

STAGE 2 ROAD SAFETY AUDIT

Proposed Off-Site Highway Works
Warren Crest Farm, Wick Hill, Finchampstead, Wokingham



Prepared for: Tony and Rosaline Nasser
Ref: 002_8250668_GT_Stage_2_RSA

Project Details

Report Title	Stage 2 Road Safety Audit
Prepared on behalf of	Wokingham Borough Council

Control

	Name	Date	Signature
Author	Graeme Turner	12 Mar 2026	
Checker	Simon Hawley	12 Mar 2026	
Authoriser	Graeme Turner	12 Mar 2026	

Report Version

RSA Report Ref	Issue No.	Date of Issue
002_8250668_GT	Issue 1 to Design Organisation, Alex Moeller (Glanville)	12 Mar 2026

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1.0 Introduction

- 1.1 This report results from an independent Stage 2 Road Safety Audit (hereon the "Audit") carried out on proposed off-site highway works in connection with replacing an existing informal gated access from the B3348 Jubilee Road, Finchampstead, Wokingham. The Audit was carried out at the request of Alex Moeller, representing the Design Organisation (Glanville) and the Client (Tony and Rosaline Nasser) and on behalf of the Overseeing Organisation (Wokingham Borough Council). An Audit Brief has not been prepared by the Design Organisation for this scheme.

- 1.2 The Audit Team Membership was as follows:

Road Safety Audit Team Leader

Graeme Turner BEng (Hons), MCIHT, MSoRSA
Associate, Glanville Consultants

Road Safety Audit Team Member

Simon Hawley BEng (Hons), CEng, MICE, MCIHT, MSoRSA
Director of Highways & Infrastructure, Ramboll Limited
EC Directive 2008/96/EC Certificate of Competency

- 1.3 The terms of reference of the Audit are described in GG 119 'Road Safety Audit' (Revision 2.0.1), which forms part of the Design Manual for Roads and Bridges. The Audit Team has examined and reported only on the road safety implications for users of the scheme as presented. The scheme has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or a recommendation to resolve a safety problem, the Audit Team may on occasion refer to a design standard for information only. Any recommendations or comments made in this report should not be construed as implying that a technical audit of the scheme, as presented, has been undertaken in any respect.
- 1.4 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the safety problem identified. Recommendations are intended only to indicate a proportionate and viable means of eliminating or mitigating the safety problem identified, in accordance with GG 119 (Revision 2.0.1), and considered by the Audit Team to require action to improve the safety of the scheme and to minimise accident occurrence. The Audit Team recognises that there may be alternative methods for addressing a safety problem which may be equally acceptable in achieving the desired elimination or mitigation and thus such alternatives should also be considered when responding to this report.
- 1.5 The Audit Team has not been involved in any aspect of the scheme design and the Design Organisation has not been involved in the road safety auditing process other than to respond to any safety problems identified herein.
- 1.6 The Audit took place in March 2026 and comprised examination of the following information. Whilst an Audit Brief has not been prepared or issued to the Audit Team they are, nevertheless, satisfied that sufficient information has been provided to enable them to undertake a valid Audit.

Drawings

- 8250668/4201 Rev A2 Swept Path Analysis (Tractor and Hay Wagon)
- 8250668/4300 Rev A5 S278 Highway Works Engineering Layout
- 8250231/4301 Rev A1 S278 Highway Works General Design Notes
- 8250231/4302 Rev A2 S278 Highway Works Typical Details

Supplementary Information

- Stage 1 Road Safety Audit, Ref. 003_8240747 (Issue 1), dated 18 Dec 2024.

1.7 The site is located on the outside of a bend on the B3348 Jubilee Road, Finchampstead, Wokingham. Within the site is an informal gated arrangement which serves as a second access to Warren Crest Farm, the main access being to the north. Further details on the local road network are provided in the Stage 1 Road Safety Audit, as referenced in the 'Supplementary Information'. The existing local road network has not been altered since the previous Stage 1 RSA was undertaken. The posted speed limit is 40mph.

1.8 The following images illustrate the existing situation as was observed during a site visit.



View looking south from junction of proposed site access / Wick Hill Lane.



View looking west from junction of proposed site access / Wick Hill Lane.



View looking east towards junction of proposed site access (ringed) / Wick Hill Lane.



View looking north towards junction of proposed site access (ringed) / Wick Hill Lane.

- 1.9 It is proposed that an existing gated access will be replaced with a new access to accommodate the manoeuvres of vehicles associated with agricultural activities. The largest agricultural vehicle expected to use the access will be a tractor towing a hay wagon. As part of these replacement works the existing informal access will be replaced with a new, more formalised access in the same location. The new access will essentially share its junction (on Jubilee Road) with an adjacent private road named Wick Hill Lane, although the individual accesses will be separated by an area of verge. The access roads, continuing to the site and Wick Hill Lane, will each follow separate diverging paths.
- 1.10 The proposed site access will comprise a porous asphalt construction with standard precast concrete kerbing forming its edges. The kerbing will have an upstand of 125mm. The access will be edged along its front with a bullnose kerb which will be laid with an upstand of 25mm. The access will continue across an existing piped culvert which itself will be lengthened with new bagwork headwalls added. Set back from the north-eastern edge of Jubilee Road, and opening inwards into the Client's site, a double gate will be installed. Access to the site will be monitored via CCTV and an intercom system. Landscaping in the form of grass will be planted either side of the new access. A sign assembly comprising a warning sign to indicate 'bend ahead' and a supplementary plate will be installed on the Jubilee Road approaches to the access.
- 1.11 This Audit has been requested in respect of the proposed highway works as described earlier. The Audit Team has not been asked to review any other part of the proposed development, including that which constitutes on-site work or similar developments elsewhere.
- 1.12 A site visit was undertaken by both members of the Audit Team together on 03 March 2026 between 13.00 and 14.00 hours. The weather conditions were fine and dry and carriageway surfaces were dry as a result. Traffic flows on Jubilee Road were light and whilst not measured by either member of the Audit Team, vehicle speeds appeared to be less than the posted speed limit possibly as a result of the horizontal alignment. A single vehicle was observed exiting Wick Hill Lane to enter Jubilee Road and no vehicles were observed entering or exiting the existing informal access. Other than a resident undertaking gardening works at a nearby property, no other vulnerable road users were observed within the area of interest during the site visit.
- 1.13 The Audit Team is not aware, nor has it been notified, of any requirements for a Departure from Standard, pending or otherwise, or Relaxation of Standards applied in connection with the proposed highway works.
- 1.14 All road safety related problems and recommendations detailed in Section 3.0 are referenced to the layout drawing at Figure 1.

2.0 Items Raised at Previous Stage 1 Road Safety Audit

- 2.1 Prior to this Stage 2 Road Safety Audit being undertaken, the preliminary design for the proposed off-site highway works was subjected to a Stage 1 Road Safety Audit. This Audit did not identify any significant safety concerns that were sufficient to warrant further investigation or mitigation.



3.0 Items Resulting from Stage 2 Road Safety Audit

3.1 Problem 1

Location: Jubilee Road, opposite proposed site access.

Summary: Risk of vehicle / vehicle side-swipe collisions leading to possible personal injury.

The existing centre line on Jubilee Road, where it passes both Wick Hill Lane and the proposed site access, is slightly worn. Centre lines help clarify the alignment of the carriageway ahead and they provide drivers with an advanced warning of an approaching hazard, i.e. bends. They also assist in encouraging better lane positioning, especially where turning movements are likely to occur. This enables a driver to position their vehicle appropriately prior to commencing a manoeuvre. Should the existing road marking become less visible there is a concern that, in this case, a right turning vehicle may encroach into the opposing carriageway which may lead to a risk of vehicle / vehicle side-swipe collisions with possible personal injury occurring.



View of existing partially worn centre line markings along Jubilee Road.

Recommendation

It is recommended that the centre lines markings, at least where they pass the proposed site access and Wick Hill Lane should be remarked.

