



Wokingham Borough Council

CALIFORNIA CROSSROADS

Stage 4 Road Safety Audit





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1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. WSP have been commissioned by Wokingham Borough Council to undertake a Stage 4 Road Safety Audit of the highway layout at the B3016 / B3430 California Crossroads junction in Finchampstead near Wokingham.
- 1.1.2. This report has been produced as part of a routine Road Traffic Collision Monitoring / Road Safety Audit process, and the terms of reference for this report are described in the Design Manual for Roads and Bridges (DMRB) document GG 119 "Road Safety Audit".
- 1.1.3. The independent Road Safety Audit Team membership was the following:
- Neil Nicholson MSoRSA MCIHT
WSP (Principal Transport Planner)
Road Safety Audit Team Leader
 - Lee Sydenham
WSP (Technical Director)
Road Safety Audit Team Member
- 1.1.4. Both members of the Road Safety Audit Team have the relevant training, skills and experience recommended for Road Safety Audit Team Leader and Road Safety Audit Team Member in accordance with the guidance stated in GG 119. Both members of the Road Safety Audit Team hold a Certificate of Competency in RSA in accordance with the requirements of the European Directive on Road Infrastructure Safety Management [2008/96/EC [Ref 2.N]], acquired in accordance with GG 119.
- 1.1.5. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Road Safety Audits, Highway Design, Collision Investigation and Road Safety Engineering. No member of the Road Safety Audit Team has had any previous input into the design of the scheme.
- 1.1.6. The Road Safety Audit Team undertook a site visit together on Thursday 4th June 2026 during the hours of daylight (between 10:15am and 11:45am) when the weather was cloudy and the road surface was dry during the first hour of the site visit, and it was raining towards the end of the site visit (so the road surface was wet).
- 1.1.7. During the site visit, the traffic volumes on all approaches to the junction were relatively high, although only minor traffic queues (2 or 3 vehicles) occurred periodically. There were significant pedestrian movements around the junction, with pedestrians mostly crossing the carriageway using the designated pedestrian crossing facilities. No cyclists were observed travelling through the junction during the site visit.
- 1.1.8. This Stage 4 Road Safety Audit has been undertaken in accordance with the Road Safety Audit Brief issued to the Road Safety Audit Team by Adam Matthews of Wokingham Borough Council on 14th April 2026, which has been approved by Malcolm Pinto of Wokingham Borough Council.
- 1.1.9. The Road Safety Audit Brief indicates that the construction of this highway scheme was completed in September 2024.
- 1.1.10. The purpose of this Stage 4 Road Safety Audit is as follows:
- Undertake a study of at least 12 months of Personal Injury Collision (PIC) data throughout the extents of the scheme works after opening;

- Identify any common PIC problems, locations or characteristics, and whether there has been an increase in the PIC frequency or severity since the highway works were introduced;
- Identify any locations where higher than expected numbers of road traffic collisions that have occurred since the scheme became operational (when compared to control data)
- Identify road safety matters related to vulnerable road users; and
- Suggest any possible measures that would contribute to a reduction in PICs (or reduction in severities of future PICs) throughout the extents of the scheme, where any issues related to the highway works have been identified.

1.1.11. In addition, the Stage 4 Road Safety Audit Team have been requested by Wokingham Borough Council to undertake a review of comments that have been received from the Guide Dogs for the Blind Association in relation to the highway layout at the California Crossroads junction (see Chapter 5 of this report).

1.2. SCHEME DESCRIPTION

1.2.1. The highway scheme reviewed by this Stage 4 Road Safety Audit included the following highway works:

- Removal of the previous junction layout (i.e. a double mini-roundabout layout) at the California Crossroads junction.
- Provision of 'leaf pattern' surfacing on the carriageway at the California Crossroads junction.
- Provision of 'courtesy crossing' facilities throughout the extents of the scheme (also provided with leaf pattern surfacing) with some of these crossings provided as raised table facilities.
- Resurfacing of the footways throughout the extents of the scheme.
- Revised layout of the parking area adjacent to the shops on the south-western side of the California Crossroads junction.
- Kerbing amendments at the Avery Corner car park access junction on Finchampstead Road.
- Provision of bollards on the north-eastern side of the access road to Avery Corner car park in order to discourage parking or deliveries.
- Amended traffic signs and road markings.
- Replacement of several street lighting columns.

1.2.2. During the site visit on Thursday 4th June 2026, it was observed that some of the originally proposed highway works had not been installed, as follows:

- A map-type advance direction traffic sign has not been installed on the Nine Mile Ride eastbound approach to the junction (see comment in Chapter 3 of this report).
- The originally proposed white-coloured leaf pattern surfacing had not been installed on the raised table pedestrian crossing facilities on all four approaches to the junction (which are located approximately 50m to 70m from the junction entries).

1.3. PREVIOUS ROAD SAFETY AUDITS

1.3.1. A Stage 1 Road Safety Audit was completed by WSP in October 2018 (document reference 70040088/RSA1/1/1). A Road Safety Audit Response Report to this previous Road Safety Audit was produced by the design team in March 2019.

- 1.3.2. An addendum to the Stage 1 Road Safety Audit was also completed by WSP in July / August 2020 (document reference 70068199/RSA1/1/1). A Road Safety Audit Response Report to the Stage 1 Road Safety Audit (Addendum) was produced by the design team in January 2021.
- 1.3.3. A Stage 2 Road Safety Audit was completed by WSP in August 2022 (document reference 70068199/RSA2/1/1). A Road Safety Audit Response Report to the Stage 2 Road Safety Audit was produced by the design team in November 2023.
- 1.3.4. A Stage 3 Road Safety Audit was completed by WSP in October 2024 (document reference UK-70104511/RSA3/1/0). A Stage 3 Road Safety Audit Response Report was produced by the design team in January 2025.
- 1.3.5. An Interim Stage 4 Road Safety Audit was completed by WSP in September 2025 (document reference UK-70104511/RSA4/1/0). This Road Safety Audit involved a review of PIC data for the 6-month period following the completion of the highway works.

2. PERSONAL INJURY COLLISION ANALYSIS

2.1. GENERAL

- 2.1.1. It is understood from the Overseeing Organisation that the construction of this highway scheme was completed in September 2024. Therefore, Personal Injury Collision (PIC) data has been provided to the Stage 4 Road Safety Audit Team by Wokingham Borough Council for the 12-month period after opening (1st October 2024 to 30th September 2025).
- 2.1.2. During the 12-month 'post-construction' period, 1 PIC took place within the extents of the scheme. The location of this PIC is shown on Figure 1 below.
- 2.1.3. 'Damage only' collisions have not been included in the following detailed assessment as typically they include limited details and they are not consistently reported to the Police, and therefore could be misleading or possibly biased.

