



ADL Traffic and Highways Engineering Ltd

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

Tel: 01454 332 100

Email: cad@adltraffic.co.uk

**WRITTEN REPRESENTATION
ON BEHALF OF McDONALD'S RESTAURANTS LIMITED
PROPOSED HIGHWAY WORKS A38, DERBY**

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

ADL/RG/2680/05D

November 2019

Directors: A. J. Mendelsohn MSc, BSc (Hons), MIHT, MCIT L. E. Randall-Jones MSc, MIHT, MCILT, Dip. TE

C. M. Chapman BSc (Hons), MSc, CIHT A. M. Chapman CEng, BSc, MICE, MIHT, MCIWEM

Associate Directors: R. J. Green BA (Hons), MSc C. Turner BEng (Hons), MCIHT T. Hayward MIHE A. Pisal BE, MSc, MCIHT, MCILT

Registered at the address above in England number 3121125 VAT Registration No. 674 4017 36

London Office: 1 Coldbath Square, London EC1R 5HL

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1.0 INTRODUCTION

1.1 McDonald's Background

1.1.1 McDonald's Real Estate LLP owns the freehold site at Kingsway, Derby DE22 4AA, registered at the Land Registry under title DY220642 (the "Property"). McDonald's Restaurants Limited has a leasehold interest in the site registered at the Land Registry under title DY427008.

1.1.2 McDonald's Real Estate LLP and McDonald's Restaurants Limited (together, "McDonalds") are interested parties to this application as the accessway to the Property from the A38 will be closed as part of the scheme (the "Works"), which will have a significant impact on the operation of the restaurant as outlined below.

1.2 Background to Report

1.2.1 This Written Statement follows the submission of McDonald's application to become an interested party in August 2019, setting out concerns and expands upon the issues raised therein. A copy is provided at Appendix 1.0.

1.2.2 Additional detail is provided in respect of the issues noted previously, as well as information relevant to the existing layout and operation of the restaurant.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

- 2.1.1 The restaurant, its car park and drive thru lane occupy part of a (broadly) triangular wider site, the remainder of which is occupied by a PFS, operated by Euro Garages Ltd.
- 2.1.2 The south boundary is formed by the A38 "Kingsway", the north by the A52 Ashbourne Road and the west by residential properties accessed from Enfield Road and Harringay Gardens.
- 2.1.3 To the immediate east of the wider site, the A38 and A52 meet at an existing signalised gyratory.
- 2.1.4 The site and surrounding area is shown at Appendix 2.0.

2.2 Existing Access and Egress

- 2.2.1 Access to the wider site is via two access/egress points, one from the A38 and one from the A52. Both are uncontrolled junctions, formed as a loop between a separate access and egress point from each passing road. Each loop provides individual access and egress to both McDonald's and the adjacent PFS and can be seen at Appendix 2.0.
- 2.2.2 The only limitation on vehicle movements at either of the two access/egress points is where the connection to the A38 operates on a left in, left out only basis, as a result of the dual carriageway arrangements on the A38.
- 2.2.3 As a result, vehicles can leave the A38 or A52 and then chose to visit McDonald's or the PFS. Once a visit to either is completed, they may head back to either the A38 (left turn out only) or the A52. Additionally, McDonald's customers may travel to the PFS without re-joining either main carriageway and vice versa.

2.2.4 Of importance, by allowing access from both the north and south, this splits traffic between both the north and south ends of the McDonald's car park, which results in a greater dispersal of vehicles around the different areas of the car park at busy times.

2.2.5 The north access point to the A52 is opposite the existing exit from Markeaton Park on the north side of the carriageway.

2.3 Collision Data

2.3.1 DfT collision data (obtained from Crashmap.co.uk) has identified one slight collision on the A38 in the vicinity of the existing access/egress in the 5-year period 2014-2018 including.

2.3.2 A further four collisions are noted on the A52 in the vicinity of the northern access/egress. The outputs are provided at Appendix 3.0 and summarised in Table 2A.

Table 2A Collision at Site Access/Egress Points

Location	Ref	Severity	Notes
A38	2016 300019332	Slight	Did not involve vehicles accessing or egressing the wider site
A52	2016 300005975	Slight	Car in site egress reversed back (reasons unknown) and struck a car waiting to exit
A52	2015 300014240	Slight	Car leaving northern egress appears to collide with passing vehicle on A52
A52	2016 301600877	Slight	Car turning right, either in or out of access collides with motorcycle
A52	2017 301701369	Slight	Car turning left, either in or out of access collides with pedal cycle, however, location unclear as reference is made to traffic signal junction

3.0 ACCESS AND CONGESTION

3.1 A38 Access

- 3.1.1 The Works involve closing the entrance to the Property from the A38. McDonald's are concerned this would cause increased queuing at the Ashbourne Road entrance and exit to the Property, posing a health and safety risk to road users, as well as negatively impacting McDonald's business, brand, sales, operations and the amenity of the local area for residents (in each case during and after the works).
- 3.1.2 By preventing access from the A38, the scheme will force all vehicles to access from the north of the site, which will concentrate vehicle activity in one part of the car park when entering. If vehicles are manouvering in or out of the first few available spaces, then the queue of vehicles waiting behind will be greater than at present, which could block back and affect access to the PFS or stack back to the A52.
- 3.1.3 Highways England have stated that the existing access from the A38 cannot be maintained, because it is not permitted to have an access taken from the proposed diverge taper ("slip road").
- 3.1.4 The present situation should be considered in context of the proposals. Currently the left in, left out arrangements at the A38 are positioned where the three lanes northbound carriageway widens to four lanes on the approach to the gyratory stop line.
- 3.1.5 Despite arrangements having been in place for some years (including a scheme to widen from three to four lanes between 2010 and 2016), there have been no recorded collisions in the vicinity of the current access/egress arrangements, as noted in Section 2.3.
- 3.1.6 Highways England have stated that it would require a Departure from Standard to allow the existing access to be maintained from the A38, however, have made no concessions or allowance for the existing site occupiers' ability to receive visitors from the A38 to continue. Details have not been provided to justify why a Departure from Standard has not been considered.

3.1.7 Details have not been provided of the current design guidance which prohibits the provision of an access onto a slip road. DfT circular 02/2013 notes at paragraph 42 that:

“...In line with the standards contained in the Design Manual for Roads and Bridges, for safety and operational reasons, direct connectivity to slip roads and/or connector roads will not be permitted.”

3.1.8 A review of DMRB shows that sections 22/06 (Layout of Grade Separate Junctions), 39/94 (The Design of Major Interchanges) and 40/94 (Layout of compact grade separated junctions) to the design of grade separated junctions have been superseded by CD122 (August 2019) “Geometric Design of Grade Separated Junctions.”

3.1.9 A review of the criteria for slip roads within CD122 makes no restriction on accesses being taken from slip roads, such as that which is proposed by Highways England. For clarity, however, specific guidance is provided for a “Connector Road” at paragraph 5.2 of CD122:

“5.2 Direct accesses and priority junctions should not be provided on connector roads.”

3.1.10 Therefore it is considered that Highways England’s design criteria, which may have been applicable previously, should be re-examined following the release of new guidance CD122, or clarification should be provided of the current design standards, which are applicable in the decision making process to refuse access to the wider site, from the proposed slip road.

3.1.11 It is the view of McDonald’s and their consultants, that the most current guidance as set out in CD122 does not preclude or prohibit the provision of an access or egress from the slip road, i.e. an access from the A38. As a result, HE should revisit the scheme design in order to retain the existing access and egress from the A38 exit slip road.

3.1.12 A sketch amendment to the proposal drawing is provided at Appendix 4.0 which maintains HE’s layout, however, also re-opens the existing access.

3.1.13 Furthermore, Circular 02/2013 does make an exception for access to

“motorways and other routes of near motorway standard”

for

“..the provision of signed roadside facilities.”

