

**CATHERINE CHAPMAN
WRITTEN REPRESENTATION**

**WITH REGARD TO THE APPLICATION BY HIGHWAYS ENGLAND
A428 BLACK CAT TO CAXTON GIBBET ROAD IMPROVEMENT SCHEME
(TR010044)**

**ON BEHALF OF MCDONALD'S RESTAURANTS LTD
McDONALD'S CAXTON GIBBET (STORE #1416) AND;
McDONALD'S WYBOSTON (STORE #543)**

REPORT CONTROL

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Client:

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

Primary Author	Catherine Chapman
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Initialed:	CC
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Contributor

Initialed:

Review by	Catherine Chapman
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Initialed:	CC
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1.0 INTRODUCTION

1.1 Qualifications and Experience

1.1.1 My name is Catherine Chapman. I am a Master of Science in Transport Planning from the University of West of England. I am also a Bachelor of Science with Honours in Geography from The University of Sheffield. I am a member of the Chartered Institution of Highways and Transportation. I have been professionally engaged in traffic and transportation in the private sector for over fifteen years.

1.1.2 I am a Director at ADL Traffic and Highways Engineering Ltd which is a specialised consultancy dealing in traffic engineering, transportation and highway design matters.

1.1.3 My experience is primarily with determining and, if appropriate, addressing the changes in transportation activity associated with development and redevelopment proposals within the planning framework, primarily via the preparation of Transport Assessments and Statements for planning applications. Clients for whom I act include a number of commercial and residential developers. I have worked on behalf of McDonald's Restaurants Ltd dealing with transportation matters for over ten years.

1.2 Purpose of Evidence

1.2.1 I have been appointed by McDonald's Restaurant's Ltd to make this Written Representation to demonstrate the impacts of the Highways England proposals for the A428 Black Cat to Caxton Gibbet improvement scheme would have on two existing McDonald's restaurants with drive thru facilities located at Caxton Gibbet Services (store #1416) and Wyboston (store #543).

1.3 Scope of Evidence

1.3.1 Chapter 2.0 presents the existing access arrangements and traffic flows for the Caxton Gibbet restaurant and considers these against the DMRB guidance. A review is provided of the Highways England proposals for access to the Service Area and requirement for appropriate signage.

1.3.2 Chapter 3.0 presents the existing access arrangements for the Wyboston and reviews the proposed changes with the Highways England improvements and the requirement for appropriate signage.

1.3.3 Chapter 4.0 summarises and concludes the report.

1.3.4 The Appendices are included at the rear of this document.

2.0 McDONALD'S CAXTON GIBBET

2.1 Restaurant Location

2.1.1 The existing McDonald's restaurant at Caxton Gibbet is located within the Caxton Gibbet Service Area, Ermine Street, Cambridge CB23 3PE. The Service Area is located to the south east of the A428/A1198 Roundabout (referred to as the Caxton Gibbet Roundabout). The Service Area comprises of the McDonald's restaurant, a Costa Coffee unit with drive thru facility and a Subway unit. A plan showing the restaurant location in relation to the A428 Black Cat to Caxton Gibbet Improvement Scheme is included as Appendix CMC 1.0.

2.1.2 The Service Area and existing Caxton Gibbet Roundabout are shown on the plan in Figure 2A in Appendix CMC 2.0. To the south of the Service Area is an access road which leads to TITAN Containers Self Storage, two dwellings and agricultural land.

2.2 Existing Access Arrangements and Signage Provision

2.2.1 The Caxton Gibbet Service Area is currently accessed via a simple priority junction with a 43m ghosted right turn lane facility from the A1198 (South) as shown in Figure 2B in Appendix CMC 2.0. The A1198 (South) is subject to a 50mph speed limit on the approach to the access. To the north of the Services Access the Caxton Gibbet Roundabout is subject to the national speed limit.

2.2.2 The Access Road to the south of the Service Area is also accessed via a simple priority junction with a ghosted right turn lane facility as shown in Figure 2C in Appendix CMC 2.0.

2.2.3 Currently as customers approach the Caxton Gibbet Roundabout on the A428 they have clear sight of the services (as shown in Figures 2D-2F) so no specific signage is necessary or provided.

2.3 Traffic Flows and DMRB Guidance

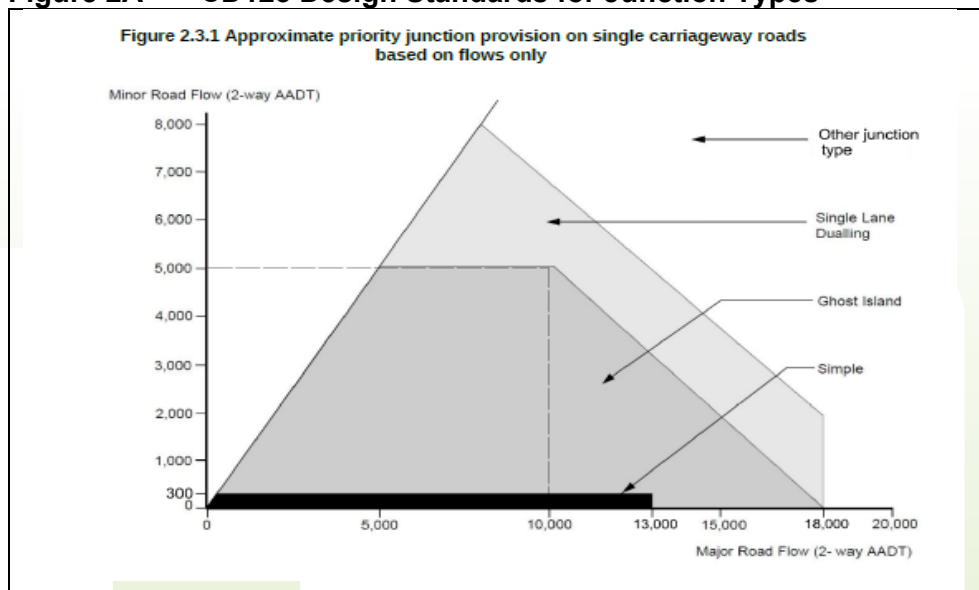
2.3.1 The 2015 base situation and the 2040 proposed Annual Average Daily Traffic (AADT) Flows have been extracted from Highways England Appendix C Combined Modelling and Appraisal Report (26 February 2021). The results are shown in Figures 3A and 3B in Appendix CMC 3.0. The flows on the A1198 South would be;

- **2015 Base** **7,050 vehicles**
- **2040 Proposed** **22,650 vehicles**

2.3.2 The traffic generated by the Services has been taken from the Transport Assessment prepared by Capita Symonds (January 2012) which was submitted to South Cambridgeshire District Council in support of the planning application for the services (reference S/1723/12/OL). The peak four-hour flows would be 858 vehicles (two way) on a Friday Pm and 1142 vehicles (two way) on a Saturday lunchtime. A summary of the traffic data is included in Appendix CMC 4.0.

2.3.3 Design Manual for Roads and Bridges (DMRB); CD123 Geometric design of at-grade priority and signal-controlled junctions (January 2020) sets out Highways England design standards for junctions. As shown in Figure 2A below a junction with a minor road flow of more than 300 vehicles (AADT) would require a ghost island right turn lane junction to be provided.

Figure 2A CD123 Design Standards for Junction Types



2.3.4 DMRB, CD143 Revision 2, Designing for walking, cycling and horse riding (March 2020) paragraph E/4.6 states that refuge islands for pedestrians shall not be provided where the speed limit is greater than 40mph expect where the refuge island is incorporated into a single land dual design.