3.2 Problem 2

Location: Jubilee Road, west of proposed site.

Summary: Risk of obscured signage leading to possible loss of control and personal injury.

It is unclear where proposed Sign Ref. B will be positioned, noting that the existing footway at the location indicated on the drawings has a minimal width and the sloping verge beyond also contains other vegetation including boundary planting. There is a concern that in order to preserve the existing footway width and to achieve a minimum horizontal clearance between the kerb face and its leading edge, the sign assembly will need to be positioned well back from the carriageway. The sign plate may be obstructed by vegetation and this may result in vehicles failing to slow sufficiently leading to loss of control and secondary collisions with possible personal occurring.



*Approx. position of Sign Ref. B
(potentially within existing vegetation).*

Recommendation

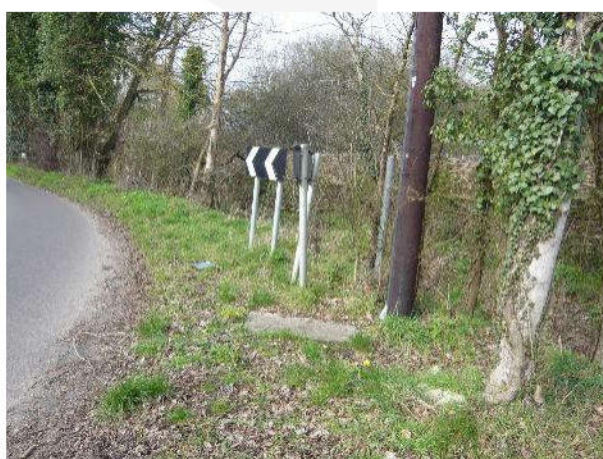
It is recommended that proposed Sign Ref. B should be positioned such that the horizontal clearance is not less than the recommended minimum, the existing footway width is preserved and the sign plate is not obscured by existing vegetation.

3.3 Problem 3

Location: Bend on Jubilee Road.

Summary: Risk of vehicle loss of control incidents leading to personal injury.

During the site visit it was noted that the existing chevron signs, indicating a sharp change in the horizontal alignment, were damaged and were less conspicuous as a result. This may lead to excessive vehicle speeds through this bend and a risk of loss of control incidents with personal injury occurring



Damaged chevron signs on bend.

Recommendation

It is recommended that the signs and posts should be replaced. Given the sharpness of the bend, it is further recommended that the signs should be mounted on yellow backing boards.

