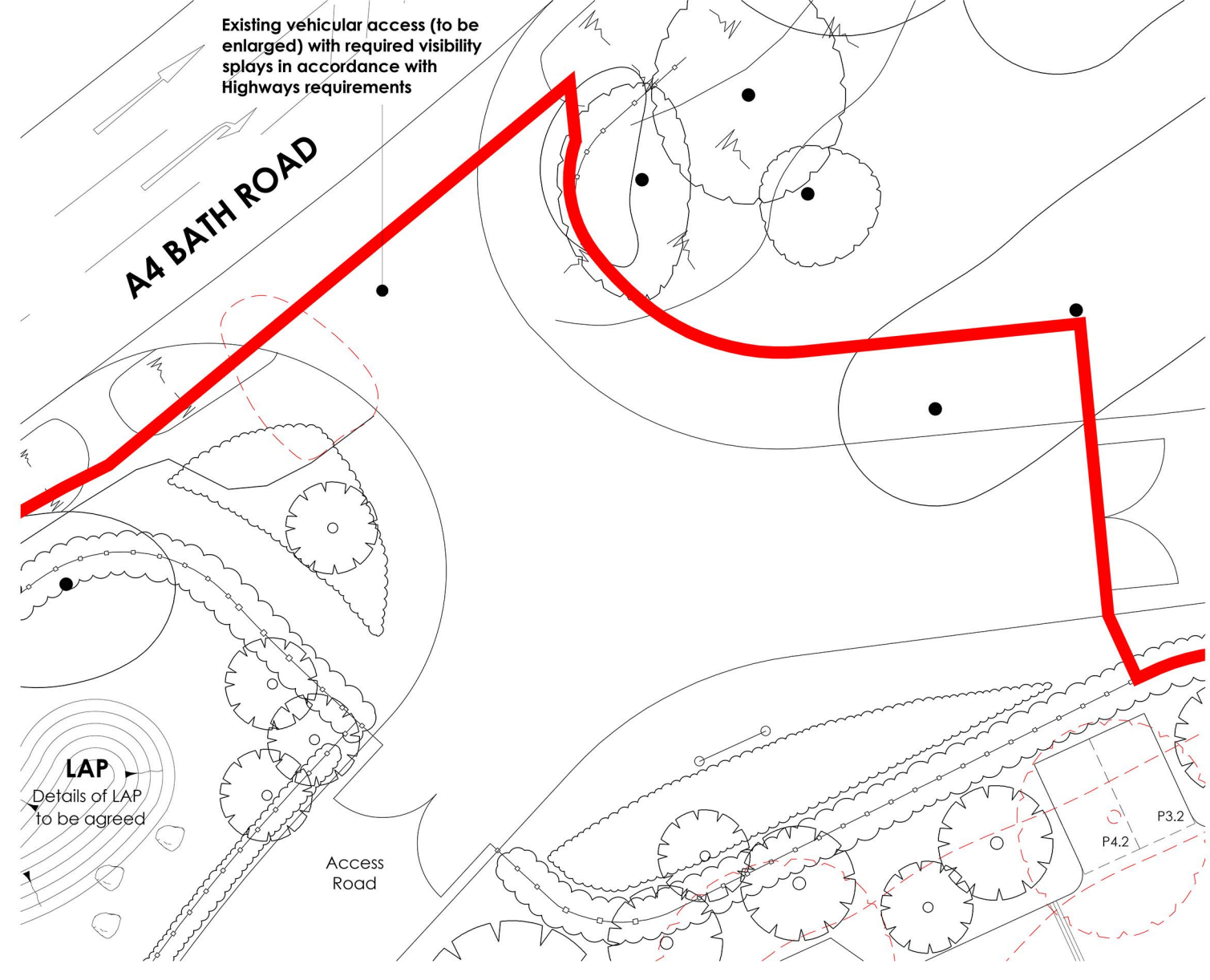


## **APPENDIX B.** Proposed Site Layout





ACCESS ROAD EXTRACT  
Scale 1:250 @ A1

KEY

Site boundary

Existing trees retained (with RPA shown)

Proposed new tree / shrub planting / hedge

Timber close boarded fencing  
1.8m high

Sussex style timber post & rail fencing

Paths / patios

Private driveways (permeable)

Ordnance Survey  
Licence No. 100022432

0

2m

4m

6m

8m

10m

Scale 1:250

Rev	Date	Details

# PLANNING

ark|tec

Architectural Consultancy

Lodge Farm Barn  
Elvetham Park Estate  
Fleet Road, Hartley Wintney  
Hampshire, RG27 8AS

t: 01252 845335  
f: 01252 845515  
e: info@arktec.co.uk  
w: www.arktec.co.uk

Client: WESTBOURNE HOMES

Project: LADDS GARDEN CENTRE  
BATH ROAD, HARE HATCH

Drawing: SITE LAYOUT & ROOF PLANS

Scale: 1:250 @ A1

Date: 08/09/25

Drawing Number: P25/09/S/101

Revision: -

Notes:

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This drawing is to be read in conjunction with all the relevant consultants, suppliers and manufacturers drawings and information.

**THIS DRAWING IS TO BE READ IN STRICT ACCORDANCE WITH TREE PROTECTION PLAN PREPARED BY SPECIALISTS.**



## **APPENDIX C.** Stage 1 Road Safety Audits

## Ben Burrows

---

**From:** Jamie Fenning <jamie@fenley.co.uk>  
**Sent:** 02 July 2025 21:46  
**To:** Ben Burrows  
**Subject:** Re: Stage 1 Road Safety Audit - Hare Hatch  
**Attachments:** RSA-25-055-1.pdf; RSA-25-069-1.pdf

**CAUTION:** This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Dear Ben

Thank you for the email with a PDF of your Response Reports associated with the Stage 1 Road Safety Audits that we undertook of the proposed pedestrian refuge island along the A4 at Hare Hatch, RSA-25-055-1 and the on-site street layout, ref: RSA-25-069-1.

I can confirm that your Design Organisation Responses address the road safety concerns raised at this stage.

I trust that this is acceptable, please do not hesitate to contact me should you need anything further.

Thank you again and kind regards

Jamie

**Jamie Fenning**

BSc (Hons), MIHE, MCIHT, MSoRSA, National Highways Certificate of Competency



*Specialists in Road Safety Engineering*

M: 07929857229

@: [jamie@fenley.co.uk](mailto:jamie@fenley.co.uk)

[www.fenley.co.uk](http://www.fenley.co.uk)

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---

**From:** Ben Burrows <ben.burrows@i-transport.co.uk>  
**Sent:** 02 July 2025 16:19  
**To:** Jamie Fenning <jamie@fenley.co.uk>  
**Subject:** Stage 1 Road Safety Audit - Hare Hatch

Good afternoon Jamie,

Further to the issuing of your Stage 1 Road Safety Audits for the above scheme, please find attached the Designer Responses with amended drawings, **ITB210007-GA-004B** and **ITB210007-GA-005**.

