



Stage 1/2 Road Safety Audit Report

240 Nine Mile Ride, Finchampstead
S.278 Highway Works



Produced for:
Elivia Homes

Date: 28th April 2024



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DOCUMENT REGISTER

Project Name: 240 Nine Mile Ride, Finchampstead. S.278 Highway Works

Report Title: Stage 1/2 Road Safety Audit

Date: 28th April 2024

Client: Elivia Homes

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	28/04/2024
Audit Team Member:	Tony Schneider	Road Safety Auditor	28/04/2024
Approved By:	Peter Ronald	Director	28/04/2024

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	28/04/2024	Draft	PR	TS	PR
A	28/04/2024	Final	PR	TS	PR

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1. Executive Summary

- 1.1 This scheme is promoted by Elivia Homes . This Traffic Safety Audit is supplied under the provisions of the safety audit request dated 24th April 2024. The overseeing authority is Wokingham Borough Council.

2. Introduction

- 2.1 Traffic Management Consultants Ltd has been commissioned by Elivia Homes to produce this Stage 1/2 (Detailed Design) Road Safety Audit Report. This report is associated with proposed new side road T junction into a new residential development updating an existing vehicle crossover access from Nine Mile Ride.

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I.Eng., AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp).
(Audit Team Leader)

Tony Schneider BSc., Eng. T, MCIHT
(Audit Team Member)

2.3 Audit Site Visit and Plan Examination

A site visit was carried out on Wednesday 24th April 2024 by the Audit Team between 1.00pm and 1.30pm. The weather conditions were cloudy and dry, the road surface was dry. Traffic flows were low, and no pedestrian / cycle movements were observed. Vehicle speeds were perceived to be above the 30mph speed limit along Nine Mile Ride at the proposed works location during the site visit.

The Audit also comprised an examination by the team of the drawings produced by Craddys and supporting documents completed by the Audit Team are listed in **Appendix A**. All safety issues are with reference to the specific design details shown on the drawings.

2.4 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.5 Audit Brief

The Audit Team were not provided with an Audit Brief as approved by the Overseeing Authority.

2.6 Terms of Reference

The terms of reference of the audit are based on “Guidelines for the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly

explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

2.7 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.8 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e., *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. Risk Assessment

- 3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.
- 3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

- 4.1 Not known.

5. Existing Environment

- 5.1 The new development site lies on land at 240 Nine Mile Ride, Finchampstead
- 5.2 B3430 Nine Mile Road is a classified B road that links east/ west between the roundabout junction with Sandhurst Road to the roundabout junction with the B3016 Finchampstead Road
- It has footways on either side fronting residential development all of which have off road parking and a system of street lighting is present that introduces a 30mph speed limit. It is flat and straight at the proposed junction.

6. Collision Data

- 6.1 The Audit Team have not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of www.crashmap.co.uk indicates that there has

been one slight personal injury collision recorded within the extent of the scheme during the 2018 to 2022 five-year period. This occurred in March 2019 and involved a single vehicle.

7. Survey Information

7.1 None provided.

8. Audit Assessment

8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

8.2 Identified locations of Road Safety Audit Matters are indicated on the drawing within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
B1	General		
B1.1	Departures from Standards		
B1.2	Drainage	Problem	(8.1) No new drainage detailed
B1.3	Climatic Conditions		
B1.4	Landscaping		
B1.5	Public Utilities/ Services Apparatus		
B1.6	Lay-bys		
B1.7	Access		
B1.8	Skid Resistance		
B1.9	Agriculture		
B1.10	Fences and Road Restraint Systems		
B1.11	Adjacent Developments and Roads		
B1.12	Road alignment		
B1.13	General layout		
B2	Local Alignment		
B2.1	Visibility		
B2.2	New/Existing Road Interface		
B3	Junctions		
B3.1	Layout		
B3.2	Visibility		
B3.3	Signing		
B3.4	Road Markings	Problems	(8.2) Insufficient depth of centre warning line on side road approach to give way line (8.3) Existing SLOW marking in middle of new junction inline with turning vehicles will be quickly worn away
B3.5	T, X and Y junctions		
B3.6	All roundabouts		
B3.7	Mini Roundabouts		

