

A Planning Application by
**CROUDACE HOMES, VORTAL HOMES LIMITED AND
FALCON DEVELOPMENTS (SE) LIMITED**

In respect of
**Land North of School Road, Arborfield Cross,
WOKINGHAM**

Designer's Response

2205-083/DR/02 | April 2025



Document Management

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Document Review

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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Croudace Homes, Vortal Homes Limited and Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX.

The Site

- 1.2 The location of the site is shown below in **Figure 1.1**, along with its context to the wider area.

Figure 1.1 Site Location Plan – Regional Context



Source: © OpenStreetMap contributors

- 1.3 The proposed development comprises an outline application for up to 70 dwellings with access taken from School Road. The description of the proposed development is as follows:

"Proposed residential development of up to 70 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)"

- 1.4 To support the planning application, TPA commissioned Alpha Consultants to undertake a Stage 1 Road Safety Audit (**RSA**) of the proposed arrangement. The RSA was undertaken based upon the following documents:
- Scheme description/background (provided via email dated 17 March 2025);
 - TPA Drawing No. 2305-083 PL05A;
 - TPA Drawing No. 2305-083 SP38A – Swept Path of an 11.347m refuse vehicle;
 - TPA Drawing No. 2305-083 SP39A – Swept path of an 11.347m refuse vehicle on School Road;
 - TPA Drawing No. 2305-083 SP40A – Swept path of an agricultural vehicle into the proposed field access;
 - TPA Drawing No. 2305-083 SP41A – Swept Path Analysis of the Wokingham Refuse Vehicle on School Road;
 - TPA Drawing No. 2305-083 SP42A – Swept Path Analysis of an 11.347m Refuse Vehicle on School Road; and
 - TPA Drawing No. 2305-083 SP43A – Swept path of an agricultural vehicle into the proposed field access.
- 1.5 A full copy of the RSA is contained within **Appendix A** with the remainder of this report providing the Designer's Response to the problems identified.

2 Designer's Response

Problem 1

- 2.1 The description provided for the problem states that:

"Although a give way marking has currently been shown on the drawing at the priority chicane, there could be a heightened risk of conflict between opposing vehicles if a motorist fails to observe the marking and give way when required. There could also be a risk of kerb strikes if the physical features are not sufficiently clear to approaching motorists, particularly during the hours of darkness."

Recommendation

- 2.2 The Auditors recommended that:

"signing and other features are included at the detailed design stage as appropriate, to ensure that the priority arrangement and physical features will be sufficiently clear to motorists, including during the hours of darkness."

Designer's Response

- 2.3 Agreed – Appropriate signage will be included as part of the detailed design drawings prepared for Technical Approval.

Problem 2

- 2.4 The description provided for the problem states that:

"The proposed give way marking shown above is very close to the associated chicane/build-out. If a larger vehicle were to stop at the give way line, it may then be necessary for the vehicle to reverse, in order to safely negotiate the chicane arrangement. Any reversing could bring the vehicle into conflict with other road users."

Recommendation

- 2.5 The Auditors recommended that:

"It is recommended that the give way marking is positioned a suitable distance from the build-out, in order that larger vehicles can stop at the give way marking and then safely negotiate the chicane arrangement."

Designer's Response

- 2.6 Agreed – If required by the Highway Authority the give-way marking could be set back from the from the chicane build out as part of the detailed design drawings prepared for Technical Approval.

Problem 3

- 2.7 The description provided for the problem states that:

"Although vehicle swept path information has been provided in relation to the proposed chicane arrangement, it will also be important that larger vehicles can safely negotiate the site access road and new T-junction arrangement, without risk of conflict with opposing vehicles or other road users."

Recommendation

- 2.8 The Auditors recommended that:

"It is recommended that further swept path analyses are undertaken in order to ensure that all likely vehicle types and manoeuvres can be safely accommodated within the proposed arrangement illustrated above."