I would be grateful if you could confirm that the attached address the issues raised across both audits at this stage.

Kind Regards,



**Ben Burrows** MCIHT  
Associate  
for i-Transport LLP

**E:** [ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)

**W:** [www.i-transport.co.uk](http://www.i-transport.co.uk)

**Basingstoke Office:** The Square, Basing View, Basingstoke  
RG21 4EB  
**T:** 01256 898 366      **M:** 07832 869  
031



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We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

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## Technical Note

Project No: ITB21007  
Project Title: Ladds Garden Centre, Bath Road  
Title: Stage 1 Road Safety Audit – GG119 Response Format  
Ref: TW/BB/ITB210007-004 TN  
Date: 2 July 2025

### SECTION 1 SUMMARY

- 1.1.1** Westbourne Homes has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for a residential development comprising 19 new homes at the site of the Ladds Garden Centre in Hare Hatch, Wokingham.
- 1.1.2** Access to the proposals will be provided by the existing priority junction onto the A4 Bath Road, with an associated right-turn lane. The highway works will comprise a short length of footway along the southern side of the A4 Bath Road and a new pedestrian refuge island crossing to facilitate pedestrian access to the existing footway on the northern side of the carriageway.
- 1.1.3** A Stage 1 RSA has been undertaken of the proposed pedestrian refuge island crossing by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.



## ROAD SAFETY AUDIT RESPONSE

### 1.2 Project Details

**Table F.1: Project Details**

Report Title:	Stage 1 Road Safety Audit
Date:	July 2025
Document Reference and Revision:	RSA-25-055-1
Prepared by:	Fenley Road Safety
On behalf of:	i-Transport

### 1.3 Authorisation Sheet

**Table F.2: Authorisation Sheet**

Project:	Ladds Garden Centre, Bath Road
Report Title:	RSA Response Summary
<b>Prepared by (Design Organisation)</b>	
Name:	Ben Burrows
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	02/07/2025
<b>Approved by (Overseeing Organisation)</b>	
Name:	TBC – WBC Highways
Position:	TBC
Signed:	TBC
Organisation:	TBC
Date:	TBC

### Key Personnel

**Table F.3: Key Personnel**

Overseeing Organisation:	Wokingham Borough Council
RSA Team:	Fenley Road Safety
Design Organisation:	i-Transport LLP



## Road Safety Audit Decision Log

**Table F.4: RSA Decision Log**

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>1:</b> The A4 Bath Road is subject to a 50mph speed limit in the vicinity of Ladds Garden Village but observes 85th percentile speeds of 43.9mph and 46.6mph in an eastbound and westbound directions respectively. A right turn lane is present to allow access to Ladds Garden Village without having an impact on the free flow of eastbound traffic travelling along the primary route. The proposals include the provision of corner radii at the existing priority access as well as an uncontrolled crossing point that is to be provided immediately to the west of the existing right turn lane which is proposed to allow access between the site and the existing footway network to the north of the carriageway. The scheme drawing illustrates that the uncontrolled crossing is to benefit from two rows of tactile paving and that the footpath connection between the proposed redevelopment and uncontrolled crossing point is to be straight in alignment with a marginal bend and in-line. Pedestrians should stop at the edge of the A4 Bath Road to become aware of approaching traffic and only attempt to cross when it is safe to do so. Nevertheless, the Audit Team have concerns that pedestrians particularly the visually impaired, could step over the proposed tactile paving and unknowingly enter the carriageway or approach at pace and attempt to cross the carriageway without looking. A pedestrian not stopping to become aware of approaching traffic could step into the path of a vehicle leading to a vehicle to pedestrian type collision.</p>	<p>The uncontrolled crossing point is offset from the approach and that the depth of tactile warning paving is increased if necessary.</p>	<p>Accepted – the design has been amended to offset the crossing point from the approach. The revised arrangements are shown on drawing no. <b>ITB210007-GA-004B</b></p>	-	-



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>2:</b> The A4 Bath Road is subject to a 50mph speed limit and follows a bend as it passes the western frontage of Ladds Garden Village. A right turn lane is formed within the carriageway to allow access to the Garden Village, which is 2.6 metres wide and formed with a taper to the east. The proposals include the provision of a pedestrian refuge island within the area of central hatching immediately to the west of the right turn lane. The scheme drawing illustrates that a 132 metre visibility splay is achievable to the east of the uncontrolled crossing point and therefore it is clear that westbound motorists will have visibility to the physical island in accordance with 85th percentile speeds. The Audit Team have concerns, however, that due to the bend in the road, the proposed keep left bollards won't be facing approaching westbound traffic and therefore the entire reflective face will not be clearly visible. As such, westbound motorists may not become aware of the physical island at a safe distance, particularly during the hours of darkness which could lead to a vehicle colliding with the physical island and a vehicle to pedestrian or loss of control type collisions.</p>	<p>It is recommended a splitter island is provided within the taper to the east of the right turn lane which will be directly in front of and therefore clearly visible to westbound motorists</p>	<p>Accepted – the design has been amended to provide a splitter island within the taper to the east of the right-turn lane, with associated "keep left" signage. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. <b>ITB210007-GA-004B.</b></p>	-	-



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>3:</b> The A4 Bath Road is subject to a 40mph speed limit within the village of Hare Hatch where a number right turn lanes are accommodated to allow access to amenities and properties off both sides of the carriageway. Those right turn lanes are separated by areas of central hatching to forming consistent eastbound and westbound lane widths. The carriageway follows a bend towards the eastern end of the village where the speed limit of the road changes from 40mph to 50mph, circa 160 metres to the west of the priority access and just circa 115 metres before the right turn lane associated with Ladds Garden Village. The proposals include the provision of an uncontrolled crossing point immediately to the west of the right turn lane associated with the Ladds Garden Village. Measurements have been taken from the scheme drawing and it has been determined that an eastbound motorist should be able to see the proposed refuge island from a point 139 metres in advance of the feature provided vegetation is cleared and maintained as indicated. This distance exceeds the stopping sight distance of a vehicle travelling at the 85th percentile speed recorded as well as that associated with the 40mph speed limit at that location. The Audit Team have concerns, however, that eastbound motorists may attempt to utilise the existing central hatched area to overtake slow moving vehicles and that the physical island will not be clearly visible due to its proposed location, around a left hand bend. Motorists not becoming aware of the proposed physical island at a safe distance could collide with the physical island leading to a vehicle to pedestrian or loss of control type collisions.</p>	<p>It is recommended that a series of physical islands are provided within the central hatching along the A4 Bath Road within Hare Hatch and extending to the proposed refuge island.</p>	<p>Accepted – the design has been amended to introduce a physical island on approach to the proposed pedestrian refuge island crossing from the west, with associated “keep left” signage and warning signage for the upcoming crossing. Approaching traffic from the west will have clear visibility to the new island, as demonstrated on drawing no. <b>ITB210007-GA-005</b>, ensuring they are aware of the upcoming crossing and that there will be no overtaking within vicinity of the crossing. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. <b>ITB210007-GA-004B</b>.</p>		