3.1.14 This is a matter which has been discussed with Highways England, and the criteria from Table B1 are considered below:

Table 3A Roadside facility signage criteria

Minimum requirements to be eligible for signing M= Mandatory P = Permitted	APTR service area	Consideration of Markeaton Park wider site (i.e. McDonald's and PFS)
Open 24 hrs a day 365 days a year	N/A	McDonald's is open 363 days of the year
Open minimum 12 hours per day between 8am and 8pm every day except Christmas Day, Boxing Day and New Year's Day.	M	McDonald's and the PFS meet this criteria
Free parking for up to 2 hours minimum for all vehicles permitted to use the road served by the facility.(see schedule 1)	M	2 hours free parking is available at the site for cars
Free toilets/hand washing facilities with no need to make a purchase.	M	To the extent not provided by the PFS, this facility could be considered in future
Shower and washing facilities for HGV drivers, including secure lockers in the shower/washing area.	P	Not provided, however, not mandatory
Fuel	M	Provided at the adjacent PFS
Hot drinks and hot food available at all opening hours for consumption on the premises.	P	Available at McDonald's
Hot drinks and hot food available 8am to 8pm for consumption on the premises.	M	Available at McDonald's
Access to a cash operated telephone.	M	To the extent not provided by the PFS, this facility could be considered in future
Use as an operating centre for the purposes of the Goods Vehicles (Licensing of Operators) Act 1995 or the Public Passenger Vehicles Act 1981.	Prohibited	N/A

3.1.15 As shown in Table 3A, the wider site could potentially cover almost all criteria save for parking for HGVs within the site, however, roadside facilities with an HGV restriction do exist.

3.1.16 Therefore, the site is very close to operating as a roadside facility and it is considered that access from the slip road would be entirely appropriate.

3.1.17 It is therefore considered that with regard to access/egress from the A38:

- The existing arrangement has operated for many years without incident;
- The latest design guidance, CD122 does not prohibit access from a slip road.

3.2 Ashbourne Road Signals

3.2.1 The proposed installation of traffic lights at the Ashbourne Road junction will cause gridlock and queuing inside the McDonald's site, especially around the access and egress to the Drive-Thru lanes. Figures 1-4 of HE's own technical note shows that the Mean Max Queue into the A52 stopline heading northeast away from the junction would start stacking back into the junction, potentially blocking traffic leaving the A38 northbound slip road in both the AM and PM peak hours.

3.2.2 At present the northern access/egress successfully allows customers to gain access and leave the site with minimal delay. Occasionally at peak times, cars leaving the site at the A52 can queue back very quickly. In 2019, drive thru traffic peaked at 144 cars per hour, meaning the drive thru lane alone is processing almost 2½ cars a minute. This figure excludes dining in customers. The introduction of traffic lights will mean that customers have to wait until the lights are green before they can exit, as opposed to the current arrangement, whereby the flow of traffic is uninterrupted. The concern is that cars leaving at the A52 exit will regularly queue back as far as the entrance to the drive thru lane. This could result in the site becoming gridlocked, however, McDonald's would have no ability to manage the congestion as it will be dictated by the traffic signals.

3.2.3 If the exit queue back to the A52 extends beyond three vehicles waiting to turn right onto the A52 southbound, than this would start to block the ability of vehicles to enter the site from the A52, whereas the present arrangements allow for greater room for vehicles to wait to exit, as well as a large "reservoir" area for vehicles leaving the A52 to wait if there is traffic departing from the north end of the PFS towards the A52.

- 3.2.4 The modelling undertaken by HE has been done using TRANSYT, which, while appropriate for a large-scale network model, does not provide sufficient detail for this junction, which is critical to the successful operation of the existing McDonald's.
- 3.2.5 HE's own outputs provided in their Technical Note (ref. HE514503-ACM-GEN-22_JN-J2-22-TN-TR-0001) shown peak queues of 4-5 vehicles at the stop line which collects traffic from McDonald's and the PFS, which are in excess of the existing observed queues. Whilst a queue of 4-5 vehicles at a stop line may be considered acceptable as part of a signals cycle, at the site, this queue has no scope to extend beyond the predicted values, as it will extend into the restaurant site. As noted in the previous paragraph, at times of peak activity at the site there are high levels of McDonald's traffic and, at the busiest times of restaurant operation, forcing exit traffic to wait at the signals as part of a 90 second (or greater) cycle time is likely to cause regular queuing back into the McDonald's site.
- 3.2.6 Comparing this to the existing situation, under priority arrangements, vehicles can exit when an appropriate gap in traffic arises and the restaurant reports that while occasional queuing occurs, the situation is manageable.
- 3.2.7 A review of the HE TRANSYT model shows that 14 seconds of green time in a 90 second cycle, split as two stages of seven seconds each. Therefore, allowing for a start-up lag of two seconds when the light turns green, allowing for the first vehicle at the stop line to move off from standstill, this reduces the available green time to two blocks of five seconds to completely clear any queue from the site, which is considered to be unrealistic in terms of providing an acceptable performance.
- 3.2.8 Furthermore, it is noted that despite the geometry and layout of the proposed signalised exit, HE have assigned the same saturation flow values to each lane as the through routes on the A52.
- 3.2.9 The provision of the new signals and associated stop lines have resulted in the position where cars wait to join the A52 moving back closer to the McDonald's by around 8.7m, or almost one and a half car lengths per lane. This combined with the very low green times proposed for the signals mean that the queue will be longer and located closer to the McDonald's car park.

3.2.9 Swept paths of the proposed exit are shown at Appendices 5.1 – 5.3 for a large domestic car, medium size panel van and long wheelbase panel van leaving the site. These show that the exit manoeuvres needed are increasingly tight as vehicle size increases, and should a long wheelbase panel van seek to exit, then it would require both lanes to do so. Appendix 5.4 shows that a car seeking to turn right onto the A52 would block access to the left turn lane, unless the driver carefully considered their positioning within the carriageway. It is considered that the proposed signals do not provide sufficient space for daily operation and arrival/departure of customers.

3.3 Traffic Data

3.3.1 The site traffic survey undertaken in 2015/16, which formed the assessment of the Works, is outdated and guest numbers to the Property have subsequently risen. The assessment of the impact does not account for this increase; the Works and increased site traffic will exacerbate already existing congestion.

3.3.2 HE's Technical Note states that 10% has been added to all flows, however, this does not cover increases over time, which have been, and continue to be, significant.

4.0 DELIVERY ISSUES

4.1 Existing Deliveries

- 4.1.1 Currently, deliveries to the Property are received 5 times per week from the A38 entrance. The Works necessitate a change in delivery routes into the restaurant. The proposed route does not account for how McDonald's delivery vehicles manoeuvre around the Property or potential health and safety concerns.
- 4.1.2 At present, the route followed by the HGV involves the minimum distance required through the customer car park to reach the goods inward door at the southwest corner of the building. Under the HE proposals a further 22 parking bays will need to be passed through an aisle of 5.3m wide by the HGV in order to enter from the A52 to the north. Should any customer vehicle be parked poorly, or a large vehicle such as a panel van be overhanging from a bay, this will prevent the vehicle from manoeuvring through the car park. The implications of a delivery being delayed will have a knock on effect for other restaurants sharing the same delivery route. Given the nature and the size of the McDonald's UK business operation it is imperative to have unhindered service arrangements at its restaurants.
- 4.1.3 Delivery cages weigh hundreds of kilograms and McDonald's' car park is reinforced in the south part only. By closing the A38 entrance, delivery vehicles will no longer be able to service the Property; they are too heavy to safely cross the unreinforced north section of the Property.
- 4.1.4 It is noted that HE have stated that they could make improvements to the existing McDonald's car park structure, however, no firm proposals or plans have been put forward to explain how this could be done without interrupting the operation of the restaurant.
- 4.1.5 The proposed junction geometry for the proposed A52 signals would require a very tight manoeuvre from the HGV to successfully turn into the site. Swept paths are provided at Appendix 6.0 and show the difficulty the driver would experience and also shows the elements of the existing McDonald's layout which would need to be overrun to accommodate the updated delivery route.

4.1.6 Finally, for the avoidance of doubt, there is no possibility to achieve any of the following:

- Reconfigure the internal building layout to achieve deliveries from different location;
- Receive deliveries from Enfield Road, due to the weight of fully laden delivery trolleys and the ramp down to the restaurant

4.1.7 If the existing A38 access was maintained, McDonald's would be less concerned with the proposed scheme as it would alleviate issues in terms of access for deliveries which are currently posed as a direct result of the proposed works

4.2 Refuse

4.2.1 A new route for waste collection would be required which is likely to inconvenience local residents and therefore strain their neighbourly relationship with McDonald's.