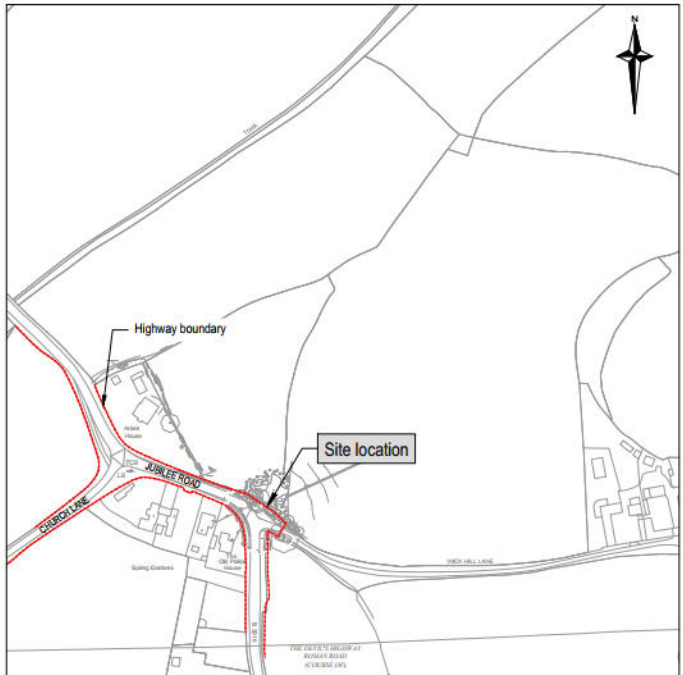
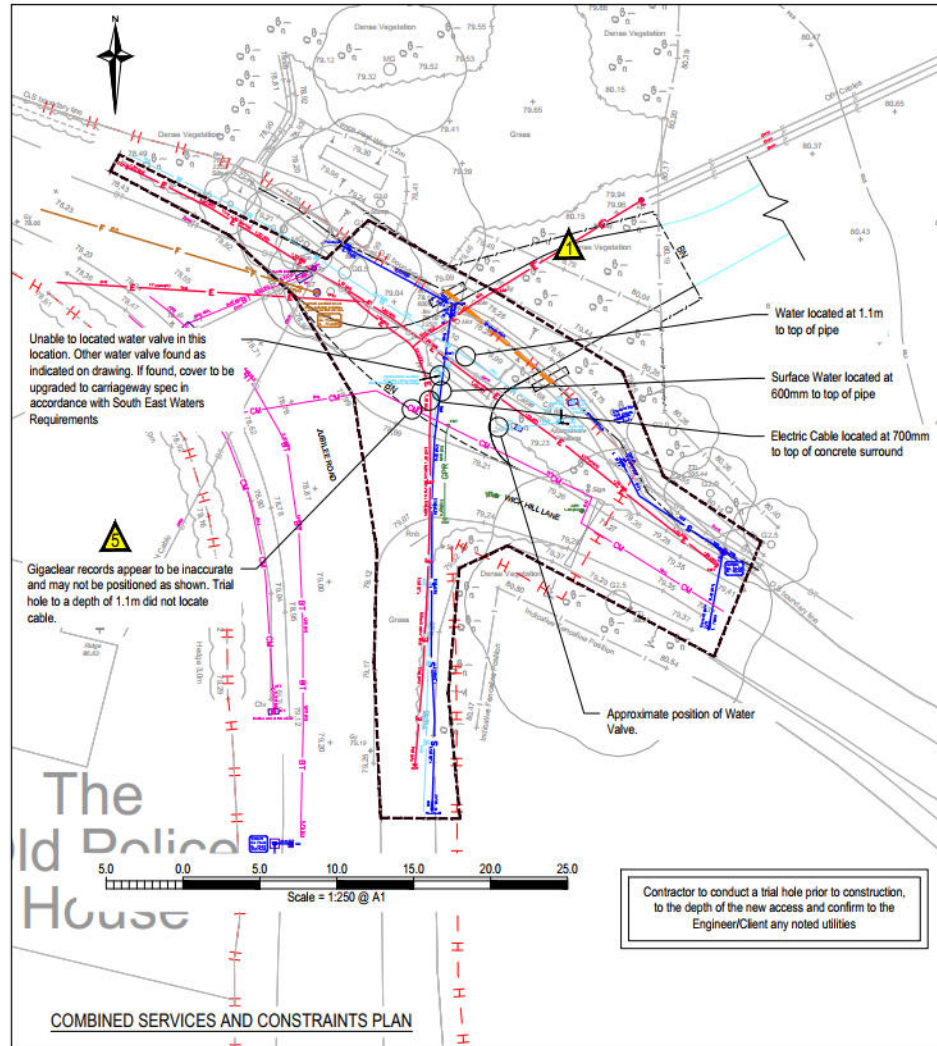
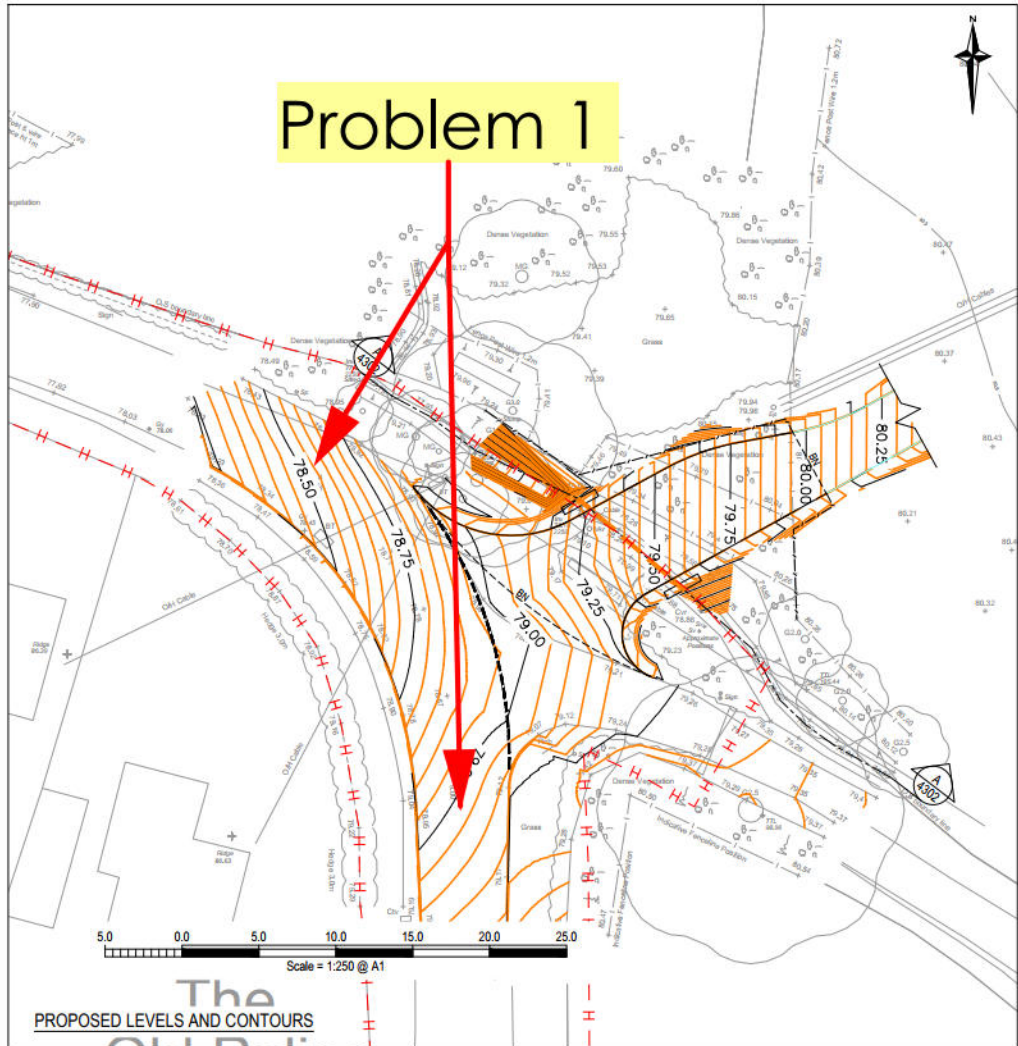


