



safer roads for everyone

**McDonald's Restaurant
Oldham Road, Failsworth, Manchester**

Road Safety Audit Stage 1

on behalf of ADL Traffic & Highways
Engineering Limited

TMS reference no: 17395

Date: 10th November 2022

McDonald's Restaurant Oldham Road, Failsworth, Manchester

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on alterations to the access to a McDonald's Restaurant on Oldham Road, Failsworth, Manchester, on behalf of ADL Traffic & Highways Engineering Limited. The audit was carried out on 7th November 2022 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

Audit Team Leader

Harminster Aulak – BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

Audit Team Member

Neal Roderick – BEng (Hons), MCIHT
Highways England Approved RSA Certificate of Competency
Engineer, 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 Stuart Green of ADL Traffic & Highways Engineering Limited.

1.4 The site was visited by the Audit Team on Monday 7th November 2022 at 11:30am. The weather was overcast and damp. 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 minor widening works to the entrance of McDonald's Restaurant on Oldham Road in Failsworth. This will allow two entrance lanes to alleviate the problem of vehicles queuing on Oldham Road, which is subject to a 30mph speed limit by virtue of a system of streetlighting.
- 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

2.1 PROBLEM

Location – Intervisibility at uncontrolled pedestrian crossing point on western side of entrance

Summary: Risk of pedestrians and vulnerable road users being struck by vehicles whilst crossing

The inter-visibility splay to the right of the crossing is restricted by a mature hedgerow planted in the verge. This vegetation has grown above 600mm in height and thus effects the inter-visibility of the crossing point. Poor inter-visibility may lead to pedestrians and, in particular, vulnerable road users being struck by vehicles whilst crossing. The problem could be exacerbated by the proposals to allow two entrance lanes.



Hedgerow restricting intervisibility at uncontrolled junction crossing

RECOMMENDATION

The vegetation within the verge should be cut down and maintained at a height no greater than 600mm so that the inter-visibility splay is unaffected.

2.2 PROBLEM

Location – Drainage system within restaurant access

Summary: Increased risk of loss of control type collisions

The channel drainage system at the restaurant access is damaged and blocked with detritus which could result in ponding. The grids are also broken and missing in places. This could result in loss of control type collisions, particularly involving two-wheeled vehicles.



Damaged and blocked drainage system

RECOMMENDATION

The drainage should be replaced with an improved more robust system.

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

Harinder Aulak – BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

Signed



Date 10th November 2022

Audit Team Member

Neal Roderick – BEng (Hons), MCIHT
Highways England Approved RSA Certificate of Competency
Engineer, TMS Consultancy

Signed



Date 10th November 2022

TMS Consultancy

Unit 36, Business Innovation Centre
Binley Business Park
Harry Weston Road
Coventry, CV3 2TX



+ 44 (0)24 7669 0900



info@tmsconsultancy.co.uk



www.tmsconsultancy.co.uk

Appendix A

Documents Examined:

5465 Failsworth Stage 1 Road Safety Audit Brief.docx

5465-TR-05 - Large cars entering - ADL updated 2 lane entrance on Topo survey - 4220458-4101-Oldham-road-ST0434.pdf

5465-TR-06 - Medium vans entering - ADL updated 2 lane entrance on Topo survey - 4220458-4101-Oldham-road-ST0434.pdf

12824_AEW_0434_1003A_EXISTING SITE PLAN.pdf

12824_AEW_0434_1004A_PROPOSED SITE PLAN.pdf

Accident Data.docx

ADL PO1172 5465 McD's Failsworth tms.docx

RSA1 - Checklist of Information Required.docx

Site Location - McD's Failsworth.jpg

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:



