

Document Reference: EM-SD-PD-0802-03

Procedure / Process: Designers Project Sponsors Response Form

Designer's / Project Sponsor's Response to Road Safety Audit

Scheme Name: A404 Bisham Roundabout Improvement

Road Safety Audit Report for Stage 1

RSA Report Date: 5th July 2012

Project Manager: [REDACTED]		EnterpriseMouchel Project Number:		Project Sponsor: [REDACTED]	
Problem No.	Location	Problem	Auditor's Recommendation	Designer's Response Date: 11/2012	Project Sponsor's Response Date: 20/12/2012
2.1.1	A308 approach to the signal controlled junction	The forward visibility on the A308 approach to the signal controlled junction is limited by the horizontal alignment, coupled with foliage in the nearside verge. The audit team are concerned that this limited forward visibility may result in late braking causing shunt type collisions to occur, especially during peak periods when queuing traffic may extend back from the stop line, further reducing the available distance over which drivers can break and stop.	It is recommended that forward visibility of the signal heads and back of queue is improved by removing adjacent foliage. Consideration should be given to improved warning signing and the provision of HFS on this approach.	The recommendations are accepted. Additionally consideration may be given to lowering the speed limit to 30mph in advance of the junction.	Recommendation and response accepted.
2.1.2	Second of the two stage vehicular crossing from Under-the-Wood onto the A308 approach to the junction.	The visibility to the left on joining the A308 approach to the signal controlled junction is restricted by the horizontal alignment of the road and foliage to the nearside of the A308. The auditors are concerned that a failure to give-way type collision problem could develop at this location.	It is recommended that visibility to the left is improved by cutting back the foliage in the nearside verge. Preferably, consideration should be given to providing a safer controlled means of access to drivers from 'Under-the-Wood', incorporating this junction within the signal control of the proposed new junction.	The recommendations are accepted. Additionally consideration to be given to signalling the junction of the 'Under-the-Wood' access on to the A308 northbound approach to the signals.	Recommendation and response accepted.
2.1.3	Junction between Under-the-Wood and the A308.	No provision has been made for vehicular movements between the A308 northbound and Under-the-Wood. This lack of provision will increase the potential for drivers to make inappropriate vehicular manoeuvres such as U-turns within the signal controlled junction, where they are at greater risk of conflicting with oncoming traffic or rear end shunts from vehicles behind.	It is recommended that full access is retained to Under-the-Wood to prevent inappropriate vehicular manoeuvres.	The latest layout (Drg No 3/521075/DR/100/003 rev A) incorporates this recommendation.	Recommendation and response accepted.
2.1.4	Proposed right turns from the A308 northbound, and Marlow Road southbound approaches.	It is unclear from the drawings provided, whether the swept path of two large vehicles turning right at these locations can do so within the road space available. The auditors are concerned that larger vehicles such as HGV's may encroach into the adjacent lane when turning right, increasing the risk of	It is recommended that swept paths are checked and the geometry of the junction amended if need be to accommodate larger vehicles turning right.	The latest layout (Drg No 3/521075/DR/100/003 rev A) has been amended to reduce conflict in this location.	Recommendation and response accepted.

Revision: 0.2

Approved by: [REDACTED]

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		conflict with vehicles in adjacent lanes.			
2.1.5	At the give-way junction of the proposed dedicated left turn lane from the A404 northbound onto Marlow Road.	The proposed left turn lane joins Marlow Road at a low angle of entry. Drivers joining Marlow Road will have to look back over their shoulders to see traffic approaching from the right. This manoeuvre will be difficult for some users, and could lead to failure to give-way type problems. Similarly, the merge type junction may lead to some drivers approaching the junction at inappropriate speeds, resulting in loss of control or again failure to give-way type collisions.	It is recommended that either the left turn lane is incorporated within the signal controlled junction, or that the alignment on joining Marlow Road is altered to facilitate a slower approach and make it easier for drivers to look to the right.	The recommendations are noted and will be considered at the detailed design stage.	Recommendation and response accepted.
2.1.6	A308 northbound approach to the junction	As highlighted previously forward visibility on this approach is restricted due to the horizontal geometry and adjacent foliage growing in the nearside verge. The auditors are concerned that drivers on this approach will have limited visibility of the 4 lane layout ahead, with out sufficient time to make decisions on which lane they should be in. This could result in hesitation or late lane changes, and resultant collision problems developing.	It is recommended forward visibility of the layout is maximised by removing foliage in the adjacent verge. Clear, concise lane destination signing should be provided in advance of the junction, where forward visibility is good, to better inform drivers of where they should position themselves on the approach.	The recommendations are accepted and will be considered at the detailed design stage.	Recommendation and response accepted.
2.2.1	Proposed pedestrian crossing facilities (extent of scheme).	The proposed pedestrian crossing facilities are not shown to tie in to existing pedestrian footway provision, which could result in pedestrians walking across verges where they are at risk of slipping.	Ensure the pedestrian crossing facilities tie into the existing footway provision.	The latest layout (Drg No 3/521075/DR/100/003 rev A) incorporates this recommendation, but should be further reviewed as part of detailed design.	Recommendation and response accepted.