B3.8	Traffic Signals		
B4	Non-Motorised User Provision		
B4.1	Adjacent Land		
B4.2	Pedestrians	Problems	(8.4) Plans state new access road is for vehicles only where is the pedestrian access. (8.5) Reduced intervisibility of pedestrians crossing access side road into development access road . (8.6) Insufficient depth of tactile paving at ahead /inline pedestrian crossing point
B4.3	Cyclists		
B4.4	Equestrians		
B5	Road Signs, Carriageway Markings and Lighting		
B5.1	ADS and Local Traffic Signs		
B5.2	Variable Message Signs		
B5.3	Lighting		
B5.4	Road Markings		
B5.5	Poles and Columns		

8.1 *Problem* (Item B1.2)	
Location:	Nine Mile Ride at new junction
Summary:	No new drainage detailed to prevent surface water flowing across junction or pedestrian crossing point
There is a new side road T junction detailed without any new drainage to prevent surface water from flowing across the new junction or pedestrian crossing point. This surface water will cause problems for road users especially in icy conditions. Provide new drainage where required.	
TYPE OF CONFLICT/COLLISION	
Risk of surface water flowing across new junction and pedestrian crossing point causing problems especially in icy conditions.	
RECOMMENDATION	
Provide new drainage where required.	

8.2 *Problem* (Item B3.4)	
Location:	Development access road
Summary:	Insufficient depth of centre warning line on side road approach to give way line
A new side road junction is detailed with only 2 centre warning line modules on the approach to the give way . Current guidance recommends a minimum of 5 modules on the side road approach to give way markings to warn approaching drivers and to avoid head on collisions with turning vehicles at the junction. Increase number of centre warning line modules on side road to 5	
TYPE OF CONFLICT/COLLISION	
Risk of collisions with turning vehicles at junction	
RECOMMENDATION	
Increase number of centre warning line modules on side road to 5 on side road	

8.3 *Problem* (Item B3.4)	
Location:	Nine Mile Ride
Summary:	Existing SLOW marking in middle of new junction inline with turning vehicles will be quickly worn away
 There is an existing SLOW marking in the middle of the proposed new junction. This will quickly be worn away by increased turning vehicle movements at the new junction reducing its visibility. Replace the SLOW marking at a new location adjacent to the new junction.	
TYPE OF CONFLICT/COLLISION	
Risk of drivers not seeing SLOW marking and driving to suit	
RECOMMENDATION	
Replace the SLOW marking at a new location adjacent to the new junction	

8.4 *Problem* (Item B4.2)	
Location:	New access road
Summary:	Plans state new access road is for vehicles only where is the pedestrian access
A new residential development access road is detailed as being for vehicle access only. There does not appear to be any pedestrian access proposed to the new development. Confirm how pedestrians will access the new development if not along the new access road.	
TYPE OF CONFLICT/COLLISION	
Risk of pedestrians being unable to access new residential development	
RECOMMENDATION	
Confirm how pedestrians will access the new development if not along the new access road.	

8.5 *Problem* (Item B4.2)	
Location:	Nine Mile Ride at new pedestrian crossing point
Summary:	Reduced intervisibility of pedestrians crossing access side road into development side road
	
A new pedestrian crossing point is detailed across the new development access road with insufficient visibility into the side road. There is no clear intervisibility splay provided on the plans that show visibility over adopted land into the access road for pedestrian crossing the road. Amend design to show the required visibility splays at the pedestrian crossing points over adopted land.	
TYPE OF CONFLICT/COLLISION	
Risk of pedestrian collisions due to insufficient visibility into side road at the crossing points	
RECOMMENDATION	
Amend design to show the required visibility splays at the pedestrian crossing points over adopted land into the side road.	

