



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

**Road Safety Audit Stage 2 Addendum
Molly Millars Lane/Finchampstead Road Roundabout,
Wokingham - Response Report
WMHP-TG-WG2-RP-HS-0009**

(Revision P02, Date 16/03/2022)



Balfour Beatty

Document Issue Record

Project:	Wokingham Major Highways Programme - South Wokingham Distributor Road (SWDR) - Western Gateway Phase 2 (WG2)
Report Title:	Road Safety Audit Stage 2 Addendum Molly Millars Lane/Finchampstead Road Roundabout, Wokingham - Response Report
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P01	07/02/22	For review and comment	JG	BH	JC
P02	17/03/22	For approval	BH	JC	JC

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Project details

Table F.1 Project details

Report title:	Stage 2 Road Safety Audit Addendum - Response Report
Date:	01/02/2022
Document reference and revision:	WMHP-TG-WG2-RP-HS-0009 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:	Stage 2 Road Safety Audit Addendum - Response Report
Prepared by:	Tony Gee
Name:	John Carne
Position:	Principal Engineer
Signed:	
Organisation:	Tony Gee
Date:	07/02/2022
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 Road Safety Audit Stage 2 Addendum Report problems identified by Waterman in document WIE 17531.106.R.6.1.2.RSA 2 dated 1st February 2022 for the proposed Finchampstead Road/ Molly Millar's Lane Roundabout, 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 addendum decision log

Table F.4 Road safety audit addendum decision log

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
Problem at Location A Location: ADS03 on Finchampstead Road. Summary: Restricted sign visibility could lead to vehicle collisions. Details: Sign ADS03 is proposed to be located on Finchampstead Road on the southbound approach to the proposed roundabout. The sign is located in an area of overgrown vegetation and behind further vegetation on the approach. This vegetation could restrict forward visibility to the sign for drivers which could lead to late braking on the approach to the roundabout resulting in rear end shunt collisions.	It is recommended that the vegetation should be cleared and maintained on the approach to and around the proposed sign to ensure visibility is achieved at all times.	Accepted. Landscape drawing to be annotated for the surrounding vegetation to be cleared and maintained.	Agree with designer.	Note to be added to landscaping drawings to emphasise vegetation maintenance to ensure visibility to the sign achieved.
Problem at Location B Location: ADS02 on Molly Millars Lane. Summary: Restricted sign visibility could lead to vehicle collisions. Details: Sign ADS02 is proposed to be located on Molly Millars Lane to the southeast of the proposed maintenance layby. It is unclear what size vehicles would be using the proposed layby and whether when a vehicle is parked here, visibility will be restricted to the sign for eastbound vehicles. This could lead to vehicles braking heavily on the approach to the roundabout resulting in rear end shunt collisions or side impact collisions as a result of vehicles changing lane at the last minute.	It is recommended that the visibility of the sign should be checked with a high sided vehicle parked in the proposed layby.	Accepted. The sign has been relocated further back from the roundabout, before the lane split and maintenance layby. The width of the sign has been increased with the addition of grey backing board on left hand side to ensure suitable spacing provided between the posts for pedestrians. Sign has also been raised in height.	Agree with designer.	Relocate sign to ensure that maintenance vehicles do not obscure visibility to the sign.

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
Problem not Location Specific Summary: Sign location could lead to side impact or rear end shunt collisions. Details: Two of the proposed ADS signs, ADS01 and ADS02 are located within close proximity of the roundabout. For vehicles approaching the roundabout, the sign locations may not give drivers enough time to position themselves in the correct lanes or provide other road users with the correct indication of their intended direction of travel. This could result in side impact collisions if drivers attempt to change lanes suddenly at the last minute. In addition to this, there could be an increase in the likelihood of drivers braking at the last minute to take in the information provided to them on the signs which could lead to rear end shunt collisions.	It is recommended that the signs should be relocated further back from the roundabout or additional directional signs provided on the approach.	Accepted with alternative solution. ADS01 – The sign has been relocated further south onto the opposite side of the carriageway due to physical constraints with driveways, trees and utilities. Therefore, the distance to the roundabout is increased and drivers should see the sign far in advance of the decision point. ADS02 – Refer to response to previous problem. The sign has been relocated further back from the junction.	Agree with designer. WBC PM to liaise internally and confirm concern for ADS01.	Relocate ADS01 and ADS02 further from the roundabout and decision points.

Design organisation and Overseeing Organisation statements

Table F.5 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:	17/03/2022

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:	