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>4:</b> The A4 Bath Road observes a high percentage of HGV's as well as other high sided vehicles and accommodates a number of traffic islands that benefit from keep left bollards as well as illuminated high level signs. The proposals include the provision of an uncontrolled crossing point that benefits from a refuge island. The scheme drawings illustrate that keep left bollards are to be installed on the physical islands, however, no high level signage is proposed. The Audit Team have concerns that motorists following high sided vehicles will not become aware of the proposed physical island at a safe distance and may attempt to overtake which could lead to a vehicle colliding with the island and a loss of control type collisions.</p>	<p>It is recommended that illuminated high-level keep-left signage is provided</p>	<p>Accepted – the design has been amended to provide high-level “keep left” signage at the proposed refuge island crossing, as well as at the newly proposed splitter islands which are visible on approach to the proposed crossing from the east and west. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. <b>ITB210007-GA-004B</b>.</p>		



<p>5. The A4 Bath Road that is subject to street lighting in proximity to the village of Hare Hatch where a 40mph speed limit is present which increases to 50mph for eastbound traffic, at a point circa 160 metres to the west of the priority access and 115 metres before the right turn lane associated with Ladds Garden Village. The characteristics of the A4 Bath Road appear to change at the existing change in speed limit becoming more rural in nature with foliage both sides of the carriageway. The proposals include the provision of an uncontrolled crossing point immediately to the west of the existing right turn lane associated with the Ladds Garden Village, at a location immediately adjacent to an existing street lighting column. The scheme drawing illustrates that visibility splays in accordance with 85th percentile speeds are achievable from each crossing point, however, the 118 metre splay to the west of the northern uncontrolled crossing point extends to the road centreline rather than the channel line. It is noted that a splay of 97 metres is achievable to the channel line. The Audit Brief identifies that all visibility splays are to be cleared and maintained clear of obstructions and that the 118 metre splay to the road centre line represents a Departure from Standard (DfS), as the splay should extend to the nearside channel line. The proposed uncontrolled crossing benefits from a refuge and therefore users cross each 3.7 metre lane individually. As stated within Chapter 6 of Traffic Signs Manual, a lower walking speed of 1.0m/s is utilised to calculate timings for crossings which when applied to the lane width, would mean that a pedestrian is expected to be within the carriageway for 3.7 seconds. This is increased to 4.63 seconds when based on UCL research which identified that the average walking pace of an elderly pedestrian aged over 65 is 0.8m/s. It can be determined that an eastbound vehicle approaching the proposed uncontrolled crossing at the 85th percentile speed observed of 43.3mph, will take 5 seconds to travel</p>	<p>It is recommended that appropriate warning signs are provided</p>	<p>Accepted – the design has been amended to provide appropriate warning signage for the approaching pedestrian crossing at the newly provided splitter islands to the east and west respectively. This will ensure motorists are aware of the presence of the pedestrian crossing. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. <b>ITB210007-GA-004B</b>.</p>		
--	--	---	--	--


RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>the 97 metres. It is therefore clear that, provided the visibility splays illustrated are maintained clear, a pedestrian should have an adequate level of visibility to cross the 3.7 metre eastbound lane based on 85th percentile approach speed. It is noted, however, that traffic could legally travel at speeds in excess of the 85th percentile speed recorded which would render the achievable level of visibility insufficient. An eastbound motorist approaching a pedestrian who is crossing the eastbound lane will have clear visibility of the pedestrian within the carriageway ahead, even during the hours of darkness due to the presence of street lighting column, and should therefore adjust their speed accordingly. The Audit Team have concerns, however, that the route characteristics of the A4 Bath Road are to remain unchanged and rural in nature. Eastbound motorists are unlikely to expect a pedestrian to cross the carriageway at this location which could lead to heavy braking and loss of control type collisions.</p>				



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>6.</b> The A4 Bath Road observes a traffic flow of circa 17,000 vehicles per day with circa 1500 vehicles observed in each direction during the peak hours, ref: ATC data provided in the Audit Brief. The proposals include the provision of an uncontrolled crossing point along the A4 Bath Road that is to benefit from a refuge island that is to provide a 2 metre by 2 metre refuge. The proposed refuge will allow pedestrians to each lane of traffic individually and therefore sufficient gaps should be available. The proposed uncontrolled crossing is primarily for pedestrians linking the existing footway to the north with a proposed footpath to the south. The Audit Team have concerns, however, that cyclists particularly child cyclists travelling between the site and destinations to the east or from destinations to the west and the site, may attempt to utilise the uncontrolled crossing. It is noted that the 2 metre by 2 metre refuge may not be adequate to accommodate a bicycle which could encroach into the through lanes and could be struck by a passing traffic leading to a vehicle to cyclist type collision.</p>	<p>It is recommended the depth of the refuge island is increased to accommodate a cyclist</p>	<p>Acknowledged – the proposed refuge island crossing is designed for pedestrians and provides a connection to the existing footway on the northern side of the A4 Bath Road. The crossing is not for use by cyclists given that it does not provide a connection to a designated off-carriageway cycle route. To ensure the proposed crossing is not utilised by cyclists, the design has been amended to introduce a bollard on the footpath leading to the crossing within the site and associated 'no cycling' signage. The details of the signage to be used will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. <b>ITB210007-GA-004B</b>.</p>		

## 1.4 Design Organisation and Overseeing Organisation Statements

**Table F.5: Design Organisation Statement**

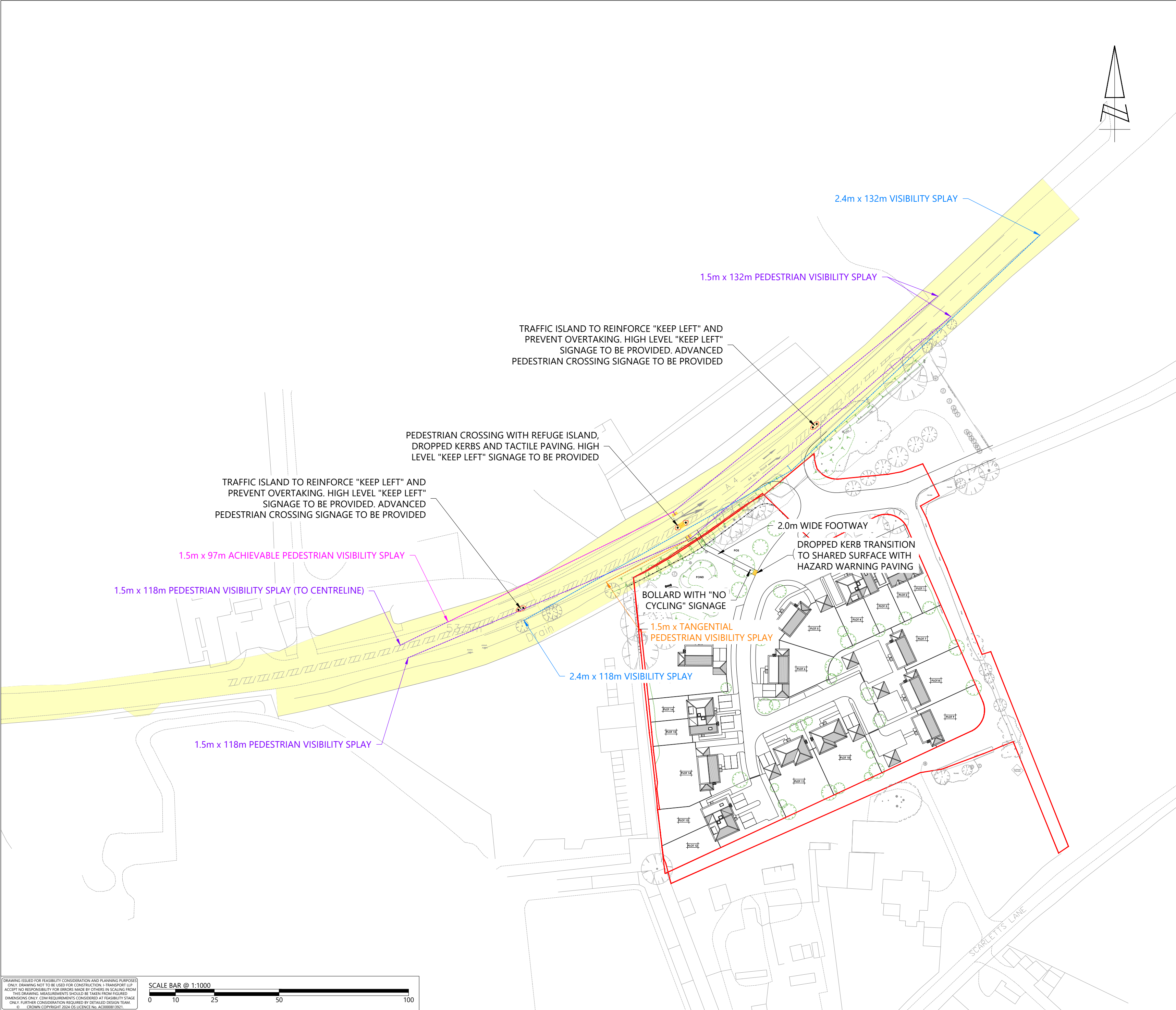
On behalf of the Design Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Burrows
Signed:	
Position:	Associate
Organisation:	i-Transport LLP
Date:	02/07/2025

**Table F.6: Overseeing Organisation Statement**

On behalf of the Overseeing Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) The agreed RSA actions will be progressed.	
Name:	TBC
Signed:	TBC
Position:	TBC
Organisation:	Wokingham Borough Council
Date:	TBC



## **DRAWINGS**



KEY:

— SITE BOUNDARY

— HIGHWAY BOUNDARY

B	30.06.25	JD	RSA COMMENTS INCORPORATED	BB	TW
A	28.05.25	MM	PEDESTRIAN VISIBILITY SPLAYS UPDATED	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

**i-Transport**

The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
www.i-transport.co.uk

Tel: 01256 898366

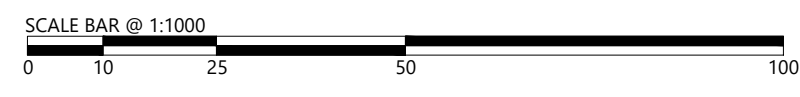
TITLE: POTENTIAL PEDESTRIAN CONNECTION

PROJECT: LADDS GARDEN CENTRE, BATH ROAD

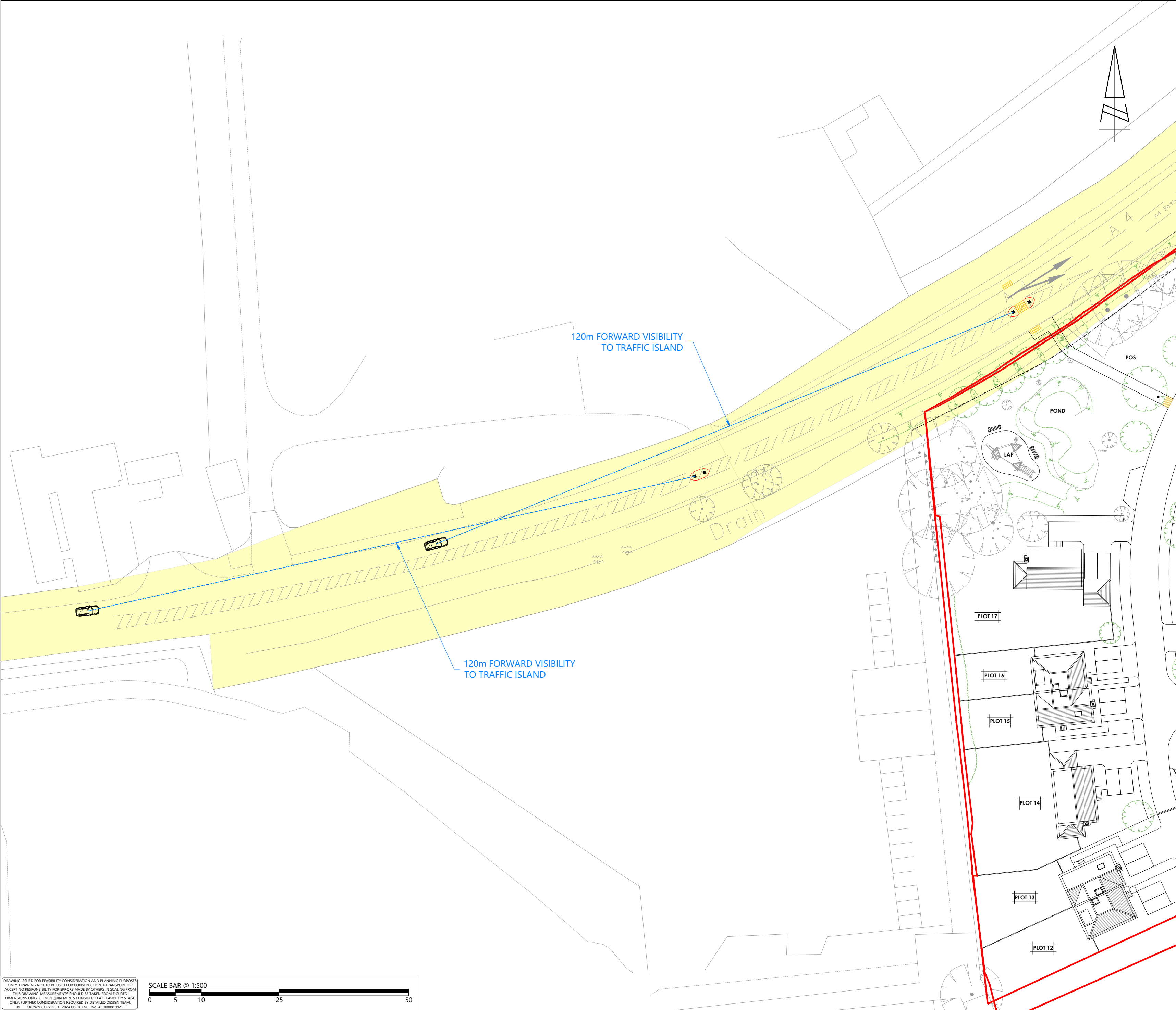
CLIENT: WESTBOURNE HOMES

DRAWN: JD	CHECKED: BB	APPROVED: TW
PROJECT No: ITB210007	SCALE @ A2: 1:1000	DATE: 02.05.25
DRAWING No: ITB210007-GA-004	REV: B	