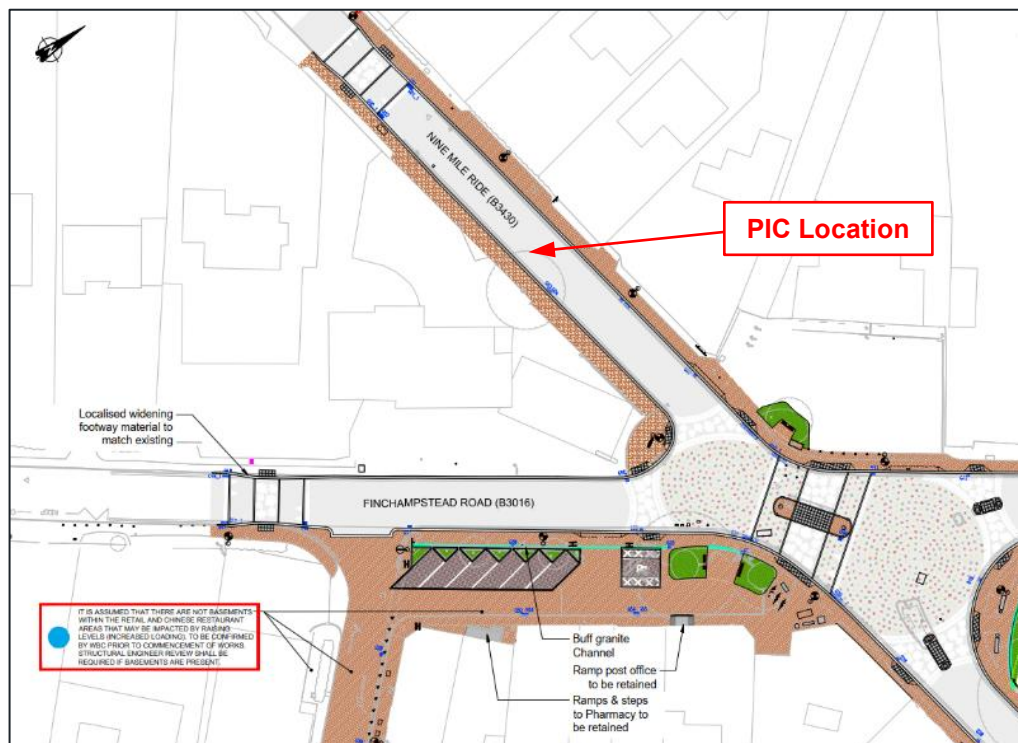


Figure 1 – Collision Location Plan

2.2. COLLISION DETAILS

- 2.2.1. The PIC recorded during the 12-month 'post-construction' period was slight in severity and involved a car travelling westbound on Nine Mile Ride colliding with a pedestrian who was crossing the carriageway. This collision took place approximately 30m to the west of the California Crossroads junction, as shown on Figure 1 above.
- 2.2.2. It should be noted that the contributory factor information for this collision indicates the following (in relation to the driver of the motor vehicle):
- Driver was affected by alcohol;
 - Driver was being aggressive, dangerous or reckless; and
 - Ineffective observation by the driver.

2.2.3. Therefore, it could be concluded that this PIC occurred as a result of driver negligence / error, and the highway layout was very unlikely to have been a contributory factor.

2.2.4. In addition, the PIC data indicates that this collision took place during daylight conditions, when the weather was 'fine' and the road surface was dry, so these road environment factors are very unlikely to have been a contributing factor.

2.3. COMPARISON OF COLLISIONS BEFORE AND AFTER CONSTRUCTION

2.3.1. The Stage 3 Road Safety Audit report for this scheme stated that no PICs took place within the California Crossroads scheme extents during the 36-month period (between 1st April 2021 and 31st March 2024) before the highway works were constructed.

2.3.2. One PIC has occurred within the scheme extents during the 12-month 'post-construction' period. This could suggest that the PIC frequency has increased slightly since the scheme was implemented.

2.3.3. However, this is very unlikely to be statistically significant, as only one PIC was recorded during the 12-month 'post-construction' period and this PIC appears to have been caused by driver negligence / error, as stated in Section 2.2 above.

2.4. COLLISION SEVERITY

2.4.1. No PICs that were fatal or serious in severity have been recorded within the scheme extents during the 12-month 'post-construction' period, or during the 36-month period before the highway works were constructed. Therefore, this could indicate that the collision severity ratio has not increased since the highway scheme was implemented.

2.5. SUMMARY

2.5.1. Only one PIC has taken place within the scheme extents during the 12-month 'post-construction' period. This collision involved a vehicle travelling westbound away from the California Crossroads junction, which collided with a pedestrian crossing the Nine Mile Ride carriageway approximately 30m to the west of the junction.

2.5.2. This PIC appears to have been caused as a result of driver negligence / error – i.e. the driver was impaired by alcohol and was being aggressive, dangerous or reckless, according to the contributory factor information for this collision. Therefore, it is considered by the Stage 4 Road Safety Audit Team that the highway layout in this location is very unlikely to have contributed to this collision taking place.

2.5.3. As no PICs were recorded during the 36-month period before the highway works were constructed, and only one PIC took place during the 12-month 'post-construction' period (which is unlikely to have been influenced by the highway layout), it could be concluded that the Personal Injury Collision frequency within the scheme extents has remained unchanged before and after this highway scheme was constructed.

2.5.4. As no fatal or serious PICs have taken place before or after the scheme works were constructed, it could be concluded that the collision severity ratio has not changed since the highway scheme was implemented.

3. REVIEW OF ITEMS RAISED AT THE STAGE 3 ROAD SAFETY AUDIT

3.1. GENERAL

- 3.1.1. The Stage 4 Road Safety Audit Team have reviewed the road safety problems that were raised at the previous Stage 3 Road Safety Audit undertaken for this scheme, as described in Section 1.3 of this report (including any problems from the Stage 2 Road Safety Audit that were reiterated in the Stage 3 Road Safety Audit report).
- 3.1.2. The following section of the report includes any problems that were considered to be unresolved at the time of the site visit for this Stage 4 Road Safety Audit on Thursday 4th June 2026.
- 3.1.3. It should be noted that some of the problems / recommendations raised at the previous Stage 3 Road Safety Audit have been rejected by both the Design Team and the Overseeing Organisation, and therefore these problems have not been raised again in this section of the report. The Stage 4 Road Safety Audit Team may believe that these previously raised problems are still relevant, but it has been assumed that the Overseeing Organisation 'Project Sponsor' has made an informed decision to reject these problems / recommendations, with appropriately competent people having given each problem their detailed consideration.

3.2. PROBLEMS ORIGINALLY RAISED AT THE STAGE 2 ROAD SAFETY AUDIT

3.2.1. PROBLEM 4

Location: Pedestrian crossing facility across Nine Mile Ride, adjacent to the Pace petrol station – see Appendix B for location.