Designer's Response

- 2.9 Additional swept path analysis was provided as part of the audit brief demonstrating that agricultural vehicles and a large refuse vehicle can navigate the arrangement. The latter was undertaken for the vehicle requested by the Highway Authority in their consultation response to the previous planning application for the site.
- 2.10 Should additional swept path analysis be required this could be undertaken as part of the detailed design process with minor amendments made as necessary (such as localised widening).

Problem 4

- 2.11 The description provided for the problem states that:

"The proposals will include a number of pedestrian routes and crossing points. Whilst adequate visibility will clearly be available at some crossing points, this is less certain at other locations, such as those highlighted above. If inter-visibility between approaching/emerging motorists and pedestrians is restricted, this could lead to a heightened risk of vehicle/pedestrian conflict."

Recommendation

- 2.12 The Auditors recommended that:

"It is recommended that appropriate pedestrian visibility splays are identified and kept clear of obstruction, at any crossing points or locations where vehicle/pedestrian conflict could occur."

Designer's Response

- 2.13 Agreed – appropriate forward visibility splays will be provided to the proposed pedestrian crossings at the proposed junction on the realigned School Road as shown in **Appendix B**
- 2.14 Pedestrian visibility splays at the field access are not considered necessary given the likely level of movements, the height of vehicles using the access (providing a better level of visibility to pedestrians on the footway), and the fact the gateway being open would provide pedestrians with forewarning of vehicles entering or exiting the field.
- 2.15 Notwithstanding the above, should the Highway Authority deem it appropriate pedestrian splays can be provided in line with the drawing provided in **Appendix B**.

APPENDIX A

**Development off School Road,
Arborfield Cross**

**Proposed Site Access Arrangements
and Associated Highway Works**

Stage 1 Road Safety Audit

March 2025

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- A. Problem Location Plan

Project / Document Details	
Date:	24/03/2025
Document reference and revision:	AC/TPA/2403251
Prepared by:	Alpha Highway Consultants Limited
Client	Croudace Homes
Design Organisation:	Transport Planning Associates Limited
Overseeing Organisation:	Wokingham Borough Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out during March 2025 at the request of the design organisation, Transport Planning Associates Limited, 1 Giltspur Street, London EC1A 9DD.
- 1.2 The Road Safety Audit relates to proposed highway alterations/access arrangements associated with residential development of up to 70 dwellings off School Road, Arborfield Cross, Berkshire.
- 1.3 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit took place at the offices of Alpha Consultants during March 2025 and included an examination of the following documents:
- Drawing No. 2305-083 PL05 A
 - Drawing No. 2305-083 SP43 A
- 1.5 The Audit Team visited the site together on the afternoon of 23 August 2024. During the site visit the weather was sunny and dry. The surfaces were also dry. The site visit was originally undertaken in relation to the Audit of an earlier design, although footage/records from the previous visit have been utilised during the course of this current Audit.
- 1.6 The terms of reference of the Audit are as described in the DMRB GG 119.
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

GENERAL

2.1 Problem

Location: Proposed priority chicane

Summary: Potential conflict/kerb strikes if priority chicane arrangement is not sufficiently clear



Description:

Although a give way marking has currently been shown on the drawing at the priority chicane, there could be a heightened risk of conflict between opposing vehicles if a motorist fails to observe the marking and give way when required. There could also be a risk of kerb strikes if the physical features are not sufficiently clear to approaching motorists, particularly during the hours of darkness.

Recommendation:

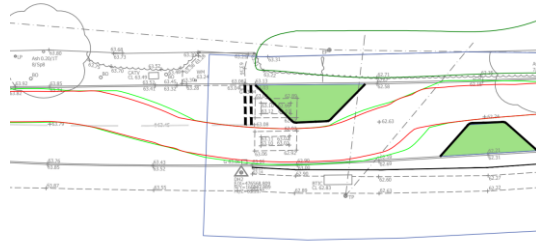
It is recommended that signing and other features are included at the detailed design stage as appropriate, to ensure that the priority arrangement and physical features will be sufficiently clear to motorists, including during the hours of darkness.

TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.2 Problem

Location: Proposed priority chicane

Summary: Position of give way marking and likely path of larger vehicles



Description:

The proposed give way marking shown above is very close to the associated chicane/build-out. If a larger vehicle were to stop at the give way line, it may then be necessary for the vehicle to reverse, in order to safely negotiate the chicane arrangement. Any reversing could bring the vehicle into conflict with other road users.

Recommendation:

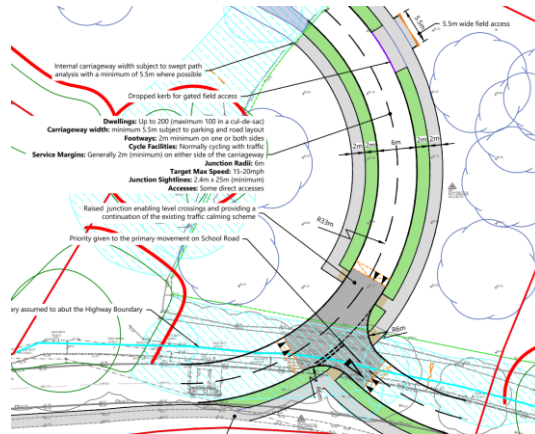
It is recommended that the give way marking is positioned a suitable distance from the build-out, in order that larger vehicles can stop at the give way marking and then safely negotiate the chicane arrangement.

LOCAL ALIGNMENT

2.3 Problem

Location: Proposed site access road and priority T-junction

Summary: Provision for larger vehicle swept paths



Description:

Although vehicle swept path information has been provided in relation to the proposed chicane arrangement, it will also be important that larger vehicles can safely negotiate the site access road and new T-junction arrangement, without risk of conflict with opposing vehicles or other road users.

Recommendation:

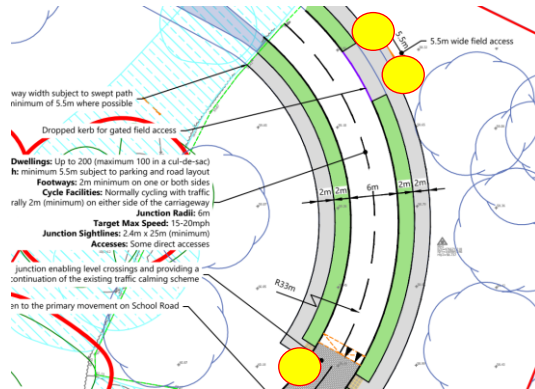
It is recommended that further swept path analyses are undertaken in order to ensure that all likely vehicle types and manoeuvres can be safely accommodated within the proposed arrangement illustrated above.

WALKING, CYCLING AND HORSE RIDING

2.4 Problem

Location: Proposed pedestrian routes and crossing points

Summary: Potential risk of vehicle/pedestrian conflict if inter-visibility is obscured



Description:

The proposals will include a number of pedestrian routes and crossing points. Whilst adequate visibility will clearly be available at some crossing points, this is less certain at other locations, such as those highlighted above. If inter-visibility between approaching/emerging motorists and pedestrians is restricted, this could lead to a heightened risk of vehicle/pedestrian conflict.

Recommendation:

It is recommended that appropriate pedestrian visibility splays are identified and kept clear of obstruction, at any crossing points or locations where vehicle/pedestrian conflict could occur.

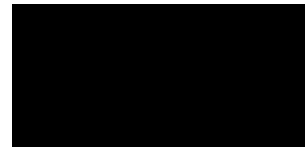
3. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:

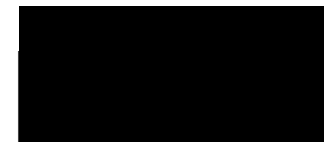


Date: 24 March 2025

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA NH Cert Comp
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18-20 Groveland Way
Stotfold
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Signed:



Date: 25 March 2025

Appendix A

Problem Location Plan

APPENDIX B