8.6*Problem* (Item B4.2)	
Location:	Nine Mile Ride
Summary:	Insufficient depth of tactile paving at ahead/inline pedestrian crossing point
There is an inline /ahead pedestrian crossing point detailed with only two rows depth of tactile paving. Current guidance recommends three rows depth (1200mm) at such crossings to ensure they are picked up by a visually impaired pedestrian walking at speed and do not just walk out into the carriageway. Increase depth of tactile paving where required.	
TYPE OF CONFLICT/COLLISION	
Visually impaired pedestrians walking out bends on into road without stopping.	
RECOMMENDATION	
Increase depth of tactile paving where required.	

9. Nil Response/Comments

9.1 No comments

10. Non-Motorised User Report (NMUs)

10.1 This report has identified road safety problems affecting NMUs that should be resolved.

11. Audit Team Statement

I certify that we have examined the drawings listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

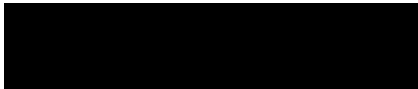
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald
(Audit Team Leader)

28 April 2024



Tony Schneider
(Audit Team Member)

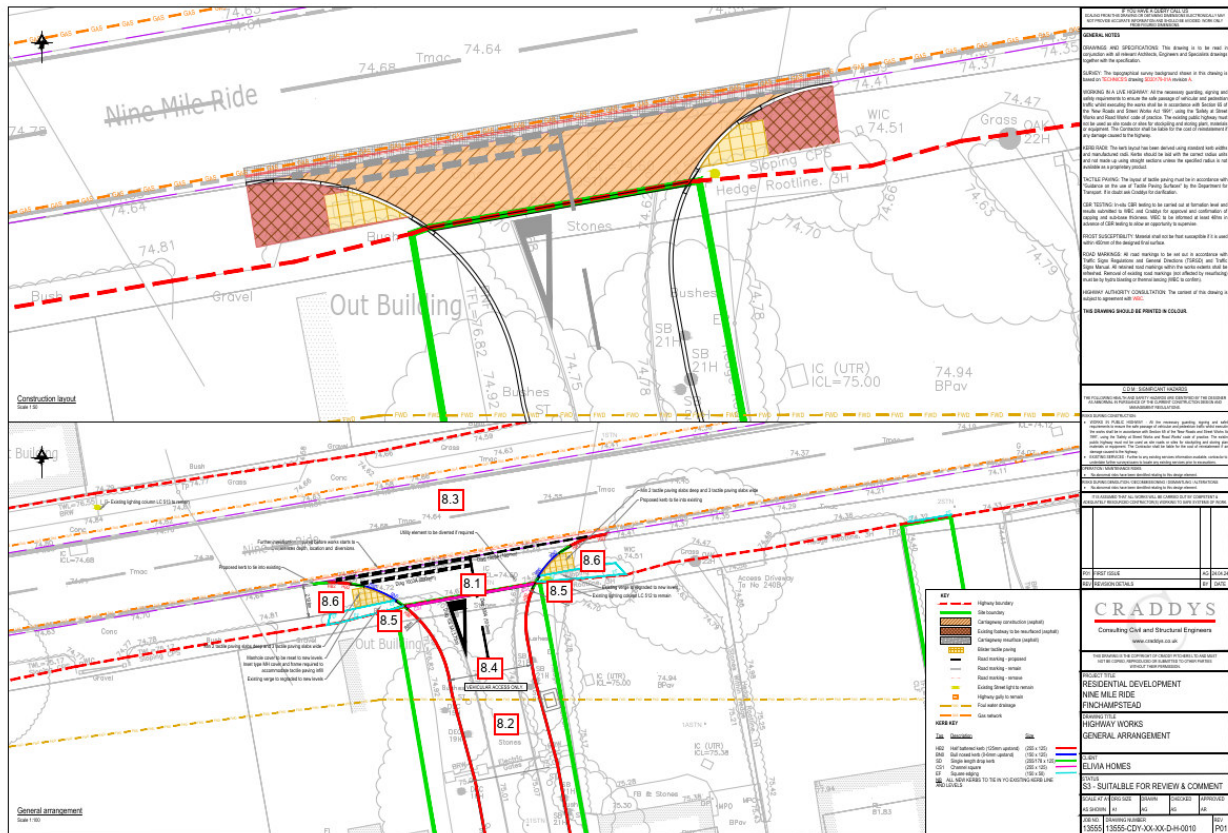
28th April 2024

12. Appendix A - List of Documents

Drawings

13555-CDY-XX-XX-D-H-0002-P01 Highway works. Legal plan
13555-CDY-XX-XX-D-H-0003-P01 Highway works. Topographical survey & services
13555-CDY-XX-XX-D-H-0005-P01 Highway works. Vehicle tracking & visibility splay
13555-CDY-XX-XX-D-H-0010-P01 Highway works. General arrangement
13555-CDY-XX-XX-D-H-0011-P01 Highway works. Construction details
13555-CDY-XX-XX-D-H-0012-P01 Highway works. Levels & contours

13. Appendix B - Identified Road Safety Audit Matters Location Plan



14 Appendix C – Designer, Overseeing Authority and Auditor Response to Stage 1/2 Road Safety Audit

Stage 2 Road Safety Audit DESIGNER'S ROAD SAFETY AUDIT RESPONSE Scheme Name: Nine Mile Rode Finchampstead S.278 Highway Works			
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.			