DIAGRAM NUMBER	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1009	700	300	100
1024	"SLOW" marking (height 1600mm)		

ROAD MARKING SCHEDULE, SEE GENERAL ARRANGEMENT BELOW



NOTES

This survey has been undertaken using an M2 detection strategy as defined within the PAS128 standards.

Utilities have been identified by:

- Reference to statutory records.
- Visual surface site inspection.
- Lifting of inspection covers/manholes and a visual inspection from the surface.
- Tracing of utility routes by EML (Electromagnetic Location) and by GPR (Ground Penetrating Radar) using on-site interpretation.

The quality levels for the utility positions are shown in brackets as per below:

- (B4) Utility segment that is suspected to exist but has not been detected. These are assumed routes taken from existing records and/or surface features.
- (B1) Utility detected with either EML or GPR to a horizontal accuracy of $\pm 0.5m$ with unreliable or unknown depths.
- (B2) Utility detected with either EML or GPR to a horizontal accuracy of $\pm 0.25m$ with depth to $\pm 10\%$ of detected value.
- (B1) Utility detected with both EML and GPR to a horizontal accuracy of $\pm 0.15m$ with depth to $\pm 15\%$ of detected value.
- (A) Utility that has been directly measured with a horizontal accuracy of $\pm 0.05m$ with depth to $\pm 0.025m$. These are typically the exposed utilities and at accessible covers.

