ADL
TRAFFIC & HIGHWAYS

STORE TRAVEL PLAN FOR McDONALD'S RESTAURANT

TESCO EXTRA WREXHAM

CRESCENT ROAD, WREXHAM LL13 8HF

Client: McDonald's Restaurants Ltd

Reference: ADL/CC/4024/15A

Date: July 2025

www.adltraffic.co.uk

Foreword

"If we all can modify our travel habits, even slightly, we can start to make a difference"

We are all aware of the stress that traffic congestion can cause in our everyday personal and working lives. Poor air quality and noise problems caused by road traffic, affect our living environment. Research says it will get worse.

The Government has set clear aims for sustainable development. As McDonald's Restaurants Ltd continue to develop new and refurbish existing stores, it is an opportunity for a fresh look at the reasons and travel choices behind the journeys we make.

The proposals in our Travel Plan will help us all to make more informed choices about how we travel to work. These ideas should help to reduce the strain associated with traveling as well as helping to encourage a healthier workforce and improving the immediate environment around us.

The key focus of this Travel Plan is to reduce the number of single occupancy car trips made by our staff, whilst increasing awareness of alternative modes of travel than are available.

As part of the preparation for this Travel Plan, we have undertaken surveys of almost 700 staff from all around the UK, in order to learn about their travel habits, and determine how we can encourage a shift away from use of the private car.

In order for this Travel Plan to work, it is important to have the commitment of all our staff. In most cases, the Travel Plan for each store will be promoted and maintained by the Restaurant Manager and they have the full support of McDonald's Head Office or their Franchisee. All staff are encouraged to enter fully into the spirit of the Travel Plan so that we can be seen to be making a valuable contribution to our area. If we all can modify our travel habits, even slightly, we can start to make a difference.

CONTENTS

		Page №
1.0	**INTRODUCTION**	
1.1	Purpose of Report	1
1.2	Restaurant Location	1
1.3	Proposed Restaurant	2
1.4	Aims and Objectives	3
1.5	Scope of Travel Plan	4
1.6	Planning Policy Guidance	4
2.0	**STAFF TRAVEL INFORMATION**	5
3.0	**TRAVEL PLAN CO-ORDINATOR**	7
4.0	**WALKING AND CYCLING**	9
5.0	**PUBLIC TRANSPORT**	11
6.0	**CAR SHARING**	13
7.0	**ATTITUDES TO TRAVEL CHANGE**	14
8.0	**TRAVEL PLAN MEASURES AND ACTION PLAN**	
8.1	Travel Plan Measures	17
8.2	Action Plan	19
9.0	**MONITORING AND REVIEW**	
9.1	Monitoring	20
9.2	Targets	20
9.3	Review Definition	21
9.4	Review Timetable	21
9.5	Review Procedure	22
10.0	**SUMMARY OF TRAVEL PLAN**	23

APPENDICES

1.0 ARCHITECTS SITE LAYOUT

2.0 STAFF TRAVEL INFORMATION PACK

3.0 STAFF TRAVEL QUESTIONNAIRE

Prepared by ADL Traffic & Highways Engineering Limited
ADL House, Oaklands Business Park, Yate, Bristol BS37 5NA
Tel: 01454 33210 Email: cad@adltraffic.co.uk

1.0 INTRODUCTION

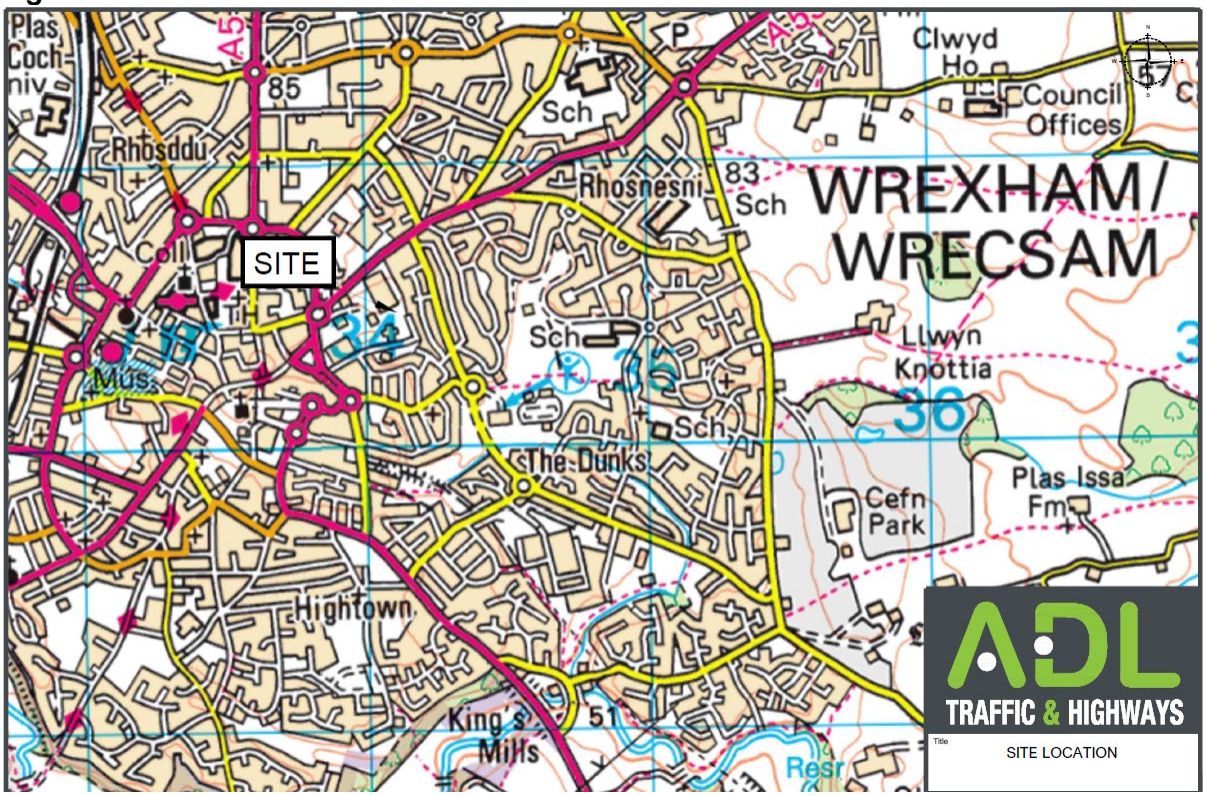
1.1 Purpose of Report

1.1.1 The purpose of this document is to set McDonald's Restaurants Ltd's intention to encourage and implement proposals, which will result in a reduction in the need for staff to travel by private car to the proposed McDonald's restaurant at Tesco Extra, Wrexham.