RSA Matter	Summary of RSA Problem	Designer's Response	Overseeing Organisation Response
8.1	No new drainage detailed to prevent surface water flowing across junction or pedestrian crossing point	Main access road to the development will be permeable block paving and it is not expected any run off from the private land. BN25 (lower level at private side) at the Highways Boundary added to prevent surface water. Refer. Refer to drawing 13555-CDY-XX-XX-D-H-0010-P02	
8.2	Insufficient depth of centre warning line on side road approach to give way line	Agreed. Centre warning line enlarged up to full width carriageway (4 marks). Refer. Refer to drawing 13555-CDY-XX-XX-D-H-0010-P02	
8.3	Existing SLOW marking in middle of new junction in line with turning vehicles will be quickly worn away	Noted. WCB confirmation.	
8.4	Plans state new access road is for vehicles only where is the pedestrian access	Pedestrians will have its own dedicated access through former Plot 240 main entrance.	

8.5	Reduced intervisibility of pedestrians crossing access side road into development	Proposed pedestrian visibility for the exiting vehicles is 8m from 1.5m of the kerb line. As this is a junction, vehicles must slow down to see Nine Mile Ride traffic, so expected speed will be lower than 10mph, reducing the SSD. Moreover, any vegetation at highways land will be cut back to avoid any obstruction. Refer. Refer to drawing 13555-CDY-XX-XX-D-H-0005-P02	
8.6	Insufficient depth of tactile paving at ahead/inline pedestrian crossing point	Agreed. Tactile paving at pedestrian crossing to have 3 rows (1.2m). Refer. Refer to drawing 13555-CDY-XX-XX-D-H-0010-P02	

AUDIT TEAM RESPONSE TO DESIGNERS' COMMENTS

8.1
8.2
8.3
8.4
8.5
8.6

Design Organisation Response

The Design Organisation Response has been prepared by:

Name: Alberto Garrabou

Position / Organisation: Principal Engineer / CRADDYS

Date: 02.05.2024

Overseeing Authority Response

The Overseeing Authority Response has been prepared by:

Name:

Position / Organisation: Wokingham Borough Council

Date: