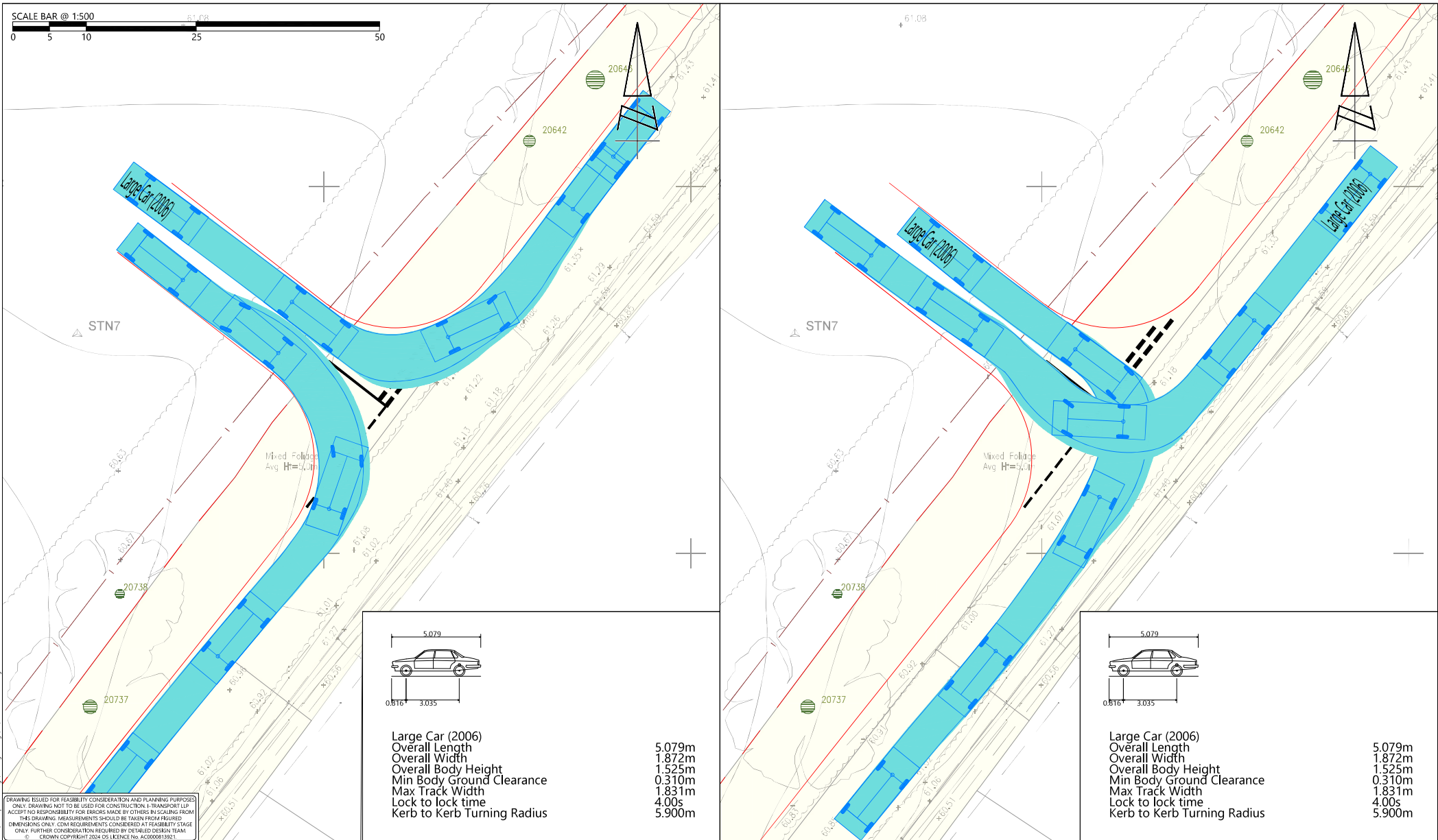
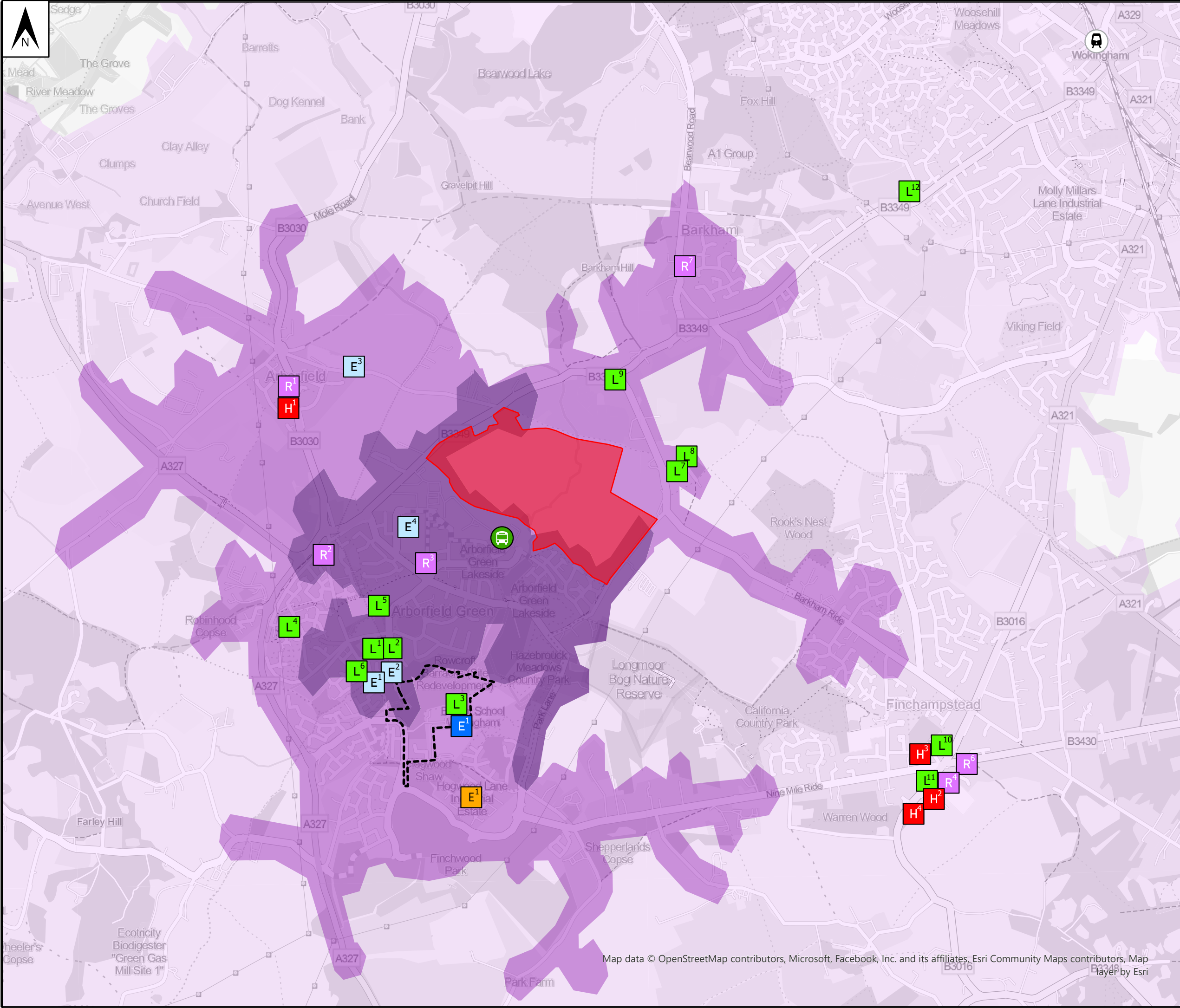




 33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660 www.i-transport.co.uk				TITLE: SECONDARY ACCESS POINT FROM COMMONFIELD LANE SWEPT PATH ANALYSIS				DRAWN: SH		CHECKED: TH	APPROVED: TH
REV DATE BY DESCRIPTION CHK APD				PROJECT:		CLIENT:		PROJECT No: ITL11337		SCALE @ A3: 1:500	DATE: 12.12.24
STATUS: FOR INFORMATION				BARKHAM SQUARE		CREST NICHOLSON		DRAWING No: ITL11337-GA-002		REV: A	

APPENDIX B. PROPOSED PARAMETER PLANS



Key

- Site Boundary
- Proposed Bus Stop
- Wokingham Railway Station
- Indicative Location of District Centre
- Walking Catchment
 - 1.6km
 - 3.2km
- Cycling Catchment
 - 8km
- Health
 - H¹ Swallowfield Medical Practice
 - H² NHS Dentistry
 - H³ Forest Dental Studio
 - H⁴ Finchampstead Surgery
- Employment
 - E¹ Hogwood Industrial Estate
- Leisure
 - L¹ Arborfield Library
 - L² Arborfield Green Community Centre
 - L³ Arborfield Green Leisure Centre
 - L⁴ Get You Fit
 - L⁵ Sports Pitches
 - L⁶ Made2Fit Personal Training
- Retail
 - R¹ Londis
 - R² Co-op Food
 - R³ Stables Speciality Coffee
 - R⁴ Co-op Food
 - R⁵ One Shop
 - R⁶ Post Office California
 - R⁷ Village Store and Post Office
- Education
 - E¹ Poperinghe Pre-School
 - E² Hazebrouck Day Nursery and Pre-School
 - E³ The Coombes C of E Primary School
 - E⁴ Farley Hill Primary School
 - E⁵ Bohunt School Wokingham
- Leisure
 - L⁷ Barkham Village Hall
 - L⁸ The Combat Academy
 - L⁹ The Bull Pub
 - L¹⁰ Bob's Fish and Chips
 - L¹¹ Chef Peking Chinese Restaurant
 - L¹² Ye Olde Leathern Bottel Pub

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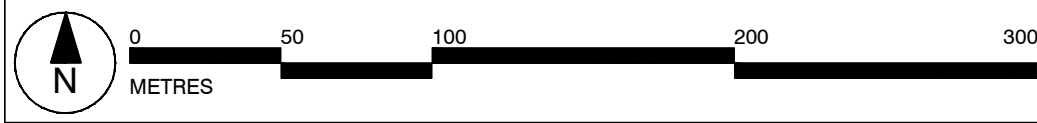
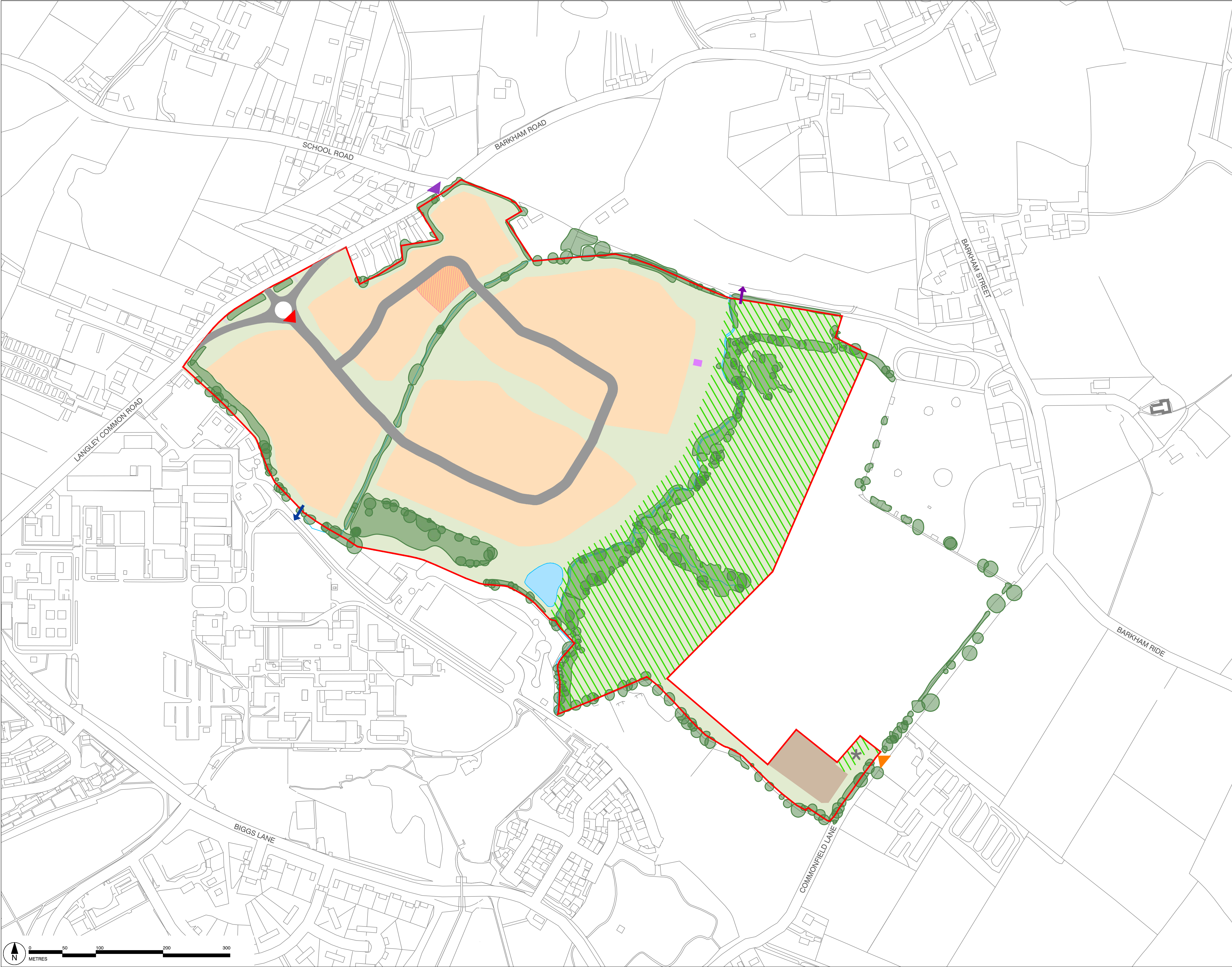
Basingstoke: 01256 637 940
Leeds: 0113 357 1360
London: 020 3705 9215
Manchester: 0161 830 2172