1.2 Restaurant Location

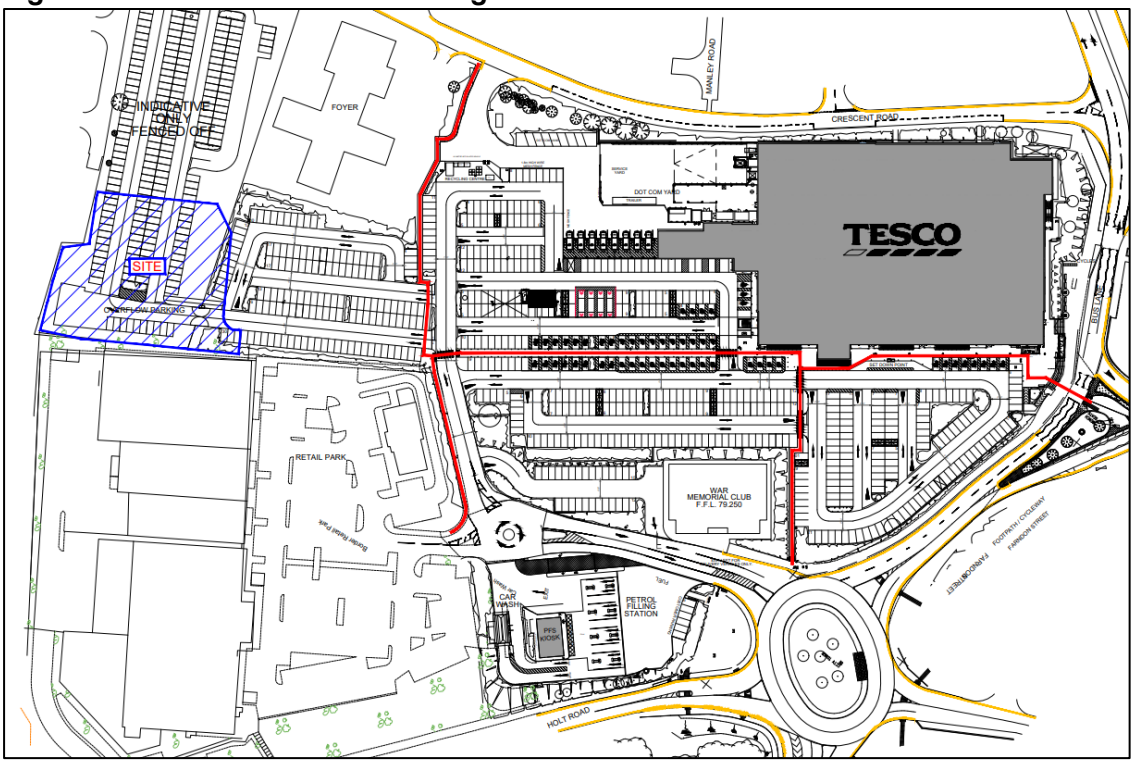
1.2.1 The site is located in the northeast corner of the Tesco foodstore car park. The site is located in the overflow section of the car park. The site is located 1km east of Wrexham town centre. A plan showing the location of the site is shown in Figure 1A below.

Figure 1A Site Location



1.2.2 To the north of the site is a Retail Park including a Burger King drive thru restaurant. To the east of the site are residential dwellings on Crescent Close and Portal Avenue. To the west and south of the site is surrounded by Tesco Extra car park. A plan showing the site and surrounding area is provided below as Figure 1B.

Figure 1B Site and Surrounding Area



1.3 Proposed Restaurant

1.3.1 It is proposed to provide a 377sqm (GEA), 356sqm (GIA) single storey McDonald's Restaurant. The site layout is provided in Appendix 1.0.

1.3.2 Vehicle access to the proposed restaurant would be via the Tesco Access Road only. The drive thru lane would run clockwise around the building with customers exiting back into the McDonald's car park.

1.3.3 Pedestrian access to the restaurant would be provided from the Tesco car park and the Tesco Access Road.

1.3.4 It is proposed to provide 20 spaces within the McDonald's car park including 2 accessible bays for disabled customers and 2 grill bays. Parking would also be shared with the Tesco.

1.3.5 There would be 6 cycle parking spaces (3 Sheffield stands) provided for customers and staff.

1.3.6 It is expected that the restaurant will operate 24 hours Monday to Sunday. It is expected that there would be up to 15 staff would be on site at any one time. McDonald's staff work carrying shift patterns depending on their needs and the needs of the restaurant. The minimum core time is 4 hours.

1.4 Aims and Objectives

Aims

1.4.1 The aim of the McDonald's staff Travel Plan is to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys that are made by car.

Objectives

1.4.2 The objectives of the Travel Plan are outlined below:

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

1.5 Scope of Travel Plan

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

1.6 Planning Policy Guidance

1.6.1 The Wrexham County Borough Local Development Plan 2013-2028 is the main document in the Council's Local Development Framework and sets out the requirement for Travel Plans in Policy T3:

> ***"To reduce dependency on the private car, developments which provide for and promote the use of passenger transport services will be supported where:***
> ***…***
> ***vi. Enhanced promotion and marketing of public transport alternatives through travel plans."***

1.6.2 As a result, a Travel Plan has been provided alongside the Transport Assessment.

2.0 STAFF TRAVEL INFORMATION

2.1 McDonald's Restaurants Limited organised a series of staff interview surveys at the following types of restaurants:

- **Roadside**

  Typically located on "A" classification roads, these restaurants cater for the needs of passing motorists.
- **Retail Park**

  Located in retail parks of all scales, these provide a facility for shoppers to purchase a meal whilst they are on an existing shopping trip.
- **Suburban**

  Sited in or near local shopping centres, to complement the existing retail uses serving a predominantly residential area.

2.2 The surveys have been analysed to produce a database, showing how staff at McDonald's restaurants already utilise a wide range of modes of transport to travel to and from work. Table 2A shows an extract from the data base outlining the modal split of staff at suburban restaurants, such as the store at Tesco Wrexham.

Table 2A Staff Travel Modes to Suburban Restaurants

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

2.3 As shown in Table 2A, McDonald's staff already have a low level of car travel at the restaurants surveyed, at 25% (i.e. 24% driving and parking on-site and 1% parking elsewhere). Whilst it is accepted that there may be some minor differences from one site to another, it is reasonable to suggest that around only ¼ of McDonald's staff travel to work by car.

2.4 64% travel by either bus, foot or bicycle, with the remaining majority being dropped off or collected, which could form part of another trip, rather than a specific visit to drop a friend or colleague at work.

2.5 Based upon a daily workforce of 20 people on site would amount to around 5 staff who would drive to work (either parking at the restaurant).

2.6 The breakdown of journey time and distance travelled is shown in Tables 2B and 2C below.

Table 2B Journey Times to Work

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

Table 2C Distance Travelled to Work

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

3.0 TRAVEL PLAN CO-ORDINATOR

3.1 The Travel Plan Co-ordinator (TPC) at Wrexham would be the Restaurant Manager and will be appointed by the restaurant franchisee before occupation. They are the most senior member of staff and therefore have sufficient influence amongst the other employees to promote the initiatives within the plan. The Travel Plan Co-ordinator's responsibilities will be part of their job description so therefore, they will be expected to allocate appropriate time to the Travel Plan.

3.2 The Travel Plan Co-ordinator retains a copy of this Travel Plan and contact details at ADL Traffic and Highways Engineering Ltd to assist them in implementing and updating the plan.

3.3 The TP Co-ordinator will be responsible for the following;

- Implementation of the Travel Plan,
- Being the point of contact for travel information and distribution of Staff Travel Packs.
- Promoting and marketing the Travel Plan, including provision of up to date information on regional and national initiatives / promotional events, e.g. National Bike Week.
- Monitoring progress of the Travel Plan through coordinating repeat surveys and using the findings to develop new measures as necessary to encourage sustainable travel.
- Regularly reviewing the aims / objectives of the Travel Plan along with implementing any new Travel Plan measures and setting revised travel targets.
- Promoting car sharing.

3.4 Travel information will be provided in the form of a Staff Travel Information Pack (see Appendix 2.0) and provided initially as part of staff induction. Travel Information will be updated annually.

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

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

- Catherine Chapman (Director)
- Email: Catherine@adltraffic.co.uk
- Tel: 01454 332100

4.0 WALKING AND CYCLING

4.1 Walking accounts for 32% of travel modes used by staff at the surveyed McDonald's suburban restaurants.

4.2 The main pedestrian access to the Tesco Extra is from the A5152 108m south of the A5152 Roundabout. There is a signalised Toucan crossing facility with a refuge across the A5152 which benefits from drop kerbs and tactile paving.

4.3 There are uncontrolled crossing facilities on the A5152 Road, Holt Street and Stryt Holt arms of the Holt Street Roundabout. The crossings are equipped with drop kerbs, tactile paving and a pedestrian refuge.

4.4 There is an uncontrolled crossing facility on the access road equipped with tactile paving, drop kerbs and pedestrian refuge. The crossing is located 17 metres east of the A5152 Roundabout and connects to the second pedestrian access point to the Tesco Extra from the access road.

4.5 There is a footway on the east side of the Tesco Access Road from the Retail Park.

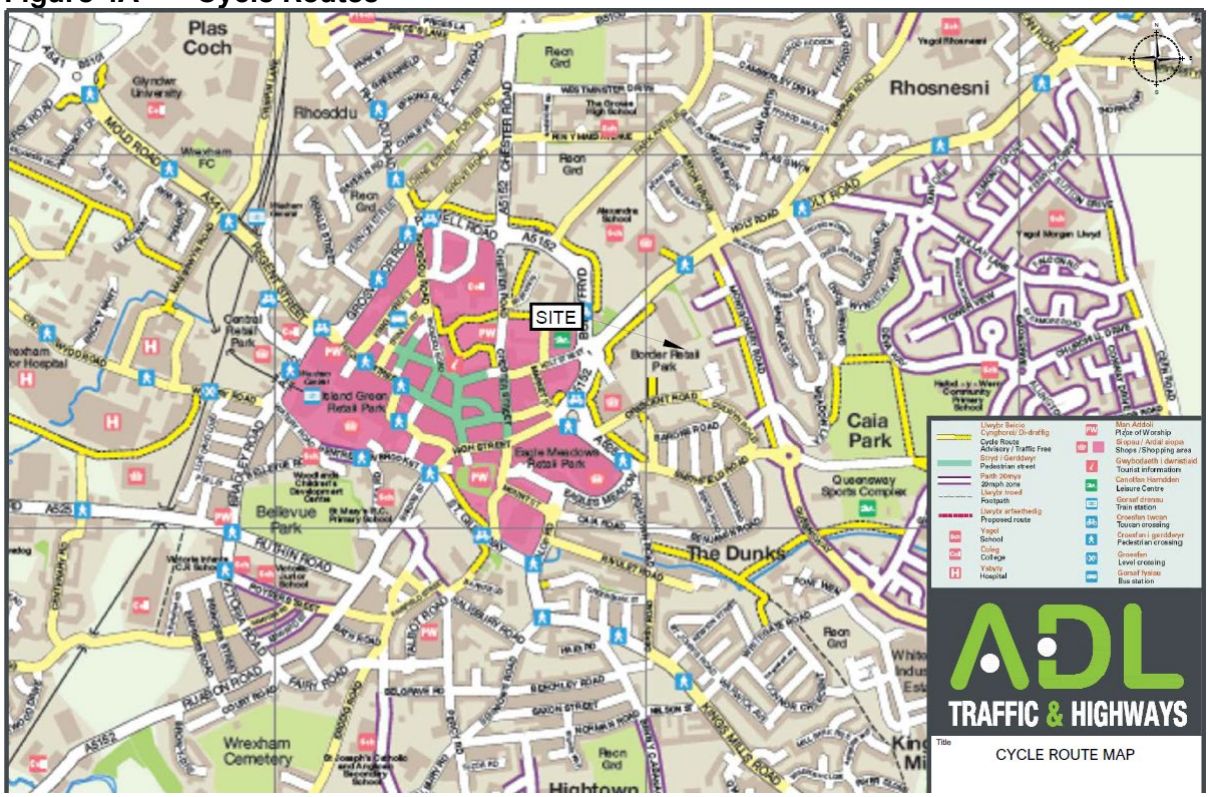
4.6 it is proposed to provide a pedestrian link including zebra crossings through the Tesco Extra car park.

4.7 The site is therefore well served by existing pedestrian infrastructure and is highly accessible as a result.

4.8 There are shared cycleway/footways on the south side of Styrt Holt and the east side of the A5152 which run to the Smithfield Road gyratory. There is also a shared footway/cycleway on the A5152 north of the A5152 Roundabout which runs to the residential area.

4.9 A plan showing the cycle routes in the vicinity of the site is provided as Figure 4A on the following page.

Figure 4A Cycle Routes



4.10 Further information can be found about cycling can be found on the links below.

- https://www.wrexham.gov.uk/service/walks-and-rides/riding-routes

5.0 PUBLIC TRANSPORT

Bus

5.1 The nearest southbound bus stop is located at a distance of 370 metres west of the site on the A5152. The stop is equipped with a bus shelter and timetable information. There is another bus stop on Smithfield Road, which is located 470 metres southwest of the site, the stop is equipped with shelter only. There are other stops on Market Street, the stops are equipped with a bus shelter and timetable information. The locations of the stops are shown below on Figure 5A.