4.2.2 To access the site in the same way as at present, it would require the private refuse contractor to travel for up to a mile through the residential streets to the west of the restaurant to reach the current collection position at the eastern extent of Enfield Road. Following previous concerns raised by neighbouring properties, McDonald's have made various commitments to ensure they are acting in a neighbourly manner and requiring a long route to and from the site, despite it being outside the control of McDonald's, is undoubtedly going to strain their relationship with the neighbouring properties.

4.2.3 In order to avoid this circuitous route, refuse vehicles would need to undertake the same manoeuvres as the HGV, detailed in the previous section, however this would introduce a management burden for the restaurant, requiring co-ordination between disparate third-party contractors, which could cause congestion or delay within the car park.

4.2.4 If the access from the A38 was maintained, then manoeuvring within the customer car park would be minimised.

4.3 Euro Garages

- 4.3.1 The Works rely on McDonald's taking deliveries by crossing over land which it neither owns nor has rights over; this is problematic and allows an adjoining landowner to control the viability of the restaurant. McDonald's does not have generic rights to encroach on the Euro Garages site. Unless the new delivery route crosses the Euro Garages land in the same place and manner as the existing delivery route, in the absence of a formal arrangement with Euro Garages, McDonald's may not have the necessary rights and will be at risk of a third party preventing deliveries to (and refuse collection from) the restaurant, which would leave it unviable.
- 4.3.2 Any change to McDonald's existing manoeuvres on Euro Garages' property could result in them taking action, whether this forms a ban on manoeuvres, or a request for reimbursement, this results in a worsening of the existing situation for McDonald's.

5.0 ENCROACHMENT

- 5.1 It appears that the proposed junction layout will require the installation of signal equipment such as queue detection loops on McDonald's owned land, for the left turn out to the A52.

- 5.2 No allowance or detail has been provided in relation to how the ongoing maintenance or upkeep of the scheme will be undertaken on equipment which appears to be on McDonald's owned land or who will be liable in the event of an injury or similar.

- 5.3 No consideration has been made in respect of McDonald's plant or underground equipment currently in place.

6.0 OTHER DOCUMENTATION

6.1 Safety Audit

6.1.1 No safety audit documents have been made available for review.

6.1.2 It is considered that these should have been provided for review for a scheme of this scale.

6.2 WCHAR

6.2.1 No Walking, Cycling and Horse Riding Assessment and Review has been made available for review.

6.2.2 It is considered that this should have been provided for review for a scheme of this scale.

7.0 CONCLUSIONS

- 7.1 In conclusion, there are a number of issues and concerns with HE's proposals which remain unresolved, that would have a material impact on the continued operation of the McDonald's Restaurant at Markeaton Park, Derby.
- 7.2 One of the greatest concerns centers around the closure of the access on the A38 and the wider implications. Highways England have stated that it would require a Departure from Standard to allow the existing access to be maintained from the A38, however, have made no concessions or allowance for the existing site occupiers' ability to receive visitors from the A38 to continue.
- 7.3 A review of DMRB shows that sections 22/06 (Layout of Grade Separate Junctions), 39/94 (The Design of Major Interchanges) and 40/94 (Layout of compact grade separated junctions) to the design of grade separated junctions have been superseded by CD122 (August 2019) "Geometric Design of Grade Separated Junctions." A review of the criteria for slip roads within CD122 makes no restriction on accesses being taken from slip roads, such as that which is proposed by Highways England.
- 7.4 There are also have significant concern with regards to the introduction of traffic lights at the A52 junction. This will result in an extended delay in customers entering and leaving the site whilst they wait at the signals as part of a 90 second (or greater) cycle time. This means that cars leaving at the A52 exit could regularly queue back as far as the entrance to the drive thru lane. This could result in the site becoming gridlocked.
- 7.5 If access and egress were retained from the A38, then this would assist with addressing concerns relating to circulation within the McDonald's car park and the safe and efficient manoeuvring of delivery vehicles. It would also provide a secondary point of access to relieve some of the pressure from the proposal A52 signals.

APPLICATION TO BECOME INTERESTED PARTY: AUGUST 2019

#430 Markeaton Park- Application to be entered as an interested party

McDonald's Real Estate LLP ("McDonald's") owns the freehold site at Kingsway, Derby DE22 4AA, registered at the Land Registry under title DY220642 (the "Property"). McDonald's Restaurants Limited has a leasehold interest in the site registered at the Land Registry under title DY427008.

McDonald's and McDonald's Restaurants Limited are interested parties to this application as the accessway to the Property from the A38 will be closed as part of the scheme (the "Works"), which will have a significant impact on the operation of the restaurant as outlined below.

The basis on which McDonald's opposes the Works are as follows:

1. Access and congestion
 - a) The Works involve closing the entrance to the Property from the A38. This would cause increased queuing at the Ashbourne Road entrance and exit to the Property, posing a health and safety risk to road users, as well as negatively impacting McDonald's business, brand, sales, operations and the amenity of the local area for residents (in each case during and after the works). Additionally, the increased capacity at the Ashbourne Road junction will go beyond its capability.
 - b) The proposed installation of traffic lights at the Ashbourne Road junction will cause gridlock and queuing inside the McDonald's site, especially around the access and egress to the Drive-Thru lanes.
 - c) The site traffic survey undertaken in 2015/16, which formed the assessment of the Works, is outdated and guest numbers to the Property have subsequently risen. The assessment of the impact does not account for this increase; the Works and increased site traffic will exacerbate already existing congestion.
2. Delivery Issues
 - a) Currently, deliveries to the Property are received 5 times per week from the A38 entrance. The Works necessitate a change in delivery routes into the restaurant. The proposed route does not account for how McDonald's delivery vehicles manoeuvre around the Property or potential health and safety concerns. Delivery cages weigh hundreds of kilograms and McDonald's car park is reinforced in the south part only. By closing the A38 entrance, delivery vehicles will no longer be able to service the Property; they are too heavy to safely cross the unreinforced north section of the Property.
 - b) Servicing via Enfield Road (if this remains open) is not appropriate since it is unsafe for heavy trolleys to pass across a non-flat route. There are also practical concerns relating to the safe operation of large commercial vehicles.
 - c) A new route for waste collection has been proposed which is likely to inconvenience local residents and therefore strain their neighbourly relationship with McDonald's.
 - d) McDonald's does not have rights to cross over the adjoining EuroGarages site. The Works rely on McDonald's taking deliveries by crossing over land which it neither owns