2.4 Highways England Proposed Access Arrangements and Signage Requirements

2.4.1 The Highways England proposals for the Caxton Gibbet Roundabout are shown on the General Arrangement Plans Regulation 5(2)(O) Sheet 14 dated 05/02/21. The extract provided below as Figure 2B shows that the right turn lane facilities for the Service Area and the Self Storage/Agricultural Access would be removed. This would be contrary to CD123 Guidance for the Services Access arrangements.

2.4.2 The provision of an uncontrolled pedestrian refuge on a 50mph road does not comply with CD143 guidance. In addition, customers to the Services Area turning right in would have to cross the hatching provided to the south of the refuge.

Figure 2B Proposed Services Access Arrangements Caxton Gibbet



- 2.4.3 No signage plans have been provided to support the Highways England proposals. The proposed dumbbell roundabout arrangement requires customers to make a decision to leave the A428 via the slip roads much earlier than with the existing roundabout arrangement. Therefore, signage for the services will be essential to ensure motorists can make safe and timely decisions if they wish to visit the services. I have provided a plan showing the signage requirements we consider should be provided for Caxton Services as Appendix CMC 5.0.
- 2.4.4 In summary the access proposals for the Caxton Gibbet Services area are inadequate and contrary to Highways England own design standards. The siting of the pedestrian refuge and crossing provision are also unacceptable. These need to be reviewed and the right turn lane facilities for the Service Area and junction to the south maintained. Signage plans need to be provided which demonstrate that consideration of the operation of the Services Area has been properly taken into account.

3.0 McDONALD'S WYBOSTON

3.1 Restaurant Location and Access Arrangements

3.1.1 The existing McDonald's restaurant at Wyboston is located on the A1 (Southbound) at Wyboston Service Station, Bedford, MK44 3AA. The Service Area comprises of the McDonald's restaurant and BP Petrol Filling Station. The Services are located 0.98km north of the Black Cat Roundabout. A plan showing the restaurant location in relation to the A428 Black Cat to Caxton Gibbet Improvement Scheme is included as Appendix CMC 1.0. The restaurant is shown in Figure 3A below.

Figure 3A McDonald's Wyboston

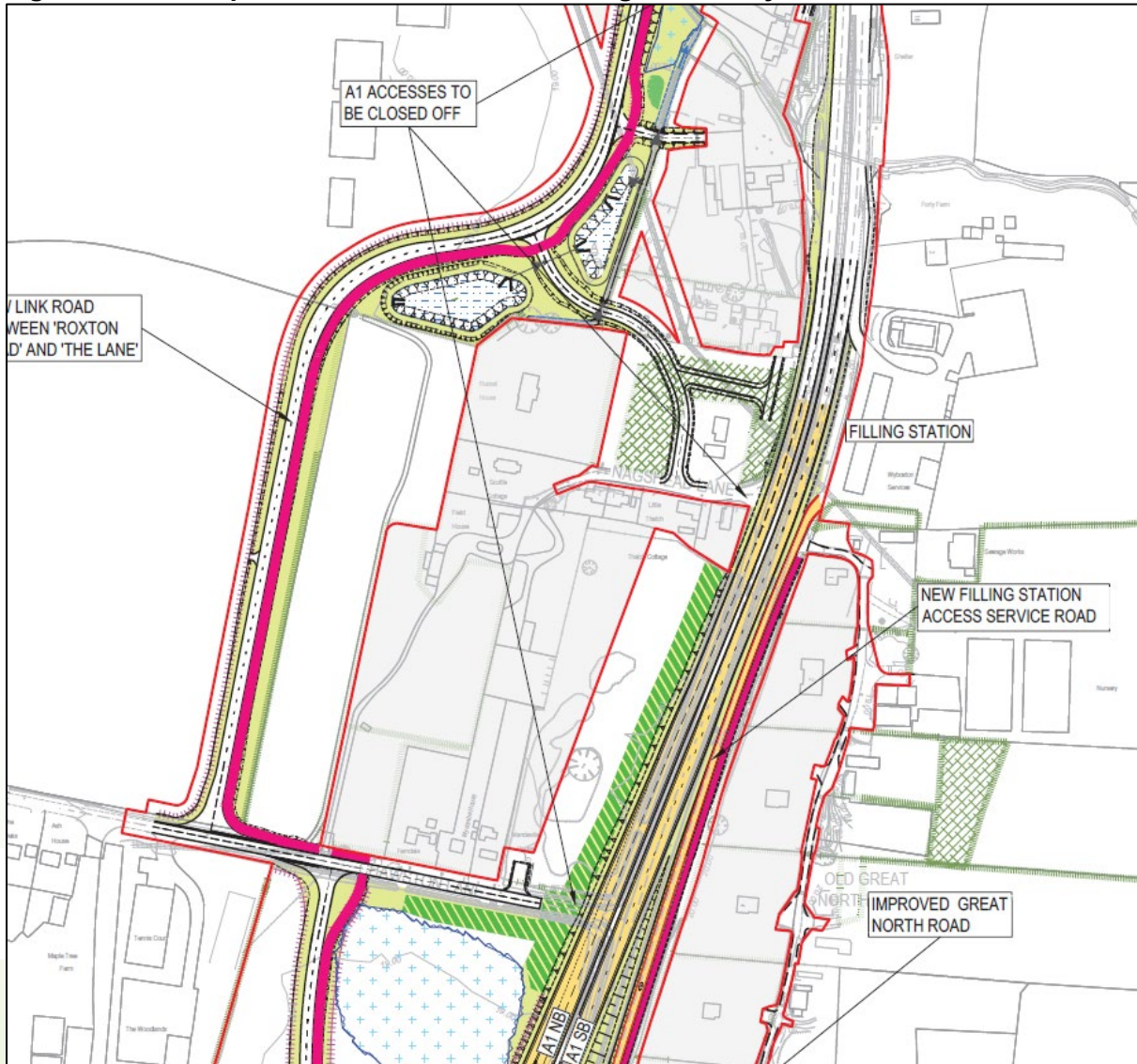


3.1.2 Currently access to the Services is via left in/left out diverge and merge tapers from the A1 (Southbound), Great North Road runs parallel to the A1 (Southbound) and is accessed from the A1 (immediately south of the Services) with a second access located 415m to the south.

3.2 Highways England Proposed Access Arrangements and Signage Requirements

3.2.1 The Highways England proposals for the Wyboston Services are shown on the General Arrangement Plans Regulation 5(2)(O) Sheet 2 dated 05/02/21. The extract provided as Figure 3B shows that the access left in would be retained from the A1 (Southbound). However, the egress to the Services would be modified. There would be no direct egress to the A1. Customers would egress via a new access link running parallel to the A1 which would also serve Great North Road back to the Black Cat Junction.

Figure 3B Proposed Services Access Arrangements Wyboston



3.2.2 No signage plans have been provided. It is considered that there would be a considerable distance for customers to travel before they get back to the A1. Appropriate and adequate signage needs to be provided to ensure customers are confident that they are being correctly directed back to the A1. In addition, signage is required to ensure customers do not try and access the restaurant from the Black Car Roundabout via Great North Road (i.e., try and enter via the egress having travelled 1km up Great North Road to find this is not an access route) which would be a highway safety issue.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 I have been appointed by McDonald's Restaurant's Ltd to make this Written Representation to demonstrate the impacts of the Highways England proposals for the A428 Black Cat to Caxton Gibbet improvement scheme would have on two existing McDonald's restaurants with drive thru facilities located at Caxton Gibbet Services (store #1416) and Wyboston (store #543).
- 4.2 The Highways England access proposals for the Services at Caxton Gibbet are inadequate and do not comply with the appropriate design standards. The right turn lane for the Services and the Access Road to the south should be reinstated. The proposed pedestrian refuge should also be reconsidered. No signage plans have been provided to demonstrate how motorists will be informed in their decision making to visit the Services.
- 4.3 No signage plans have been provided to support the Highways England proposal alterations to the egress of the Services at Wyboston. No information has been provided to demonstrate that customers will be informed on the egress route back to the A1 or that appropriate signage will be provided to ensure that customers do not try and access the restaurant via the new link.
- 4.4 It is concluded that these aspects of the Highways England proposals are not acceptable in their current form and therefore the Planning Inspectorate should not allow this application until these matters have been suitably addressed.

RESTAURANT LOCATION PLAN

INSET A

TO A1(M)

McDonalds
Caxton Gibbet

PAPWORTH
EVERARD

LITTLE
PAXTON

McDonalds Wyboston

CAMBRIDGE ROAD
JUNCTION

CAXTON GIBBET
ROUNDBABOUT

ST NEOTS

CROXTON

ELTISLEY

CAMBOURNE

BLACK CAT
JUNCTION

BARFORD
ROAD

ABBOTSLEY

GREAT GRANSDEN

ROXTON

EAST COAST MAIN
LINE RAILWAY

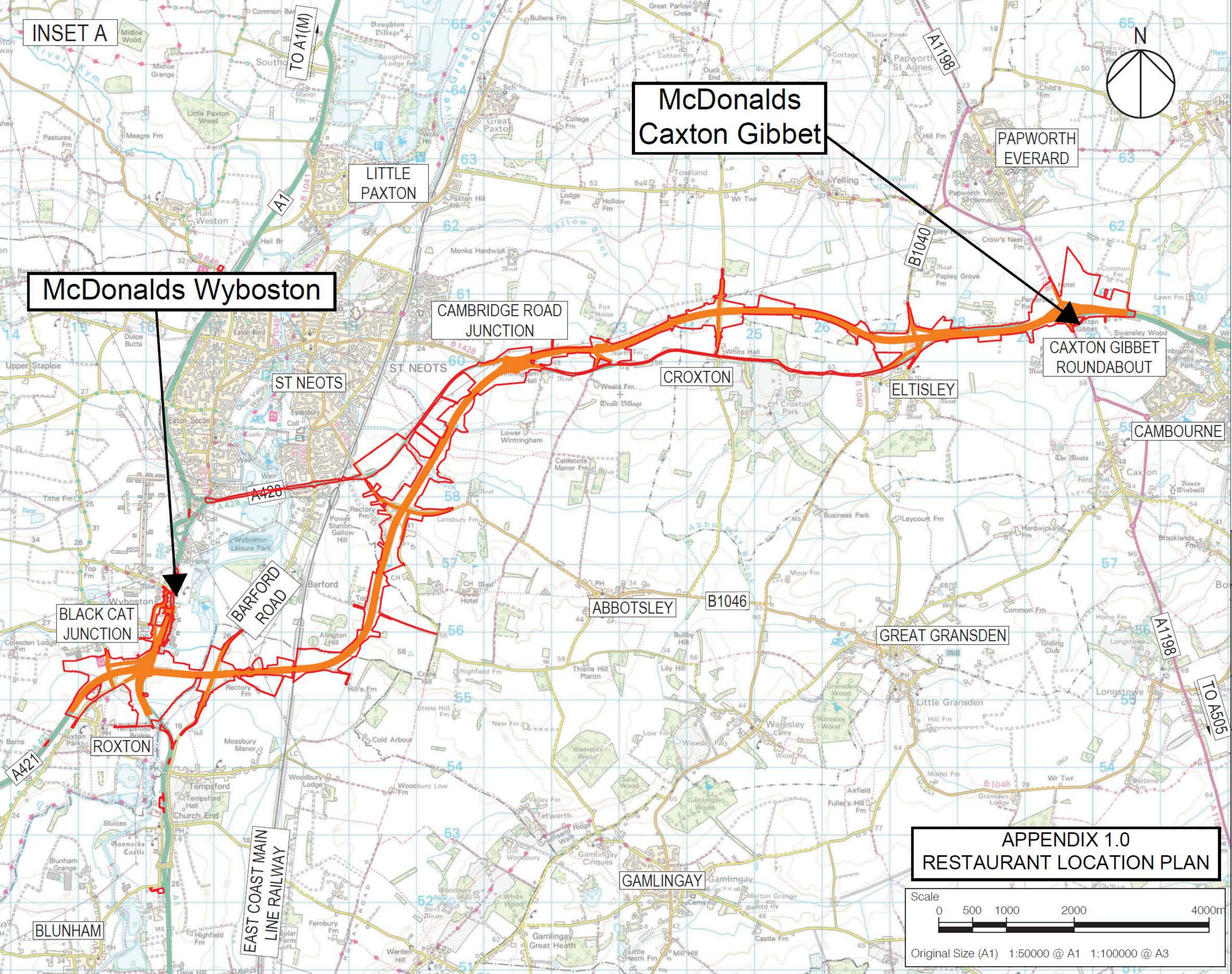
GAMLINGAY

BLUNHAM

APPENDIX 1.0
RESTAURANT LOCATION PLAN



Original Size (A1) 1:50000 @ A1 1:100000 @ A3



**EXISTING CAXTON GIBBET RESTAURANT & ACCESS
ARRANGEMENTS**

APPENDIX CMC 2.0

