safer roads for everyone

McDonald's Restaurant
Land at Tesco Extra Car Park, Crescent Road, Wrexham

Access Arrangement Highway Works

Road Safety Audit Stage 1

on behalf of
Wrexham County Borough Council

TMS Client
ADL Traffic & Highways Engineering Ltd

TMS Reference No:	**19567**
Date:	**21st November 2025**
Revision:	**0**

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INSTITUTE OF HIGHWAY ENGINEERS

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1. Project Details

Report Title:	McDonald's Restaurant Land at Tesco Extra Car Park, Crescent Road, Wrexham Access Arrangement Highway Works Road Safety Audit Stage 1
Author	Neal Roderick
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Revision	0
Prepared by:	TMS Consultancy
On behalf of:	Wrexham County Borough Council (Overseeing Organisation)
TMS Client	ADL Traffic & Highways Engineering Limited

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	NR / HA	21/11/2025	21/11/2025

2. Introduction

2.1 This report describes a Stage 1 Road Safety Audit carried out on the access arrangement highway works associated with a proposed McDonald's Restaurant on land at Tesco Extra Car Park, Crescent Road, Wrexham.

2.2 The audit team members are as follows:

Audit Team Leader

Neal Roderick - BEng (Hons), PGCE, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Engineer / Road Safety Auditor, TMS Consultancy

Audit Team Member

Harminder Aulak – BSc (Hons), IEng, FIHE, RegRSA (IHE)
National Highways Approved RSA Certificate of Competency
Associate Director – Engineering Services, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the instruction from Catherine Chapman of ADL Traffic & Highways Engineering Limited.

2.4 The site was visited by the Audit Team on Thursday 20th November 2025 between 12 noon and 12.30pm. The weather was fine, and surface conditions were dry. Traffic flows were high. Pedestrian flows were moderate. Cycle flows were not observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. 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.

2.6 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.

2.7 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.

2.8 Scheme Description

The scheme consists of the access arrangements for a proposed McDonald's restaurant located within the northeast corner of the Tesco Extra car park in Wrexham, occupying part of the overflow parking area. Vehicular access to the site will be via the existing Tesco access road, which connects to the Holt Street five-arm roundabout on the A5152.

The access arrangements make use of existing infrastructure and are considered appropriate for the scale and nature of the proposed development, with no changes proposed to the public highway. The car park has a system of street lighting. A 5mph speed limit is signed within the car park.

2.9 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 Audit Team for their information.

3. Items resulting from the Stage 1 Audit Road Safety Audit

3.1 PROBLEM

Location: Existing zebra crossing on main access road in Car Park

Summary: Increased risk of pedestrians being struck whilst using the zebra crossing.

The existing zebra crossing on the main access road in the Car Park was observed to be well utilised during the site visit and traffic movements were high in the vicinity of the crossing. With the introduction of a McDonald's Restaurant increased traffic and pedestrian movements are expected. The following issues are deemed to increase the risk of pedestrians being struck by passing traffic while using the zebra crossing:

a) Signing on the approach to the crossing was cluttered and could distract drivers from the crossing.

b) An existing barrier, on the eastern side of the crossing, obstructs visibility of the belisha beacon on the approach to the crossing.

c) The tree canopy on the western side of the crossing was overgrowing the belisha beacon. In the summer months when the trees are in full leaf the belisha beacon will be completely enveloped. The tree will also overshadow pedestrians using the crossing.

d) There is a large shrub growing adjacent to the western side of the crossing. This obstructs intervisibility at the crossing, particularly of school children who may be using the crossing.

e) During the site visit it was unclear if there was sufficient lighting to ensure the crossing is suitably illuminated at night.



Signage clutter on approach to crossing and barrier obstructing visibility of the belisha beacon.



Tree canopy is enveloping the belisha beacon.



Large shrub is obstructing intervisibility at the crossing.

RECOMMENDATION

The following recommendations relate to the specific elements above and are suggested to improve conspicuity of the crossing itself and to improve visibility of pedestrians using the crossing:

a) Signing on the approach to the crossing should be rationalised to reduce clutter at the crossing itself.

b) The barrier should be relocated so that it doesn't obstruct visibility of the belisha beacon.

c) The tree in the western verge should be cut right back to ensure it does not envelop the belisha beacon or cast a shadow on pedestrians using the crossing.

d) The large shrub on the western side of the crossing should be removed to improve intervisibility at the crossing.

