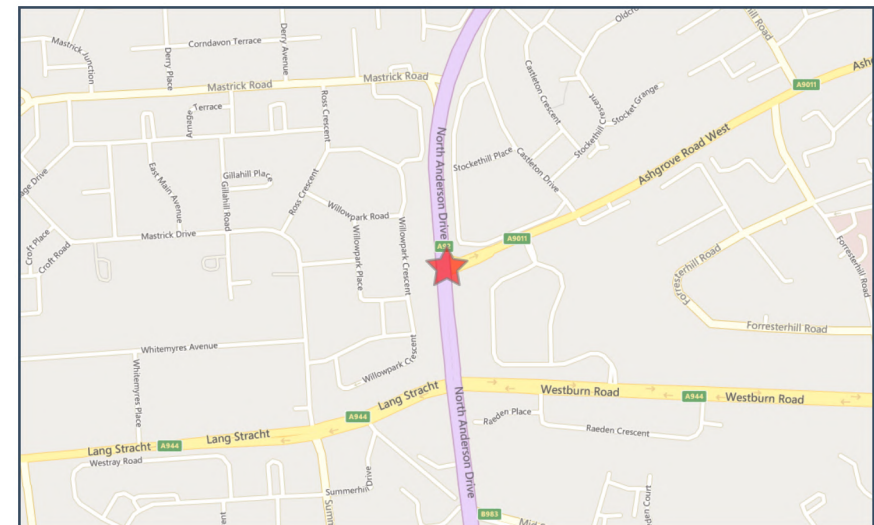
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Validated Data

Crash Date: Tuesday, January 21, 2020 **Time of Crash:** 1:00:00 PM **Crash Reference:** 2020990922216

Highest Injury Severity: Fatal **Road Number:** A92 **Number of Casualties:** 3
Highway Authority: Aberdeen City **Number of Vehicles:** 2
Local Authority: Aberdeen City **OS Grid Reference:** 391035 807034
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Dual carriageway
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		7 Female	56 - 65	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under		5 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
1	2	Fatal	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

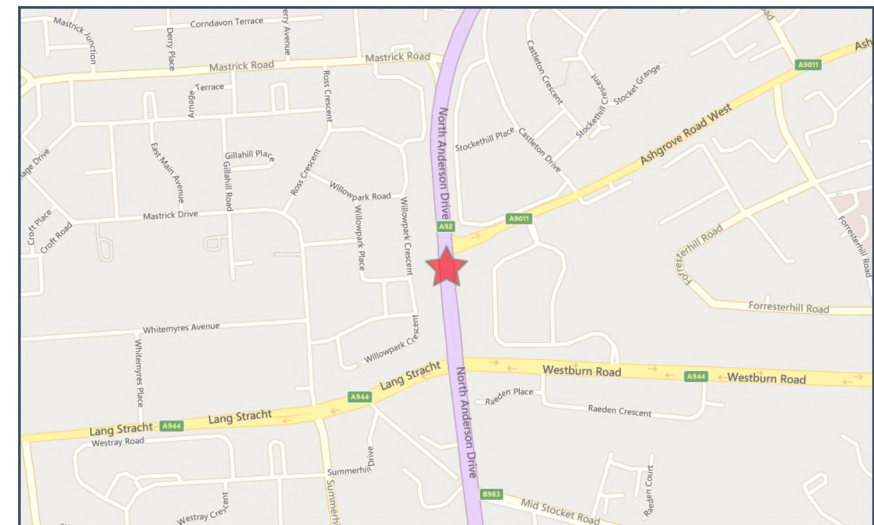
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Tuesday, February 18, 2020 **Time of Crash:** 11:00:00 AM **Crash Reference:** 2020990934423

Highest Injury Severity: Serious **Road Number:** A92 **Number of Casualties:** 1
Highway Authority: Aberdeen City **Number of Vehicles:** 1
Local Authority: Aberdeen City **OS Grid Reference:** 391032 807003
Weather Description: Fine with high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Dual carriageway
Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	Over 75	Vehicle is in the act of turning left	Front	Other	Kerb	None