Figure 5A Bus Stop Locations



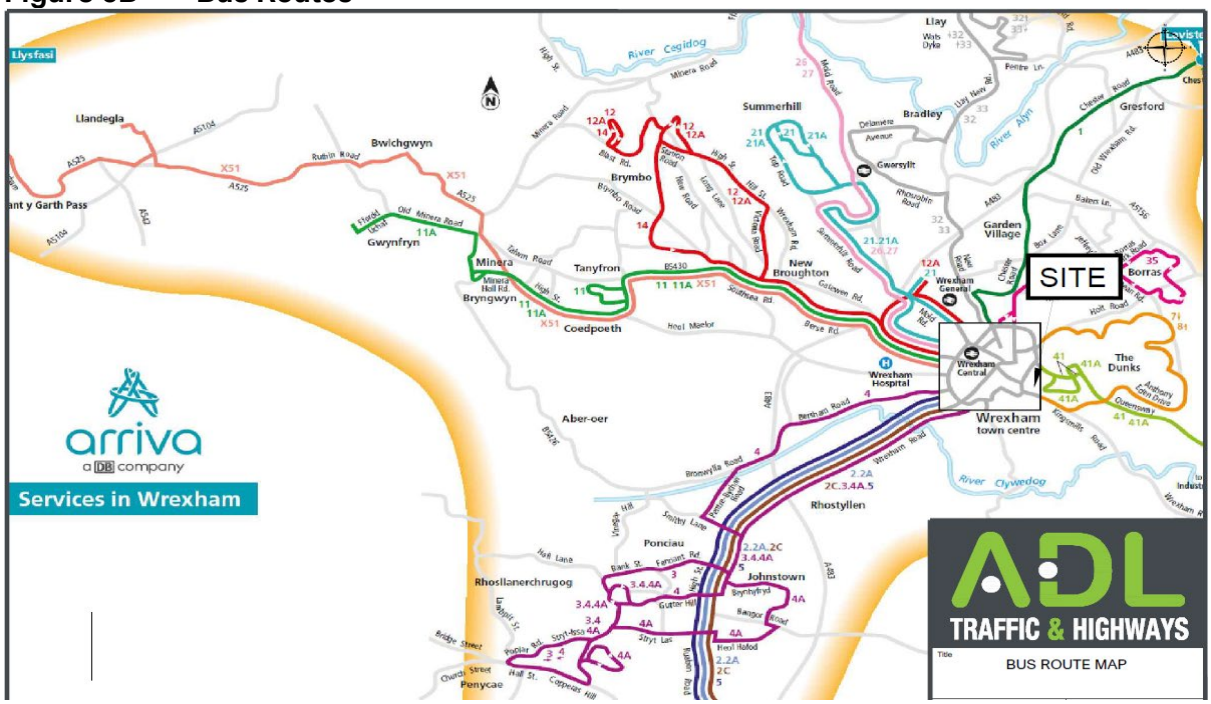
5.2 The bus stops servicing the site are shown below in Table 5A.

Table 5A Bus Services: Summary

№	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
5	Chester – Huntington – Wrexham	1/hr	1/hr	-
7	Wrexham – Caia Park	2/hr	2/hr	1/2hrs
8	Wrexham – Caia Park	2/hr	2/hr	4 per day
41	Wrexham – Wrexham Industrial Estate	2/hr	2/hr	-
42	Wrexham – Hightown	1/hr	1/hr	-

5.3 Table 5A demonstrates that the site is served by 8 regular buses per hour Monday to Saturday and 1 bus every 2 hours on Sunday providing bus links to Wrexham and surrounding areas. A plan showing the local bus routes is shown below as Figure 5B.

Figure 5B Bus Routes



5.4 More information about bus travel in Wrexham can be found via the following link:

- https://www.wrexham.gov.uk/service/walks-and-rides/riding-routes

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

Train

5.6 Wrexham Central Railway Station is located 900m west of the site. There are regular services to Bidston and local stations including Wrexham General, Hope, Sholton, Heswall and Upton.

5.7 In conclusion, the site is highly accessible by public transport and this would benefit potential customers and staff at the proposed restaurant.

6.0 CAR SHARING

6.1 The relatively low number of staff at the restaurant will mean there may be little benefit in formally arranging a formal car-sharing scheme as there are only likely to be around 5 crew members who drive per shift. However, the TP Co-ordinator should encourage staff to car share where possible and for the scale of the restaurant and number of staff, an informal scheme would probably suffice.

6.2 A printed statement will be mounted in staff rooms to increase staff awareness of the opportunity to save on fuel and congestion and where staff are willing to car share, their work contact details will be given out via the TP Co-ordinator.

7.0 ATTITUDES TO TRAVEL CHANGE

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

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

7.2 The results of the survey are summarised overleaf:

Table 7A Mode Change Attitudes

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

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

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

- Promoting the Universal Cycles discount scheme;
- Ensuring the store has cycle parking;
- Providing local cycle route information.

8.0 TRAVEL PLAN MEASURES AND ACTION PLAN

8.1 Travel Plan Measures

Walking and Cycling

8.1.1 Cycle parking would be provided on site for both staff and customers. There would be 6 cycle parking spaces (3 Sheffield stands).

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

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

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

- Nuffield Health Clubs 20%
- Virgin Active 20%
- Puregym 50%

8.1.4 Changing facilities and lockers will be available for staff.

Public Transport

8.1.5 Staff would have access to the internet in the crew room to allow them to look up bus timetables and public transport information as required.

8.1.6 Staff would be provided with a Travel Information Pack as part of their induction process. The Information Packs contain walking, cycling and public transport information. A copy of the Pack is included as Appendix 2.0.

Lifts Home in Emergency Situations

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

Car Sharing

8.1.8 The relatively low number of staff at the restaurant will mean there may be little benefit in formally arranging a formal car-sharing scheme as there are only likely to be around 5 staff who drive to work on coincidental shifts; however, the TPC should encourage staff to car share where possible and for the scale of the restaurant and number of staff, an informal scheme would probably suffice. The TPC would facilitate lift share matches where possible.

8.1.9 A printed statement will be mounted in staff rooms to increase staff awareness of the opportunity to save on fuel and congestion and where staff are willing to car share, their work contact details will be given out via the TPC.

Free Meals

8.1.10 Staff are offered free meals which reduces the need to undertake car trips during staff breaks to obtain food. Staff also benefit from a crew room to relax including breaks which also reduces the need to travel off site during rest periods.

Promotion of Events

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

Deliveries, Refuse Collection and Recycling

8.1.12 Multi temperature vehicles are used which allows all of the restaurant's requirements of frozen, chilled and ambient products to be delivered in one visit, reducing the overall number of deliveries each restaurant receives and further reducing carbon emissions.

8.1.13 Waste minimisation and recycling are promoted.

8.1.14 Waste minimisation has been achieved through the redesign of bin tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system which monitors the amount of food served at given times of day, resulting in more accurate preparation and ordering of stock. Therefore, reducing the quantum of waste and frequency of collection required.

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

8.2 Action Plan

8.2.1 An Action Plan for the implementation of the measures outlined in the Travel Plan is summarised in Table 8A below.

Table 8A Action Plan for Proposed Travel Plan Measures

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

9.0 MONITORING AND REVIEW

9.1 Monitoring

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

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

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

9.1.4 Surveys would be undertaken to inform the review in:

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

9.2 Targets

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

9.2.2 The targets will relate to staff only. The measures provided in this plan will seek to achieve the travel aims and objectives with regards to customer trips but these cannot be set targets.

9.2.3 Interim targets for years 1, 3 and 5 were set out in Table 9A below. These targets will be subject to review following the results of the baseline surveys in Year 1 and precise target figures would be set.

Table 9A Interim Targets

	Year		
	1* (baseline estimate)	**3**	**5**
Car driver (alone)	25%	23% (-2%)	20% (-5%)
Alternate modes	75%	77% (+2%)	80% (+5%)

9.2.4 The process of further periodic monitoring, target evaluation and review would be undertaken for the period of 5 years from 1st occupation. Should the targets in year 5 be met then it is considered that no further assessment will be required.