www.i-transport.co.uk

Title: **Facilities Plan**

Project: **Barkham Square Park**

Project Number: ITL11337	Figure Number: Figure 4.3	Revision: -
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APPLICATION BOUNDARY

EXISTING

EXISTING VEGETATION

EXISTING DITCH

EXISTING WATERCOURSE

EXISTING POND

PROPOSED

RESIDENTIAL DEVELOPMENT

ELDERLY CARE

PUBLIC OPEN SPACE

ALLOTMENTS

SUITABLE ALTERNATIVE NATURAL GREENSPACE (SANG)

SANG CAR PARK

ROAD INFRASTRUCTURE
EXACT ALIGNMENT SUBJECT TO DEVIATION +/-10M

VEHICULAR ACCESS

ALLOTMENT AND SANG CAR PARK ACCESS

EMERGENCY VEHICLE ACCESS

NON VEHICULAR ACCESS POINTS

NON VEHICULAR ARBORFIELD GREEN ACCESS POINT
CONNECTION PROVIDED UP TO THE BOUNDARY

INDICATIVE FOUL WATER PUMPING STATION
LOCATION

J	Updated application boundary	24/02/26
I	Access arrows updated	17/02/26
H	Updates to Land Owner comments	27/01/26
G	Updated note in key	28/11/25
F	Increased NDA & updated site boundary	29/08/25
E	Updates to Crest comments	21/08/25
D	Updates to client and LPA comments	24/06/25
C	Updated with pump station location	29/11/24
B	Updated application boundary	21/11/24
A	Updated to Rapley comments	15/08/24
Rev	Description	Date

Purpose of Issue

PLANNING

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Client

CREST NICHOLSON

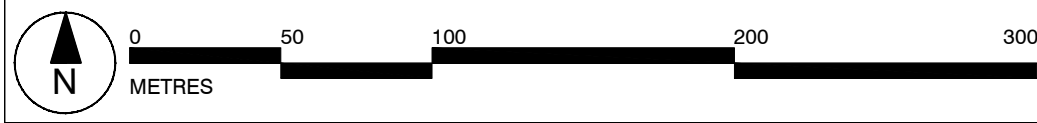
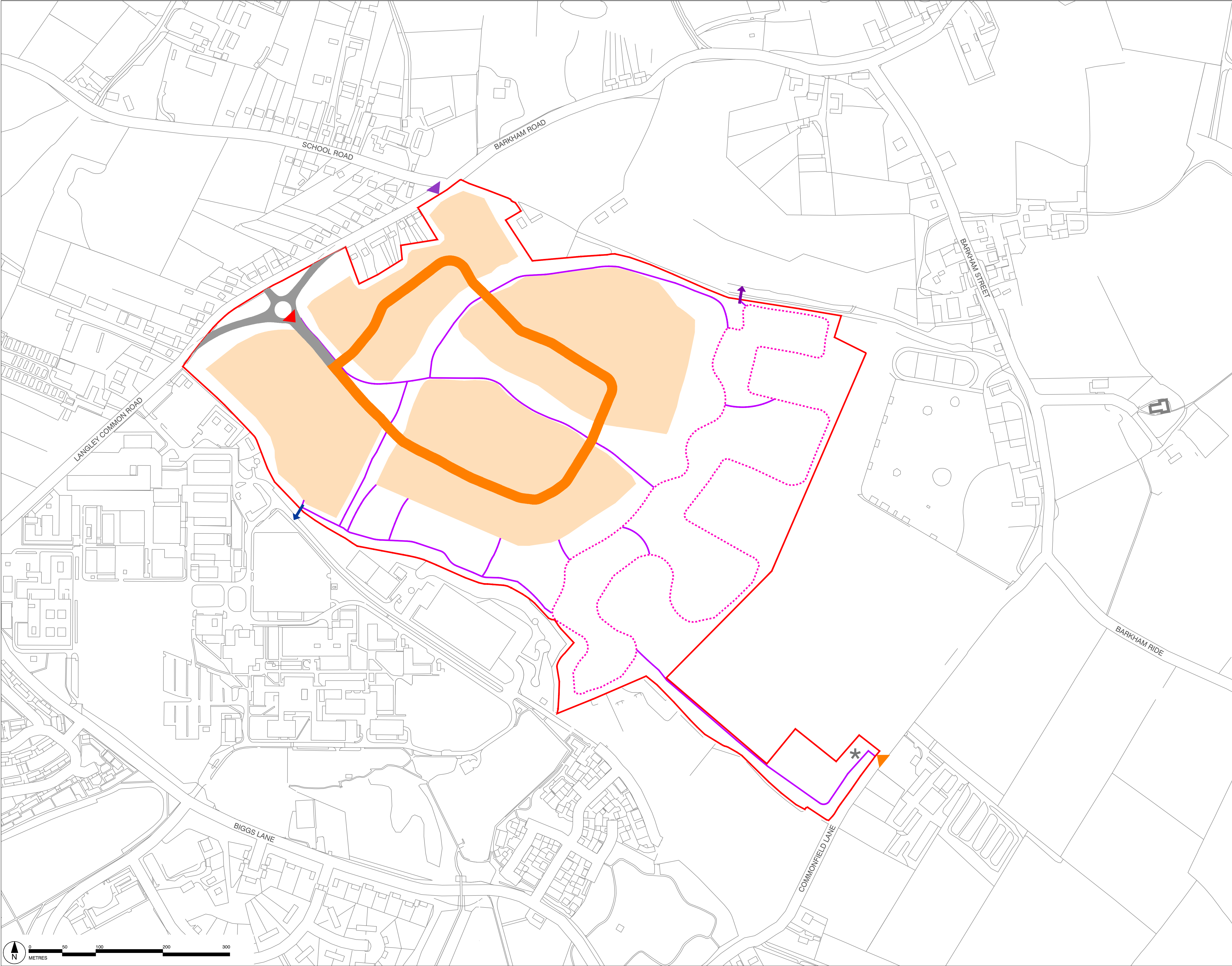
Project

BARKHAM SQUARE

Drawing Title

PARAMETER PLAN - LAND USE

Drawn EW	Checked MP	Approved RW	Date 09/08/2024
Job No. 23.0016	Scale 1:2500	Sheet Size A1	Revision J
Drawing Number BMD.23.0016.DR.P005			



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- APPLICATION BOUNDARY
- PROPOSED
 - RESIDENTIAL DEVELOPMENT
 - PRIMARY ACCESS ROAD
EXACT ALIGNMENT SUBJECT TO DEVIATION +/-10M
 - SECONDARY ROAD
EXACT ALIGNMENT SUBJECT TO DEVIATION +/-10M
 - VEHICULAR ACCESS
 - ALLOTMENT AND SANG CAR PARK ACCESS
 - EMERGENCY VEHICLE ACCESS
 - NON VEHICULAR ACCESS POINTS
 - NON VEHICULAR ARBORFIELD GREEN ACCESS POINT
CONNECTION PROVIDED UP TO THE BOUNDARY
 - SANG FOOTPATH
 - SANG CAR PARK
 - FOOTPATH OR PEDESTRIAN/CYCLE ROUTE

J	Updated application boundary	24/02/26
I	Access arrows updated	17/02/26
H	Updates to Land Owner comments	27/01/26
G	Updated note in key	28/11/25
F	Increased NDA & updated site boundary	29/08/25
E	Updates to Crest comments	21/08/25
D	Updates to client and LPA comments	24/06/25
C	Updated with pump station location	29/11/24
B	Updated application boundary	21/11/24
A	Updates to pedestrian/cycle route	05/09/24
Rev	Description	Date

Purpose of Issue

PLANNING

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Client

Project			
BARKHAM SQUARE			
Drawing Title			
PARAMETER PLAN - ACCESS & MOVEMENT			
Drawn	Checked	Approved	Date
EW	MP	RW	09/08/2024
Job No.	Scale	Sheet Size	Revision
23.0016	1:2500	A1	J
Drawing Number			
BMD.23.0016.DR.P007			

APPENDIX C. PIA DATA

Full Details Report Summary -

Collisions Found Date Range: 01/07/2020 - 26/05/2025

Grid Coordinate Range: 476189, 165947 - 478321, 167059

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

This report may contain road safety factors mapped from contributory factors coded before implementation of STATS 19 2024

Collision Severity

	2020	2021	2023	2025	Total
Moderately Serious	0	1	0	0	1
Slight	1	1	2	1	5
Total	1	2	2	1	6

Casualty Severity

	2020	2021	2023	2025	Total
Moderately Serious	0	3	0	0	3
Slight	1	2	2	1	6
Total	1	5	2	1	9

Casualty KSI

	2020	2021	2023	2025	Total
Adult KSI	0	3	0	0	3
Slight	1	2	2	1	6
Total	1	5	2	1	9

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

Reference: 2020-43-200200118

Slight

Collision 1 of 6

LANGLEY COMMON ROAD J/W BIGGS LANE ARBORFIELD

1.7 Date & 1.9 Time	Wednesday 01/07/2020 19:00	1.15 Speed limit	30 Mph
1.11 Grid co-ordinates	476626 / 166200	1.14 Road type	Roundabout
1.10 Local Authority	Wokingham	1.16a Junction detail	Other junction
1.12/1.13 1st road	U7502	1.17 Junction control	Give way sign or uncontrolled
1.18/1.19 2nd road	U7502	1.25a Conditions/hazards	None
1.22 Weather	Rain	1.5 Number of vehicles	2
1.21 Light conditions	Daylight	1.6 Number of casualties	1
1.20 Pedestrian crossing	No Human control within 50m	1.23 Road surface	Wet

Road Safety Factors

Participant	Confidence	Source of data
		Self-completed online

Collision Description

LGV2 ENT RBT SE TO NW & COLL/W PC2 TRAV NE TO SW.

2 Vehicles

2.4 Veh ref no.	1	2.14 Hit object off c'way	None
2.5 Type of vehicle	Pedal cycle	2.16 First impact	Front
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Going ahead	2.22 Age of driver	46
2.8 Dirn. from/to	North east / South west	2.23a Alcohol test	Not applicable
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Mid junction	2.24 Stop at scene	Stopped at scene
2.11 Skidding	Skidded	2.27 Driver postcode	GU466PA
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No
2.4 Veh ref no.	2	2.14 Hit object off c'way	None
2.5 Type of vehicle	Van/Goods to 3.5t	2.16 First impact	Offside
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Going ahead	2.22 Age of driver	-1
2.8 Dirn. from/to	South east / North west	2.23a Alcohol test	Driver not contacted
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Entering roundabout	2.24 Stop at scene	Failed to stop at scene
2.11 Skidding	No	2.27 Driver postcode	1
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No

1 Casualty

3.4 Vehicle ref no	1	3.14 Seat belt usage	N/A
3.5 Cas ref no	1	3.15 Vehicle passenger	Not a vehicle passenger
3.6 Casualty class	Driver or Rider	3.16 Bus/coach passenger	No
3.7 Casualty sex	Male		
3.8 Casualty Age	46		
3.9b Cas. severity	Slight		
3.18 Cas. postcode	GU466PA		

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

Reference: 2021-43-210221570

Moderately Serious

Collision 2 of 6

BARKHAM STREET APPX 282M SE J/W B3349 BARKHAM ROAD WOKINGHAM

1.7 Date & 1.9 Time	Saturday 22/05/2021 17:00	1.15 Speed limit	40 Mph
1.11 Grid co-ordinates	478108 / 166684	1.14 Road type	Single c'way
1.10 Local Authority	Wokingham	1.16a Junction detail	Not at or within 20 metres of junction
1.12/1.13 1st road	U7502	1.17 Junction control	
1.18/1.19 2nd road		1.25a Conditions/hazards	None
1.22 Weather	Fine	1.5 Number of vehicles	3
1.21 Light conditions	Daylight	1.6 Number of casualties	4
1.20 Pedestrian crossing	No Human control within 50m	1.23 Road surface	Dry

Road Safety Factors

	Participant	Confidence	Source of data
S1 Driver/rider exceeding speed limit	V001	Possible	Officer attended scene
B4 Ineffective observation by either the driver, rider or pedestrian	V001	Possible	
D2 Affected by drugs	V001	Possible	
S4 Driver/rider being aggressive, dangerous or reckless	V001	Very likely	

Collision Description

C1 TRAV NW TO SE OVERTK LGV3 TRAV NW TO SE & COLL/W C2 TRAV SE TO NW.

3 Vehicles

2.4 Veh ref no.	1	2.14 Hit object off c'way	None
2.5 Type of vehicle	Car	2.16 First impact	Front
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Overtake moving vehicle on offside	2.22 Age of driver	25
2.8 Dirn. from/to	North west / South east	2.23a Alcohol test	Not provided (medical)
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Not at junction	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	RG29ET
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No
2.4 Veh ref no.	2	2.14 Hit object off c'way	None
2.5 Type of vehicle	Car	2.16 First impact	Front
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Going ahead	2.22 Age of driver	28
2.8 Dirn. from/to	South east / North west	2.23a Alcohol test	Not provided (medical)
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Not at junction	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	RG302RB
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No
2.4 Veh ref no.	3	2.14 Hit object off c'way	None
2.5 Type of vehicle	Van/Goods to 3.5t	2.16 First impact	Did not impact
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Going ahead	2.22 Age of driver	-1
2.8 Dirn. from/to	North west / South east	2.23a Alcohol test	Negative
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Not at junction	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	1
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

Reference: 2021-43-210221570

Moderately Serious

Collision 2 of 6

BARKHAM STREET APPX 282M SE J/W B3349 BARKHAM ROAD WOKINGHAM

4 Casualties

3.4	Vehicle ref no	1		
3.5	Cas ref no	1		
3.6	Casualty class	Driver or Rider		
3.7	Casualty sex	Male	3.14 Seat belt usage	N/A
3.8	Casualty Age	25	3.15 Vehicle passenger	Not a vehicle passenger
3.9b	Cas. severity	Moderately Serious	3.16 Bus/coach passenger	No
3.18	Cas. postcode	RG29ET		
3.4	Vehicle ref no	2		
3.5	Cas ref no	2		
3.6	Casualty class	Driver or Rider		
3.7	Casualty sex	Male	3.14 Seat belt usage	N/A
3.8	Casualty Age	28	3.15 Vehicle passenger	Not a vehicle passenger
3.9b	Cas. severity	Moderately Serious	3.16 Bus/coach passenger	No
3.18	Cas. postcode	RG302RB		
3.4	Vehicle ref no	2		
3.5	Cas ref no	3		
3.6	Casualty class	Passenger		
3.7	Casualty sex	Male	3.14 Seat belt usage	N/A
3.8	Casualty Age	28	3.15 Vehicle passenger	Front seat passenger
3.9b	Cas. severity	Moderately Serious	3.16 Bus/coach passenger	No
3.18	Cas. postcode	RG404UQ		
3.4	Vehicle ref no	2		
3.5	Cas ref no	4		
3.6	Casualty class	Passenger		
3.7	Casualty sex	Male	3.14 Seat belt usage	N/A
3.8	Casualty Age	9	3.15 Vehicle passenger	Rear seat passenger
3.9b	Cas. severity	Slight	3.16 Bus/coach passenger	No
3.18	Cas. postcode	RG12NW		

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

Reference: 2021-43-210273816

Slight

Collision 3 of 6

A327 EVERSLEY ROAD J/W B3349 SCHOOL ROAD ARBORFIELD

1.7 Date & 1.9 Time	Tuesday 15/06/2021 18:17	1.15 Speed limit	40 Mph
1.11 Grid co-ordinates	476189 / 167059	1.14 Road type	Roundabout
1.10 Local Authority	Wokingham	1.16a Junction detail	Other junction
1.12/1.13 1st road	A327	1.17 Junction control	Give way sign or uncontrolled
1.18/1.19 2nd road	B3349	1.25a Conditions/hazards	None
1.22 Weather	Fine	1.5 Number of vehicles	2
1.21 Light conditions	Daylight	1.6 Number of casualties	1
1.20 Pedestrian crossing	No Human control within 50m	1.23 Road surface	Dry

Road Safety Factors

B4 Ineffective observation by either the driver, rider or pedestrian
B4 Ineffective observation by either the driver, rider or pedestrian

Participant	Confidence	Source of data
V001	Possible	Officer attended scene
V002	Possible	

Collision Description

C1 XITING RBT IN N/K DIR. PC2 XITNG RBT IN N/K DIR. COLL OCCRD.

2 Vehicles

2.4 Veh ref no.	1	2.14 Hit object off c'way	None
2.5 Type of vehicle	Car	2.16 First impact	Nearside
2.6 Towing	No tow or articulation	2.21 Sex of driver	Female
2.7 Manoeuvres	Going ahead	2.22 Age of driver	37
2.8 Dirn. from/to	North west / South east	2.23a Alcohol test	Negative
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Leaving roundabout	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	RG29HP
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No
2.4 Veh ref no.	2	2.14 Hit object off c'way	None
2.5 Type of vehicle	Pedal cycle	2.16 First impact	Offside
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Going ahead	2.22 Age of driver	58
2.8 Dirn. from/to	North west / South east	2.23a Alcohol test	Not applicable
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Leaving roundabout	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	RG402HS
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No

1 Casualty

3.4 Vehicle ref no	2	3.14 Seat belt usage	N/A
3.5 Cas ref no	1	3.15 Vehicle passenger	Not a vehicle passenger
3.6 Casualty class	Driver or Rider	3.16 Bus/coach passenger	No
3.7 Casualty sex	Male		
3.8 Casualty Age	58		
3.9b Cas. severity	Slight		
3.18 Cas. postcode	RG402HS		

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

Reference: 2023-43-230120553

Slight

Collision 4 of 6

A327 OBSERVER WAY J/W A327 EVERSLEY ROAD ARBORFIELD

1.7 Date & 1.9 Time	Friday 17/03/2023 21:40	1.15 Speed limit	50 Mph
1.11 Grid co-ordinates	476275 / 165947	1.14 Road type	Roundabout
1.10 Local Authority	Wokingham	1.16a Junction detail	Other junction
1.12/1.13 1st road	A327	1.17 Junction control	Give way sign or uncontrolled
1.18/1.19 2nd road	A327	1.25a Conditions/hazards	None
1.22 Weather	Fine	1.5 Number of vehicles	2
1.21 Light conditions	Dark/lights lit	1.6 Number of casualties	1
1.20 Pedestrian crossing		1.23 Road surface	Wet