Summary: Existing petrol station sign will restrict the visibility from the adjacent crossing point.

On the corner of the junction adjacent to the petrol station, all of the existing traffic signs shown on the photograph below will be removed from this location, although the Pace petrol station sign will be retained. The existing street lighting column will be replaced with a new lighting column that will be installed on the right-hand side of the petrol station sign.

A new pedestrian crossing point will be provided on this corner of the junction. The visibility from the crossing point of vehicles approaching from the south-west on Finchampstead Road will be restricted to approximately 10-12m by the petrol station sign and the new street lighting column.

This could increase the possibility of a pedestrian crossing Nine Mile Ride in this location when a vehicle is turning left from Finchampstead Road onto Nine Mile Ride, leading to a collision.

RECOMMENDATION 4

It is recommended that the designer consults with the petrol station owner to determine whether the petrol station sign can be relocated to a position where it will not restrict the visibility from the proposed crossing points in this location.

If this is not feasible, it is recommended that the pedestrian crossing facility on Nine Mile Ride is not provided in this location, or moved to an appropriate location where adequate visibility of vehicles approaching in all directions can be provided from the crossing points.

DESIGN TEAM RESPONSE TO STAGE 2 ROAD SAFETY AUDIT

Part Accepted – It is advised that WBC consult the Petrol Station owner, however if the sign cannot be relocated, the crossing should be retained, the visibility splay with the sign retained is 10m, in accordance with Manual for Streets this provides a design speed of 10mph. Removing the crossing would jeopardise the philosophy of the scheme.

OVERSEEING ORGANISATION RESPONSE TO STAGE 2 ROAD SAFETY AUDIT

Agree with Designers response.

STAGE 3 ROAD SAFETY AUDIT TEAM COMMENTS

As shown on the following photograph, it was observed that the petrol station fuel price totem restricts the visibility from the new pedestrian crossing point on the south side of the western Nine Mile Ride junction approach (i.e. obstructing the visibility of vehicles that are about to turn left from Finchampstead Road onto Nine Mile Ride).

Therefore, it is still recommended that the local highway authority consults with the petrol station owner to determine whether the petrol station sign can be relocated to a position where it will not restrict the visibility from the adjacent pedestrian crossing point (if this has not been done already).

It is noted that the Design Team / Overseeing Organisation have stated that the pedestrian crossing facility will remain in place, even if the petrol station sign cannot be moved.

DESIGN ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

It is thought the totem on site now is not the one present when the visibility splay was measured. Please can WBC confirm a conversation was had with the petrol station owner and confirm its location, so we can assess if the splays are different to our original assessment. WSP to advise once the location is confirmed.

OVERSEEING ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Agreed totem has changed since design was completed. WBC to arrange for contractor to confirm its location and highlight any changes from the original design. WSP can then complete a review of visibility splays and provide feedback.

AGREED ACTION

WBC to survey location of totem and WSP to review visibility splay.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

As shown on the following photograph, the 'fuel price totem' at the Gulf petrol station is still restricting the visibility between the adjacent pedestrian crossing point (circled in red on the photograph) and vehicles approaching from the south-west on Finchampstead Road.

It is unclear from the comments by the Design Team and the Overseeing Organisation whether they have consulted with the petrol station's owner to see whether the 'totem' can be moved to an alternative appropriate location where it will not obstruct the visibility to / from any pedestrian crossing points.

Therefore, this problem and the recommendation made by the Stage 3 Road Safety Audit Team is considered to be unresolved.



3.2.2. PROBLEM 5

Location: Pedestrian crossing facility across Finchampstead Road, adjacent to the petrol station – see Appendix B for location.

Summary: Petrol tanker deliveries at the adjacent petrol station will restrict the visibility from the new pedestrian crossing facility.

It was observed during the site visit that a petrol tanker was making a delivery at the Pace petrol station on the north-western side of the Finchampstead Road carriageway. A stationary petrol tanker in this location will significantly restrict the visibility of vehicles approaching from the south-west on Finchampstead Road from the proposed pedestrian crossing point on the north-west side of Finchampstead Road (on the south-western corner of the California Crossroads junction).

This could increase the possibility of a pedestrian crossing Finchampstead Road in this location when a vehicle is approaching from the south-west, leading to a collision.

RECOMMENDATION 5

It is recommended that the designer consults with the petrol station owner to determine whether petrol tankers can stop at the garage in an alternative location where the tanker will not obstruct the visibility sightline from the proposed pedestrian crossing point.

If this is not feasible, it is recommended that the pedestrian crossing facility on Finchampstead Road is not provided in this location, or moved to an appropriate location where adequate visibility of vehicles approaching in all directions can be provided from the crossing points.

DESIGN TEAM RESPONSE

Part Accepted – It is advised WBC to consult the petrol station owner to see if petrol tankers can stop further back from the crossing. However, the crossing should not be removed as this would jeopardise the philosophy of the scheme.

OVERSEEING ORGANISATION RESPONSE

Agree with Designers response.

STAGE 3 ROAD SAFETY AUDIT TEAM COMMENTS

The Stage 3 Road Safety Audit Team did not observe any petrol tankers parked adjacent to the petrol station during the site visit. It is unclear whether the local highway authority consulted with the petrol station owner regarding whether the tankers could stop further away from the adjacent pedestrian crossing facility. Therefore, this problem could remain relevant.

DESIGN ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Recommendation Accepted. WBC to confirm that they have discussed this with the petrol station. WSP advise that the petrol station owner be provided with signage to be used for when the petrol tanker is parked, to facilitate temporarily closing the footway.

OVERSEEING ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

WBC to discuss this with the petrol station owner. As requested, signage to temporarily close the crossing when facilitating delivery will be provided to the petrol station.

AGREED ACTION

WBC to provide petrol station owner with the sign.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

The Stage 4 Road Safety Audit Team did not observe a fuel tanker parked adjacent to the petrol station during their site visit. The comments by the Design Team and Overseeing Organisation are noted. Therefore, the Stage 4 Road Safety Audit Team have no further comments if the proposed mitigation is implemented when a fuel tanker is parked in this location.

3.2.3. PROBLEM 7

Locations: *Various – see Appendix B for locations.*

Summary: *Proposed bollards could be inconspicuous to pedestrians and other road users, particularly during the hours of darkness.*

Various stainless steel ‘Wolverhampton’ and ‘Bespoke Design’ bollards will be provided at the following locations throughout the extents of the scheme:

- *‘Wolverhampton’ bollards to be provided on the east side of Finchampstead Road, adjacent to Xenuk Tandoori restaurant and Finchampstead Day Nursery & Pre-School;*
- *‘Bespoke Design’ bollards to be provided on the north-east side of the Avery Corner car park access road;*
- *‘Wolverhampton’ bollards to be provided on the north-west side of the centre of the California Crossroads junction, at the back of the footway adjacent to the Red Oak Stores car park.*

These stainless steel bollards could be inconspicuous to pedestrians, particularly visually impaired pedestrians, when walking along the footways. This could be a particular problem during the hours of darkness. This could lead to a pedestrian tripping over one of these bollards.

In addition, the 'Bespoke Design' bollards will be provided on the Avery Corner car park access road, directly adjacent to where vehicles will be travelling along the road. If they are not clearly visible to road users, this could lead to a vehicle colliding with the bollards.

RECOMMENDATION 7

It is recommended that all of the proposed stainless steel 'Wolverhampton' and 'Bespoke Design' bollards are provided with appropriate reflective bands to make them clearly visible to road users during the hours of darkness.

DESIGN TEAM RESPONSE

Part Accepted – Most bollards are set back from the carriageway, but a reflective strip will be added to those on the road leading to Avery Corner car park so these can be seen in hours of darkness.

OVERSEEING ORGANISATION RESPONSE

Agree with Designers response.

STAGE 3 ROAD SAFETY AUDIT TEAM COMMENTS

On the access road between Avery Corner car park and Finchampstead Road, it was observed during the site visit that the new bollards that have been installed on the north-east side of the road have not been provided with reflective bands or strips. In addition, the new bollard located adjacent to the car park entry was observed to have been struck by a vehicle since it has been installed. Therefore, this problem remains relevant.

DESIGN ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Recommendation Accepted. The construction issue drawings did a show reflective band on the bollards. Bollards are to be updated to include the reflective banding as per drawing number 8199-SD-001 C02.

OVERSEEING ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Reflective bands have now been ordered and implemented on all bollards within the scheme extents.

AGREED ACTION

No further action required.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

During the site visit, the Stage 4 Road Safety Audit Team observed that the bollards installed adjacent to the parking bays at the Red Oak Stores parking area have not been provided with reflective banding, and that some of these bollards appear to have been struck by vehicles using the adjacent parking bays (as circled in red on the following photograph).

Therefore, it is recommended that appropriate reflective bands are installed on the bollards in this location.



3.2.4. PROBLEM 15

Location: Nine Mile Ride eastbound approach to the junction – see Appendix B for location.

Summary: Proposed map-type advance direction sign could present an obstruction on the footway.

A new map-type advance traffic sign will be provided on the footway on the Nine Mile Ride eastbound approach to the junction. The sign posts could present an obstruction on the footway, which could lead to a pedestrian / wheelchair user travelling too close to the carriageway to pass around the posts and be struck by a passing vehicle.

RECOMMENDATION 15

It is recommended that the sign posts are installed so that pedestrians and wheelchair users can pass around them without travelling too close to the carriageway.

DESIGN TEAM RESPONSE

Accepted. To reduce risk of obstruction, the sign will be amended to cantilever post with a single post at the back of the footway.

OVERSEEING ORGANISATION RESPONSE

Agree with Designers response.

STAGE 3 ROAD SAFETY AUDIT TEAM COMMENTS

The new map-type advance direction traffic sign on the Nine Mile Ride eastbound approach had not been installed at the time of the site visit. Therefore, the positioning of this sign (and its sign posts) has not been inspected by the Stage 3 Road Safety Audit Team.

DESIGN ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Recommendation Accepted. Please can WBC confirm the date for installation of the map-type advance direction traffic sign on the Nine Mile Ride eastbound approach and ensure this has been undertaken before the stage four audit.

OVERSEEING ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Signage is on order and will be implemented in the very near future. To be confirmed during Stage four audit

AGREED ACTION

WBC to ensure Map type direction sign to be installed on the Nine Mile Ride eastbound approach before the RSA 4.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

The map-type advance direction traffic sign on the Nine Mile Ride eastbound approach to the California Crossroads junction had not been installed at the time of the site visit on Thursday 4th June 2026. Therefore, this problem is unresolved.

3.2.5. PROBLEM 21

Location: Avery Corner car park access – see Appendix B for location.

Summary: Visually impaired pedestrians walking from the car park could be confused by the proposed road layout and walk into the path of vehicles travelling towards the car park access.

As shown on the following photograph, an existing uncontrolled pedestrian crossing facility with dropped kerbs and tactile paving is currently provided across the private access on the east side of the car park access.

The existing tactile paving directs visually impaired pedestrians from the car park footway onto the existing footway on the north-east side of the access road from Finchampstead Road (this footway is being removed as part of the scheme works). It is unclear whether the tactile paving on both sides of the private access is being removed from the Site Clearance drawing.

In the proposed layout, visually impaired pedestrians walking from the car park footway could mistakenly walk straight ahead onto the access road carriageway (as the northern end of this footway will be flush with the carriageway surface) and potentially into the path of a vehicle travelling towards the car park – see example below. This could lead to a visually impaired pedestrian being struck by a vehicle on the carriageway.

RECOMMENDATION 21

It is recommended that an appropriate feature is provided in this location, such as tactile paving, in order to direct visually impaired pedestrians from the car park footway towards the north-east side of the access road, so that they will walk behind the proposed bollards rather than into the path of an oncoming vehicle.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

As shown on the following photograph, red coloured tactile paving has been installed for this uncontrolled pedestrian crossing. Although the colour of the tactile paving is contrasting to the adjacent carriageway surfacing, the red colour could be misleading to visually impaired pedestrians. Section 2.2 in the Department for Transport's document "Guidance on the Use of Tactile Paving Surfaces" states the following in relation to this:

"The blister surface should be red at controlled crossings. The colour red should not be used for any other tactile paving surface, nor for the blister surface at uncontrolled crossings."

At uncontrolled crossings, the blister surface is usually buff, but any colour (other than red) can be used so long as it achieves effective colour or tone contrast with the surroundings."

Therefore, it is recommended that the tactile paving in this location is replaced, so that it has an alternative colour which is contrasting to the adjacent carriageway surfacing.



3.3. PROBLEMS RAISED AT THE STAGE 3 ROAD SAFETY AUDIT

3.3.1. PROBLEM 3

Locations: South-western and north-eastern corners of the California Crossroads junction – see Appendix B for locations.

Summary: Vehicles observed overrunning the footways when turning left onto Nine Mile Ride (West) and Nine Mile Ride (East).

It was observed during the site visit that occasionally vehicles were overrunning the footways on the south-western and north-eastern corners of the junction, when undertaking the left-turn movements onto Nine Mile Ride (West) and Nine Mile Ride (East). This could increase the possibility of a vehicle colliding with a pedestrian on the footway.

RECOMMENDATION 3

It is recommended that this problem is specifically monitored during the initial months after opening to ascertain how regularly vehicles overrun the footways in these locations. This could be undertaken by utilising the CCTV equipment at the junction. If it is concluded that vehicles are periodically overrunning these footways, it is recommended that appropriate mitigation measures are installed (such as the provision of reflective bollards on the footway, adjacent to the kerblines).

It is also recommended that a Stage 4 monitoring Road Safety Audit is completed for this scheme (when 12 months of personal injury collision data becomes available) in order to review how the new junction layout is operating in relation to this issue.

DESIGN ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Recommendation Accepted. WBC are considering commissioning WSP to film the operation of the crossings over a couple of days to assess their performance. WBC to confirm if this commission should be extended to assess the operation of this area.

OVERSEEING ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Accepted. WBC have approved commission to assess crossing performance. The findings will be discussed and reviewed within RSA 4.

AGREED ACTION

WSP to review video footage and feedback observations before RSA 4 is undertaken.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

During the site visit on Thursday 4th June 2026, the Stage 4 Road Safety Audit Team observed some vehicles overrunning the kerbing / footway on the south-western corner of the California Crossroads junction (adjacent to the Gulf petrol station), particularly when vehicles were turning left from Finchampstead Road (South) to Nine Mile Ride (West).

It was also observed that there were tyre scuff marks on the kerbing on the north-eastern corner of the junction, particularly on the nearside of the eastbound exit onto Nine Mile Ride (East). This could indicate that vehicles have been overrunning the kerbing / footway in this location.

Therefore, it is recommended that appropriate flexible marker posts (or similar type of bollards) are provided adjacent to the kerblines in these locations in order to discourage the kerb / footway overrun.

3.3.2. PROBLEM 6

Location: Parking area for the shops on the south side of the California Crossroads junction – see Appendix B for location.

Summary: Vehicles driving through the parking area the wrong way could come into conflict with other vehicles and pedestrians.

The layout for the parking area at the shops on the south side of California Crossroads has been changed, with the provision of 'No Entry', "In" and "Out" traffic signs to highlight to drivers that they should travel southbound through this area (whereas previously you could only travel northbound through the parking area).

During the site visit, several vehicles were observed to be entering this area from the Avery Corner car park access road, contravening the 'No Entry' traffic signs, and travelling the wrong way through the parking area and sometimes resulting in the road user driving into a parking space and then having to reverse into the shared space area when they leave. This could increase the possibility of a conflict with another vehicle travelling through this area in the correct direction, or it could increase the potential for a conflict with a pedestrian walking through this area when a vehicle is reversing out of a parking space (see also Problem 1).

RECOMMENDATION 6

It is recommended that the new 'No Entry', "In" and "Out" traffic signs at both ends of the parking area are supplemented with appropriate arrow road markings to further highlight the correct direction that road users should be travelling through this area.

DESIGN ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

Recommendation Accepted. Arrow Road markings to be supplemented at the 'No Entry', 'In' and 'Out' traffic signs to highlight the new one-way traffic layout.

OVERSEEING ORGANISATION RESPONSE TO STAGE 3 ROAD SAFETY AUDIT

These arrows have been installed

AGREED ACTION

No further action is required.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

It was observed during the site visit that ahead arrow road markings have been installed at the entrance into the car park and in the centre of the car park area. However, as shown on the photograph below, the arrow road marking in the centre of the car park is located some distance away from the 'No Entry' traffic signs at the exit from the car park.

This could increase the possibility of a driver mistakenly turning into the wrong end of the car park area, then seeing the arrow road marking in the centre of the car park, and then reverse out of the car park where they could come into conflict with other road users. Therefore, it is recommended that an additional ahead arrow road marking is provided adjacent to the 'No Entry' traffic signs at the exit from the car park.



4. REVIEW OF ITEMS RAISED AT THE PREVIOUS INTERIM STAGE 4 ROAD SAFETY AUDIT AND ITEMS IDENTIFY AT THIS STAGE 4 ROAD SAFETY AUDIT

4.1. GENERAL

- 4.1.1. The Stage 4 Road Safety Audit Team have reviewed the road safety problems that were raised at the previous Interim Stage 4 Road Safety Audit undertaken for this scheme in September 2025, as described in Section 1.3 of this report. The following section of the report includes any problems that were considered to be unresolved at the time of the site visit for this Stage 4 Road Safety Audit on Thursday 4th June 2026. This section of the report also includes any additional Stage 4 Road Safety Audit problems raised during this Stage 4 Road Safety Audit.

4.2. OUTSTANDING PROBLEMS

4.2.1. PROBLEM A

Locations: Various – see Appendix B for locations.

Summary: Detritus at the pedestrian crossing points is obscuring the visibility of the tactile paving.

It was observed during the site visit that detritus (such as leaves and acorns falling from the adjacent trees) had collected at the following pedestrian crossing points:

- The pedestrian crossing point on the north-west side of Finchampstead Road at the raised crossing facility adjacent to the junction with the Avery Corner Car Park access road.
- The pedestrian crossing points at the raised crossing facility on Nine Mile Ride to the east of the junction with the Avery Close.
- The pedestrian crossing point on the south-east side of Finchampstead Road at the raised crossing facility located approximately 40m to the north-east of California Crossroads (as shown on the photograph below).

This could reduce the conspicuity of the tactile paving at the pedestrian crossing points for visually impaired pedestrians, or impact on a partially sighted user's ability to detect the raised blisters, which could increase the possibility of one of these users not crossing directly between the pedestrian crossing points and possibly tripping over the adjacent full height kerbs or transition kerbs.



RECOMMENDATION

It is recommended that the whole area of the scheme is swept to remove the detritus as soon as possible. Because of the extensive vegetation in the vicinity of the scheme (including large deciduous trees), the highway authority should establish an appropriate programme of road / footway sweeping.

DESIGN ORGANISATION RESPONSE

Not provided.

OVERSEEING ORGANISATION RESPONSE

Not provided.

AGREED ACTION

Not provided.

STAGE 4 ROAD SAFETY AUDIT TEAM COMMENTS

It was observed during the site visit on Thursday 4th June 2026 that some detritus was present at these pedestrian crossing points. Therefore, this problem / recommendation remains relevant.