9.3 Review Definition

9.3.1 A Review shall be a report prepared by ADL Traffic and Highways Engineering on behalf of the TPC, the scope to be the results of the travel surveys and comprehensively assesses the effectiveness of the Travel Plan in:

- Implementing its terms or recommendations;
- Achieving its targets.

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

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

9.4 Review Timetable

9.4.1 The timetable for submission of Reviews is as follows:

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

9.5 Review Procedure

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

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

9.5.3 The Council shall respond to the submission within one month of receipt, either recommending approval, or in the event that the submissions are unacceptable the Council will forward the reasons for refusal.

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

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

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

10.0 SUMMARY OF TRAVEL PLAN

10.1 The aim of the McDonald's staff Travel Plan is to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys to work that are made by car.

10.2 The surveys undertaken have shown that a relatively low number of staff drive to McDonald's Restaurants and the introduction of this Travel Plan will help to reduce the number further.

10.3 New staff will be appraised of the Travel Plan as part of their staff induction so that good practice in terms of modal choice is encouraged from the outset.

10.4 The Travel Plan will be updated annually for a period of 5 years.

APPENDIX 1.0

ARCHITECTS LAYOUT

DWG S2 APPROVED

Drawing No.	Date
7611-SA-2543-P1004E	16.06.25

Wrexham Foyer

RECYCLING CENTRE

CAR WASH

Burger King

War Memorial Club

PFS

Proposed new vehicular access link to existing Tesco overflow car park.

Adjacent development plot link and layout to be confirmed by Tesco.

McDonald's Restaurant NG100

Fast Forward Lane

Corral

Deliveries

Entrance

Patio

Grill Bays

Totem

Banner

Car Park ANPR camera

Existing palisade metal security fence removed

2.4m high close-boarded timber acoustic fence

Existing trolley bays removed

1.8m high close-boarded timber fence

Existing boundary landscaping cut back for new drive-thru kerb line

Existing kerb removed

Area of existing dense foliage to be retained

2No. COD & Drive Thru Canopies

Existing tree screen & boundary foliage to be retained

2No. Drive thru Menu Boards

Pedestrian guarding - see detail

Existing gate metal palisade security fence removed

New electricity supply - see M&E Engineer's drawings for details

New white lining & road markings

Existing foliage along rear/central boundary to be retained and supplemented with additional screen planting offering enhanced natural acoustic buffer

Goal Post Height Restrictor

Existing palisade metal fence removed

New pedestrian crossing

Existing 2.4m high metal palisade fence retained

2.4m high close-boarded timber acoustic fence

New tarmac footpath

0.6m timber knee-rail fence

Pedestrian Access

Existing signage post removed

New pedestrian footpath opening formed to link into existing walkway

Existing pedestrian footpath & route to retail units

Existing palisade metal fence removed

Existing foliage partially removed to allow for new footpath route

New pedestrian access link to future-proof in readiness for adjacent unconfirmed development plot

New white lining & give way road markings (for future development plot)

Existing kerb removed

Existing palisade metal security fence removed

Existing kerb island extended with footpath and dropped kerbs to form new pedestrian crossing link

Existing landscaped part of kerb island retained in full

Existing tarmac road surface to be relaid where disturbed following site works where necessary. Road surface to be suitable for HGV delivery vehicles.

New white lining & give way road markings

Existing car park kerb island retained & foliage reduced to suit new footpath with dropped kerbs forming new pedestrian crossing link to existing car parking island area

Existing kerb island extended. Existing end parking bay removed. New footpath formed across island to assist pedestrian access across car park.

Existing tarmac road surface to be relaid where disturbed following site works where necessary. Road surface to be suitable for HGV delivery vehicles.

2No. Existing retractable right barriers to be removed / relocated (TBC by Tesco)

Existing pedestrian footpath & route to retail units

Existing belisha beacon & signage to be relocated to accommodate new kerb line

Existing tarmac road surface to be relaid where disturbed following site works where necessary. Road surface to be suitable for HGV delivery vehicles.

Existing tarmac road surface to be relaid where disturbed following site works where necessary. Road surface to be suitable for HGV delivery vehicles.

Proposed new McDonald's Signage Totem beyond viewport shown in separate inset detail (see left)

Continuation from larger viewport (see right)

NO ENTRY

Totem

Timber effect hand rail
Galvanised mesh infill panel
Timber effect post
Galvanised steel foot on concrete foundation to engineers design
Galvanised lamp head
Timber effect post
Typical block foundation or 300mm wide strip
Kerb line
Ground line

ELEVATION

PLAN

STANDARD BUTON FENCING

Treated timber posts and rails
Concrete foundation to engineers design

ELEVATION

TYPICAL KNEE RAIL FENCE

150 x 25mm stained and treated feather edge boarding on 100 x 100mm halved fence rails secured to treated timber fence posts

ELEVATION

PLAN

LOW CB FENCE
HEADLIGHT SCREEN

150 x 20mm stained and treated feather edge boarding on 100 x 100mm halved fence rails secured to treated timber fence posts

ELEVATION

PLAN

CB FENCE

Acoustic fence by Jacksonw or similar approved.

ELEVATION

PLAN

ACOUSTIC FENCE

Scurr Architects
The Courthouse Chester
Cheshire
CH1 2AN
T: 01244 318888
E: info@scurr.co.uk
www.scurr.co.uk
architects ■ designers ■ project managers

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

Proposed Site Finishes:

- Tarmacadam - Car park and footpaths as indicated.
- Charcoal imprinted concrete - Drive thru lane.
- Marshalls 200 x 100mm Charcoal Keyblok paving - Patio & footpaths as indicated.
- Charcoal brushed concrete - drive thru lane and delivery route.
- Brushed concrete - Corral floor slab & Substation / Electrical Kiosks. See Structural Engineers drawings for further details.
- Tactile blister paving.
- Existing Soft landscaping.
- New soft landscaping - refer to Landscape Architect's detailed drawings for further information

External Fixtures & Fittings:

Aubrilam - Range Euroline 3 Mix 2015
Electrogalvanised steel structure, PPC RAL 7022. Table legs made of extruded aluminium, 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.