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KEY:

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— HIGHWAY BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



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Basingstoke, Hampshire, RG21 4EB  
www.i-transport.co.uk

TITLE: OFF-SITE VISIBILITY

PROJECT: LADDS GARDEN CENTRE, BATH ROAD

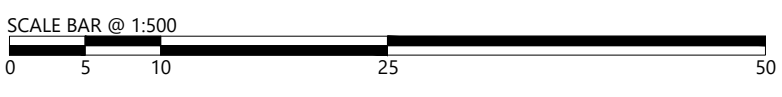
CLIENT: WESTBOURNE HOMES

DRAWN: JD  
CHECKED: BB  
APPROVED: TW

PROJECT No: ITB210007  
SCALE @ A2: 1:500  
DATE: 30.06.25

DRAWING No: ITB210007-GA-005  
REV: -

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## Technical Note

Project No: ITB21007  
Project Title: Ladds Garden Centre, Bath Road  
Title: Stage 1 Road Safety Audit – GG119 Response Format  
Ref: TW/BB/ITB210007-004 TN  
Date: 2 July 2025

### SECTION 1 SUMMARY

- 1.1.1** Westbourne Homes has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for a residential development comprising 19 new homes at the site of the Ladds Garden Centre in Hare Hatch, Wokingham.
- 1.1.2** The development proposals include a permeable layout of shared surface streets, and a Stage 1 RSA has been undertaken of the proposed internal site layout by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.



## ROAD SAFETY AUDIT RESPONSE

### 1.2 Project Details

**Table F.1: Project Details**

Report Title:	Stage 1 Road Safety Audit
Date:	July 2025
Document Reference and Revision:	RSA-25-069-1
Prepared by:	Fenley Road Safety
On behalf of:	i-Transport

### 1.3 Authorisation Sheet

**Table F.2: Authorisation Sheet**

Project:	Ladds Garden Centre, Bath Road
Report Title:	RSA Response Summary
<b>Prepared by (Design Organisation)</b>	
Name:	Ben Burrows
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	02/07/2025
<b>Approved by (Overseeing Organisation)</b>	
Name:	TBC – WBC Highways
Position:	TBC
Signed:	TBC
Organisation:	TBC
Date:	TBC

### Key Personnel

**Table F.3: Key Personnel**

Overseeing Organisation:	Wokingham Borough Council
RSA Team:	Fenley Road Safety
Design Organisation:	i-Transport LLP


## Road Safety Audit Decision Log

**Table F.4: RSA Decision Log**

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<b>1:</b> The scheme drawings provided with the Audit Brief, identify that the on-site street is to consist of shared surface carriageway that is adequate to accommodate the swept path of a refuse / recycling collection vehicle but at this stage, does not illustrate that any street lighting is to be provided. The Audit Team understand that the proposed redevelopment is to accommodate just 19 homes which are expected to generate up to just 10 two-way vehicular movements during the peak hours and that speeds are expected to be low, however, there are concerns that any pedestrians within the carriageway may not be clearly visible which could lead to a vehicle / cyclist to pedestrian type collisions	It is recommended that an appropriate level of lighting is provided within the redevelopment.	Accepted – an appropriate scheme of lighting will be provided. The details of the lighting strategy will be confirmed at the detailed design stage.	-	-
<b>2:</b> The scheme proposals include the provision of a footpath link that is to connect between the proposed redevelopment and a proposed uncontrolled crossing point along the A4 Bath Road which is to facilitate pedestrian access to and from the existing footway to the north. The proposed uncontrolled crossing point is to accommodate tactile paving to warn pedestrians of the live carriageway, however, it is noted that no measures are provided to highlight the change in route characteristics where the proposed footpath meets the on-site shared surface street. The Audit Team have concerns that a pedestrian may enter the on-site carriageway unaware of the potential for vehicular and cyclist traffic which could lead to a vehicle / cyclist to pedestrian type collision.	It is recommended that appropriate measures are provided to highlight the transition between the proposed footpath and shared surface area.	Accepted – the design has been amended to provide corduroy hazard warning paving at the transition between the proposed footpath and the shared surface street. This will clearly highlight the transition to all users. The revised arrangements are shown on drawing no. <b>ITB210007-GA-004B</b> .	-	-