5. REVIEW OF THE COMMENTS FROM THE GUIDE DOGS FOR THE BLIND ASSOCIATION

5.1. GENERAL

- 5.1.1. Wokingham Borough Council have requested that the Stage 4 Road Safety Audit Team undertakes a review of a document produced by the Guide Dogs for The Blind Association (GDFTBA), which summarises their observations and recommendations made from a walk-through of the California Crossroads junction (in relation to visually impaired pedestrians walking through this junction layout).
- 5.1.2. Their walk-through commenced on the western side of Finchampstead Road to the north-east of the California Crossroads junction (at the California Ratepayers Hall) and consisted of the following route:
- Along the footway on the north-western side of Finchampstead Road, from the California Ratepayers Hall to the Red Oak Stores car park access on the north-eastern side of the California Crossroads junction.
 - From the footway adjacent to Red Oak Stores, across the uncontrolled pedestrian crossing facility in the centre of the California Crossroads junction, onto the footway on the southern side of the junction (adjacent to the Post Office).
 - Along the footway on the south-eastern side of Finchampstead Road, from the Post Office to the junction with the Avery Corner car park access road.
- 5.1.3. The Stage 4 Road Safety Audit Team have reviewed the key points made by the GDFTBA representative in their document, as summarised in the following section of the report. It should be noted that this is solely a review of the comments made by the GDFTBA in the context of this Stage 4 Road Safety Audit, and in accordance with DMRB document GG 119 this review in no way constitutes a design check. The designer and Overseeing Organisation are responsible for the design of the scheme and any decision on further potential scheme changes.

5.2. REVIEW OF GDFTBA COMMENTS

5.2.1. COMMENT 1

Locations: Uncontrolled pedestrian crossing facilities across Nine Mile Ride and Finchampstead Road on all four arms of the California Crossroads junction.

GDFTBA Comment:

Regarding the four pedestrian crossings with white leaf pattern surfacing on each arm of the junction, the GDFTBA representative states that these crossings *“are not safe or useful for an individual with sight loss. This is because they present the least visibility for a pedestrian, they have the least amount of island blister separating near and far side traffic, and concern of erratic vehicle behaviour either approaching one of the four arms at speed or exiting the circle in erratic manoeuvres from confusion.”*

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's comments above are noted. The Stage 4 Road Safety Audit Team do not have any specific comments in relation to this suggested issue within the scope of this Stage 4 Road Safety Audit. Road Safety Audit is not a design check, but the areas of blister paving provided appears to be appropriate. The site has been visited on numerous occasions since the scheme was completed and the Road Safety Audit team have not observed erratic road user behaviour. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred at these pedestrian crossing facilities since the highway scheme was implemented.

It should be noted that the previous Road Safety Audits undertaken for this scheme raised various road safety problems regarding the restricted visibility at some of these pedestrian crossing points. These have been responded to by the design team and Overseeing Organisation as part of the response process for the previous Road Safety Audits.

5.2.2. COMMENT 2

Location: Footway on the north-western side of Finchampstead Road between the California Ratepayers Hall and the Red Oak Stores car park access.

GDFTBA Comment:

"On the footway 3 dips and rises exist here preceding the stop for [Red Oak Stores] entrance/exit. A kerb exists at 50mm on the rises and 15mm on the dips. The previous kerb edge on the dips looks to be around 20mm. The 15mm kerbs would benefit from hazard paving (laid parallel to line of travel) as a further warning of this flatter edge against the carriageway, however they may not sustain sufficiently with the driveway cars in and out versus the existing concrete kerb edge."

Stage 4 Road Safety Audit Team Review:

The 'dips' referred to by the GDFTBA representative are the vehicle dropped kerbs on the north-western edge of the carriageway where there are private driveways at the back of the footway. On-site measurements taken by the Stage 4 Road Safety Audit Team showed that some of these dropped kerbs have an upstand of approximately 15mm, whereas the Kerbing Plan drawing (drawing number 8199-RP-003) showed that the dropped kerbs in these locations were proposed to have a 25mm upstand. However, within the scope of the Stage 4 Road Safety Audit process this is not considered to be a material road safety issue.

The GDFTBA representative's comments above are noted. The Stage 4 Road Safety Audit Team do not have any specific comments in relation to this suggested issue within the scope of this Stage 4 Road Safety Audit. Road Safety Audit is not a design check, but it is suggested that provision of hazard surfacing in this location would be inconsistent with the approach taken both within the local area and the wider road network. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred in this location since the highway scheme was implemented.

5.2.3. COMMENT 3

Location: Footway on the north-western side of the Finchampstead Road (North) junction entry.

GDFTBA Comment:

"After the third rise, blister paving for the perpendicular uncontrolled crossing on the left (first arm) is laid at slightly the wrong angle (down kerb), however 1200mm deep, it may be picked up as a clue of being around 10 steps from Red Oak Stores opening. This crossing point was previously in the streetscape (1st roundabout of the crossroads) (island in the middle) but without any blister paving on the down or up kerb so this is an improvement."

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's comments above are noted, although it is not completely clear what they are referring to. The Stage 4 Road Safety Audit Team do not have any specific comments in relation to this suggested issue within the scope of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred at this pedestrian crossing facility since the highway scheme was implemented.

5.2.4. COMMENT 4

Location: Red Oak Stores eastern car park access.

GDFTBA Comment:

"[Red Oak Stores] opening has no tactile landmark and would benefit from a minimum 400mm depth of hazard (corduroy) paving or blister to know when to stop and assess for traffic coming out of [Red Oak Stores] and also going in. Equally on the far side when returning back."

Stage 4 Road Safety Audit Team Review:

As shown on the photograph below, it was observed during the site visit that blister tactile paving has been installed on both sides of the Red Oak Stores eastern car park access. However, similar tactile paving has not been installed at the western access for this car park. Therefore, for consistency, it is recommended that the Overseeing Organisation considers if appropriate tactile paving should be installed on both sides of the western car park access.



5.2.5. COMMENT 5

Location: Footway on the north-western side of Finchampstead Road, between the California Ratepayers Hall and the Red Oak Stores eastern car park access.

GDFTBA Comment:

The GDFTBA representative has made the following recommendations regarding this section of footway:

1. *A higher kerb than the 15mm existing. DfT Guidance suggests 25mm upstand as a minimum.*
2. *Corduroy paving running parallel to provide greater warning near kerb edge if 15mm can't be raised.*

3. *Corduroy paving running perpendicular or blister paving at entrance/exit to [Red Oak Stores] on both sides.*
4. *Re-aligned blister paving for blister on [left-hand side] before [Red Oak Stores] West side of Finchampstead Road.*

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's recommendations above are noted, and recommendation 3 has already been implemented, as stated previously for Comment 4.

The Stage 4 Road Safety Audit Team do not have any specific comments in relation to the other suggested recommendations within the scope of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred in the vicinity of this footway since the highway scheme was implemented.

5.2.6. COMMENT 6

Location: Footway adjacent to the Red Oak Stores car park.

GDFTBA Comment:

"The old wooden posts and iron fence to prevent cars parking over the footpath has been replaced with metal bollards without high visibility markings. These are there to prevent parked cars at [Red Oak Stores] coming onto the footway."

