



Wokingham Major Highways Programme - South Wokingham Distributor Road (SWDR) - Western Gateway Phase 2 (WG2)

Road Safety Audit Stage 2 Molly Millars Lane/Finchampstead Road Roundabout, Wokingham - Response Report Addendum WMHP-TG-WG2-RP-HS-0011

(Revision P01, Date 11/03/2022)



Document Issue Record

Project:	Wokingham Major Highways Programme - South Wokingham Distributor Road (SWDR) - Western Gateway Phase 2 (WG2)
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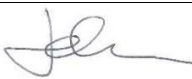
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Project details

Table F.1 Project details

Report title:	Road Safety Audit Stage 2 Molly Millars Lane/Finchampstead Road Roundabout, Wokingham - Response Report Addendum
Date:	11/03/2022
Document reference and revision:	WMHP-TG-WG2-RP-HS-0011 Revision P01
Prepared by:	Tony Gee
On behalf of:	Wokingham Borough Council

Table F.2 Authorisation sheet

Project:	Wokingham Major Highways Programme - South Wokingham Distributor Road (SWDR) - Western Gateway Phase 2
Report title:	Road Safety Audit Stage 2 Molly Millars Lane/Finchampstead Road Roundabout, Wokingham - Response Report addendum
Prepared by:	Tony Gee
Name:	John Carne
Position:	Principal Engineer
Signed:	
Organisation:	Tony Gee
Date:	11/03/2022
Approved by:	
Name:	
Position:	
Signed:	
Organisation:	
Date:	

Introduction

This report provides responses from Design Organisation (Tony Gee) and the Overseeing Organisation (Wokingham Borough Council) to the Stage 2 Road Safety Audit problems identified by Waterman in document WIE17531.108.R.8.1.2.RSA 2 dated 10th March 2022 for the proposed Finchampstead Road/ Molly Millar's Lane Roundabout Shared Use Facility, and the agreed RSA actions for each.

The design organisation responses have been provided by John Carne, a Principal Engineer with 20 years' experience in highway alignment design. John is leading on reviewing and developing the design for South Wokingham Distributor Road in parallel to the planning application for buildability, value engineering and safety prior to commencement of detailed design.

Key personnel

Table F.3 Key personnel

Overseeing organisation:	Jean Mulovi – Wokingham Borough Council
RSA team:	Darren Gotch – Audit Team Leader, Waterman Secondment & Outsourcing Umer Farooq – Audit Team Member, Waterman Secondment & Outsourcing
Design organisation:	John Carne – Tony Gee

Road safety audit decision log

Table F.4 Road safety audit decision log

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
6.1 Problem Location: Finchampstead Road Summary: Restricted footway/cycleway width could lead to pedestrian/vehicle collisions Details: The existing footway width on site does not appear to be as wide as that shown on the drawings proposed. This could be down to the encroachment of vegetation to the rear of the footway restricting its width. This would result in narrow sections of the proposed shared footway/cycleway which could result in collisions between cyclists and pedestrians using the facility or pedestrian/cyclist collisions with vehicles should they enter the carriageway to avoid other users on the footway/cycleway	It is recommended that the vegetation should be cleared and maintained on the proposed shared footway/cycleway to achieve a minimum 3m width in accordance with current guidance.	We agree that the vegetation needs to be cleared and the facility extents maintained such that there is no overgrowth that restricts the provided width. Design standard CD143 states that the absolute minimum width for a shared use facility with a vertical feature on one side that is greater than 1.2m in height shall be $2.0m + 0.5m = 2.5m$. At a short length of the shared use facility, this cannot be provided and as such a departure from standards has been applied for. Construction of the proposed design, as it stands, shall not be completed unless the departure is approved.		
6.2 Problem Location: Puffin Crossing on Finchampstead Road Summary: Signal posts location could lead to pedestrian collision Details: The drawings provided show the signal posts on the eastern side of Finchampstead Road to be located to the rear of the footway. This could lead to difficulty for blind or partially sighted pedestrians who may rely on the tactile cone located on the signal pole as they would be expecting the signal pole to be at the edge of carriageway. This could lead to blind or partially sighted pedestrians either unable to locate the signal pole or be forced to	It is recommended that the signal poles should be located to the front of the footway in accordance with the current design standards.	Whilst we agree that in regular circumstances, the signal poles should be located at the front of the footway, in this circumstance, the existing crossing further to the north has its poles at the back of the footway against the property boundary. In this way, there is only a vertical obstruction on one side of the shared use facility rather than both sides. We would also note that users familiar with the area would be expecting to find the poles at the back of the footway rather than the front and as such it is more appropriate to maintain the existing scenario.		