## 1.4 Design Organisation and Overseeing Organisation Statements

**Table F.5: Design Organisation Statement**

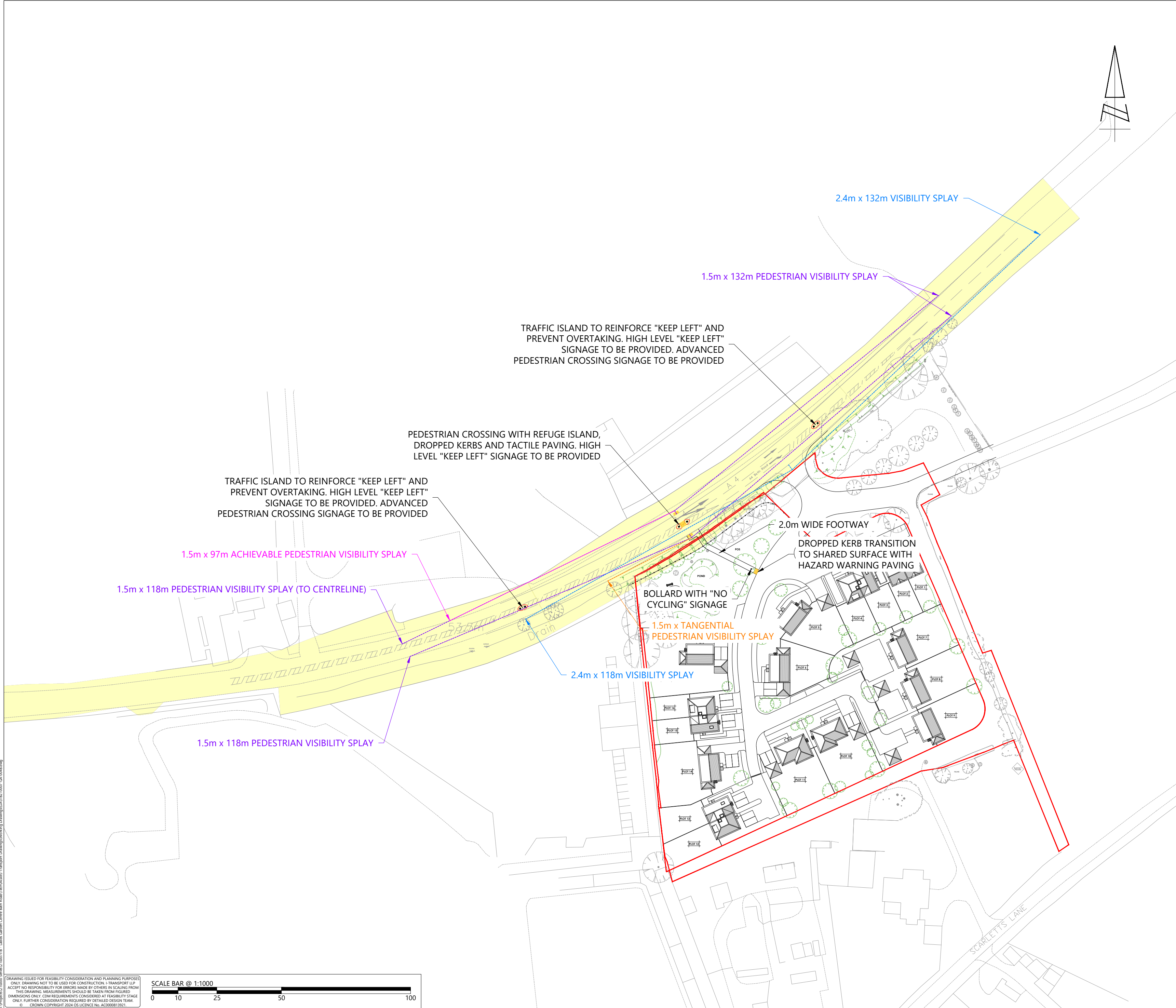
On behalf of the Design Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Burrows
Signed:	
Position:	Associate
Organisation:	i-Transport LLP
Date:	02/07/2025

**Table F.6: Overseeing Organisation Statement**

On behalf of the Overseeing Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) The agreed RSA actions will be progressed.	
Name:	TBC
Signed:	TBC
Position:	TBC
Organisation:	Wokingham Borough Council
Date:	TBC



## **DRAWINGS**



KEY:

— SITE BOUNDARY

— HIGHWAY BOUNDARY

B	30.06.25	JD	RSA COMMENTS INCORPORATED	BB	TW
A	28.05.25	MM	PEDESTRIAN VISIBILITY SPLAYS UPDATED	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



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www.i-transport.co.uk

Tel: 01256 898366

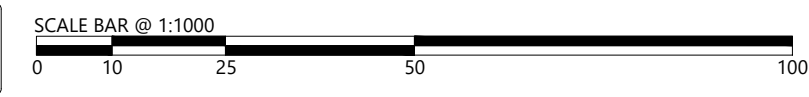
TITLE: POTENTIAL PEDESTRIAN CONNECTION

PROJECT: LADDS GARDEN CENTRE, BATH ROAD

CLIENT: WESTBOURNE HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A2:	DATE:
ITB210007	1:1000	02.05.25
DRAWING No:	ITB210007-GA-004	
		REV: B

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# Road Safety Audit Report

Incorporating  
Stage 1 Completion of Preliminary Design



## Proposed Pedestrian Refuge Island along the A4 Bath Road Hare Hatch

**Client:**  
i-Transport

**Client reference:**  
ITB210007

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**Report Status**                    1

<b>Job no</b>	RSA-25-055	<b>Issue no</b>	1	<b>Date</b>	June 2025
<b>Prepared by</b>	JJF	<b>Verified by</b>	ZB	<b>Approved by</b>	JJF
<b>Filename and Path</b>	Fenley/Road Safety Audits/RSA-25/RSA-25-055-1				



## 1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2025
Document reference and revision:	RSA-25-055-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wokingham Borough Council
Design Organisation:	i-Transport
Project Sponsor:	Westbourne Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			13 <sup>th</sup> June 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	25 <sup>th</sup> June 2025

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## 2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of highway works at an existing priority access as well as a proposed uncontrolled crossing and refuge island along the A4 Bath Road in Hare Hatch. The proposed highway works consist of providing corner radii at an existing priority access that takes the form of a vehicular crossover with dropped kerbs along the edge of the A4 Bath Road. The proposed refuge is to be 2.0 metres deep and 2.0 metres wide protected by physical islands both sides which are to benefit from reflective keep left bollards. The refuge island is to be accommodated within an existing area of central hatching that is 2.6 metres wide, as measured off the scheme drawing, and precedes the direct taper of a right turn lane associated with the former Ladds Garden Village. The A4 Bath Road accommodates a footway to the north and grass verge to the south. The scheme illustrates that the proposed pedestrian link to the south of the uncontrolled crossing, is to be formed in-line with the uncontrolled crossing. It is understood that the proposals are to be provided as part of a redevelopment of the former Ladds Garden Village to provide 19 homes. It is noted that it is proposed to retain some of the existing light industrial / commercial land uses that are also accessed via the associated priority access.
- 2.2 The Audit Brief identifies that the proposals are subject to one Departure from Standard (DfS) that relates to the level of visibility that is achievable to eastbound traffic, for a pedestrian attempting to cross the A4 Bath Road from the existing footway on the northern side of the carriageway. It is understood that a visibility splay of 118 metres is required in accordance with observed 85<sup>th</sup> percentile speeds. However, that 118 metre splay is only achievable to the road centreline with visibility to the channel line limited to 97 metres. This DfS has been fully assessed within this Stage 1 Road Safety Audit and any road safety concerns raised if necessary.
- 2.3 This Road Safety Audit was undertaken during June 2025 in accordance with the Road Safety Audit Brief provided on the 13<sup>th</sup> June 2025 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Westbourne Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and are therefore only raised within this document if fundamental to the scheme. Further, it is identified that any existing features within the proposed splays will be removed.

- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:

**Audit Team Leader**

**Jamie Fenning** *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*  
Road Safety / Highway Engineer

**Audit Team Member**

**Zane Beswick** *MCIHT, MSoRSA*  
Road Safety / Highway Engineer

- 2.5 The A4 Bath Road is well known by the Audit Team who have travelled along the carriageway and visited the Garden Village numerous times but the site visit associated with this assessment was undertaken during the afternoon of Wednesday 25<sup>th</sup> June between the hours of 10:50 and 11:30. This site visit involved walking and driving around the local highway network for a total 40-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visits was overcast, the road surface was dry and visibility was good. No pedestrians but a number of cyclist were observed during the site visits. Vehicular traffic was also observed to include powered two wheeled vehicles, cars, passenger service vehicles and light as well as heavy goods vehicles.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.


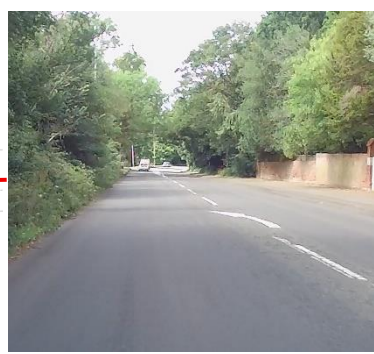
### **3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS**

- 3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the current scheme.



#### 4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

<b>A.1</b>	<b>LOCAL ALIGNMENT</b>
<b>A.1.1</b>	<b>PROBLEM</b>
<b>Location:</b>	A4 Bath Road
<b>Summary:</b>	Proposed footpath is in-line with the uncontrolled crossing
<b>Acc Type:</b>	Vehicle to pedestrian type collision
<p>The A4 Bath Road is subject to a 50mph speed limit in the vicinity of Ladds Garden Village but observes 85<sup>th</sup> percentile speeds of 43.9mph and 46.6mph in an eastbound and westbound directions respectively. A right turn lane is present to allow access to Ladds Garden Village without having an impact on the free flow of eastbound traffic travelling along the primary route. The proposals include the provision of corner radii at the existing priority access as well as an uncontrolled crossing point that is to be provided immediately to the west of the existing right turn lane which is proposed to allow access between the site and the existing footway network to the north of the carriageway. The scheme drawing illustrates that the uncontrolled crossing is to benefit from two rows of tactile paving and that the footpath connection between the proposed redevelopment and uncontrolled crossing point is to be straight in alignment with a marginal bend and in-line. Pedestrians should stop at the edge of the A4 Bath Road to become aware of approaching traffic and only attempt to cross when it is safe to do so. Nevertheless, the Audit Team have concerns that pedestrians particularly the visually impaired, could step over the proposed tactile paving and unknowingly enter the carriageway or approach at pace and attempt to cross the carriageway without looking. A pedestrian not stopping to become aware of approaching traffic could step into the path of a vehicle leading to a vehicle to pedestrian type collision.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that the uncontrolled crossing point is offset from the approach and that the depth of tactile warning is increased if necessary.	
<b>Location Plan:</b> <div style="display: flex; align-items: center;">   </div>	

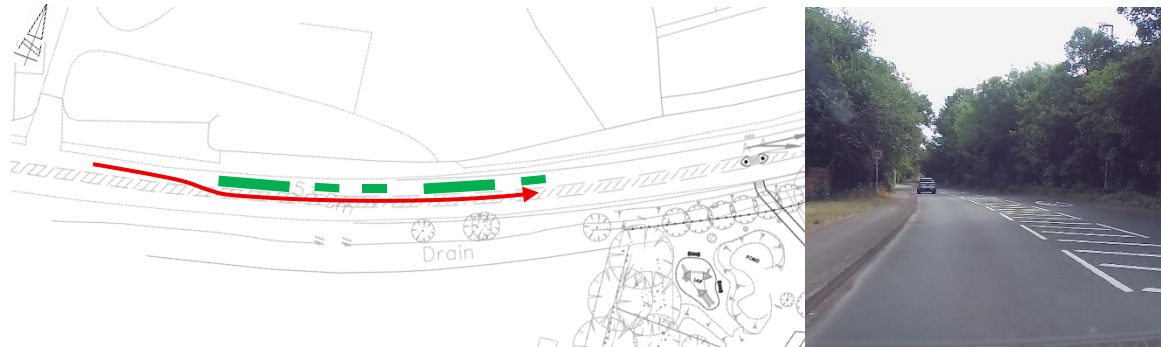
<b>A.2</b>	<b>GENERAL</b>
<b>A.2.1</b>	<b>PROBLEM</b>
<b>Location:</b>	A4 Bath Road
<b>Summary:</b>	Westbound motorists may not become aware of the proposed island at a safe distance
<b>Acc Type:</b>	Vehicle to pedestrian and / or loss of control type collision
<p>The A4 Bath Road is subject to a 50mph speed limit and follows a bend as it passes the western frontage of Ladds Garden Village. A right turn lane is formed within the carriageway to allow access to the Garden Village, which is 2.6 metres wide and formed with a taper to the east. The proposals include the provision of a pedestrian refuge island within the area of central hatching immediately to the west of the right turn lane. The scheme drawing illustrates that a 132 metre visibility splay is achievable to the east of the uncontrolled crossing point and therefore it is clear that westbound motorists will have visibility to the physical island in accordance with 85<sup>th</sup> percentile speeds. The Audit Team have concerns, however, that due to the bend in the road, the proposed keep left bollards won't be facing approaching westbound traffic and therefore the entire reflective face will not be clearly visible. As such, westbound motorists may not become aware of the physical island at a safe distance, particularly during the hours of darkness which could lead to a vehicle colliding with the physical island and a vehicle to pedestrian or loss of control type collision.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that a splitter island is provided within the taper to the east of the right turn lane which will be directly in front of and therefore clearly visible to westbound motorists.	
<b>Location Plan:</b>  	
<b>A.2.2</b>	<b>PROBLEM</b>
<b>Location:</b>	A4 Bath Road
<b>Summary:</b>	Eastbound motorists may not become aware of the proposed island at a safe distance
<b>Acc Type:</b>	Vehicle to pedestrian and / or loss of control type collision
<p>The A4 Bath Road is subject to a 40mph speed limit within the village of Hare Hatch where a number right turn lanes are accommodated to allow access to amenities and properties off both sides of the carriageway. Those right turn lanes are separated by areas of central hatching to form consistent eastbound and westbound lane widths. The carriageway follows a bend towards</p>	

the eastern end of the village where the speed limit of the road changes from 40mph to 50mph, circa 160 metres to the west of the priority access and just circa 115 metres before the right turn lane associated with Ladds Garden Village. The proposals include the provision of an uncontrolled crossing point immediately to the west of the right turn lane associated with the Ladds Garden Village. Measurements have been taken from the scheme drawing and it has been determined that an eastbound motorist should be able to see the proposed refuge island from a point 139 metres in advance of the feature provided vegetation is cleared and maintained as indicated. This distance exceeds the stopping sight distance of a vehicle travelling at the 85<sup>th</sup> percentile speed recorded as well as that associated with the 40mph speed limit at that location. The Audit Team have concerns, however, that eastbound motorists may attempt to utilise the existing central hatched area to overtake slow moving vehicles and that the physical island will not be clearly visible due to its proposed location, around a left hand bend. Motorists not becoming aware of the proposed physical island at a safe distance could collide with the physical island leading to a vehicle to pedestrian or loss of control type collision.

#### RECOMMENDATION:

It is recommended that a series of physical islands are provided within the central hatching along the A4 Bath Road within Hare Hatch and extending to the proposed refuge island.