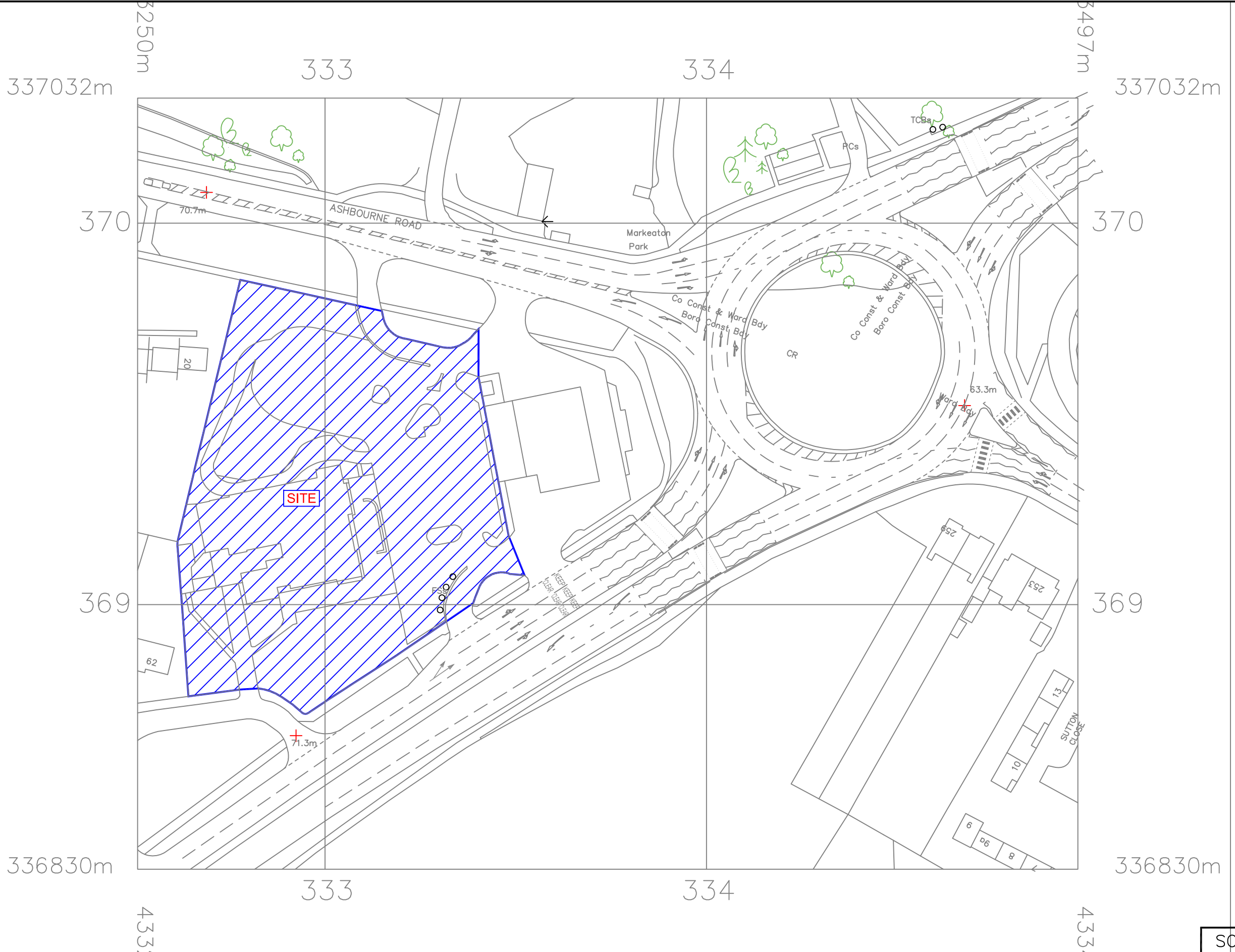
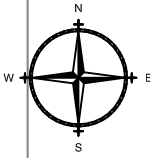
nor has rights over; this is problematic and allows an adjoining landowner to control the viability of the restaurant .

3. Encroachment

It appears as though the Works at the junction between the Property and Ashbourne Road encroach onto the Property.

CURRENT WORD COUNT = 490

SITE AND SURROUNDING AREA



SCALE 1:1000

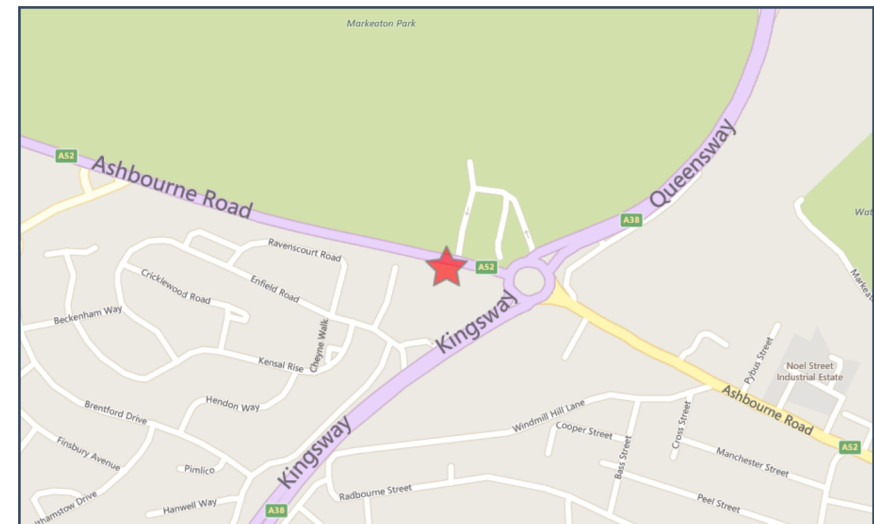
APPENDIX 2.0
SITE LOCATION

COLLISION DATA



Crash Date: Friday, March 21, 2014 **Time of Crash:** 12:00:00 PM **Crash Reference:** 2014300005975

Highest Injury Severity: Slight **Road Number:** A52 **Number of Casualties:** 1
Highway Authority: Derby **Number of Vehicles:** 2
Local Authority: Derby **OS Grid Reference:** 433310 336990
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled



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



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
2	Car (excluding private hire)	14	Male	36 - 45	Vehicle is waiting to turn right	Nearside	Other	None	None
1	Car (excluding private hire)	1	Male	66 - 75	Vehicle is reversing	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

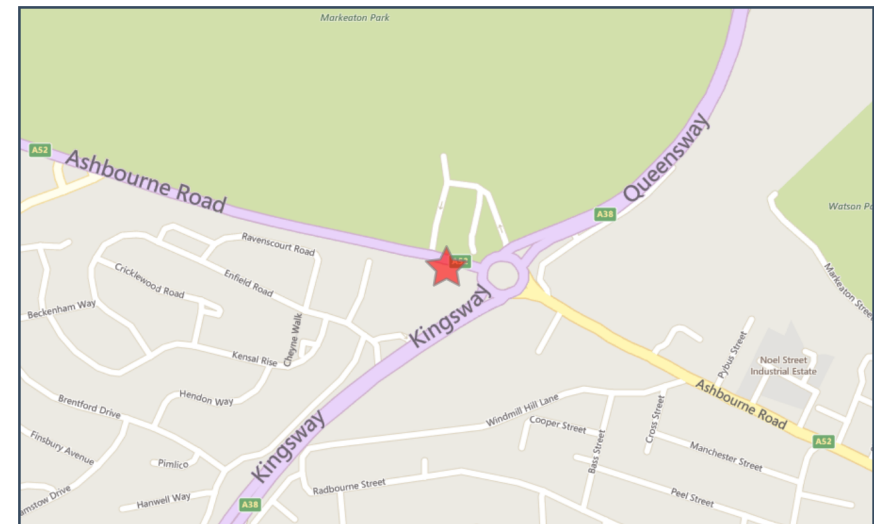
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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



Crash Date: Saturday, June 06, 2015 **Time of Crash:** 12:29:00 AM **Crash Reference:** 2015300014240

Highest Injury Severity:	Slight	Road Number:	A52	Number of Casualties:	1
Highway Authority:	Derby			Number of Vehicles:	2
Local Authority:	Derby			OS Grid Reference:	433350 336980
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:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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
2	Car (excluding private hire)	10	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Car (excluding private hire)	17	Male	36 - 45	Vehicle is moving off	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

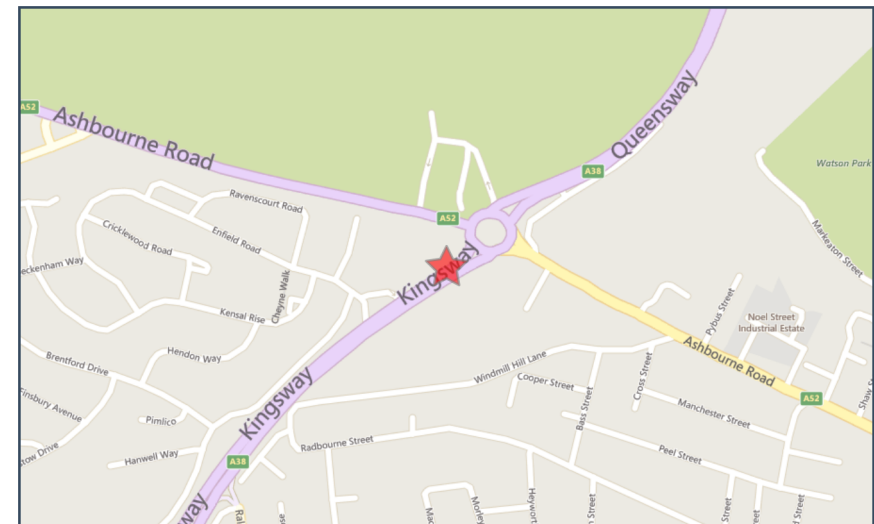
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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