EXISTING CAXTON GIBBET RESTAURANT AND ACCESS ARRANGEMENTS

Figure 2A Existing Service Area



Figure 2B Existing Service Area Access Arrangements



Figure 2C Self Storage/Agricultural Access Arrangements



Figure 2D A428 East Approach to Caxton Gibbet Roundabout



Figure 2E A428 West Approach to Caxton Gibbet Roundabout



Figure 2F A1198 North Approach to Caxton Gibbet Roundabout



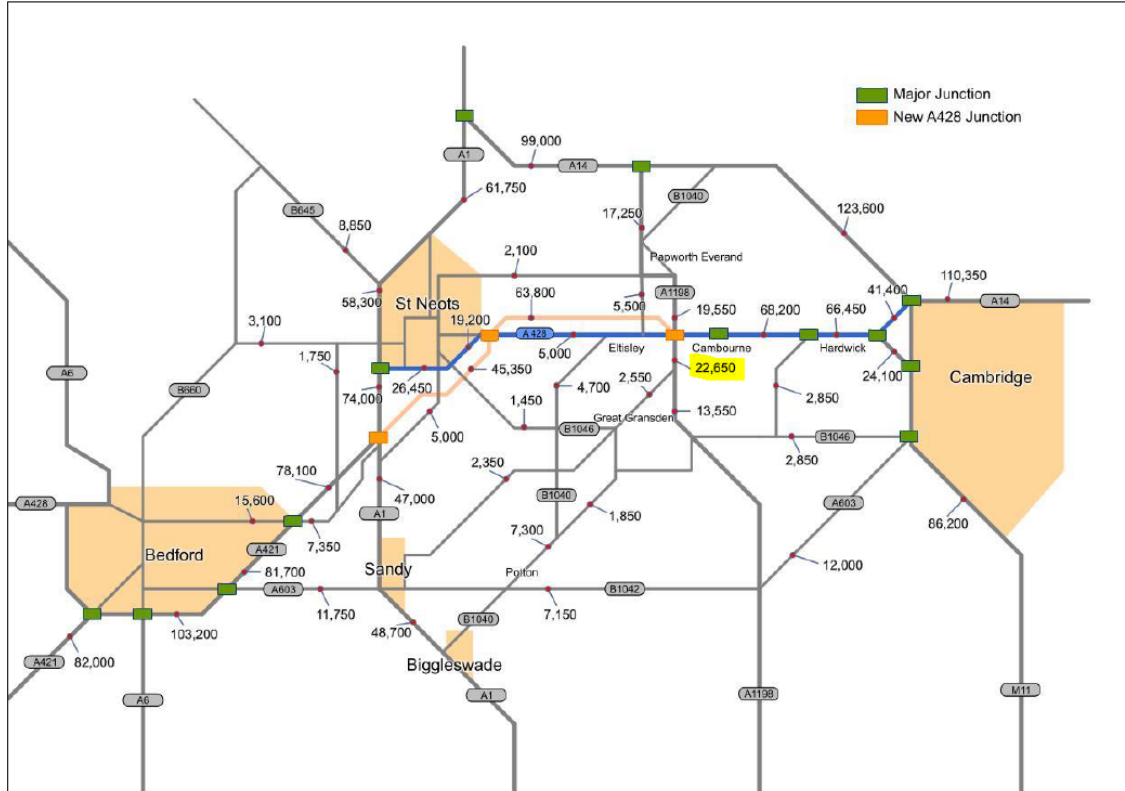
HIGHWAY ENGLAND NETWORK TRAFFIC FLOWS

Figure 3B 2040 Proposed Traffic Flows

A428 Black Cat to Caxton Gibbet improvements
Appendix C: Traffic Forecasting Report



Figure 6-5: Annual Average Daily Traffic, 2040 Do Something (Vehicles)



CAXTON GIBBET SERVICES TRAFFIC GENERATION

**APPENDIX CMC 4.0
CAXTON GIBBET SERVICES TRAFFIC GENERATION**

Figure 4A Services Traffic Generation

Table 6-21: Total Traffic Generation - Friday

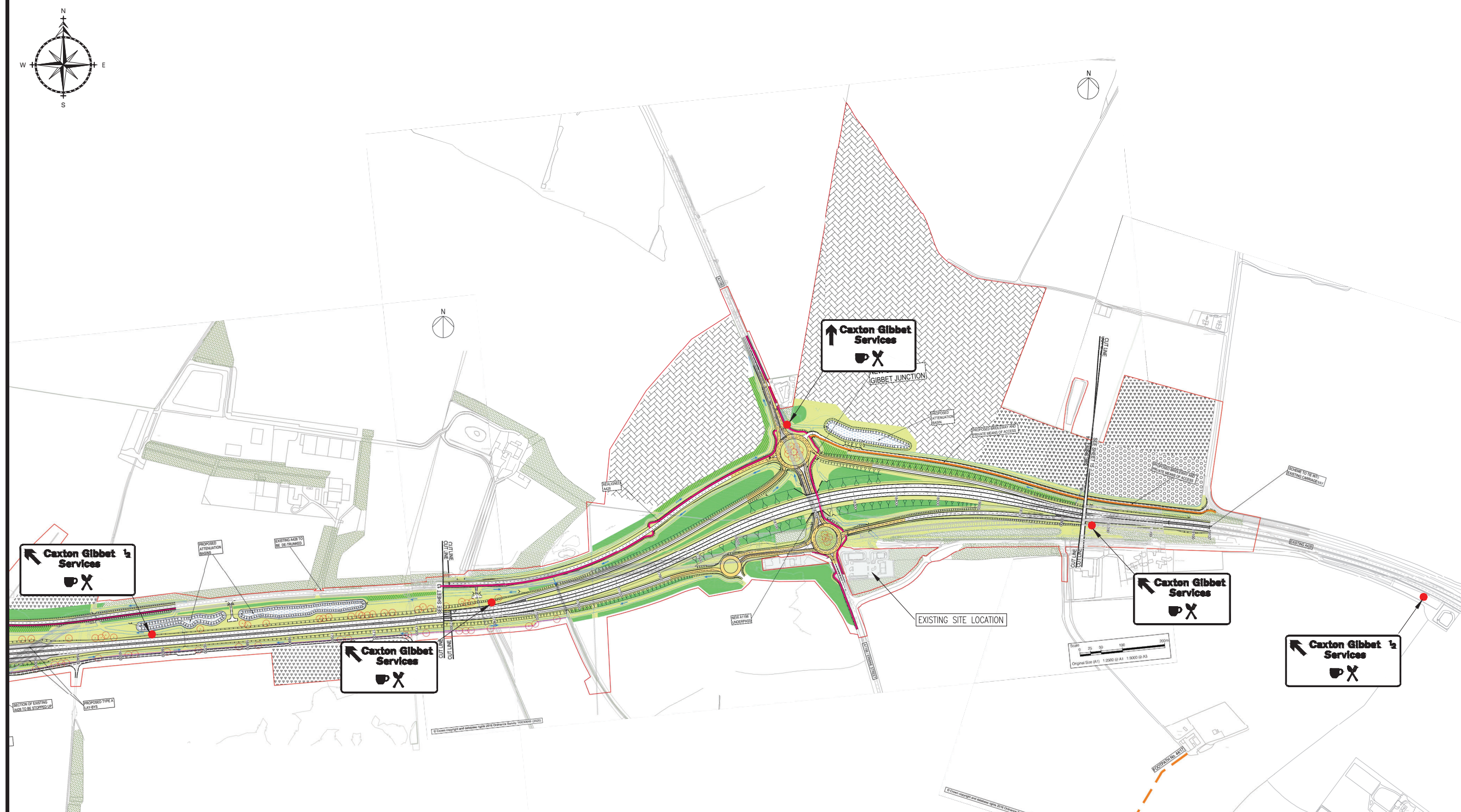
Time	Total In	Total Out	% drive-thru	Nr drive-thru
16:00-17:00	101	93	39%	39
17:00-18:00	125	121	38%	47
18:00-19:00	106	114	39%	41
19:00-20:00	95	103	50%	36

