



safer roads for everyone

McDonald's Restaurant, Land at Plas Coch Retail Park, Wrexham

Road Safety Audit Stage 1

on behalf of **ADL Traffic & Highways
Engineering Ltd**

TMS reference no: 15932
Date: 26th October 2020

McDonald's Restaurant, Land at Plas Coch Retail Park, Wrexham Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the highway network adjacent to the proposed McDonald's Restaurant, Land at Plas Coch Retail Park, Wrexham, on behalf of ADL Traffic & Highways Engineering Ltd. The audit was carried out on 26th October 2020 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

Audit Team Leader

Phil Cook – BSc, CEng, MICE, MCIHT, FIHE
Highways England Approved RSA Certificate of Competency
Director, TMS Consultancy

Audit Team Member

Richard Cook - BA (Hons)
Highways England Approved RSA Certificate of Competency
Director, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Rob Green.

1.4 The site was visited by the Audit Team on 23rd October 2020 at 09.30. The weather was fine and dry. Traffic flows were moderate Pedestrian and cycle flows were low.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

- 1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.
- 1.8 The scheme consists of a proposed McDonalds restaurant but the audit only considers the surrounding adopted highway network i.e.
- Retail park Roundabout
 - Retail park link road
 - Plas Coch Roundabout
 - Plas Coch Road
 - Mold Road Roundabout

(refer to location plan in Appendix B).

1.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

2. **Items resulting from this Stage 1 Audit** **Retail Park Roundabout**

2.1 **PROBLEM**

Location – Proposed splitter island alteration at the Retail roundabout access to development site access road

Summary: Risk of injury to visually impaired pedestrians and wheelchair users.

The existing splitter island has incorrect tactile paving, a high kerb upstand and steep footway ramp slopes. This could cause problems for both visually impaired road users and wheelchair users leading to collisions with passing vehicles and injuries.



RECOMMENDATION

The tactile paving should be a minimum of 800mm deep on the footways and the splitter island. The ramp slopes should preferably be 1 in 20 or a maximum of 1 in 12. The dropped kerbs should be flush with the carriageway or a maximum of 6mm high.

2.2 PROBLEM

Location – Pedestrian crossing points at roundabout

Summary: Risk of injury to visually impaired pedestrians and wheelchair users.

The dropped kerbs crossing of the retail park link road and the road leading to Aldi have high kerb upstands and no tactile paving. The zebra crossing on the road leading to Sainsbury's has incorrect tactile paving, high kerb upstands and poorly maintained belisha beacons (which did not appear to be working) with no zig-zag markings. It is not clear where the highway boundary is at these points.

These could lead to injuries to wheelchair users and visually impaired pedestrians

RECOMMENDATION

The correct tactile paving should be provided. The ramp slopes should preferably be 1 in 20 or a maximum of 1 in 12. The dropped kerbs should be flush with the carriageway or a maximum of 6mm high. The zebra crossing should be repaired and the correct tactile paving and road markings installed.

3. **Items resulting from this Stage 1 Audit** **Plas Coch Roundabout**

3.1 **PROBLEM**

Location – Pedestrian crossing points

Summary: Risk of injury to pedestrians

The proposed restaurant will attract customers from the University / BBC Wales complex and properties north of the roundabout. The existing crossing facilities are poor with incorrect tactile paving across Plas Coch Road northern arm, no tactile paving across the entrance to the University / BBC Wales complex and incomplete / no dropped kerbs across the western and southern arms of the junction. This could result in pedestrians being hit by passing vehicles and injured.



RECOMMENDATION

A pedestrian crossing assessment should be carried out and appropriate crossing facilities provided.

4. Items resulting from this Stage 1 Audit **Plas Coch Road between the roundabouts**

4.1 PROBLEM

Location Pedestrian entrance to restaurant

Summary: Risk of injury to pedestrians

The proposed restaurant will attract customers across Plas Coch Road in the vicinity of the pedestrian entrance. There are no crossing facilities here and the facilities at Plas Coch roundabout are poor. This could result in pedestrians being hit by passing vehicles and injured.

RECOMMENDATION

A pedestrian crossing assessment should be carried out and appropriate crossing facilities provided.