Crash Date: Sunday, May 22, 2016 **Time of Crash:** 6:45:00 PM **Crash Reference:** 2016300019332

Highest Injury Severity:	Slight	Road Number:	A38	Number of Casualties:	1
Highway Authority:	Derby			Number of Vehicles:	2
Local Authority:	Derby City			OS Grid Reference:	433370 336910
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	15	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	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	Over 75	Unknown or other	Unknown or other

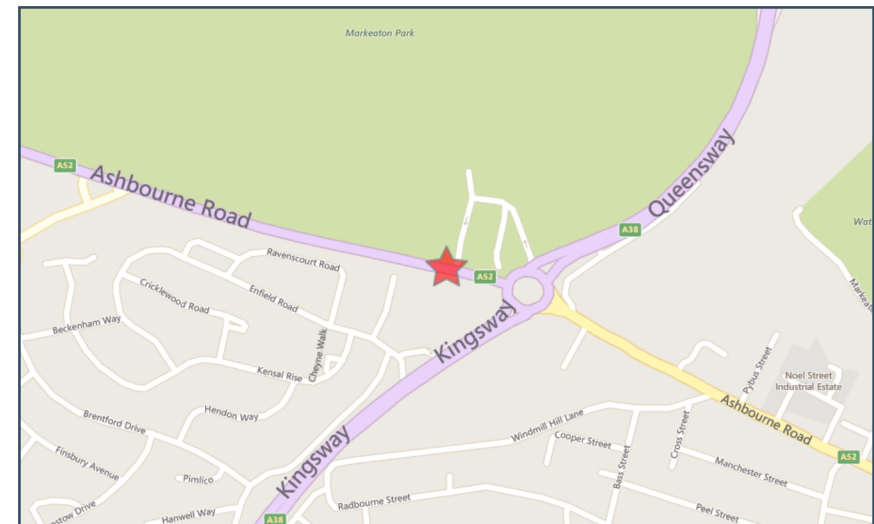
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Sunday, October 30, 2016 **Time of Crash:** 6:20:00 PM **Crash Reference:** 2016301600877

Highest Injury Severity:	Slight	Road Number:	A52	Number of Casualties:	1
Highway Authority:	Derby			Number of Vehicles:	2
Local Authority:	Derby City			OS Grid Reference:	433311 336999
Weather Description:	Unknown				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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
2	Car (excluding private hire)	4	Female	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
1	Motorcycle over 500cc	11	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

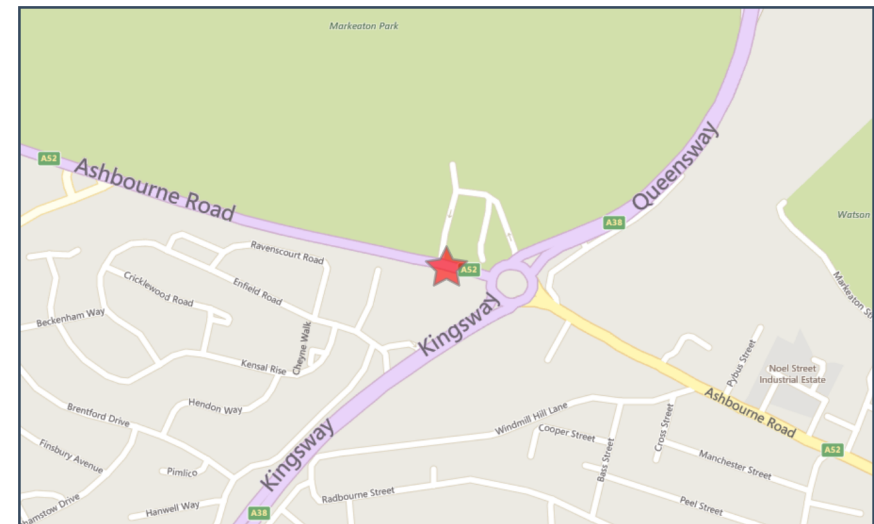
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Tuesday, August 15, 2017 **Time of Crash:** 3:20:00 PM **Crash Reference:** 2017301701369

Highest Injury Severity:	Slight	Road Number:	A38	Number of Casualties:	1
Highway Authority:	Derby			Number of Vehicles:	2
Local Authority:	Derby City			OS Grid Reference:	433336 336984
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:	Using private drive or entrance				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	7	Male	46 - 55	Vehicle is in the act of turning left	Nearside	Other	None	None

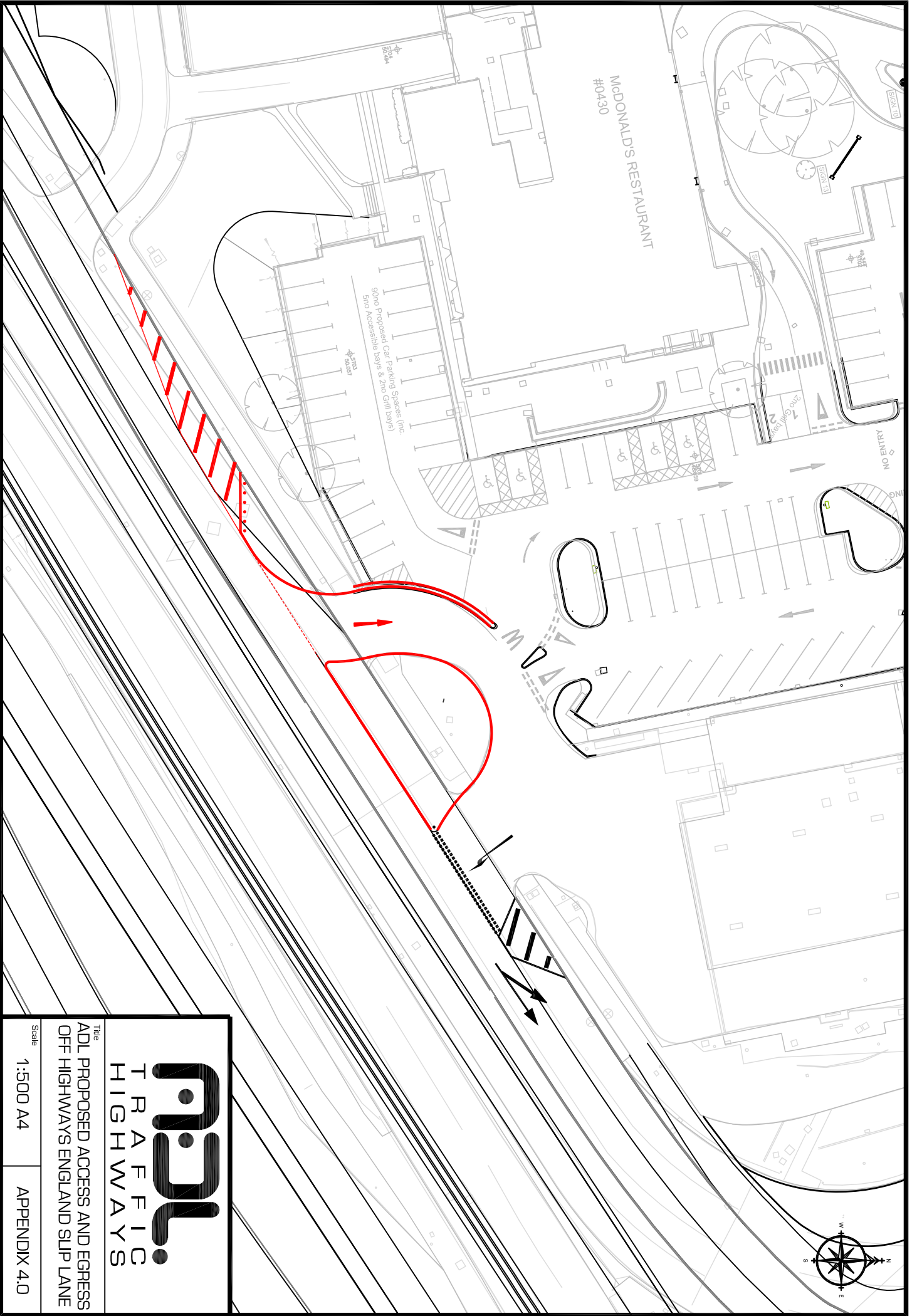
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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