Table 6-22: Total Traffic Generation - Saturday

Time	Total In	Total Out	% drive-thru	Nr drive-thru
11:00-12:00	116	97	33%	38
12:00-13:00	171	160	36%	62
13:00-14:00	165	169	41%	67
14:00-15:00	125	139	39%	49

CAXTON GIBBET SERVICES SIGNAGE REQUIREMENTS

- NOTES**
1. Do not scale from this drawing.
 2. All details to be confirmed on site.
 3. Mechanical handling equipment to be used with materials in excess of 20 kg.
 4. ADL Traffic and Highways Engineering takes no responsibility for any behaviour or consequence related to Covid-19, following the implementation and or operation of the development proposal assessed, or designed in this report/drawing or the highway works constructed.



**APPENDIX CMC 5.0
CAXTON GIBBET SERVICES
SIGNAGE REQUIREMENTS**



Scheme Ref.	2423	x-height	200.0
Sign Ref.	S1	SIGN FACE	
Letter colour	BLACK	Width	4540 mm
Background	WHITE	Height	2020 mm
Border	BLACK	Area	9.17 m ²
Material	Class RA2 (12899-1:2007)		



Scheme Ref.	2423	x-height	200.0
Sign Ref.	S2	SIGN FACE	
Letter colour	BLACK	Width	3820 mm
Background	WHITE	Height	2020 mm
Border	BLACK	Area	7.72 m ²
Material	Class RA2 (12899-1:2007)		



Scheme Ref.	2423	x-height	100.0
Sign Ref.	S3	SIGN FACE	
Letter colour	BLACK	Width	1865 mm
Background	WHITE	Height	1025 mm
Border	BLACK	Area	1.91 m ²
Material	Class RA2 (12899-1:2007)		

No.	Revision Note.	Date.	By	Checked.
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AMENDMENTS



ADL Traffic & Highways Engineering Ltd.
ADL House
The Oaklands Business Park
Yate, Bristol
BS37 5NA
Tel : 01454 332100
Fax : 01454 327983
E-Mail : hcad@adlhighways.co.uk

ADL Job No. 2423

Project
Mcdonalds Restaurants Ltd
Caxton Gibbet

Title
Proposed Trunk road Signage

Date	25.08.21	Drawn	M.C.W
Checked	C.T	Date	25.08.21
Approved		Date	

Scale	N.T.S @A1	Dwg No.	2423-101	Rev.	-
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