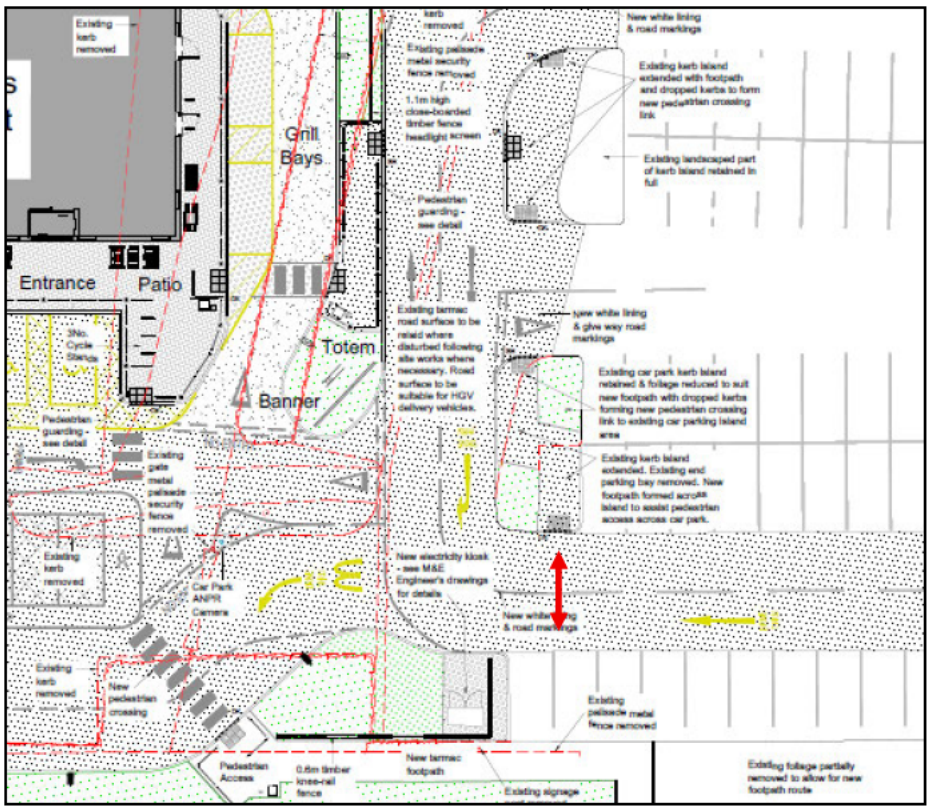
e) The lighting in the vicinity of the crossing should be assessed and improved if necessary to ensure the zebra crossing is suitably illuminated during the hours of darkness.

3.2 PROBLEM

Location: Dropped crossing opposite access to McDonald's restaurant

Summary: Increased risk of visually impaired pedestrians being struck by passing traffic.

There is a dropped crossing tactile paved facility proposed outside the access to the McDonald's restaurant which has no corresponding tactile paved landing opposite. This increases the risk of visually impaired pedestrians crossing the carriageway with no dropped crossing opposite, leaving them stranded in the carriageway, with an increased risk of being struck by passing traffic.



Dropped crossing without corresponding tactile paved dropped crossing opposite.

RECOMMENDATION

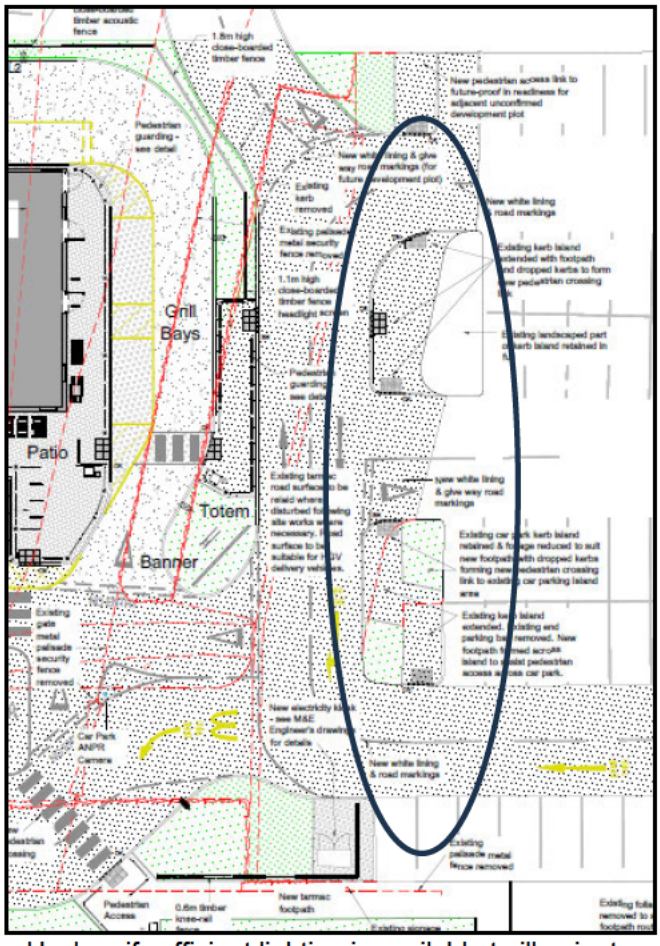
A tactile paved dropped crossing should be provided on the opposite side to link up with the footway access to the McDonald's Restaurant. This would require the loss of two parking bays to provide a build-out.

3.3 PROBLEM

Location: Lighting in the vicinity of the Dropped crossing facilities outside the McDonald's restaurant

Summary: Increased risk of pedestrians being struck by passing traffic whilst crossing in during the hours of darkness.

During the site visit it was unclear if there was sufficient lighting to ensure all the dropped crossing facilities outside the McDonald's restaurant will be sufficiently illuminated during the hours of darkness. If not, this could increase the risk of pedestrians being struck by passing traffic whilst crossing.



Unclear if sufficient lighting is available to illuminate the dropped crossings.

RECOMMENDATION

Lighting in the vicinity of the crossings should be assessed and if necessary, additional lighting provided to ensure all the crossings are suitably illuminated during the hours of darkness.

4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

Neal Roderick - BEng (Hons), PGCE, MCIHT, MSoRSA National Highways Approved RSA Certificate of Competency Engineer / Road Safety Auditor, TMS Consultancy

Signed	
Date	21/11/2025

Audit Team Member

Harminder Aulak – BSc (Hons), IEng, FIHE, RegRSA (IHE) National Highways Approved RSA Certificate of Competency Associate Director – Engineering Services, TMS Consultancy

Signed	
Date	21/11/2025

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Appendix A

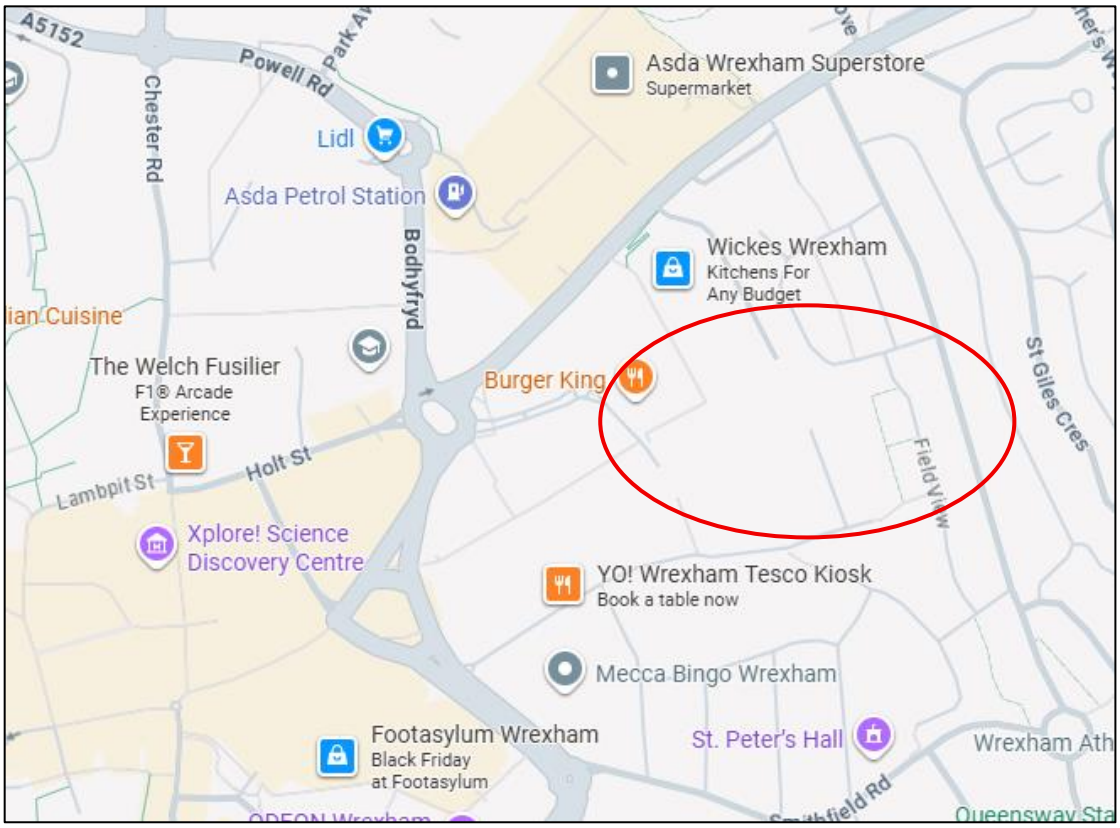
Documents Examined:

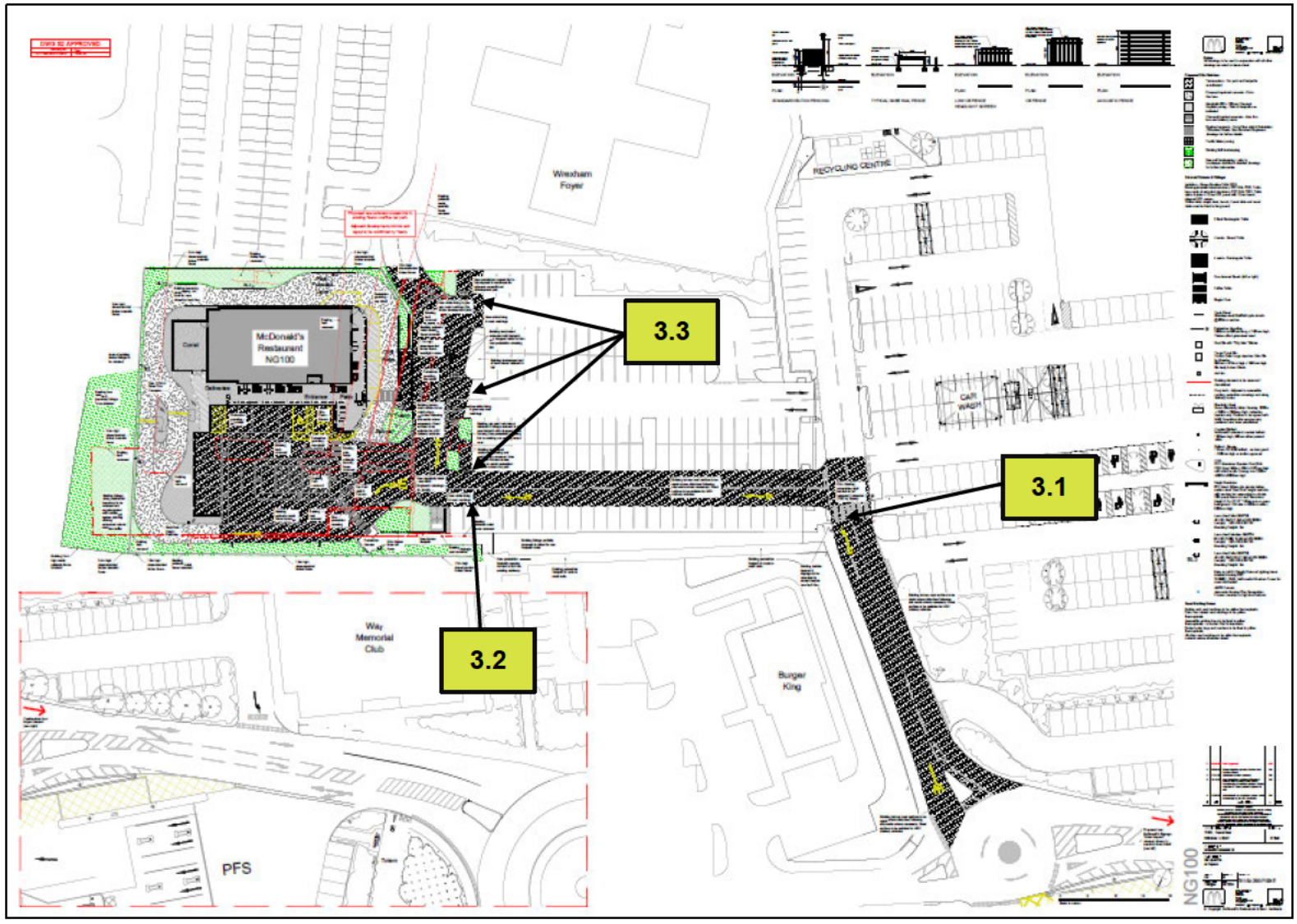
- Appendix 2.1
- Appendix 2.2
- 4024 McDonalds Tesco Wrexham DMP (July 2025)
- 4024 McDonald's Tesco Wrexham TA July 2025 (Part 1)
- 4024 McDonald's Tesco Wrexham TA July 2025 (Part 2)
- 7611-SA-2543-P1004E Site Layout Plan - As Proposed (NG100)
- RSA1 - Checklist of Information Required

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:




3.3
3.1
3.2
McDonald's Restaurant NG100
Wrexham Foyer
RECYCLING CENTRE
CAR WASH
Way Memorial Club
Burger King
PFS
NG100