Road Safety Factors

Participant	Confidence	Source of data
		Self-completed online

Collision Description

C2 TRAV NW TO SE COLL/W C1 STAT WAITNG TO TRN LFT NW TO NE AT RBT

2 Vehicles

2.4 Veh ref no.	1	2.14 Hit object off c'way	None
2.5 Type of vehicle	Car	2.16 First impact	Back
2.6 Towing	No tow or articulation	2.21 Sex of driver	Female
2.7 Manoeuvres	Waiting to turn left	2.22 Age of driver	46
2.8 Dirn. from/to	North west / North east	2.23a Alcohol test	Driver not contacted
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Approaching/parked on approach	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	RG29FH
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No
2.4 Veh ref no.	2	2.14 Hit object off c'way	None
2.5 Type of vehicle	Car	2.16 First impact	Front
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Going ahead	2.22 Age of driver	-1
2.8 Dirn. from/to	North west / South east	2.23a Alcohol test	Driver not contacted
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Approaching/parked on approach	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	1
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No

1 Casualty

3.4 Vehicle ref no	1	3.14 Seat belt usage	N/A
3.5 Cas ref no	1	3.15 Vehicle passenger	Not a vehicle passenger
3.6 Casualty class	Driver or Rider	3.16 Bus/coach passenger	No
3.7 Casualty sex	Female		
3.8 Casualty Age	46		
3.9b Cas. severity	Slight		
3.18 Cas. postcode	RG29FH		

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

Reference: 2023-43-230472552

Slight

Collision 5 of 6

BARKHAM RIDE APPX 123M SE J/W COMMONFIELD LANE FINCHAMPSTEAD

1.7 Date & 1.9 Time	Friday 20/10/2023 15:25	1.15 Speed limit	40 Mph
1.11 Grid co-ordinates	478321 / 166111	1.14 Road type	Single c'way
1.10 Local Authority	Wokingham	1.16a Junction detail	Not at or within 20 metres of junction
1.12/1.13 1st road	U7502	1.17 Junction control	
1.18/1.19 2nd road		1.25a Conditions/hazards	None
1.22 Weather	Fine	1.5 Number of vehicles	2
1.21 Light conditions	Daylight	1.6 Number of casualties	1
1.20 Pedestrian crossing	No Human control within 50m	1.23 Road surface	Wet

Road Safety Factors

B3 Driver/rider overshot junction or poor turn/manoeuvre
S2 Travelling too fast for conditions (incl. loss of control or swerving)
D7 Distraction to driver/rider from inside/outside or on vehicle
S4 Driver/rider being aggressive, dangerous or reckless

Participant	Confidence	Source of data
V001	Very likely	Officer attended scene
V001	Possible	
V001	Possible	
V001	Very likely	

Collision Description

C1 TRAV NW TO SE COLL/W LGV2 TRAV SE TO NW.

2 Vehicles

2.4 Veh ref no.	1	2.14 Hit object off c'way	None
2.5 Type of vehicle	Car	2.16 First impact	Front
2.6 Towing	No tow or articulation	2.21 Sex of driver	Female
2.7 Manoeuvres	Going ahead	2.22 Age of driver	50
2.8 Dirn. from/to	North west / South east	2.23a Alcohol test	Not provided (medical)
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Not at junction	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	RG415XL
2.12 Hit object in c'way	None	2.29a Journey purpose	Commuting to/from work
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No

2.4 Veh ref no.	2	2.14 Hit object off c'way	None
2.5 Type of vehicle	Van/Goods to 3.5t	2.16 First impact	Front
2.6 Towing	No tow or articulation	2.21 Sex of driver	Male
2.7 Manoeuvres	Going ahead	2.22 Age of driver	60
2.8 Dirn. from/to	South east / North west	2.23a Alcohol test	Negative
2.9 Vehicle location	On main carriageway	2.23b Drug test	Not applicable
2.10 Junction location	Not at junction	2.24 Stop at scene	Stopped at scene
2.11 Skidding	No	2.27 Driver postcode	RG61AT
2.12 Hit object in c'way	None	2.29a Journey purpose	Commuting to/from work
2.13 Leaving c'way	Did not leave c'way	2.35 Left hand drive	No

1 Casualty

3.4 Vehicle ref no	1	3.14 Seat belt usage	N/A
3.5 Cas ref no	1	3.15 Vehicle passenger	Not a vehicle passenger
3.6 Casualty class	Driver or Rider	3.16 Bus/coach passenger	No
3.7 Casualty sex	Female		
3.8 Casualty Age	50		
3.9b Cas. severity	Slight		
3.18 Cas. postcode	RG415XL		

Collision Date BETWEEN '01-Jun-2020' AND '31-May-2025' AND (Reference = 200200118 OR Reference = 210221570 OR Reference = 250258560 OR Reference = 230472552 OR Reference = 210273816 OR Reference = 230120553)

Reference: 2025-43-250258560

Slight

Collision 6 of 6

BIGGS LANE, ARBOURFIELD NEXT TO BUS STOP - HILL ROAD

1.7 Date & 1.9 Time	Monday 26/05/2025 15:38	1.15 Speed limit	30 Mph
1.11 Grid co-ordinates	476717 / 166028	1.14 Road type	Single c'way
1.10 Local Authority	Wokingham	1.16a Junction detail	Not at or within 20 metres of junction
1.12/1.13 1st road	U	1.17 Junction control	
1.18/1.19 2nd road		1.25a Conditions/hazards	None
1.22 Weather	Rain	1.5 Number of vehicles	1
1.21 Light conditions	Daylight	1.6 Number of casualties	1
1.20 Pedestrian crossing	No Human control within 50m	1.23 Road surface	Wet

Road Safety Factors

D3 Driver/rider too tired to drive/ride safely
D5 Illness or disability

Participant	Confidence	Source of data
V001	Possible	Officer attended scene
V001	Possible	

Collision Description

V1 LEFT THE CARRIAGEWAY ON THE NEAR SIDE AND COLLIDED WITH A BUS POLE AND ROLLED INTO A DITCH TO REST UPSIDE DOWN

1 Vehicle

2.4 Veh ref no.	1	2.14 Hit object off c'way	Bus stop/bus shelter
2.5 Type of vehicle	Car	2.16 First impact	Front
2.6 Towing	No tow or articulation	2.21 Sex of driver	Female
2.7 Manoeuvres	Going ahead	2.22 Age of driver	58
2.8 Dirn. from/to	North east / South west	2.23a Alcohol test	Negative
2.9 Vehicle location	On main carriageway	2.23b Drug test	Negative
2.10 Junction location	Not at junction	2.24 Stop at scene	Stopped at scene
2.11 Skidding	Skidded & overturned	2.27 Driver postcode	RG29LT
2.12 Hit object in c'way	None	2.29a Journey purpose	Not known or not requested
2.13 Leaving c'way	Left c'way nearside	2.35 Left hand drive	No

1 Casualty

3.4 Vehicle ref no	1	3.14 Seat belt usage	Worn, confirmed
3.5 Cas ref no	1	3.15 Vehicle passenger	Not a vehicle passenger
3.6 Casualty class	Driver or Rider	3.16 Bus/coach passenger	No
3.7 Casualty sex	Female		
3.8 Casualty Age	58		
3.9b Cas. severity	Slight		
3.18 Cas. postcode	RG29LT		

APPENDIX D. STAGE 1 ROAD SAFETY AUDIT AND RESPONSE REPORT



**ACORNS
PROJECTS
LIMITED**



**Barkham Square, Wokingham, Berkshire
Proposed Site Access Arrangements
Stage 1 Road Safety Audit**

For i-Transport

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

OCTOBER 2025

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants
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Version No: 1.0

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1.0.doc

Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	01/10/2025	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Adriano B. Cappella	Audit Team Leader
Lisa Allen	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Tom Haslam	Associate - i-Transport
Will Fowler	Senior Consultant - i-Transport
Ben Amey	Principal Highway Development Officer - Wokingham Borough Council
Barney Orr	Senior Strategic Land & Planning Manager - Crest Nicholson
David Digby	Development Project Director - Crest Nicholson

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the Barkham Square, Wokingham, Berkshire, Proposed Site Access Arrangements Project, at the request of the Overseeing Organisation, i.e. the Local Highway Authority, Wokingham Borough Council, Wokingham Borough Council, Shute End, Wokingham, Berkshire, RG40 1BN. The Design Organisation is i-Transport LLP, 33 Queen Street, London, EC4R 1AP. The Third Party Organisation is Crest Nicholson, Building 1, Abbey View, St. Albans, Hertfordshire, AL1 2QU.

1.2 The scheme proposals comprise the provision of a four-arm compact roundabout in Langley Common Road, Wokingham, Berkshire, as part of a development project named Barkham Square. To accommodate the four-arm compact roundabout, Langley Common Road is to be realigned to the south, with a new southern arm introduced to serve the development. The existing section of Langley Common Road is to be retained to create a service road and facilitate access to the existing properties on the northern side of the carriageway.

Turning heads will be provided at either end of the service road to facilitate refuse vehicle turning and 3 metre wide shared-use footways/cycleways are proposed around the junction, with uncontrolled crossing points proposed on all arms of the roundabout. There will be appropriate dropped kerbs, signage and tactile paving to facilitate movements to/from the shared-use footways.

The second access is from Commonfield Lane, which is situated to the south east of Langley Common Road. This second access will only be for vehicle access to the allotments and SANG car park and, vehicular movements are therefore expected to be very low. There will be no pedestrian or cycle access at this location. The scheme proposals are associated with a development comprising 660 new residential dwellings.

1.3 The Membership of the Road Safety Audit Team (who are independent of the highway scheme conception, design, construction and operation), was as follows:

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Leader) Director, Acorns Projects Limited

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Member) Associate Consultant, Acorns Projects Limited

- 1.4** The Audit took place at the Eaton Bray office of Acorns Projects Limited during September and October 2025. The Audit was undertaken in accordance with the Road Safety Audit Brief contained in the Design Organisation E-Mail to Acorns Projects Limited dated the 10th September 2025. The Audit comprised an examination of the drawings and documents provided by the Design Organisation and, are listed in Appendix A.
- 1.5** The drawings and documents consisted of a copy of the general arrangement drawings for the compact roundabout and the priority T-junction, vehicle swept path analysis exercises (2 No. sheets), the September 2025 i-Transport LLP Stage 1 Road Safety Audit Brief document, the May 2025 Wokingham Borough Council Comments On Preapplication Submission document and, the July 2024 i-Transport LLP Transport Assessment Scoping Note document. Copies of the drawings at both A3 and A4 size were supplied for the Audit Team's use. Road traffic collision information, vehicular traffic flow information, pedestrian and pedal cycle information and public transport information is contained within a combination of the September 2025 i-Transport Stage 1 Road Safety Audit Brief document and, the July 2024 i-Transport LLP Transport Assessment Scoping Note document.
- 1.6** A visit to the site was undertaken between 12.05 pm and 13.45 pm during the afternoon of the 11th September 2025 by both Audit Team Members together. During the afternoon site visit, the weather was warm and sunny and, the existing carriageway surfaces in Langley Common Road and Commonfield Lane were dry. Vehicular traffic conditions at the time of the afternoon site visit were observed to be light to moderate in Langley Common Road and very light in Commonfield Lane, with only two vehicles observed. No pedestrians or pedal cyclists were observed in Langley Common Road during the afternoon site visit. No pedestrians but one pedal cyclist was observed in Commonfield Lane during the afternoon site visit.
- 1.7** The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit (Version 2.0.1). 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. However, to clearly explain a safety problem or the recommendation made to resolve the identified problem, the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.
- 1.8** No Departures from Design Standards have been reported by the Design Organisation.
- 1.9** All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plans supplied for use by the Audit Team in Appendix B.

- 1.10** Issues identified or observations made during this Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to your attention as the Overseeing Organisation, i.e. the Local Highway Authority, Wokingham Borough Council, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 LOCAL ALIGNMENT

2.1.1 PROBLEM

Location 1 - On the southern side of the realigned Langley Common Road carriageway (Drawing No. ITL11337-GA-001 Rev B).

Summary - Future potential restriction to forward visibility and stopping sight distance could lead to a potential increased risk of nose to tail shunt type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme proposals comprise the provision of a four-arm compact roundabout in Langley Common Road. To accommodate the four-arm compact roundabout, Langley Common Road is to be realigned to the south, with a new southern arm introduced to serve the proposed development site. At the point where the Langley Common Road carriageway commences the proposed realignment to the south, the scheme drawing indicates that a stopping sight distance of 120 metres will be provided to the give way lines of the proposed four-arm compact roundabout.

Due to the change in the horizontal alignment of the carriageway, the measured stopping sight distance passes across part of the future residential development site area. At this Stage 1 Road Safety Audit, it is unknown whether there will be any features within the area indicated which could impact upon a south west bound drivers forward visibility and stopping sight distance to the give way lines of the proposed four-arm compact roundabout and any vehicles queuing back from the give way lines.