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RETAINED ACCESS WITH A38 WORKS

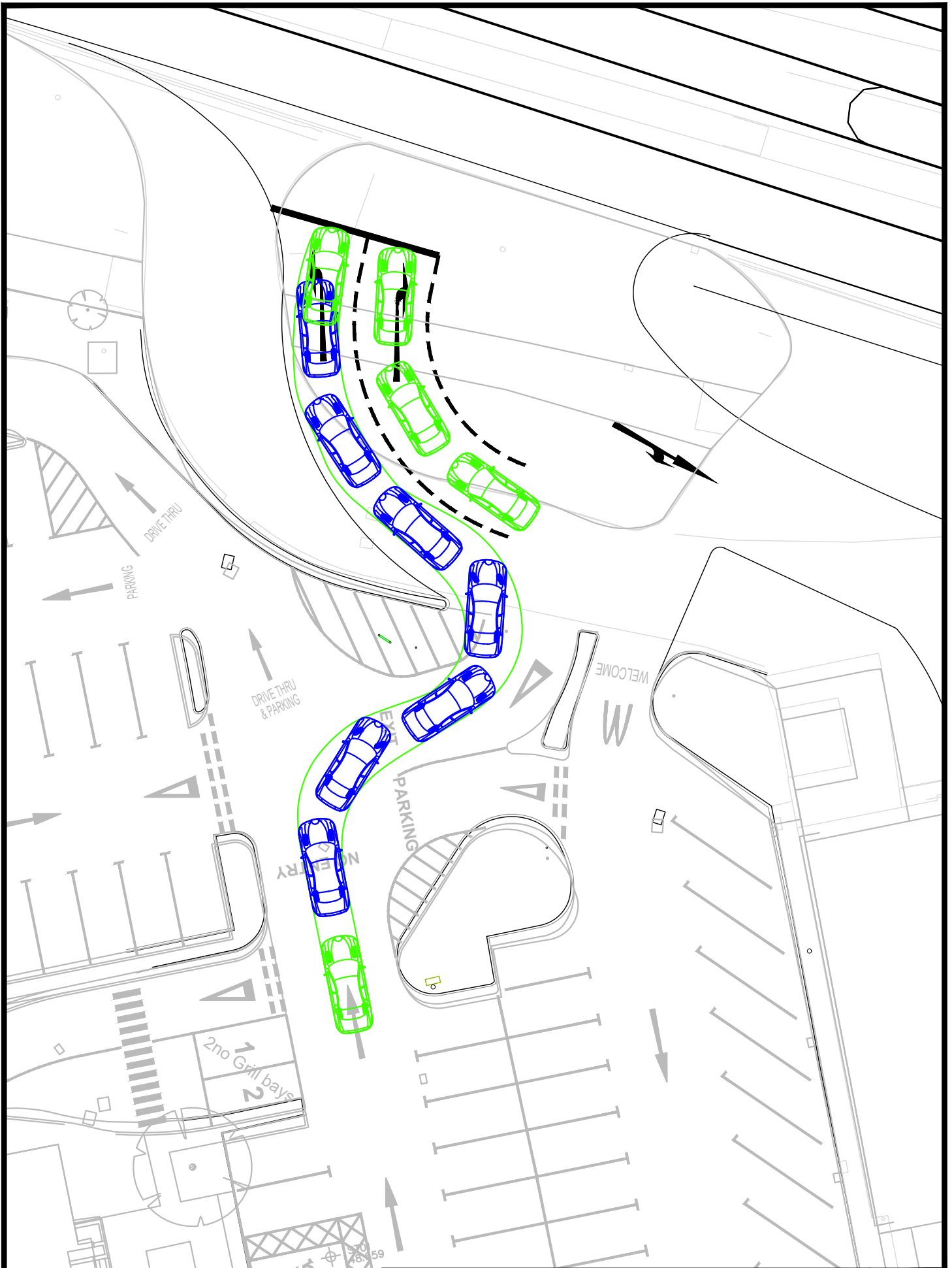


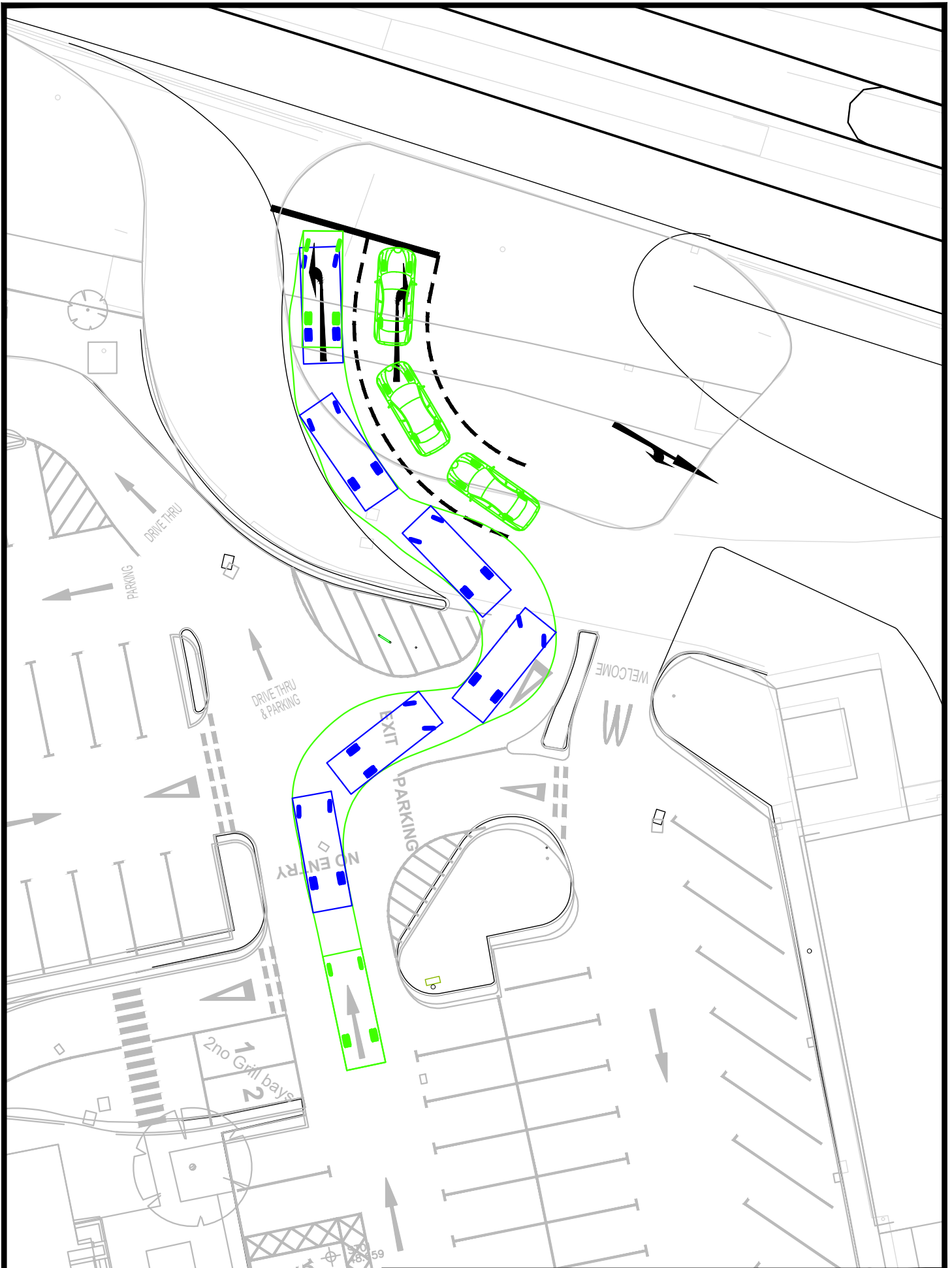
rafi
 TRAFIC
 HIGHWAYS

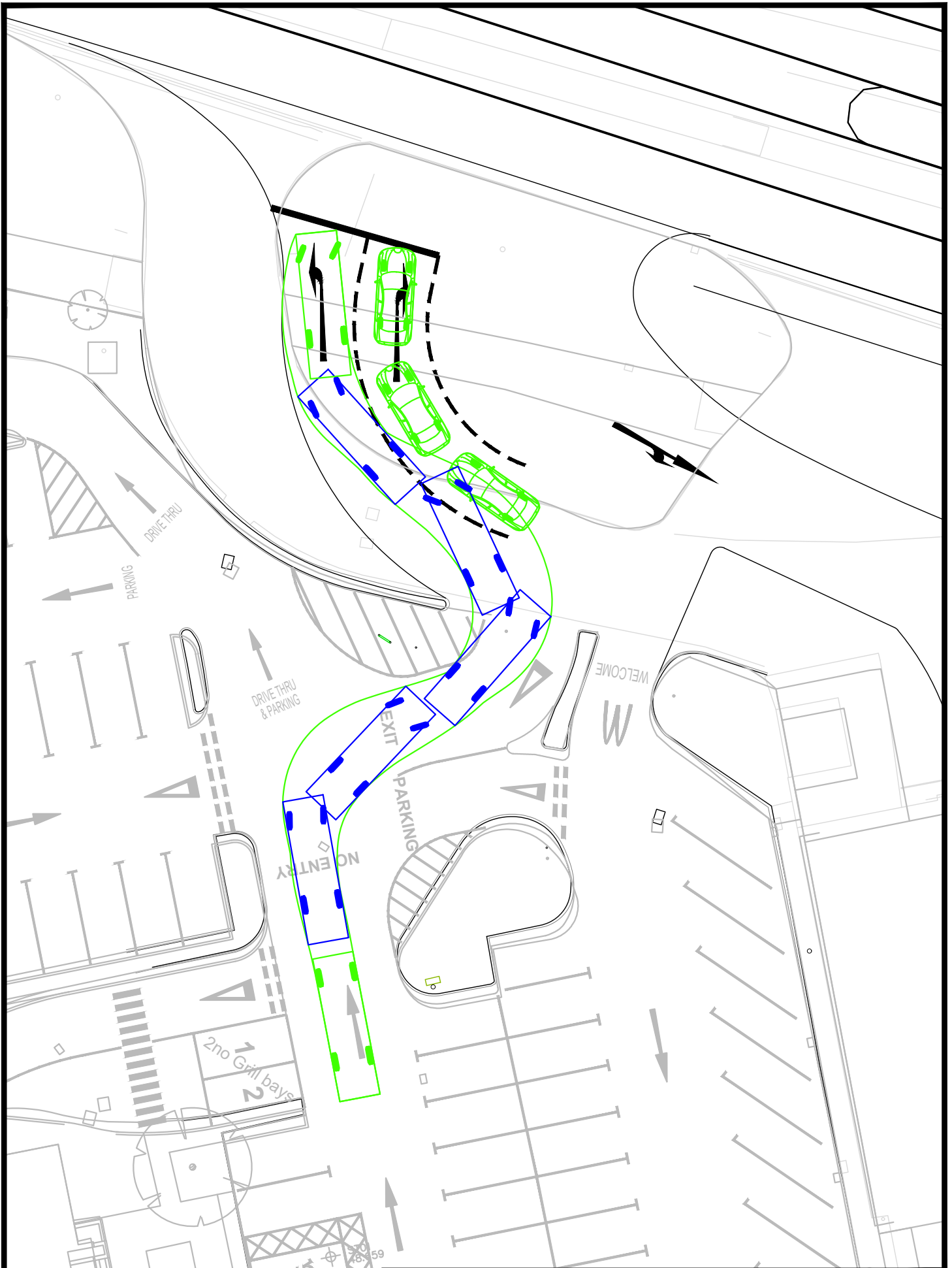
