



Road Safety Audit Stage 2 Addendum Report

Highway Improvement Scheme
South Wokingham Distributor Road (SWDR)
Western Gateway Phase 2

March 2022

Waterman Infrastructure & Environment Limited

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
1	10 March 2022	Darren Gotch	Gill Wharton	Andy McDonald Director 

Comments

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1. Introduction

- 1.1. This report results from a Stage 2 Road Safety Audit carried out on the proposed roundabout improvement works at the junction of Finchampstead Road and Molly Millars Lane, Wokingham. The works relate to the South Wokingham urban extension that is to deliver approximately 2,500 new homes.
- 1.2. The Road Safety Audit was undertaken at the request of the Overseeing Organisation, Wokingham Borough Council. The Design Organisation is Tony Gee and Partners LLP, 140 High Street, Esher, Surrey, KT10 9QJ.
- 1.3. The Road Safety Audit Team membership was as follows:
 - Darren Gotch - Audit Team Leader, Waterman Infrastructure & Environment Ltd.
 - Umer Farooq - Audit Team Member, Waterman Infrastructure & Environment Ltd.
- 1.4. The Audit comprised of an examination of the information provided by Tony Gee LLP as shown in **Appendix A**.
- 1.5. This Road Safety Audit Addendum Report has been produced following on from the original Stage 2 Road Safety Audit undertaken in August 2021 and an addendum report produced in February 2022 which covered the inclusion of 3 ADS signs.
- 1.6. This Road Safety Audit Addendum Report focuses on the addition of a new shared footway/cycleway along the eastern side of Finchampstead Road.
- 1.7. The Audit Team members visited the site together as part of the original Stage 2 RSA on Tuesday 10 August 2021, between 17:00 and 18:00 hrs. During the site visit the weather was fine and the road and footway surfaces were dry.
- 1.8. The terms of reference of the Audit are as described in GG 119 of the Design Manual for Roads and Bridges.
- 1.9. The Audit Team are fully independent from the Design Team and have had no prior involvement in the scheme.
- 1.10. The Audit 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.
- 1.11. All problems and recommendations are referenced to the design and the locations have been indicated on the drawings supplied with the brief, and are attached at **Appendix B**.
- 1.12. The Design Team should, in addition to providing the requested information, prepare a response to each problem highlighted in this report.

2. General

- 2.1. The project consists of the realignment and widening of the existing carriageway along Finchampstead Road and Molly Millars Lane including the construction of a new offline roundabout to replace the existing mini roundabout demolition of 81 and 83/85 Finchampstead Road, also provide the signalised and uncontrolled crossing facilities.
- 2.2. The South Wokingham Distributor Road (SWDR) will provide access to a development of 2500 new homes, new primary schools, and local shopping and community facilities. The new distributor road is proposed to extend in an easterly direction from Finchampstead Road, along the southern side of the Reading to Waterloo Line, to London Road.
- 2.3. The Audit Team have been notified of a Departures from Standard relating to the below standard shared use facility width.

Collision Data

- 2.4. No recorded collision data has been provided to the Audit Team

Proposals

- 2.5. The scheme includes, but is not limited to, the following.
 - Realignment of Molly Millars Lane and Finchampstead Road to suit a new roundabout
 - Pedestrian / cycle facilities
 - Traffic signs, road markings, traffic signals, lighting and road restraint systems
 - Traffic Signals
 - Landscaping and Ecology

3. Matters Arising from this Stage 2 Audit Addendum

Problem at Location A

Location: Finchampstead Road.

Summary: Restricted footway/cycleway width could lead to pedestrian/vehicle collisions.

- 3.1. 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.

Recommendation

- 3.2. 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.

Problem at Location B

Location: Puffin Crossing on Finchampstead Road.

Summary: Signal posts location could lead to pedestrian collision.

- 3.3. 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.
- 3.4. This could lead to blind or partially sighted pedestrians either unable to locate the signal pole or be forced to 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.

Recommendation

- 3.5. It is recommended that the signal poles should be located to the front of the footway in accordance with the current design standards.

Problem at Location C

Location: Puffin Crossing on Finchampstead Road.

Summary: Limited width of footway/cycleway at puffin crossing could lead to pedestrian/cyclist collisions.

- 3.6. 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.

Recommendation

- 3.7. It is recommended that the footway width should be confirmed and widened in accordance with current design standards

Problem at Location D

Location: Puffin Crossing on Finchampstead Road.

Summary: Conflicting Road layout could lead to pedestrian/cyclist collisions.

- 3.8. 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 corduroy paving shown, indicating that this is also an area of shared footway/cycleway although no signage has been proposed at this location.
- 3.9. 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.
- 3.10. 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.

Recommendation

- 3.11. It is recommended that 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 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.

Problem at Location E

Location: Finchampstead Road.

Summary: Proposed shared footway/cycleway width could lead to pedestrian/cyclist collisions.

- 3.12. 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 vehicles should a pedestrian or cyclist spill into the road to avoid conflict on the footway/cycleway.
- 3.13. It should be noted that during the site visit, cyclist flows were low but constant.

Recommendation

- 3.14. It is recommended that the proposed shared footway/cycleway should be in accordance with current design guidance.

4. Audit Team Statement

We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Darren Gotch

Team Leader – Waterman Infrastructure & Environment Ltd

Signed: 

Date: March 2022

AUDIT TEAM MEMBER:

Umer Farooq

Team Member – Waterman Infrastructure & Environment Ltd

Signed 

Date: March 2022

APPENDICES

A. List of Drawings/Documents

Documents from This Stage 2 RSA Addendum

WMHP-TG-WG2-DR-DD-0501-P06
WMHP-TG-WG2-DR-HI-0101-P07
WMHP-TG-WG2-DR-HI-0105-P07
WMHP-TG-WG2-DR-HI-0106-P06
WMHP-TG-WG2-DR-HI-0107-P07
WMHP-TG-WG2-DR-HI-0108-P06
WMHP-TG-WG2-DR-HI-0109-P06
WMHP-TG-WG2-DR-HI-0110-P06
WMHP-TG-WG2-DR-HI-0111-P06
WMHP-TG-WG2-DR-HI-0112-P06
WMHP-TG-WG2-DR-HI-0113-P06
WMHP-TG-WG2-DR-HI-0114-P06
WMHP-TG-WG2-DR-HI-0115-P05
WMHP-TG-WG2-DR-HI-0121-P05
WMHP-TG-WG2-DR-HI-0152-P03
WMHP-TG-WG2-DR-HI-0301-P07
WMHP-TG-WG2-DR-HI-0701-P06
WMHP-TG-WG2-DR-HI-0702-P06
WMHP-TG-WG2-DR-HI-1101-P06
WMHP-TG-WG2-DR-HI-1201-P07
WMHP-TG-WG2-DR-HI-1221-P06
WMHP-TG-WG2-DR-LI-1301-P06
WMHP-TG-WG2-DR-LS-3001-P14
WMHP-TG-WG2-DR-LS-3005-P07
WMHP-TG-WG2-RP-HI-0010-P01
WMHP-TG-WG2-SP-HI-1201-P05

UK and Ireland Office Locations