Stage 4 Road Safety Audit Team Review:

As identified in Problem 7 in Section 3.2 of this report, the new bollards at the back of the footway adjacent to the Red Oak Stores car park have not been provided with any reflective banding, so it has been previously recommended that appropriate reflective bands are installed on these bollards to increase the bollards conspicuity.

5.2.7. COMMENT 7

Location: North-western crossing point at the new uncontrolled pedestrian crossing facility in the centre of the California Crossroads junction.

GDFTBA Comment:

"The curve from Finchampstead Road into 9 mile North is mostly taken up with the very wide blister paving at its widest it is 4800mm. Some of the paving slabs are cut or chunked providing more confusion on trying to line-up straight on the blister. All the crossing points and islands have completely flattened kerbs as the raised tables have raised the carriageway south and north of this crossing. The island here has 1200mm depth of blister and is also 4400mm wide. This crossing would benefit from a [Pedestrian Controlled Crossing]."

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's comments above are noted (the following photograph shows the layout of the tactile paving provided in this location). The Stage 4 Road Safety Audit Team do not have any specific comments in relation to the layout and condition of this area of tactile paving and the paving provided appears to be appropriate and do not raise a material road safety concern in the context of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred at this pedestrian crossing facility since the highway scheme was implemented.



5.2.8. COMMENT 8

Location: Footway adjacent to the Red Oak Stores car park.

GDFTBA Comment:

The GDFTBA representative has made the following recommendations regarding this section of footway:

1. *A [Pedestrian Controlled Crossing] – Puffin.*
2. *Reinstate guard rails.*
3. *Removal of painted leaves put in place - controlled crossing of Zebra with Belisha beacons if a [Pedestrian Controlled Crossing] is not viable.*

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's recommendations above are noted. The Stage 4 Road Safety Audit Team do not have any specific comments in relation to the suggested recommendations within the scope of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred at this pedestrian crossing facility since the highway scheme was implemented. The Road Safety Audit team have not observed any particular issues with pedestrians using this crossing facility or the adjacent footway during their various site visits.

5.2.9. COMMENT 9

Location: Car park adjacent to the shops on the south-west side of the California Crossroads junction.

GDFTBA Comment:

"The footway that existed next to the building line has gone. This had a kerb lip on it [right-hand side] and fed into a defined perpendicular down kerb at [Avery Corner]. Pedestrians are now walking near to the building line, but traffic is queuing and encroaching on the previous safe space due to no footway marker and drivers' perception of the whole area as a carriageway."

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's comments above are noted. The Stage 4 Road Safety Audit Team do not have any specific comments in relation to this suggested issue within the scope of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred in the vicinity of this car park area since the highway scheme was implemented.

It should be noted that a previous Road Safety Audit undertaken for this scheme suggested the provision of a virtual footway in the car park. This recommendation was responded to by the design team and Overseeing Organisation as part of the Road Safety Audit response process.

5.2.10. COMMENT 10

Location: Avery Corner car park access road.

GDFTBA Comment:

"The previous footway on reaching [Avery Corner] to turn left up to [Avery Corner car park] has gone replaced by steel bollards (now with high vis since reporting) to demarcate where crossfall pedestrians can keep safe near to the building line going back/forth to the school and [Avery Corner car park]."

"There is no landmark to know on exiting the building line and final building (Dentist) and meeting the crossfall, where to stop and assess the two-way perpendicular traffic in and out of [Avery Corner car park]."

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's comments above are noted. The Stage 4 Road Safety Audit Team do not have any specific comments in relation to this suggested issue within the scope of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred on the Avery Corner car park access road since the highway scheme was implemented.

5.2.11. COMMENT 11

Location: Footway on the south-eastern side of the Finchampstead Road carriageway between California Crossroads and the junction with the Avery Corner car park access road.

GDFTBA Comment:

"Turning right on the east side blister the kerb drops to flattened at the next blister on [right-hand side] if wishing to cross to top of Creswell's garage. Cars were observed to turn in toward the shops here over the blister over the flat kerb and old gulley line to access the disabled space, undershooting the space they should turn into at 1st lamppost depicting IN sign. Tactile landmark needed for entrance and exit for this turn-in."

Stage 4 Road Safety Audit Team Review:

It was observed during the site visit that a new bollard has been installed to mitigate the possibility of a vehicle travelling over the tactile paving to access the disabled parking bay, as circled in red on the photograph below.



In addition, it was observed during the site visit that blister tactile paving has been installed across the footway on both sides of the entrance into this car park.

5.2.12. COMMENT 12

Location: Footway on the south-eastern side of the Finchampstead Road carriageway between California Crossroads and the junction with the Avery Corner car park access road.

GDFTBA Comment:

The GDFTBA representative has made the following recommendations regarding this section of footway:

1. *Re-instate footway alongside line of shops.*
2. *Corduroy paving perpendicular or blister paving at entrance and IN signs on both sides.*
3. *Block off potential to undershoot entrance to access disabled space.*
4. *Corduroy paving to run perpendicular all the way from junction at Finchampstead Rd up to [Avery Corner car park].*
5. *Deep amount of corduroy paving needed here to keep pedestrians away from cars cutting both near and far corners where there is minimal upstand. Grass verge and public site on [Avery Corner] far corner with Chef Peking is completely churned up and full of water to highlight this.*
6. *Provide a footway on Chef Peking side for pedestrians to safely exit out from the indent back toward Finchampstead Road.*

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's recommendations above are noted, and recommendations 2 and 3 have already been implemented, as stated previously for Comment 11.

The Stage 4 Road Safety Audit Team do not have any specific comments in relation to the other recommendations within the scope of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred in the vicinity of this footway or the adjacent car park since the highway scheme was implemented.

5.2.13. COMMENT 13

Locations: Various.

GDFTBA Comments:

“Summary:

The lack of clear boundaries between pedestrian and vehicular areas, and the removal of traditional accessibility features causes uncertainty and safety issues for people with sight loss.

Absence of Signal-Controlled Crossings:

- *Issue: There are no traditional pedestrian crossings with traffic lights, which typically provide audible and tactile cues to signal when it is safe to cross.*
- *Impact: People with sight loss cannot rely on an audible signal to know when to cross safely, making them hesitant or putting them at risk if they misjudge vehicle behaviour.*

Uncertainty in Vehicle Behaviour:

- *Issue: The 'courtesy crossing' concept relies on drivers yielding to pedestrians. However, this is inconsistent because:*
 - *Some drivers may stop and wave pedestrians across.*
 - *Others may continue driving, assuming they have priority.*
- *Impact: People with sight loss cannot see visual cues from drivers (e.g., eye contact, hand gestures) and might step into traffic unknowingly.*

Difficulty in Navigating Open Spaces Without Barriers:

- *Issue: Traditional kerbs and barriers help people with sight loss understand where the safe pedestrian zone is. The removal of these barriers can make it hard to follow a defined path.*
- *Impact: A blind pedestrian may accidentally walk into moving traffic without realising they have left the safe pedestrian area.*

Increased Noise and Disorientation:

- *Issue: Without clear separation between pedestrians and vehicles, the area can become noisier, making it harder for blind individuals to distinguish road traffic from background noise.*
- *Impact: This can cause disorientation and make it difficult to navigate confidently.*

Without solutions to these problems, the area could present significant risks for blind pedestrians, discouraging them from using the space independently.”