- 2 Seat Rectangular Table.
- 4 seats - Round Table.
- 4 seats - Rectangular Table.
- One Armrest Bench (left or right).
- Coffee Table.
- Single Chair.
- Cycle Stand Stainless steel Sheffield cycle stands @ 800mm centres.
- Pedestrian Guarding 1500mm or 600mm long x 1100mm high. Timber effect galvanised steel.
- Dust Bin with "Tidy Man" Slicker.
- Target Trash Bin Combo Delta Large Aperture Litter Bin by Glasdon. 530mm x 470mm high x 1550mm high. Bin body & door: Black.
- Ash bin
- Existing elements to be removed / demolished.
- Drop kerb - Adjacent to accessible parking, pedestrian crossings and along delivery routes.
- Electricity Kiosk Green Electricity Meter Housing. 2000w x 1000d x 2265mm High. Indicative location only. Position to be agreed with M&E Consultant after service entry positions have been established.
- Cranked Bollard McDonald's standard cranked bollard. 1200mm high, 300mm offset painted white.
- Bollard - Broxap 115mm OD SSS bollard - as door guard - 1000mm high or similar approved.
- COD. POC Aluminium Speaker Post (RAL 7022 Gray) 530w x 200d x1570mm high with white acrylic Canopy over 2380w x3500d x3000mm high.
- Height Restrictor. PPC black 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 / 8' 10" " White text on green background. O/A size = 4300mm wide x 3200mm high
- Luma Gen2 Mini BGP703 40 LED DM10 7.5KLM WW 3000K Lamp(s): LED-HB 5.25 730 Mounting Height- 6m
- Luma Gen2 Medium BGP704 80 LED DW50 15.5KLM WW 3000K Lamp(s): LED-HB 5.25 730 Mounting Height- 6m
- BL2 Luma Gen2 Mini BGP703 40 LED DM10 BL2 7.5KLM WW 3000K Lamp(s): LED-HB 5.25 730 Mounting Height- 6m
- Refer to LAUK / Signify External Lighting latest detailed drawing REF: '612BB81_DWG_McDonalds Wrexham Tesco' for more information.
- ANPR Camera Automatic Number Plan Recognition Camera mounted to high level column.

Road Marking Notes:

Golden arch road markings to be yellow thermoplastic.
Drive thru 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.

E	16.06.25	DWG Approved	GFS
D	03.06.25	External lighting updated Golden Arch Position Moved	DM
C	17.01.25	Road Marking & kerb removed.	DM
B	19.10.24	Site Layout Updated - additional Electrical Kiosk & ANPR camera post added. Hardstanding & kerbline updated. Banner relocated & Totem position adjusted to suit.	DM
A	12.09.24	Amendments to pedestrian access routes & crossings as per ADL feedback.	DM
REV.	DATE	ORIGINAL ISSUING	BY. / ISSUED

GENERAL NOTES:
All works are to be undertaken in accordance with the Building Regulations and the latest British Standards.
All products specified are to be used and fixed strictly in accordance with the manufacturer's recommendations.
All dimensions to be checked on site prior to construction.
Construction Design Management Regulations apply to this project under the Construction (Design Management) Regulations 2015.

PROPOSED DEVELOPMENT AT :-
TESCO, Crescent Road
WREXHAM LL13 8HF

STORE No :-
ST 2543

ON BEHALF OF :-
McDonald's Restaurants Ltd

DRAWING TITLE :-
Site Layout Plan
As Proposed

DRAWN BY	CHECKED BY	DRAWING No.
DM	JK	7611-SA-2543-P1004 E
SCALE & SIZE 1:200@A1	DATE SEP 2024	

Scurr Architects
The Courthouse Chester
Cheshire
CH1 2AN
T: 01244 318888
E: info@scurr.co.uk
www.scurr.co.uk
architects ■ designers ■ project managers

NG100

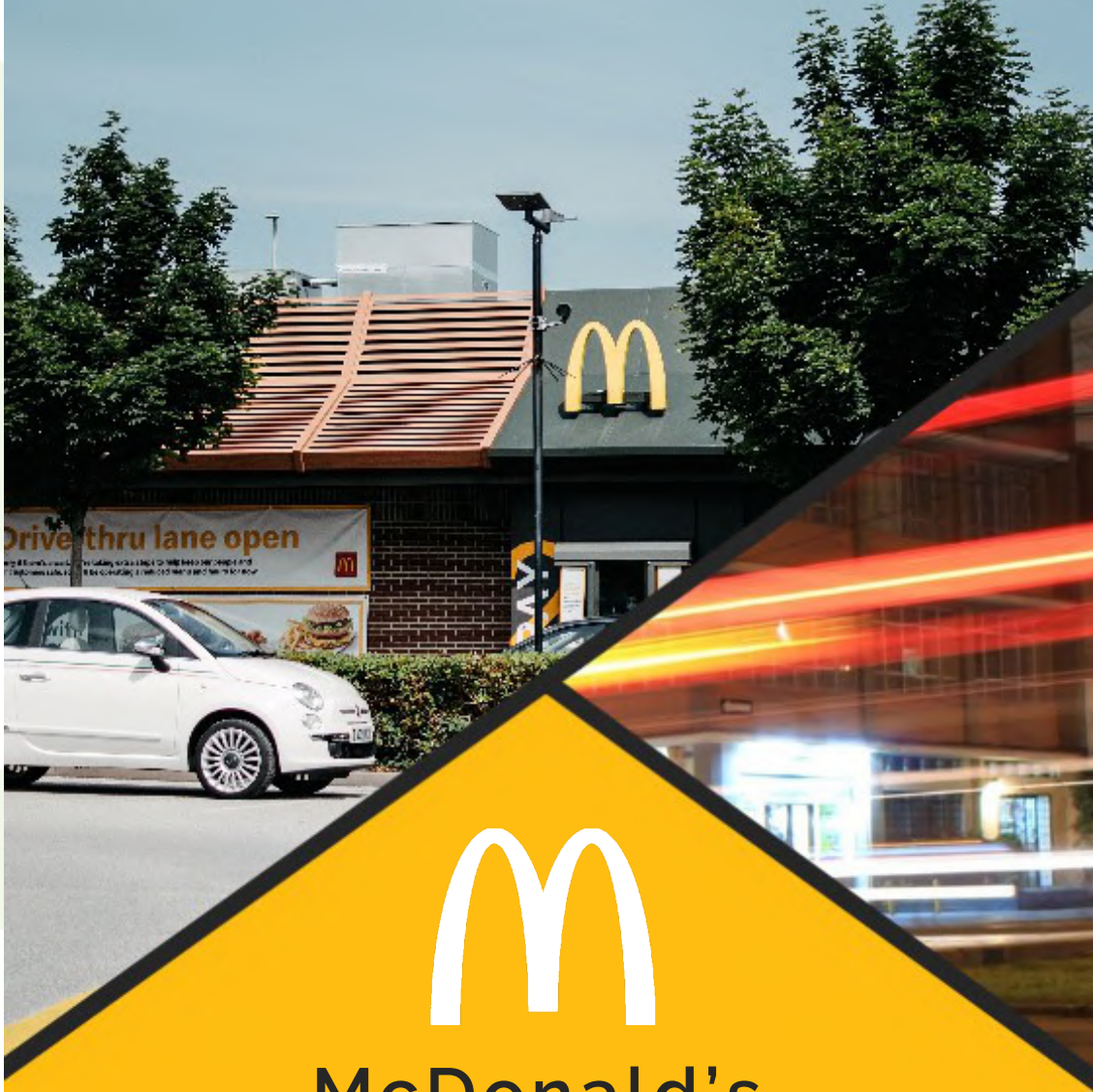
© Copyright McDonald's Restaurants & Scurr Architects

0 5 10 15 20
Scale in metres

APPENDIX 1.0
ARCHITECTS SITE LAYOUT

APPENDIX 2.0

STAFF TRAVEL INFORMATION PACK



McDonald's Wrexham

Travel Information Pack

Ref No. 4024

14/07/2025

ADL TRAFFIC & HIGHWAYS

www.adltraffic.co.uk



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

What is sustainable transport and why use it?

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

The benefits of using sustainable modes of transport include;

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

What Does this Pack Include?



Walking Information

Cycling Information

- Cycle route plan.

Public Transport Information

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

Car Sharing Information

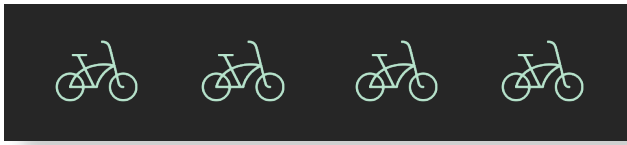
- Information about how to get involved car sharing with other crew members.

Walking

The area around your restaurant is well equipped with footways and pedestrian crossings that serves the Tesco Extra. There is footway on the east side of the Tesco Extra Access Road from the Retail Park that leads to the restaurant via Tesco car park with zebra crossings in between. There are pedestrian links from the residential areas to the restaurant.

Cycling

If you cycle to work, cycle parking will be provided at the restaurant. There are shared cycleway/footway on the southern side of Styrt Holt and the east side of the A5152 which run to the Smithfield Road gyratory. There is another shared footway/cycleway on the A5152 north which runs to the residential area.

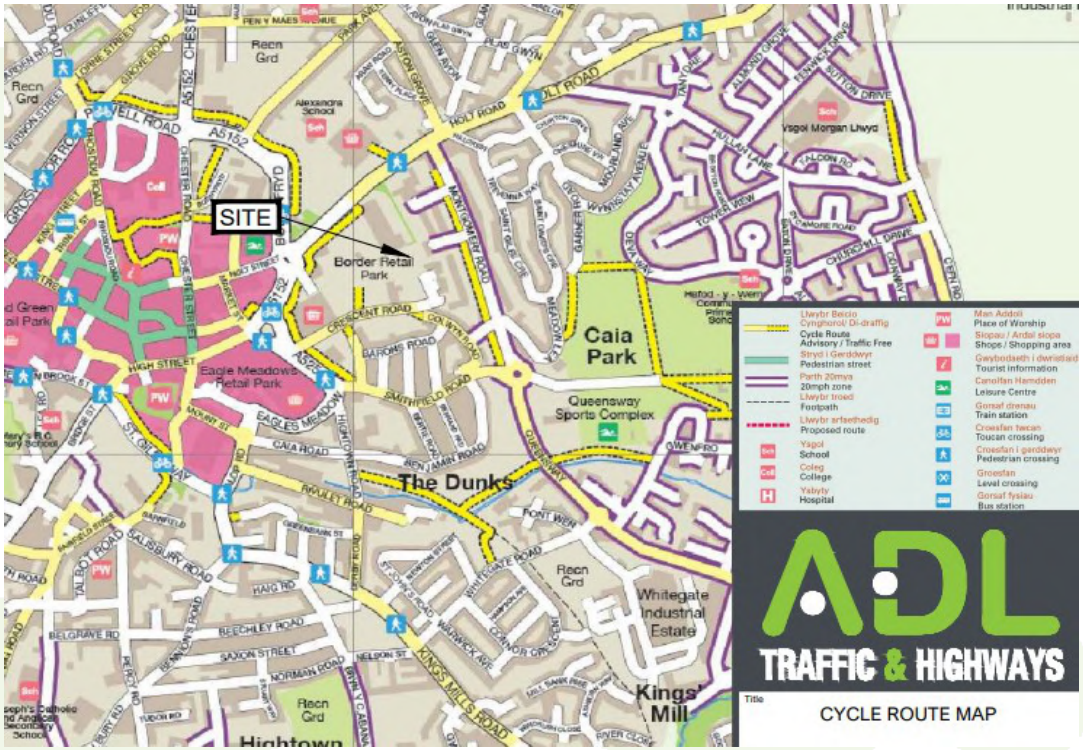


More cycling information can be found on the following links:

- https://www.wrexham.gov.uk/service/walks-and-rides/riding-routes

McDonald's Restaurants offer the following cycle discounts from these retailers:

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



Bus

The nearest southbound bus stop is located at a distance of 370 metres west of the site on the A5152. The stop is equipped with a bus shelter and timetable information. There is another bus stop on Smithfield Road, which is located 470 metres southwest of the site, the stop is equipped with shelter only. There are other stops on Market Street, the stops are equipped with a bus shelter and timetable information.

A plan showing the locations of the bus stops is provided below.



ADL TRAFFIC & HIGHWAYS

The bus services serving the stops are summarised below:

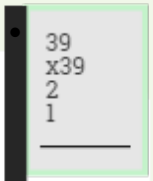
№	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
5	Chester – Huntington – Wrexham	1/hr	1/hr	-
7	Wrexham – Caia Park	2/hr	2/hr	1/2hrs
8	Wrexham – Caia Park	2/hr	2/hr	4 per day
41	Wrexham – Wrexham Industrial Estate	2/hr	2/hr	-
42	Wrexham – Hightown	1/hr	1/hr	-

An extract of a bus route map for the surrounding area can be found on the following page. More information about public transport is provided on the links below.

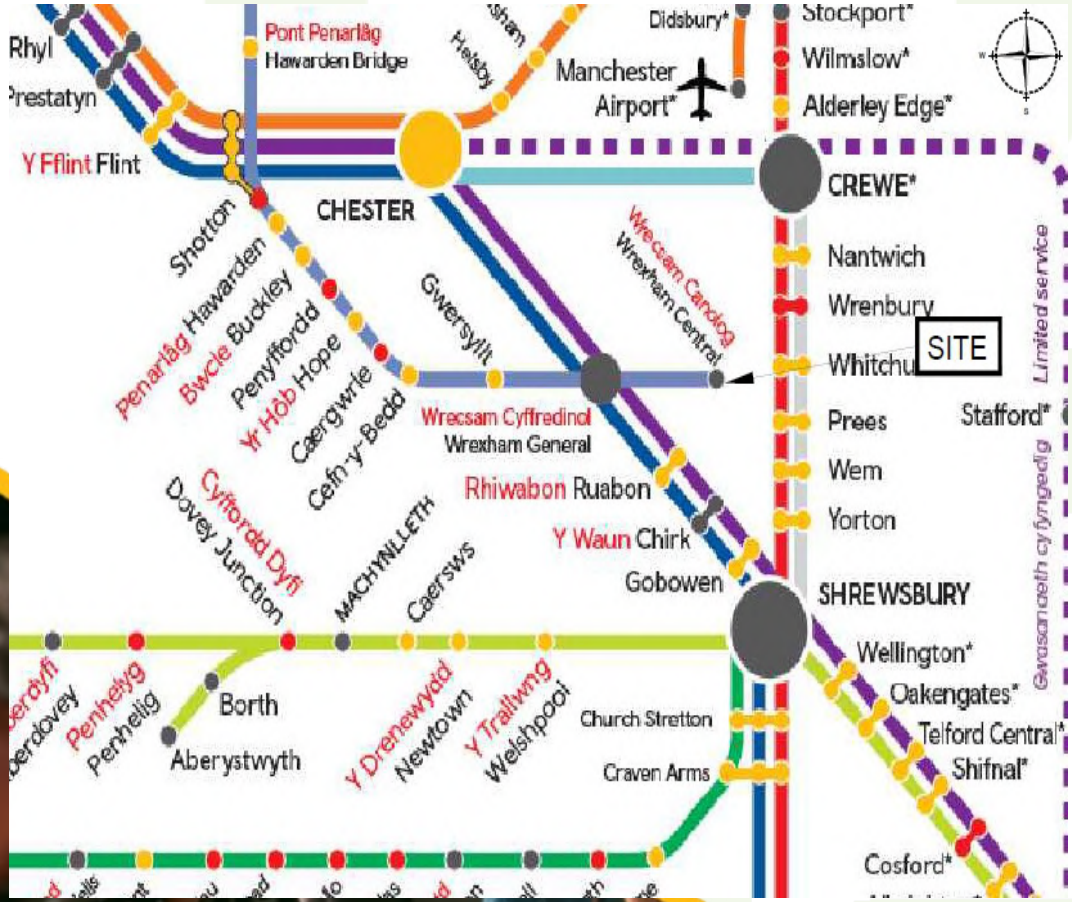
- https://www.wrexham.gov.uk/service/walks-and-rides/riding-routes

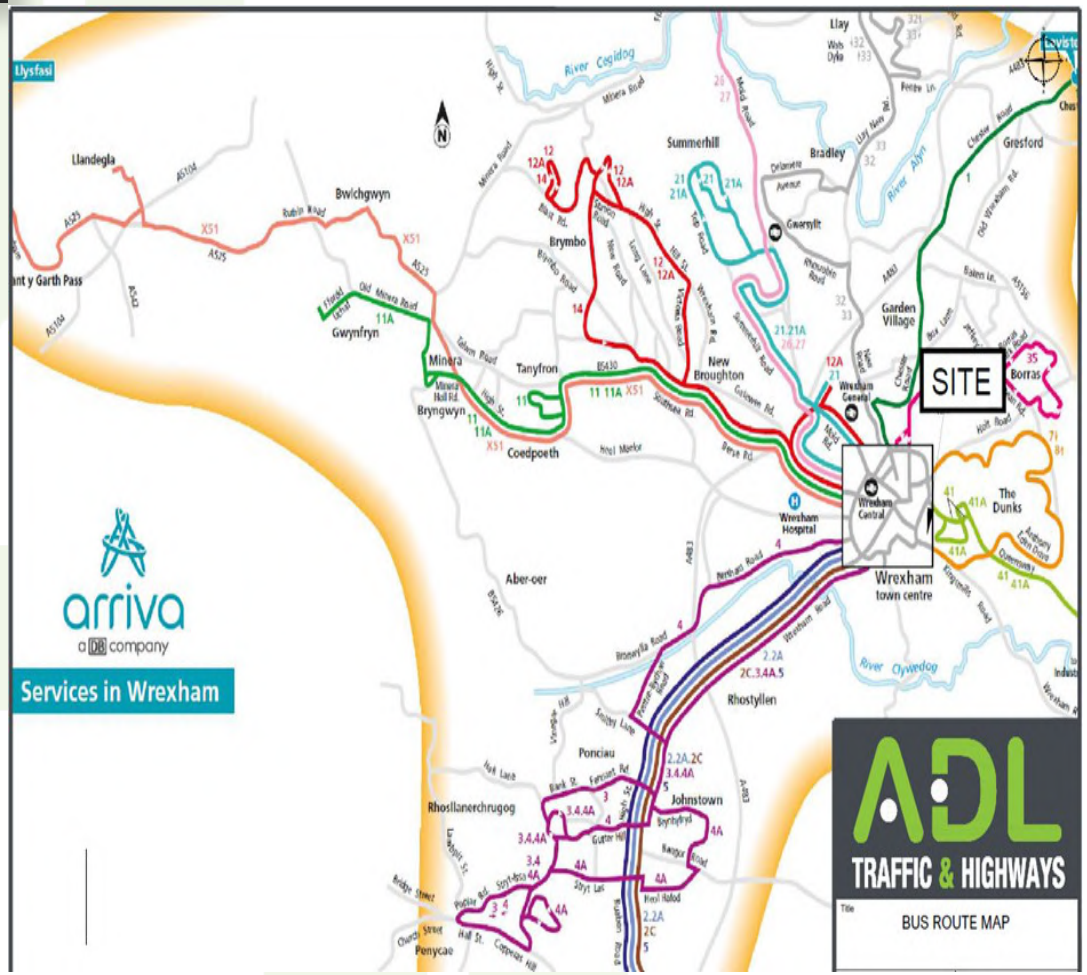
The Traveline website provides a public transport journey planner and can be accessed using the following link and phone number:

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

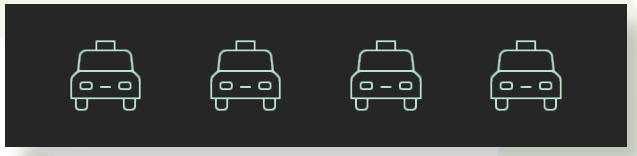


Wrexham Central Railway Station is located 900m west of the site. There are regular services to Bidston and local stations including Wrexham General, Hope, Sholton, Heswall and Upton.
A plan showing the locations of the railway station is provided below.





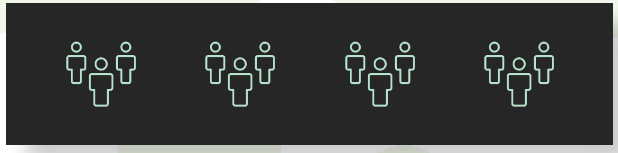




Taxi Information

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

- Speedie Cars (01978262829)
- Apollo Taxis Wrexham (01978262626)
- Diamond Cars (01978351234)



Car Sharing

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

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

ADL TRAFFIC & HIGHWAYS

APPENDIX 3.0

STAFF TRAVEL QUESTIONNAIRE

STAFF TRAVEL QUESTIONNAIRE

RESTAURANT № _____ **CONFIDENTIAL**

The following information is required to produce a Travel Plan for McDonald's Restaurants.

Please complete all the sections as accurately as possible – there is no right or wrong answer.

Job Title					**Home postcode** *e.g. NW10 1NE*						
Age	**Under 25**	❑	**25-34**	❑	**35-44**	❑	**45-54**	❑	**Over 55**	❑	

Do you work full/part time? *(please tick)*		**What are your normal working hours? *e.g. 8am – 5pm***						
		Mon	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**
Part time ❑	Full time ❑							

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

Do you use a car as part of your job?	Yes ❑	No ❑	Not applicable ❑

How long does your journey take *(please tick box)*	0-5 mins ❑	5-10 mins ❑	10-20 mins ❑	>20 mins ❑

How far do you travel? *(please tick box)*	0-1 miles ❑	1-3 miles ❑	3-5 miles ❑	>5 miles ❑

Would you be prepared to:	Yes	No	If No, Please State Reason
Walk	❑	❑	
Cycle	❑	❑	
Car Share with another employee (as either driver or passenger)	❑	❑	
Use Public Transport	❑	❑	

Survey completed – Thank-you!