5. **Items resulting from this Stage 1 Audit** **Mold Road roundabout**

5.1 **PROBLEM**

Location – Pedestrian crossing facilities

Summary: Risk of injury to pedestrians

The proposed restaurant will attract customers across Plas Coch Road and Mold Road.

The pedestrian facilities are incomplete, providing controlled crossings of 2 of the 3 signalised entry arms (Mold Road east and Plas Coch Road north) and none of the exit arms. This absence of facilities could lead to injuries to pedestrians from collisions with passing vehicles.

The tactile paving for the crossing of Plas Coch Road is incorrect with the stem on the wrong side of the crossing. Similarly, for the crossing of Mold Road east (exit from roundabout) the layout is also incorrect, using an old T shaped layout which was reserved for Zebra crossings but is no longer used. This could result in visually impaired pedestrians being hit by passing vehicles and injured.



RECOMMENDATION

The correct tactile paving layouts should be provided.

5.2 PROBLEM

Location – Pedestrian crossing facilities

Summary: Risk of injury to pedestrians

The tactile paving layout for the Mold Road east entry arm does not have a stem which is should as it is a controlled crossing. Where the cycle tracks meet the crossing there is no signing for a change from segregated use to shared use with pedestrians and vice versa. This could result in visually impaired pedestrians being hit by passing vehicles and collisions between cyclists and pedestrians resulting in injuries.



RECOMMENDATION

The correct tactile paving layouts should be provided. Signs should be provided for the change in cycle track status.

5.3 PROBLEM

Location Cycle facility north east corner of roundabout

Summary: Risk of injury to cyclists and pedestrians

There is an off-carriageway cycle facility leading from Plas Coch Road across Mold Road east, linking to a cycle facility on the south-east side of Mold Road.

The facility leaving Plas Coch Road has a high kerb upstand which could lead to cyclists falling off their cycles. The corduroy tactile paving provided here and elsewhere it crosses footways is incorrect and could lead to cyclists colliding with visually impaired pedestrians.

Where the facility re-joins Mold Road it does not provide adequate guidance for cyclists to safely re-join the carriageway which could result in a collision with a motor vehicle.



RECOMMENDATION

The kerb upstand should be flush with the carriageway. The correct tactile paving layouts should be provided. White line guidance should be provided for cyclist re-entering the carriageway on Mold Road.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119.

Audit Team Leader

Phil Cook – BSc, CEng, MICE, MCIHT, FIHE
Highways England Approved RSA Certificate of Competency
Director, TMS Consultancy

Signed 

Date 26th October 2020

Audit Team Member

Richard Cook - BA (Hons)
Highways England Approved RSA Certificate of Competency
Director, TMS Consultancy

Signed 

Date 26th October 2020

TMS Consultancy

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Appendix A

Documents Examined:

- Drawing No. Feasibility Option 6
- Drawing No. Appendix 2.2
- Drawing No. Appendix 7.2
- Drawing No. Appendix 8.1

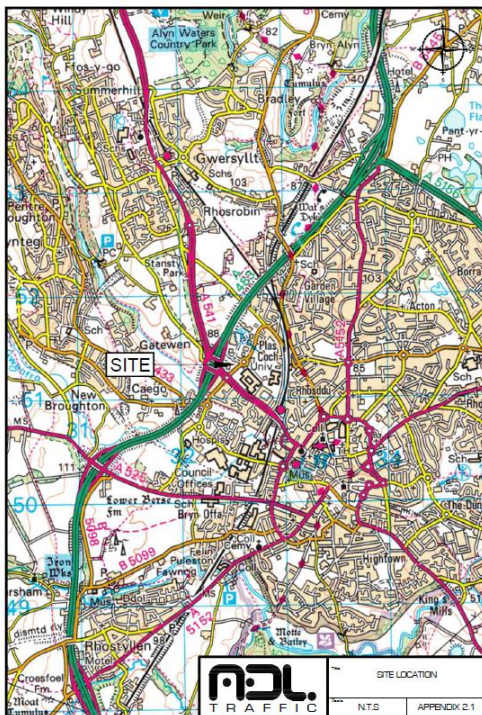
Other Information Provided:

- Transport Assessment December 2019
- Collision Data
- Traffic Flows

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:





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Scheme: McDonald's Restaurant, Land at Plas Coch Retail Park, Wrexham