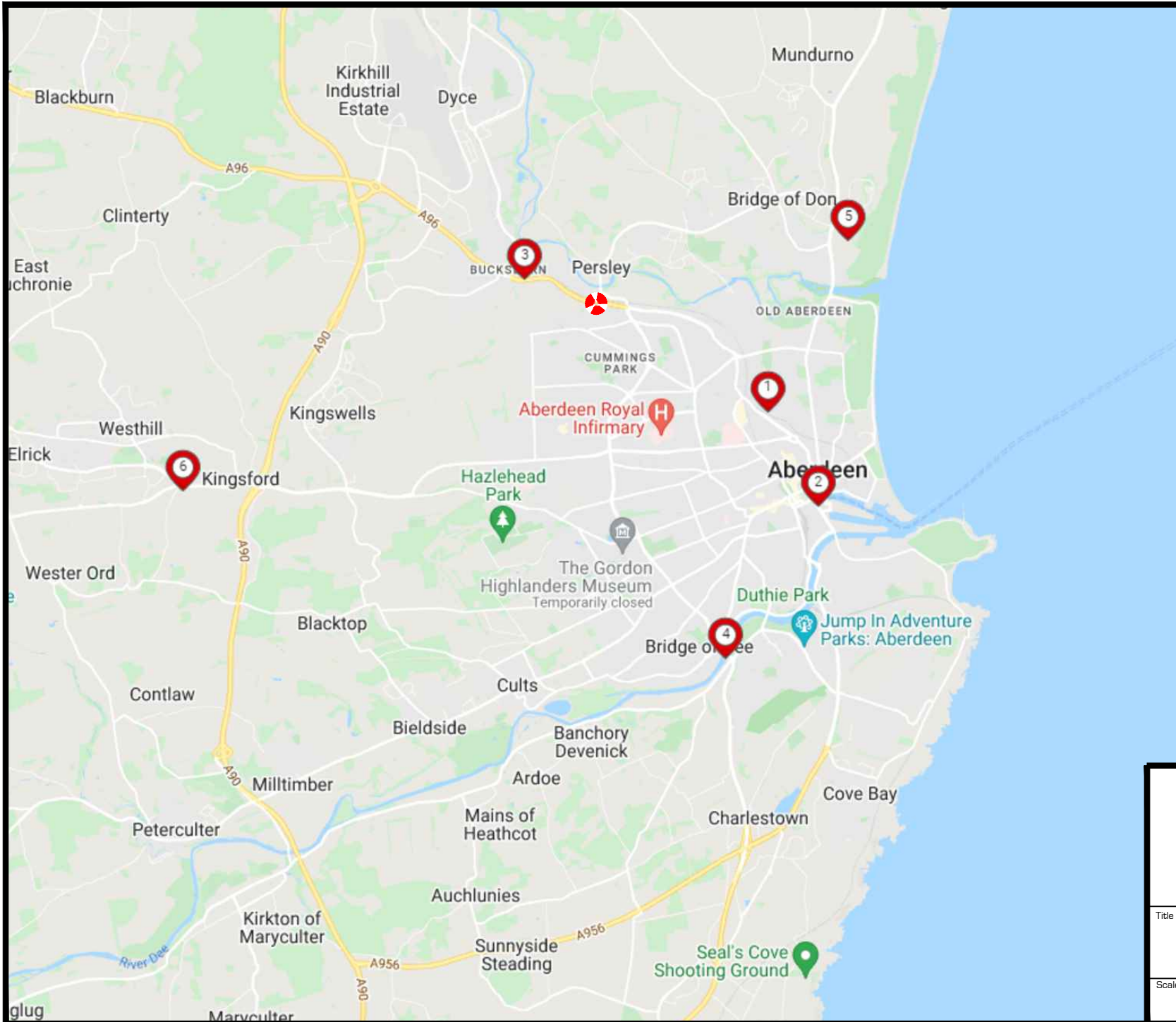
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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MCDONALD'S RESTAURANTS WITHIN 10KM OF THE SITE



SITE

McDONALD'S
ASHGROVE ROAD WEST
ABERDEEN
AB16 5EH

1. **ABERDEEN - KITTYBREWSTER**
KITTYBREWSTER RETAIL
ABERDEEN
AB24 3LE
2.3KM FROM SITE
DRIVE THRU: YES
2. **ABERDEEN CITY CENTRE**
117 UNION STREET
ABERDEEN
AB11 6BH
3.1KM FROM SITE
DRIVE THRU: NO
3. **BUCKSBURN**
INVERURIE ROAD
ABERDEEN
AB21 9LZ
3.2KM FROM SITE
DRIVE THRU: YES
4. **ASDA ABERDEEN**
GARTHDEE ROAD
ABERDEEN
AB10 7QA
3.7KM FROM SITE
DRIVE THRU: NO
5. **BRIDGE OF DON**
BROADFOLD ROAD
ABERDEEN
AB23 8EE
4.8KM FROM SITE
DRIVE THRU: YES
6. **WESTHILL ABERDEEN**
VENTURE WAY
WESTHILL
AB32 6BQ
4.5KM FROM SITE
DRIVE THRU: YES