For safety reasons, drainage pipe sizes have been determined from the surface and should be treated as approximate only. Where shown, dimensions are indicated in millimetres. Depth to top of utilities are shown in metres.

A single line may represent multiple services in the same location. Where shown, surface scars may indicate the location of a service that could not be detected.

This drawing is provided for guidance only and it is highly recommended that trial holes or trenches are excavated to confirm the position and depth of any underground services and anomalies.

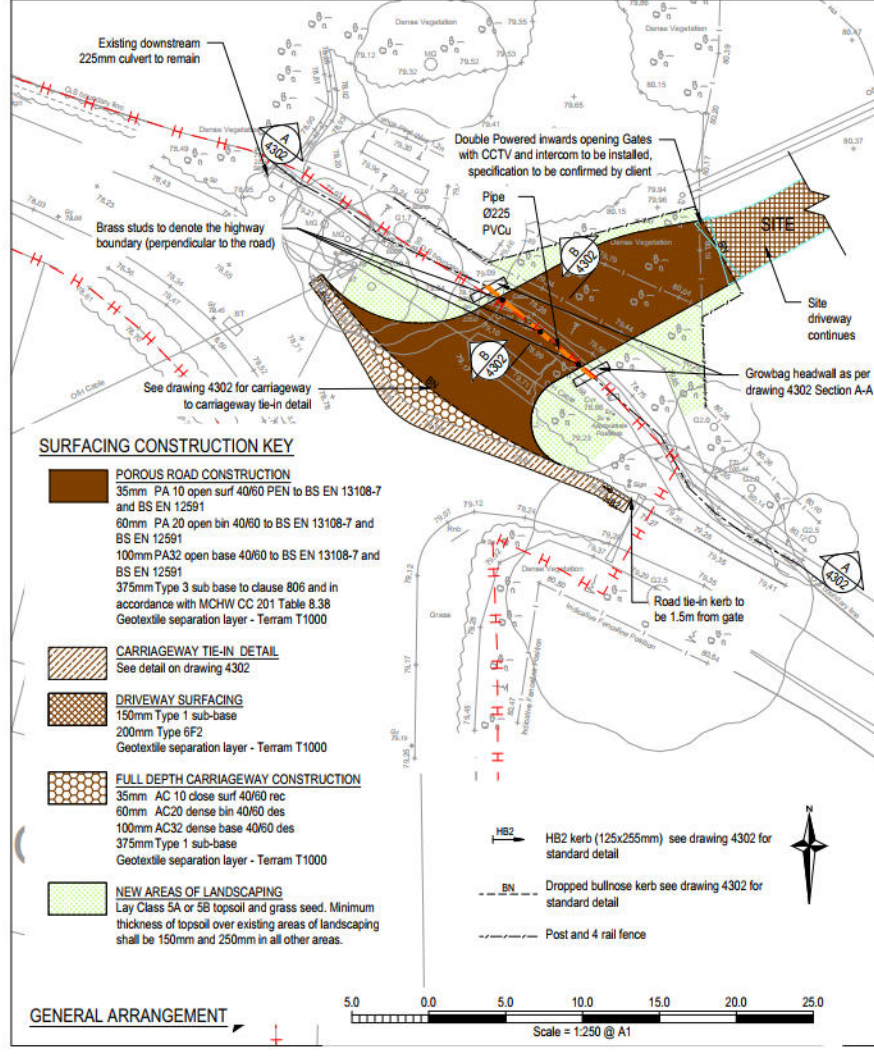
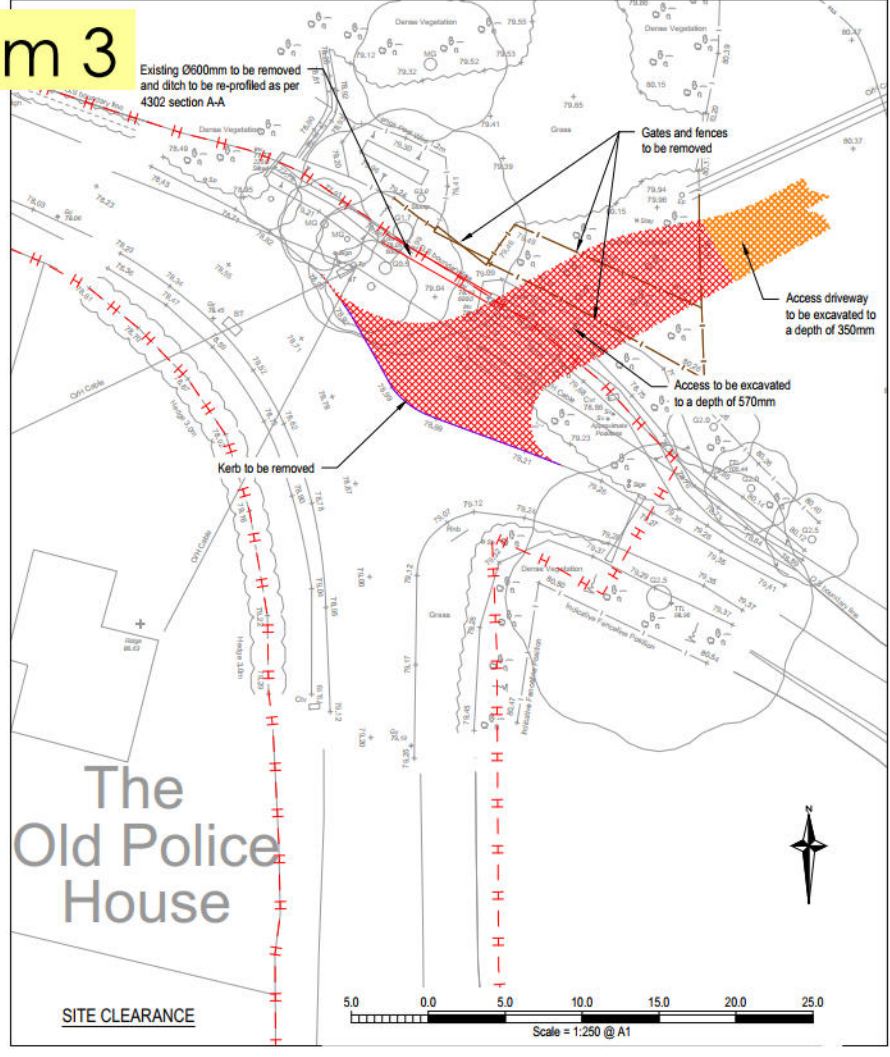
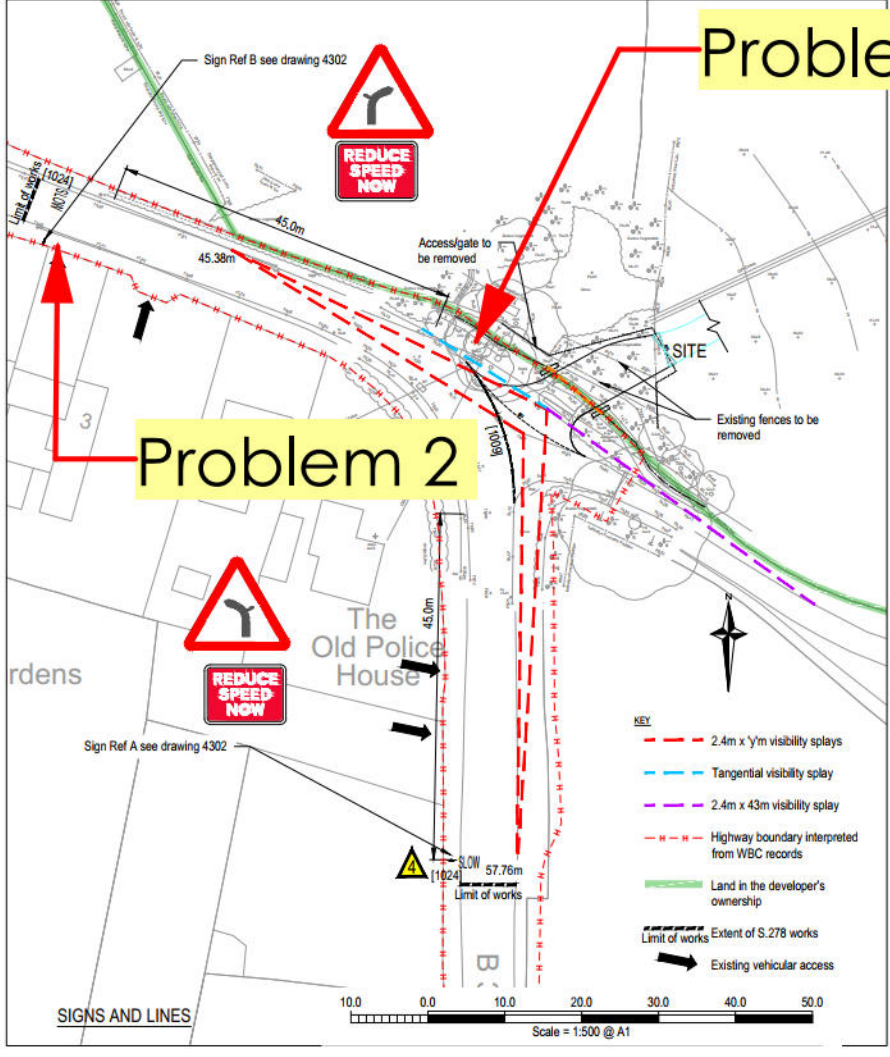
Base topographical survey is shown as a grey background. Reference drawing "X_Survey" by others.