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
wait to the rear of the footway where the pole is located for the green man to cross. This could lead to pedestrians crossing when it is not safe to do so or being delayed to cross as a result of them having to walk an additional 2.5m to the front of footway to reach the carriageway which could leave them still crossing as the lights change back to give priority to vehicles again.				
6.3 Problem Location: Puffin Crossing on Finchampstead Road Summary: Limited width of footway/cycleway at puffin crossing could lead to pedestrian/cyclist collisions Details: The drawings provided do not detail the proposed width of footway/cycleway at the tactile paving associated with the proposed puffin crossing. The footway appears to be narrow at this location and concern arises that when pedestrians are waiting on the tactile paving to cross the road there may be limited footway/cycleway left for passing cyclists. This could lead to collisions between pedestrians and cyclists on the footway/cycleway or collisions with vehicles should they spill out onto the carriageway.	It is recommended that the footway width should be confirmed and widened in accordance with current design standards.	The design standard absolute minimum width of 2.5m is provided across the full length of the tactiles at the proposed puffin crossing location. As such, there should be enough space for pedestrians and cyclists to wait at the crossing and pass by on the through route.		
6.4 Problem Location: Puffin Crossing on Finchampstead Road Summary: Conflicting Road layout could lead to pedestrian/cyclist collisions. Details: The drawings provided detail a puffin crossing proposed on Finchampstead Road within the proposed shared footway/cycleway along the eastern side of the road. The western side of this crossing has	It is recommended that the either the proposed puffin crossing should be upgraded to a toucan crossing and the footway/cycleway either side of the crossing widened to accommodate this, or	The shared use facility (particularly the cycle element) should be continuous along the length of the eastern side of Finchampstead Road. It would not be practical for the shared use facility to be stopped for a short section at the puffin crossing and then restarted for another short section until the end. Blind or visually impaired users need to be warned that they are entering a shared use facility when crossing from the west side to the east side of		

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
corduroy paving shown, indicating that this is also an area of shared footway/cycleway although no signage has been proposed at this location. Having a proposed puffin crossing located across two shared footway/cycleways gives conflicting information to road users and could lead to confusion for pedestrians/cyclists on how to negotiate the road layout which could lead to pedestrian/cyclist/vehicle collisions. In addition to this, the footway width on the western side of the crossing is narrow and would not be wide enough to accommodate cyclists waiting to cross here.	the area of shared footway/cycleway either side of the crossing be left as a footway only and the proposed shared facility along the eastern side of Finchampstead Road stopped to the north of the crossing.	Finchampstead Road, therefore there are two options available to the designer. 1. Place the corduroy paving on the west side of Finchampstead Road either side of the crossing tactiles, where the blind or visually impaired users would think they are in a shared use facility for a short section when they actually aren't 2. Place the corduroy paving on the east side of Finchampstead road either side of the crossing tactiles, where the blind or visually impaired users would not realise they were in a shared us facility when they actually are. It is considered that it is safer and better practice for blind or visually impaired users to think they are in a shared use facility for a short section when they are not, rather than being in a shared use facility for a short section without realising it. As noted, the crossing is a puffin crossing and as such cyclists should be aware that they need to dismount before crossing.		
6.5 Problem Location: Finchampstead Road Summary: Proposed shared footway/cycleway width could lead to pedestrian/cyclist collisions Details: As highlighted by the departure from standard, there is a section of proposed footway/cycleway that narrows down to widths between 1.9 and 2.5m. This could lead to pedestrian/cyclist collisions within the shared footway/cycleway or pedestrian/cyclist collisions with	It is recommended that the proposed shared footway/cycleway should be in accordance with current design guidance.	As noted, design standard CD143 states that the absolute minimum width for a shared use facility with a vertical feature on one side that is greater than 1.2m in height shall be $2.0m + 0.5m = 2.5m$. At a short length of the shared use facility, this cannot be provided and as such a departure from standards has been applied for. If a compliant shared use facility width were to be provided, a large number of utilities, including gas mains would need to be diverted. The costs associated with these diversions would be prohibitively high and		

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
vehicles should a pedestrian or cyclist spill into the road to avoid conflict on the footway/cycleway. It should be noted that during the site visit, cyclist flows were low but constant		as such, the shared use facility would not be provided at all. It is generally considered that providing a facility that is below standard for a short section is preferable to providing no facility at all and this forms the basis of the justification for the departure from standards. Construction of the proposed design, as it stands, shall not be completed unless the departure is approved.		

Design organisation and Overseeing Organisation statements

Table F.6 Design organisation statement

On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	John Carne
Signed	
Position:	Principal Engineer
Organisation:	Tony Gee
Date:	11/03/2023

Table F.6 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	
Signed	
Position:	
Organisation:	
Date:	