The
 ADL PROPOSED ACCESS AND EGRESS
 OFF HIGHWAYS ENGLAND SLIP LANE

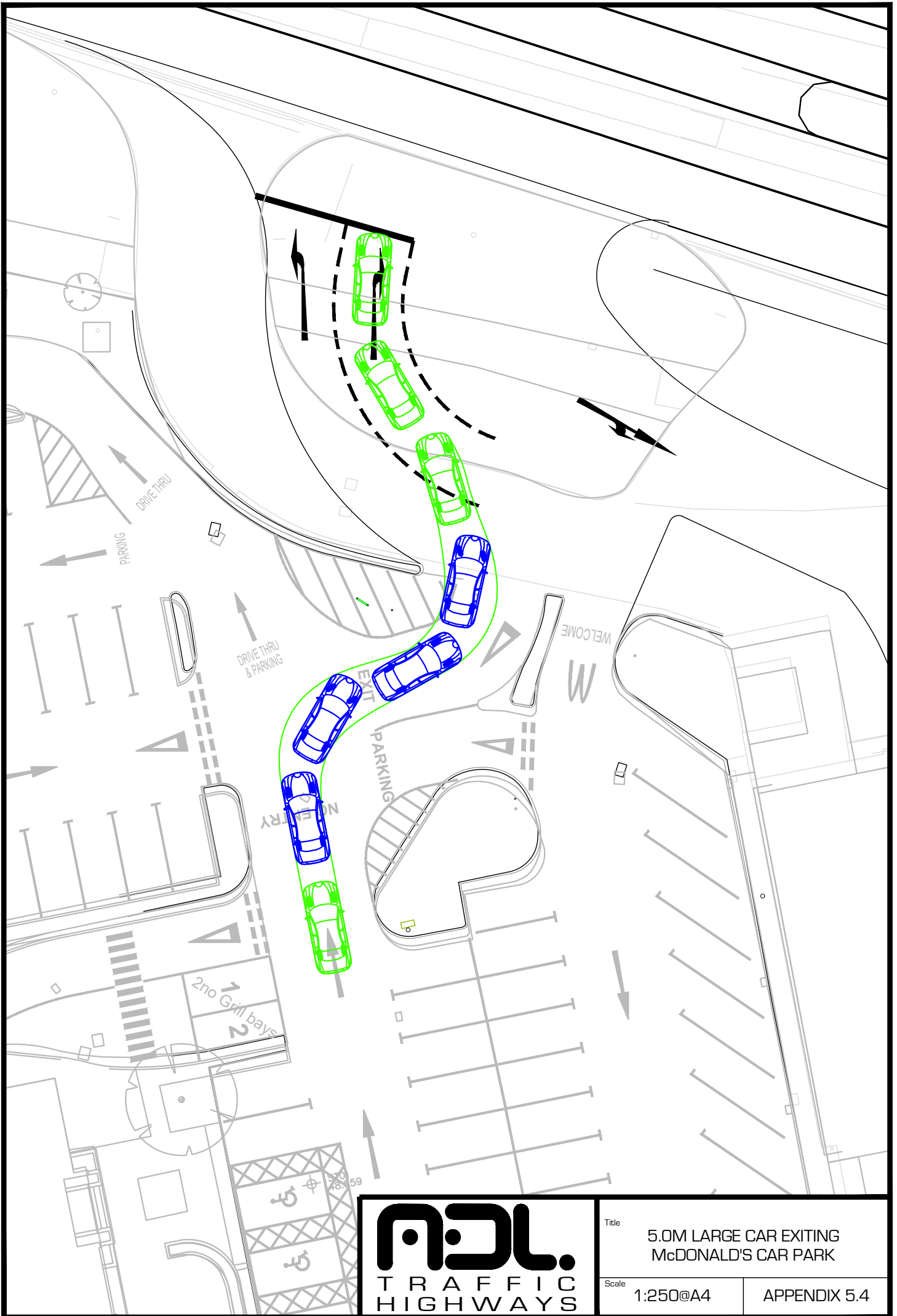
Scale
 1:500 A4
 APPENDIX 4.0

CUSTOMER TRACKS

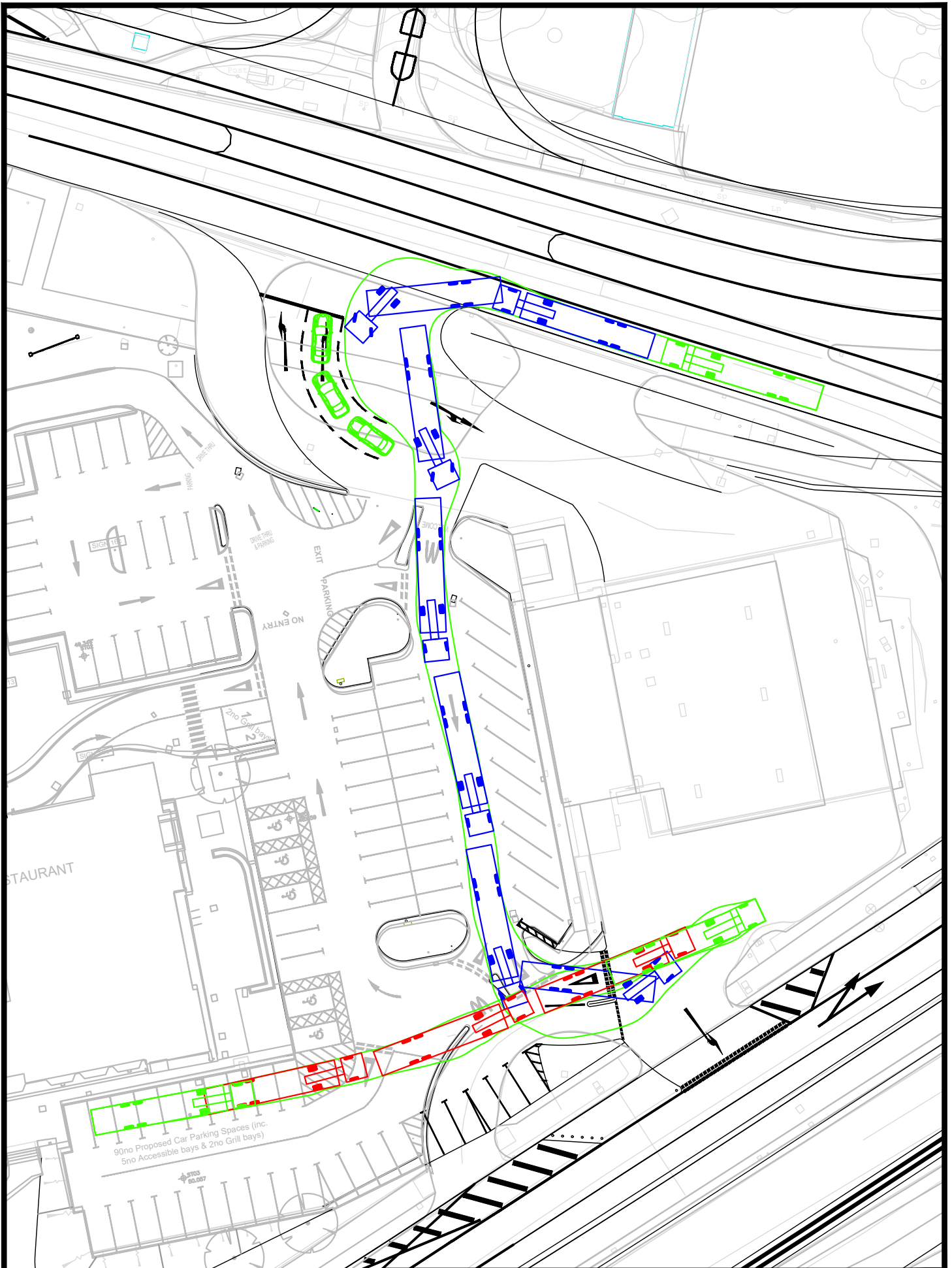


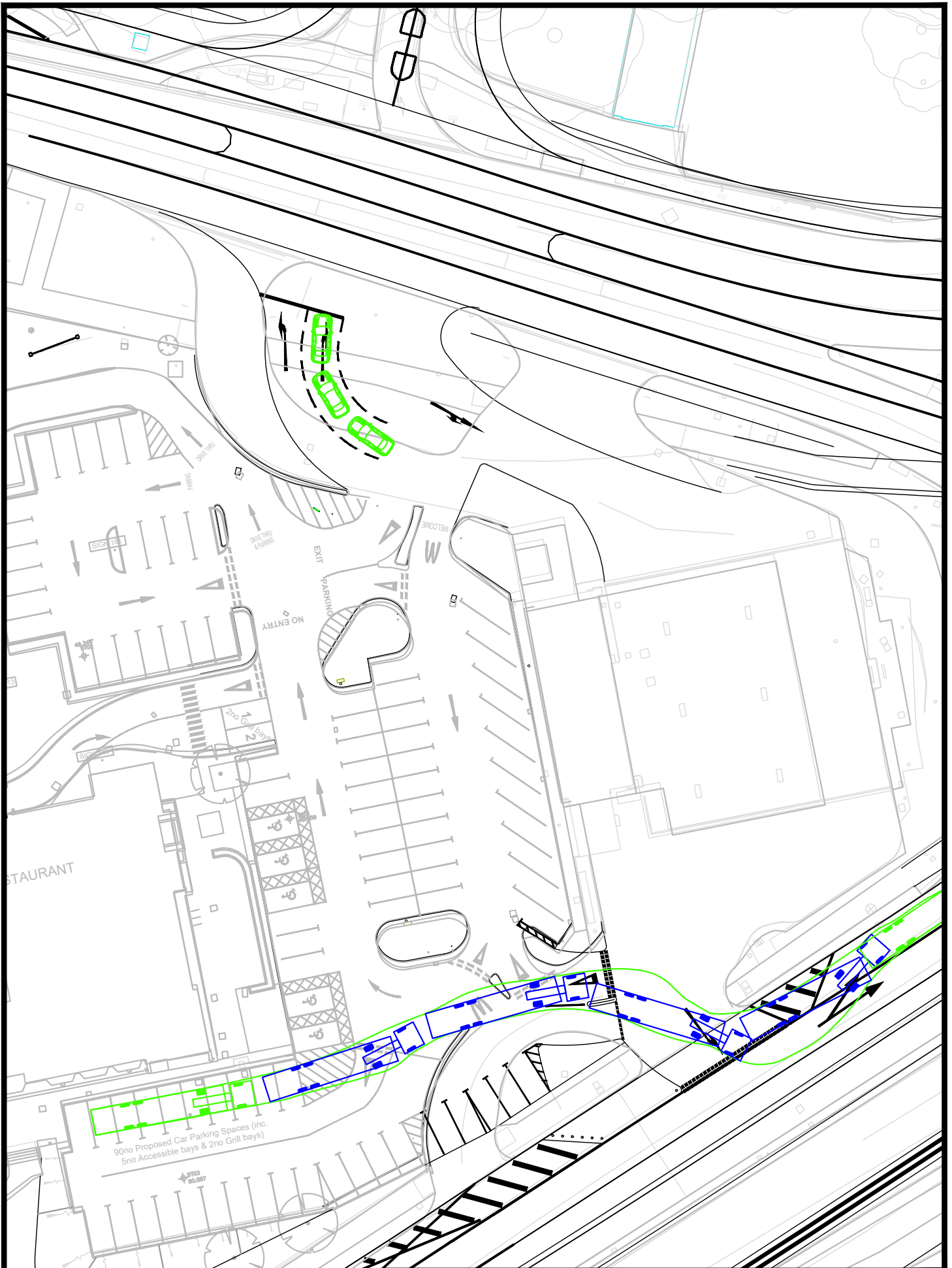






DELIVERY TRACKS





90no Proposed Car Parking Spaces (inc.
5no Accessible bays & 2no Grill bays)

ST03
90.007

ADL
TRAFFIC
HIGHWAYS

Title 16.5m ARTIC EXITING SITE

Scale 1:500@A4

APPENDIX 6.2