Stage 4 Road Safety Audit Team Review:

The GDFTBA representative's comments in their 'Summary' section are noted. The Stage 4 Road Safety Audit Team do not have any additional comments in relation to this within the scope of this Stage 4 Road Safety Audit. The Stage 4 Road Safety Audit process is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme, it is noted that no PICs have occurred in the vicinity of the areas covered since the highway scheme was implemented.

6. ROAD SAFETY AUDIT TEAM STATEMENT

6.1.1. We certify that this Stage 4 Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER:

Neil Nicholson MCIHT MSoRSA
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Signed:

Date: 19th June 2026

Tel: (01392) 267582

ROAD SAFETY AUDIT TEAM MEMBER:

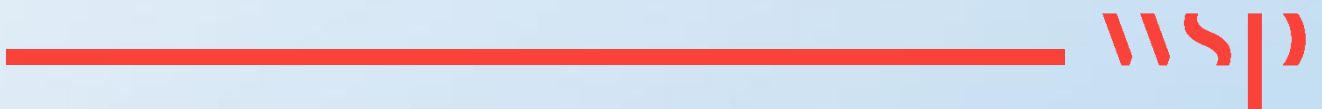
Lee Sydenham
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Signed:

Date: 19th June 2026

Appendix A

**LIST OF DOCUMENTS AND DRAWINGS CONSIDERED
DURING THIS ROAD SAFETY AUDIT**



LIST OF DOCUMENTS AND DRAWINGS CONSIDERED DURING THIS ROAD SAFETY AUDIT

REPORTS / DOCUMENTS

Title	Report Number	Date
Road Safety Audit 4 Brief	1904-RSA4 BRIEF	14/04/2026
California Crossroads - Stage 3 Road Safety Audit	UK-70104511/RSA3/1/0	18/10/2024
California Crossroads - Stage 3 Road Safety Audit GG 119 Decision Log	N/A	17/01/2025
California Crossroads - Stage 4 (Interim) Road Safety Audit	UK-70104511/RSA4/1/0	20/10/2025
Site Walk-Through Comments by the Guide Dogs for The Blind Association	N/A	
Personal Injury Collision Data	N/A	

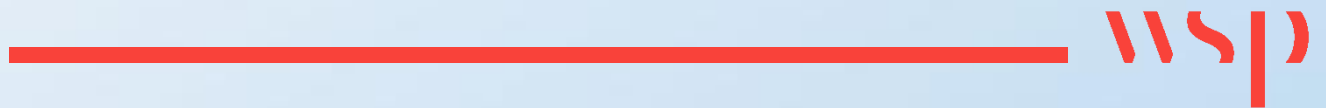
DRAWINGS

Drawing Title	Drawing Number	Revision
General Arrangement – Visibility Splay	8199-GA-002	C03
General Arrangement – Proposed Dimensions	8199-GA-004	C03
Vehicle Tracking: Articulated Vehicle	8199-ATR-001	C02
Vehicle Tracking: Articulated Vehicle Movements into Car Park	8199-ATR-002	C02
Vehicle Tracking: Tracking Car Movements into Parking Spaces	8199-ATR-003	C02
Vehicle Tracking: Tracking Car into Disabled Parking Space	8199-ATR-004	C02
Vehicle Tracking: Refuse Vehicle into Avery Corner	8199-ATR-005	C03
Vehicle Tracking: Articulated Vehicle into Avery Corner	8199-ATR-006	C03
Vehicle Tracking - Rigid Vehicle	8199-ATR-007	C02
Existing Catchment Plan	8199-DR-100	C02
Proposed Drainage Layout	8199-DR-102	C03
Proposed Drainage Plan and Long Section	8199-DR-103	C03
Proposed Catchment Plan	8199-DR-104	C03
Existing Contours	8199-RP-001	C02
Proposed Contours	8199-RP-002	C03
Kerbing Plan	8199-RP-003	C03
Proposed Long Sections	8199-RP-004	C03
Proposed Cross Sections, Sheet 1 of 5	8199-RP-005	C02
Proposed Cross Sections, Sheet 2 of 5	8199-RP-006	C02

Drawing Title	Drawing Number	Revision
Proposed Cross Sections, Sheet 3 of 5	8199-RP-007	C02
Proposed Cross Sections, Sheet 4 of 5	8199-RP-008	C02
Proposed Cross Sections, Sheet 5 of 5	8199-RP-009	C03
Site Clearance	8199-SC-001	C03
Road Lighting Site Clearance	8199-SC-002	C01
Bollard Detail	8199-SD-001	C04
Courtesy Crossing - Gateway Crossings	8199-SD-005	C01
Courtesy Crossing - North West Crossing	8199-SD-006	C01
Courtesy Crossing - South West Crossing	8199-SD-007	C01
Courtesy Crossing - Centre Crossing	8199-SD-008	C01
Courtesy Crossing - North East Crossing	8199-SD-009	C01
Courtesy Crossing - South East Crossing	8199-SD-010	C01
Courtesy Crossing - Western Crossings	8199-SD-011	C01
Courtesy Crossing - Eastern Crossings	8199-SD-012	C01
Street Furniture Construction Detail, Sheet 1 of 3	8199-SD-014	C01
Street Furniture Construction Detail, Sheet 2 of 3	8199-SD-015	C01
Street Furniture Construction Detail, Sheet 3 of 3	8199-SD-016	C01
Traffic Sign Layout	8199-TS-002	C03
Traffic Sign Design – Signage Schedule	8199-TS-003	C02
Existing Sign Schedule	8199-WSP-RP-C01	C01
Proposed Advance Direction Sign ES-N-001	8199-TS-101	C02
Proposed Advance Direction Sign ES-E-001	8199-TS-102	C02
Proposed Advance Direction Sign ES-S-001	8199-TS-103	C02
Proposed Advance Direction Sign PS-W-012	8199-TS-104	C02
Landscape General Arrangement	8199-LA-001	C03
Proposed Road Lighting Layout	8199-LI-001	C05
Proposed Road Pavement – General Arrangement	8199-PV-001	C02
Proposed Footway and Paved Areas	8199-PV-002	C02
Proposed Carriageway and Footway Pavement – Typical Cross Sections	8199-SD-020	C01

Appendix B

LOCATION PLAN OF ROAD SAFETY PROBLEMS





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