



SITE : MINERS ROAD, LLAY, WREXHAM

CLIENT : MAGELLAN AEROSPACE

TECHNICAL NOTE 1 : DESIGNER'S RESPONSE TO ROAD SAFETY AUDIT STAGE ONE

PROBLEM A

The existence of observed HGV parking on Miners Road is noted. To inform the detailed design, a survey of existing on-street parking on Miners Road throughout the week is recommended.

HGVs should not park to block an access and, as such, the HGV parking would be relocated once the new access is operational. This issue should be self-enforcing.

The frequency of the longest vehicles exiting the site is relating low at around one per week. The issue is considered to be limited in terms of frequency.

Options to consider during the Stage Two and Three Road Safety Audit include localised parking restrictions opposite the site entrance, should this be observed to be required. Parking restrictions should only be considered should they be needed.

Bullet Point 1

As above, this issue to be revisited as part of the Stage Three Road Safety Audit.

Bullet Point 2

This situation exists across this and many other industrial parks. As above, the issue to be revisited as part of the Stage Three Road Safety Audit.

Bullet Point 3

There are already traffic flows including HGVs along Miners Road with the proposed development not materially altering the volume or composition of traffic in this location.

If the existing parking of HGVs for '2Agriculture' currently cause reduced visibility from that access point, this is unrelated to the access proposals.

PROBLEM B

The existing landscaping along Miners Road is a feature of the existing highway. The trees are present close to the entrances to the majority of sites along the road and across the industrial estate.

The requirement for additional removal of trees is to be considered during the detailed design.

PROBLEM C

The egress is designed to accommodate the largest vehicles which are likely to utilise the site. This is a requirement for the operations on site.

The extra-width is due to these low frequency extra-long vehicles. In order to help address this the egress is proposed to incorporate an overrun area with a different surface finish to the main area of use. The treatment of the overrun area is to be agreed with the highway authority during the detailed design stage.

PROBLEM D

The proposed egress point would be relatively lightly trafficked and not materially alter the overall volume and vehicle mix along Miners Road. Even so, during detailed design consideration of an on-street cycle lane marking along the site frontage will be given.

GENERAL COMMENTS

The street lighting design would be undertaken at detailed design stage.

The incidence of vehicles in excess of the 30mph speed limit would require a speed survey to be undertaken. Even so, the visibility splays have been designed to DMRB standards of a 90m 'Y' distance. The 90m distance is based upon a snow-covered road, which arguably would lead to reduced vehicle speeds.

Manual for Streets suggests that a 43m 'Y distance' is appropriate for stopping on wet roads, therefore the design is already considered to be robust.

The existing maintenance of Miners Road is outside the scope of influence of the access design. Any existing defects are the responsibility of the maintaining body. At detailed design stage, any maintenance issues with the highway are to be raised with the maintaining body for them to rectify.

Signage details would be provided at detailed design stage.