ADL.
TRAFFIC
HIGHWAYS

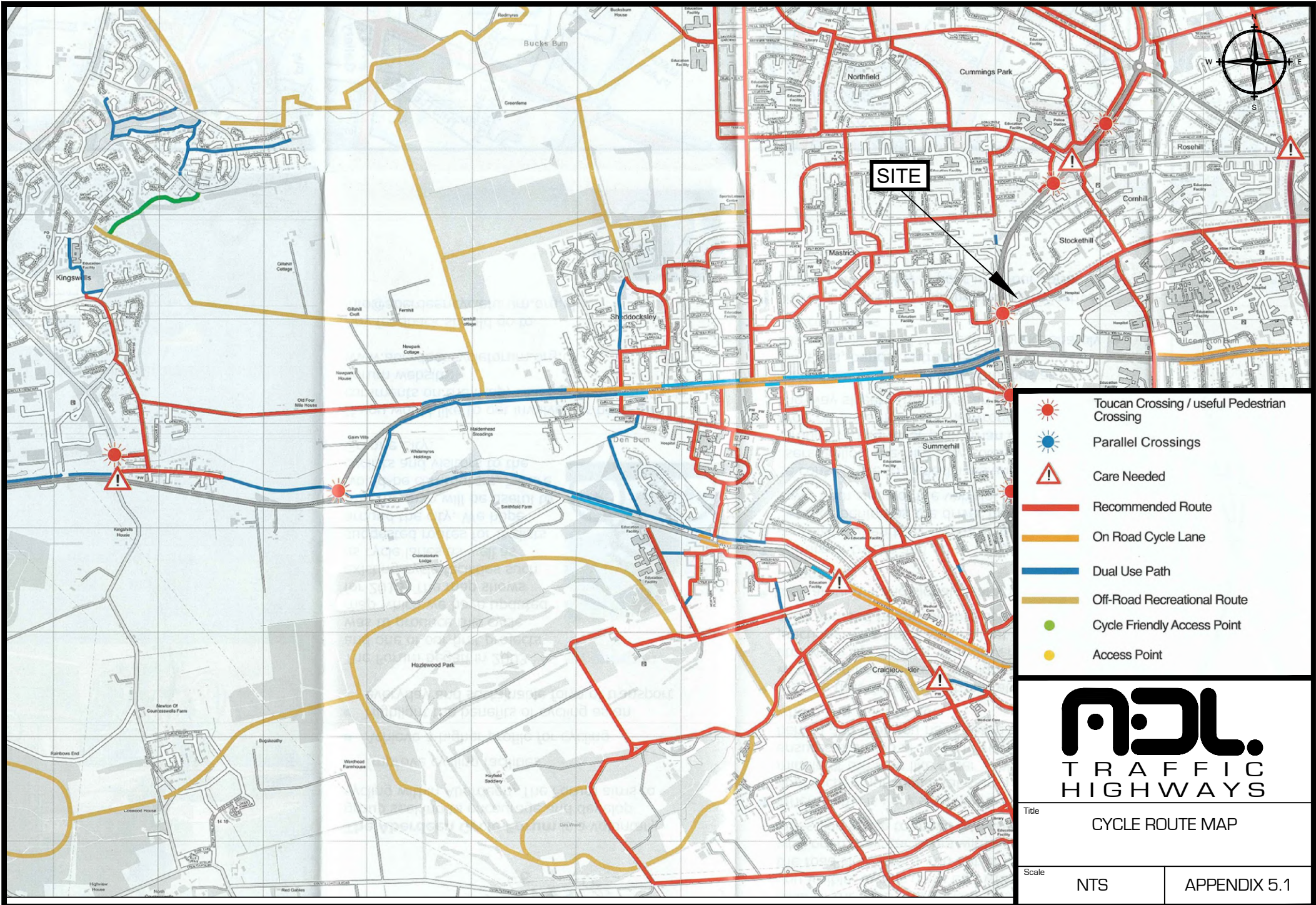
Title
MCDONALD'S RESTAURANTS
WITHIN 10KM OF THE SITE

Scale
NTS APPENDIX 4.0










APPENDIX 5.0

ACCESSIBILITY

5.1	Cycle Routes
5.2	Bus Stop Locations
5.3	Bus Routes



SITE

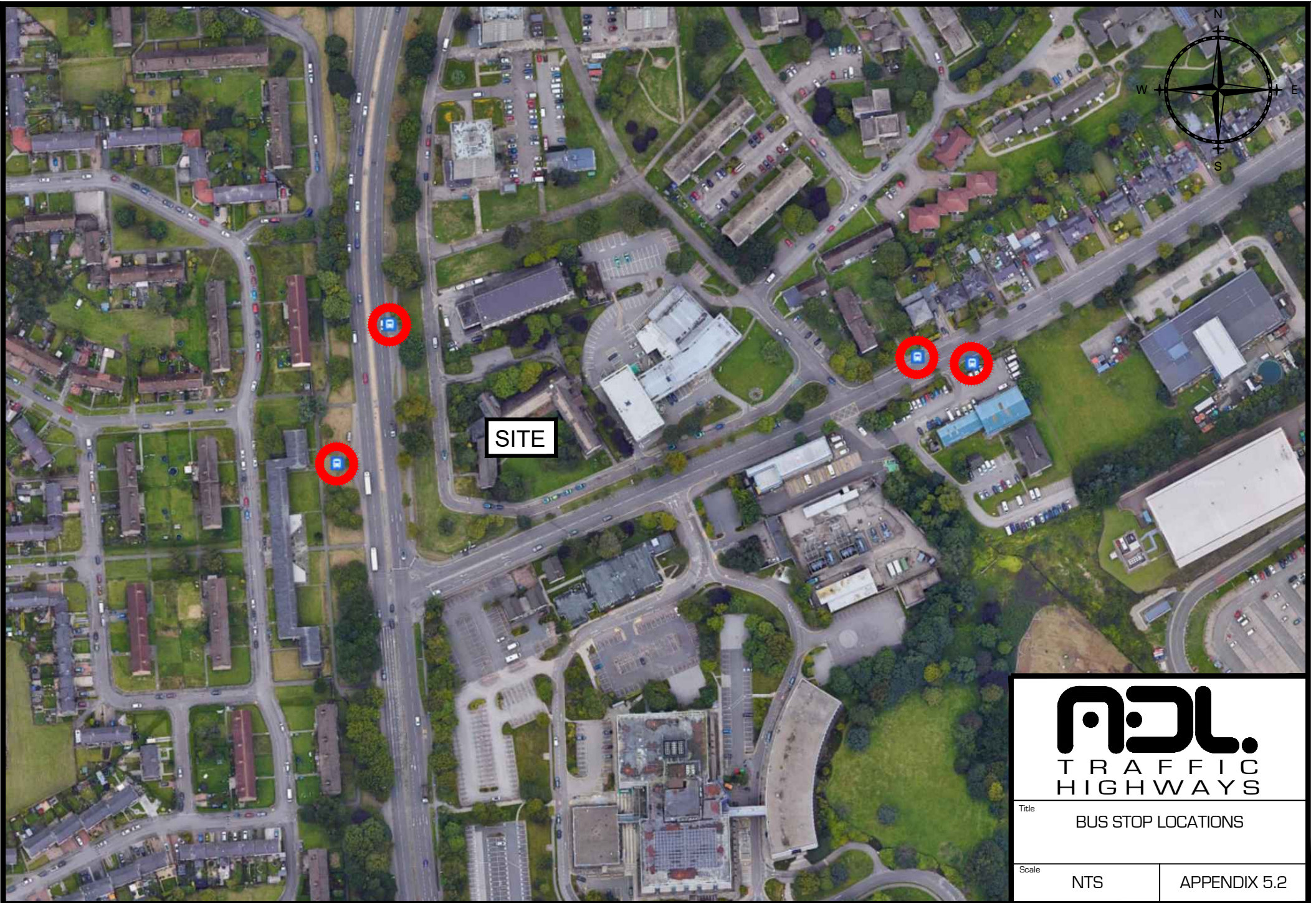
-  Toucan Crossing / useful Pedestrian Crossing
-  Parallel Crossings
-  Care Needed
-  Recommended Route
-  On Road Cycle Lane
-  Dual Use Path
-  Off-Road Recreational Route
-  Cycle Friendly Access Point
-  Access Point

ADL.
TRAFFIC
HIGHWAYS

Title **CYCLE ROUTE MAP**

Scale **NTS**

APPENDIX 5.1



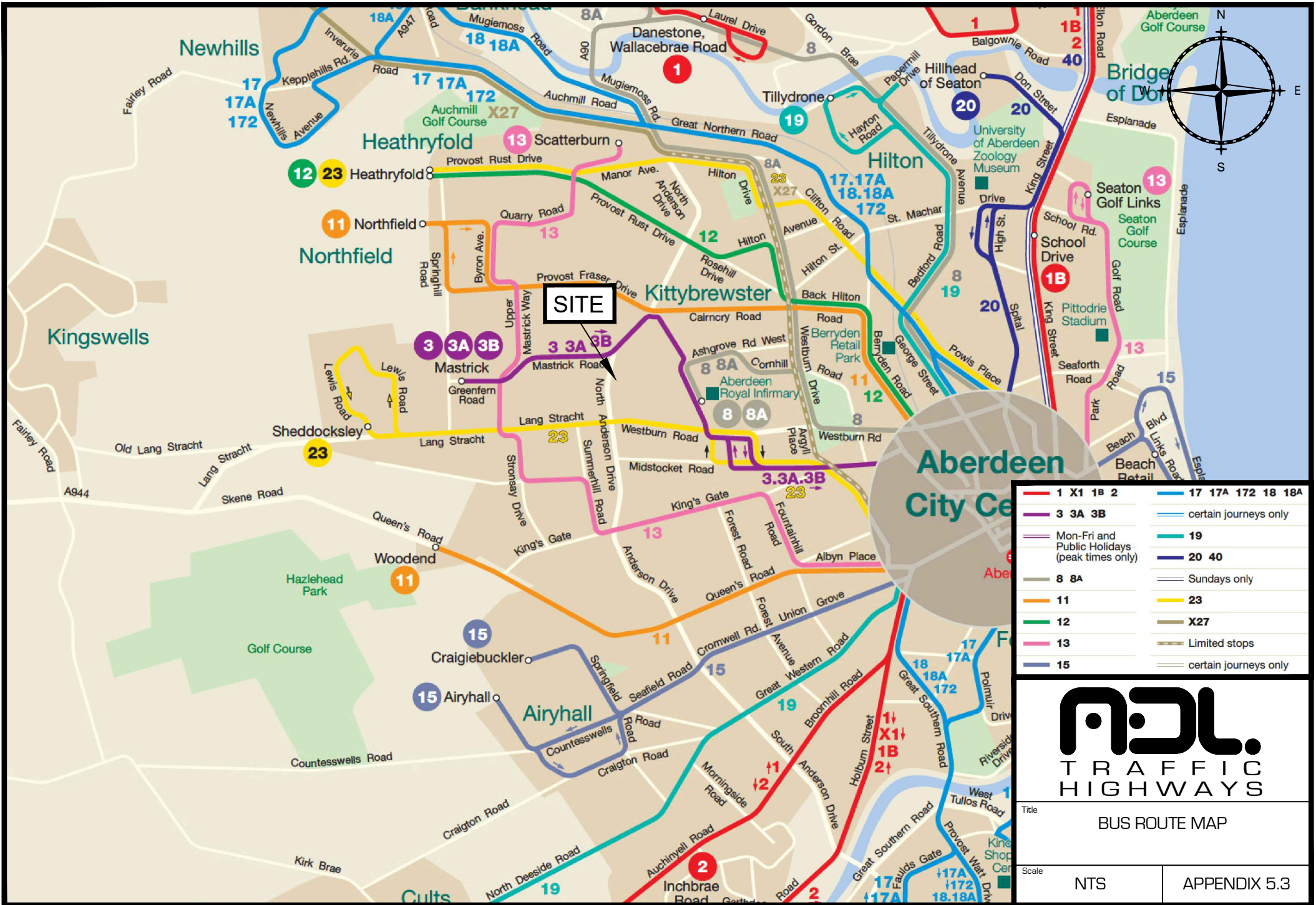
ADL

TRAFFIC
HIGHWAYS

Title
BUS STOP LOCATIONS

Scale
NTS

APPENDIX 5.2



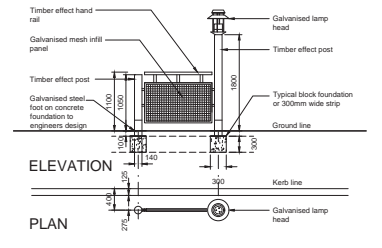
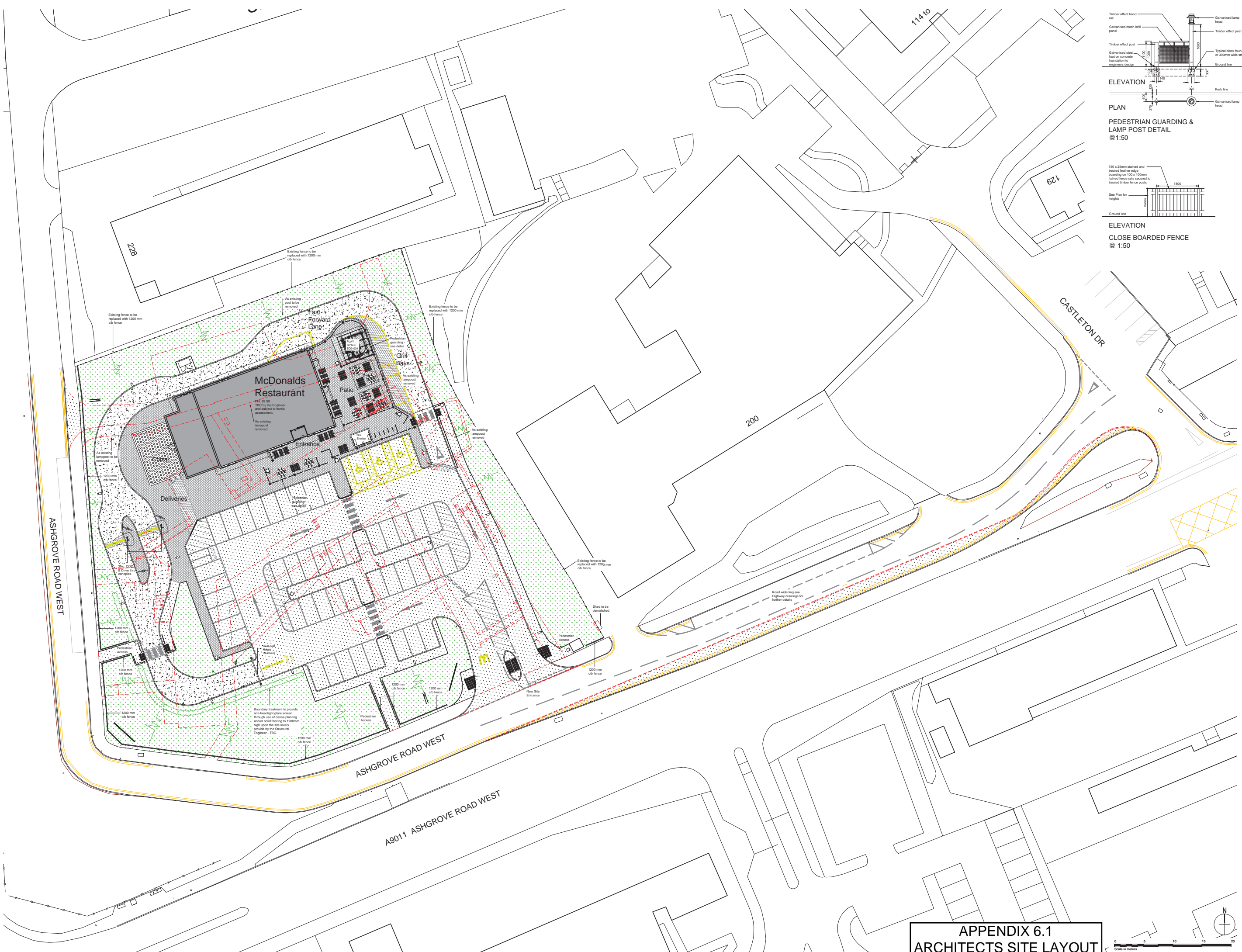
1	X1	1B	2	17	17A	172	18	18A
3	3A	3B		certain journeys only				
Mon-Fri and Public Holidays (peak times only)				19				
				20	40			
				Sundays only				
8	8A			23				
11								
12								
13								
15								
				X27				
				Limited stops				
				certain journeys only				



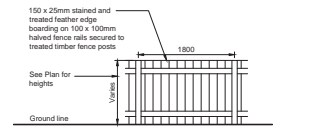
Title		BUS ROUTE MAP	
Scale		NTS	APPENDIX 5.3

PROPOSED DEVELOPMENT

- 6.1 Architects Site Layout
- 6.2 Access Arrangements
- 6.3 Proposed Highway Works



PEDESTRIAN GUARDING & LAMP POST DETAIL
@ 1:50



ELEVATION CLOSE BOARDED FENCE
@ 1:50

- Notes:**
All drawings to be read in conjunction with all other drawings as noted on issue sheet.
- 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:**
- Auburn - Range Euroline 3 Mx 2015
 - Electromagnetically shielded 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 Force 10 umbrella - colour Black with 2m Golden arch logo applied.
- Dust Bin with "Tidy Man" Sticker
- Ash Bin
- Pedestrian Guarding: 1500mm or 800mm long x 1100mm high. Timber effect galvanized steel.
- Target Trash Bin: Combi Delta Large Aperture Litter Bin by Gleson. 530mm x 470mm high x 1500mm high. Bin body & door: Black.
- Cycle Stand: Stainless steel Staffed cycle stands @ 800mm centres.

- General Site Proposal Notes:**
- Golden arch road markings to be yellow thermoplastic.
 - Drive 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 along delivery routes.
 - 6m Indicative lighting column - position to be confirmed by M&E consultant.
 - Cranked Bolted: McDonald's standard cranked bolted, painted white.
 - Electricity Kiosk: Green Electricity Meter Housing, 2000w x 1000w x 2250mm High. Indicative location only. Complete with M&E. Consultant after service entry positions have been established.
 - Play Frame: (E09-004) Tubular aluminum climbing frame with coloured steel, white & black's 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 @ 10°' White text on green background. CVA size = 4500mm wide x 3200mm high.
 - CO2: PCC Aluminum Speaker Post (RAL 7022 Grey) 150w x 200w x 1570mm high with white acrylic canopy over 2300w 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-PC00.
 - Bollard - Bronze: 115mm OD S355 bollard - as door guard - 1000mm high or similar approved.
 - Existing elements to be removed/dismantled

NO.	REV.	DESCRIPTION	DATE
1	01	Issue for approval	14/08/2024
2	02	Revised to include Ashgrove Road West	14/08/2024
3	03	Revised to include Ashgrove Road West	14/08/2024
4	04	Revised to include Ashgrove Road West	14/08/2024
5	05	Revised to include Ashgrove Road West	14/08/2024

APPENDIX 6.1 ARCHITECTS SITE LAYOUT

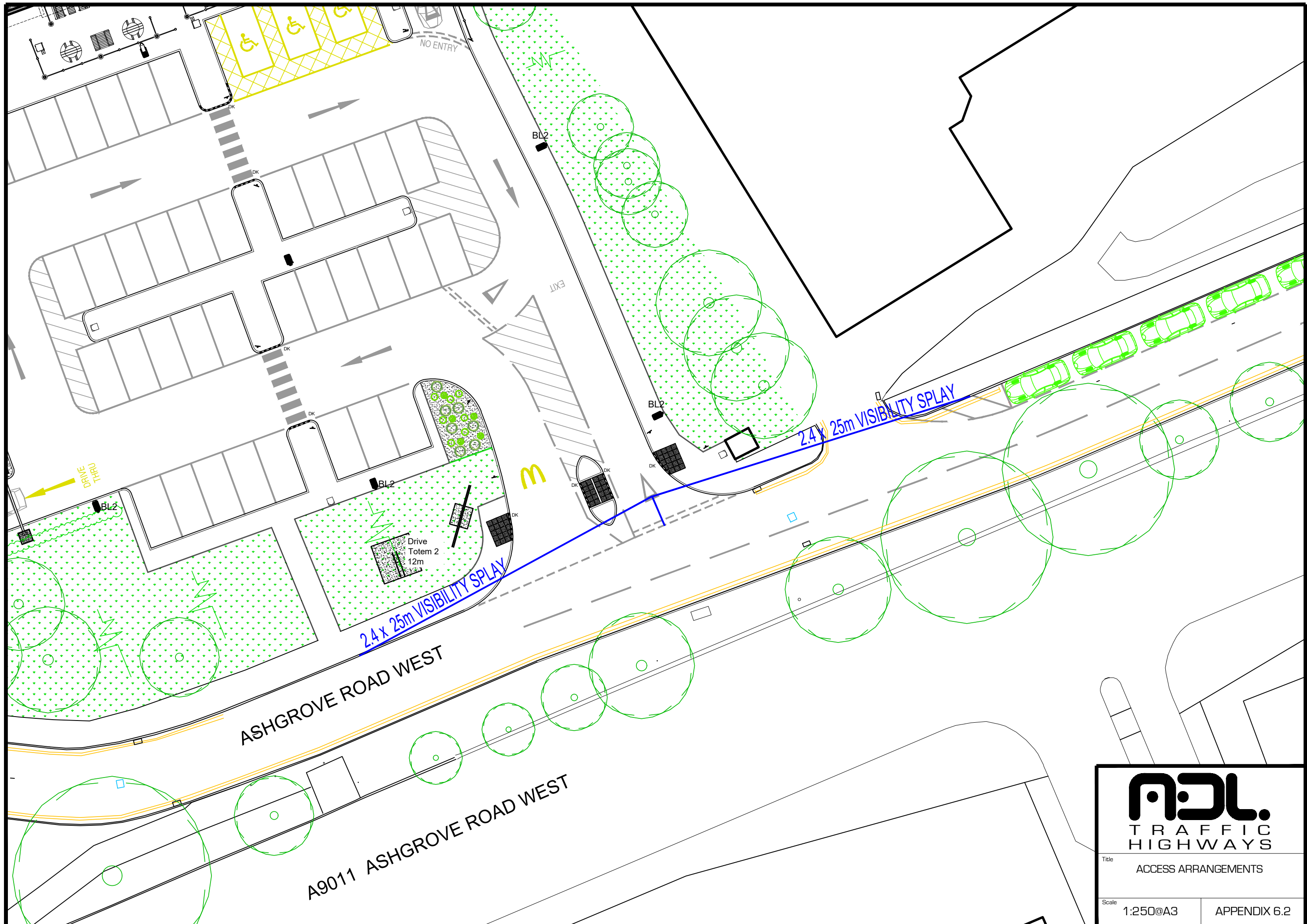
Scale in meters

NG100

McDonald's Restaurants & Sours Architects

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APPENDIX 6.1 ARCHITECTS SITE LAYOUT

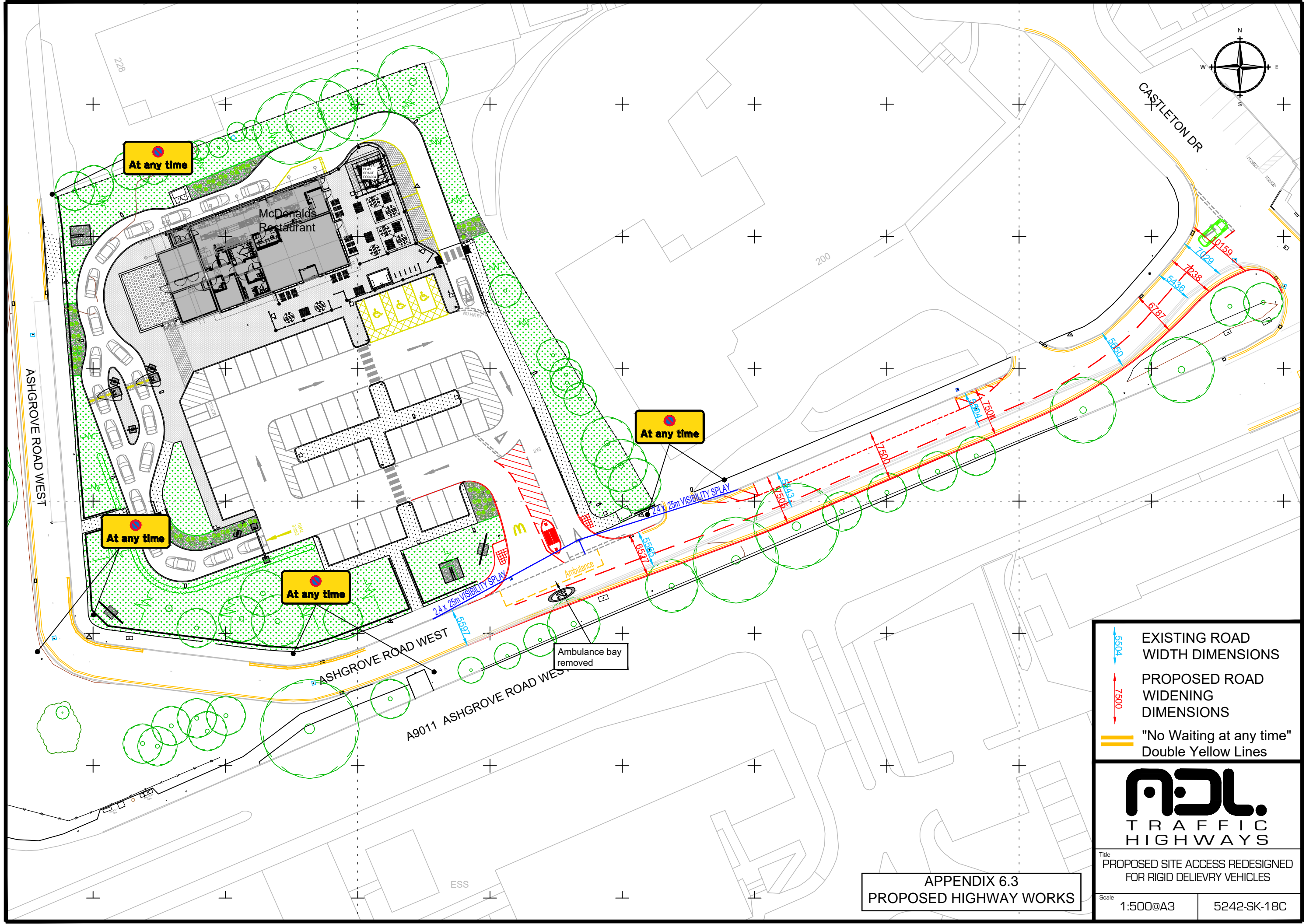


A.D.L.
 TRAFFIC
 HIGHWAYS

Title
 ACCESS ARRANGEMENTS

Scale
 1:250@A3

APPENDIX 6.2



At any time

At any time

At any time

At any time

Ambulance bay removed

- ↔ 5504 EXISTING ROAD WIDTH DIMENSIONS
- ↔ 7500 PROPOSED ROAD WIDENING DIMENSIONS
- "No Waiting at any time" Double Yellow Lines



Title
PROPOSED SITE ACCESS REDESIGNED FOR RIGID DELIVERY VEHICLES

Scale
1:500@A3 5242-SK-18C

APPENDIX 6.3
PROPOSED HIGHWAY WORKS