KEY

- E Electric (Voltage unknown), with node
- E Electric (Stat records), with node
- SL Street Lighting, with node
- W Water Distribution, with node
- CC Communications (CCTV), with node
- BT Telecommunications (BT), with node
- CM Telecommunications (Other), with node
- TC Traffic Control Sensor Unit, with node
- G Gas, with node
- S Surface Water Drainage, with flow and node
- F Foul Water Drainage, with flow and node
- CS Combined Sewer, with flow and node
- DU Drainage Unknown, with flow and node
- OF Off-road, with node
- EML Utility Unknown (EML)
- GPR Utility Unknown (GPR)

(B2) (B4) (B2) Change in Mapping Category

--- Limit of utility trace



NOTES

1. See drawing 8250668/4301 for general notes.

Figure 1

A5	Section label B-B added.	20/02/2026	AH	AM
A4	Brass studs to denote highway boundary added.	30/01/2026	TH	AM
A3	Annotation added based on trial hole findings.	12/01/2026	TH	AM
A2	Services and constraints drawing updated with utility survey findings.	05/01/2026	TH	AM
A1	Issued for APPROVAL.	28/11/2025	TH	AM
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

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Client: Tony and Rosaline Nasser

Project: Warren Crest Farm, Wick Hill Lane Wokingham RG40 3PY

Title: S.278 Highway Works Engineering Layout

Engineer: A. Moeller Date: October 2025

Director: M. Ford Scale: As shown @ A3

Status: APPROVAL

Drawing No. 8250668/4300 Rev. A4

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119 (Revision 2.0.1).

Road Safety Audit Team Leader

Graeme Turner BEng (Hons), MCIHT, MSoRSA
Associate, Glanville Consultants



Date: 12 March 2026

Road Safety Audit Team Member

Simon Hawley BEng (Hons), CEng, MICE, MCIHT, MSoRSA,
Director of Highways & Infrastructure, Ramboll Limited
EC Directive 2008/96/EC Certificate of Competency



Date: 12 March 2026