#### Location Plan:



A.2.3	PROBLEM
<b>Location:</b>	A4 Bath Road
<b>Summary:</b>	Motorists may not become aware of the proposed island at a safe distance
<b>Acc Type:</b>	Vehicle to pedestrian and / or loss of control type collision
<p>The A4 Bath Road observes a high percentage of HGV's as well as other high sided vehicles and accommodates a number of traffic islands that benefit from keep left bollards as well as illuminated high level signs. The proposals include the provision of an uncontrolled crossing point that benefits from a refuge island. The scheme drawings illustrate that keep left bollards are to be installed on the physical islands, however, no high level signage is proposed. The Audit Team have concerns that motorists following high sided vehicles will not become aware of the proposed physical island</p>	

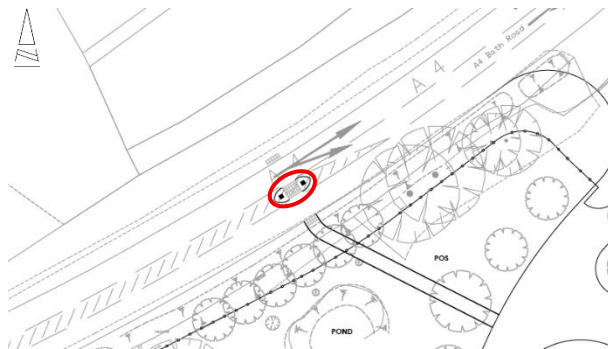


at a safe distance and may attempt to overtake which could lead to a vehicle colliding with the island and a loss of control type collisions.

#### RECOMMENDATION:

It is recommended that illuminated high-level keep left signage is provided.

#### Location Plan:



#### A.3 JUNCTIONS

*No Road Safety Concerns regarding JUNCTIONS have been raised at this stage*

#### A.4 WALKING, CYCLING AND HORSE RIDING

##### A.4.1 PROBLEM

**Location:** A4 Bath Road

**Summary:** Intervisibility between a pedestrian and eastbound motorist is limited

**Acc Type:** Vehicle to pedestrian type collision

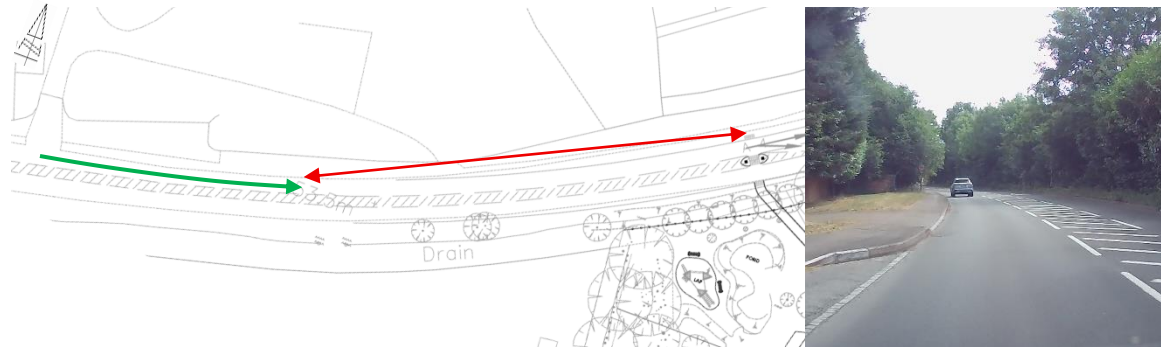
The A4 Bath Road that is subject to street lighting in proximity to the village of Hare Hatch where a 40mph speed limit is present which increases to 50mph for eastbound traffic, at a point circa 160 metres to the west of the priority access and 115 metres before the right turn lane associated with Ladds Garden Village. The characteristics of the A4 Bath Road appear to change at the existing change in speed limit becoming more rural in nature with foliage both sides of the carriageway. The proposals include the provision of an uncontrolled crossing point immediately to the west of the existing right turn lane associated with the Ladds Garden Village, at a location immediately adjacent to an existing street lighting column. The scheme drawing illustrates that visibility slays in accordance with 85<sup>th</sup> percentile speeds are achievable from each crossing point, however, the 118 metre splay to the west of the northern uncontrolled crossing point extends to the road centreline rather than the channel line. It is noted that a splay of 97 metres is achievable to the channel line. The Audit Brief identifies that all visibility slays are to be cleared and maintained clear of obstructions and that the 118 metre splay to the road centre line represents a Departure from Standard (DfS), as the splay should extend to the nearside channel line. The proposed uncontrolled crossing benefits from a refuge and therefore users cross each 3.5 metre lane individually. As stated within Chapter 6 of Traffic Signs Manual, a lower walking speed of 1.0m/s is utilised to calculate timings for crossings which when applied to the lane width, would

mean that a pedestrian is expected to be within the carriageway for 3.5 seconds. This is increased to 4.4 seconds when based on UCL research which identified that the average walking pace of an elderly pedestrian aged over 65 is 0.8m/s. It can be determined that an eastbound vehicle approaching the proposed uncontrolled crossing at the 85<sup>th</sup> percentile speed observed of 43.9mph, will take 5 seconds to travel the 97 metres. It is therefore clear that, provided the visibility splays illustrated are maintained clear, a pedestrian should have an adequate level of visibility to cross the 3.5 metre eastbound lane based on 85<sup>th</sup> percentile approach speed. It is noted, however, that traffic could legally travel at speeds in excess of the 85<sup>th</sup> percentile speed recorded which would render the achievable level of visibility insufficient. An eastbound motorist approaching a pedestrian who is crossing the eastbound lane will have clear visibility of the pedestrian within the carriageway ahead even during the hours of darkness, due to the presence of street lighting column, and should therefore adjust their speed accordingly. The Audit Team have concerns, however, that the route characteristics of the A4 Bath Road are to remain unchanged and rural in nature. Eastbound motorists are unlikely to expect a pedestrian to cross the carriageway at this location which could lead to heavy braking and loss of control type collisions.

#### RECOMMENDATION:

It is recommended that appropriate warning signs are provided.

#### Location Plan:



<b>A.4.2</b>	<b>PROBLEM</b>
<b>Location:</b>	A4 Bath Road
<b>Summary:</b>	Proposed refuge is inadequate to accommodate cyclists
<b>Acc Type:</b>	Vehicle to cyclist type collision
<p>The A4 Bath Road observes a traffic flow of circa 17,000 vehicles per day with circa 1500 vehicles observed in each direction during the peak hours, ref: ATC data provided in the Audit Brief. The proposals include the provision of an uncontrolled crossing point along the A4 Bath Road that is to benefit from a refuge island that is to provide a 2 metre by 2 metre refuge. The proposed refuge will allow pedestrians to each lane of traffic individually and therefore sufficient gaps should be available. The proposed uncontrolled crossing is primarily for pedestrians linking the existing footway to the north with a proposed footpath to the south. The Audit Team have concerns,</p>	