Concern arises that any future potential restriction to forward visibility and stopping sight distance at the location indicated could lead to a potential increased risk of nose to tail shunt type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that the area indicated should remain as part of the public highway in the future scenario and, that there should not be any potentially obstructive or restrictive features placed within the area indicated, e.g. landscaping, with the possible exception of a map type local direction sign for the roundabout. It is advised that to minimise potential future maintenance liabilities or routine cyclic maintenance, e.g. grass cutting, the area could be hard landscaped.

2.1.2 PROBLEM

Location 2 - On the southern side of the realigned Langley Common Road carriageway (Drawing No. ITL11337-GA-001 Rev B).

Summary - Future potential minor restriction to forward visibility and stopping sight distance could lead to a potential increased risk of nose to tail shunt type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme proposals comprise the provision of a four-arm compact roundabout in Langley Common Road. To accommodate the four-arm compact roundabout, Langley Common Road is to be realigned to the south, with a new southern arm introduced to serve the proposed development site. For drivers travelling in the north east bound direction, the scheme drawing indicates that a stopping sight distance of 120 metres will be provided to the give way lines of the proposed four-arm compact roundabout.

Due to the change in the horizontal alignment of the carriageway, the measured stopping sight distance passes across a minor part of the future residential development site area. At this Stage 1 Road Safety Audit, it is unknown whether there will be any features within the area indicated which could slightly impact upon a north east bound drivers forward visibility and stopping sight distance to the give way lines of the proposed four-arm compact roundabout.

Concern arises that any future potential restriction to forward visibility and stopping sight distance at the location indicated could lead to a potential increased risk of nose to tail shunt type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that the area indicated should remain as part of the public highway in the future scenario through the provision of a margin strip, which should not contain any potentially obstructive or restrictive features such as landscaping.

2.2 GENERAL

2.2.1 PROBLEM

Locations 3 & 4 - The north east bound and south west bound approaches to the proposed four-arm compact roundabout (Drawing No. ITL11337-GA-001 Rev B).

Summary - Reducing the potential for skidding and enhancing braking capacity on the north east bound and south west bound approaches to the proposed four-arm compact roundabout, in order to minimise potential nose to tail shunt type vehicular collisions occurring and potential vehicular collisions occurring within the roundabout circulatory area, whereby vehicle occupants could sustain personal injury.

Detail - Detail - The scheme proposals comprise the provision of a four-arm compact roundabout in Langley Common Road. In operational terms, the introduction of the proposed four-arm compact roundabout with its respective north east bound and south west bound give way lines will result in the creation of new and potentially heavy braking areas on the north east bound and south west bound approaches to the new feature, which do not currently exist, a situation potentially exacerbated by the existing 40 mph speed limit of Langley Common Road.

As a result, concern arises that a high skid resistant surface course material (formerly referred to as the wearing course), will be required on the north east bound and south west bound approaches to the respective give way lines of the proposed four-arm compact roundabout. Whilst motorists should always be anticipating the unexpected, sudden or late braking may occur by motorists, particularly those who may be unfamiliar with the area.

This situation could lead to a potential increased risk of nose to tail shunt type vehicular collisions occurring between a leading and any following vehicles on the north east bound and south west bound approaches to the proposed four-arm compact roundabout give way lines, whereby vehicle occupants could sustain personal injury.

In addition, this situation could lead to a potential increased risk of give way line overshoots and consequent side impact collisions occurring with vehicles circulating within the proposed four-arm compact roundabout circulatory area, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that at the detailed design stage of the project, a high skid resistant surface course material (formerly referred to as the wearing course), should be provided on the north east bound and south west bound approaches to the proposed four-arm compact roundabout.

It is suggested that as a minimum, the length of high skid resistant surface course material (formerly referred to as the wearing course), should draw a relationship between the potential vehicular approach speeds and, the minimum stopping distances identified in the Highway Code.

The shortest/overall stopping distances assume dry road conditions, a car with good brakes and an alert driver. It is acknowledged that generally, a longer linear distance is or can be provided in these circumstances.

2.3 JUNCTIONS

2.3.1 PROBLEM

Locations 5, 6, 7 & 8 - The respective approaches to the proposed four-arm compact roundabout (Drawing No. ITL11337-GA-001 Rev B).

Summary - The entry angles may result in drivers possibly having to look slightly more over their shoulders than desirable as they approach the give way lines. This could lead to a potential increased risk of consequent side impact collisions occurring within the circulatory area of the proposed four-arm compact roundabout junction or, nose to tail shunt type collisions occurring between a leading and any following vehicles on the immediate approach to the give way lines, whereby vehicle occupants could sustain personal injury.

Detail - The scheme proposals comprise the provision of a four-arm compact roundabout in Langley Common Road. At this Stage 1 Road Safety Audit, the entry angles for the four respective approaches to the proposed four-arm compact roundabout are unknown, a situation which is particularly important on the north east bound and south west bound approaches, due to the existing 40 mph speed limit of Langley Common Road.

Concern arises that should the entry angles be low, this could lead to drivers having to look slightly more over their shoulders than desirable as they approach the give way lines, whereby there could be a potential increased risk of consequent side impact collisions occurring between vehicles entering the proposed four-arm compact roundabout and vehicles within the circulatory area of the junction, whereby vehicle occupants could sustain personal injury.

In addition and of equal concern, a large or high entry angle can result in excessive entry deflection, a situation which could lead to a potential increased risk of nose to tail shunt type vehicular collisions occurring, especially as the existing speed limit of Langley Common Road is 40 mph. As a consequence, should nose to tail shunt type vehicular collisions occur, personal injury could be sustained by vehicle occupants.

RECOMMENDATION

It is Recommended that the proposed four-arm compact roundabout entry angles should be a minimum of 20 degrees and a maximum of 60 degrees, in order to mitigate the potential increased risk of side impact vehicular collisions occurring and nose to tail shunt type vehicular collisions occurring.

2.3.2 PROBLEM

Locations 9, 10 & 11 - The secondary access point/priority T-junction in Commonfield Lane and the existing vegetation and mature trees on either side (Drawing No. ITL11337-GA-002 Rev A).

Summary - The presence of existing vegetation and mature trees could impact upon the proposed visibility splays in the future scenario, a situation which could lead to a potential increased risk of vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme proposals indicate that a second access point/priority T-junction associated with the residential development project will be provided in Commonfield Lane, which is situated to the south east of Langley Common Road. This second access point/priority T-junction will only be for vehicle access to the allotments and SANG car park and, the Road Safety Audit Brief document advises that vehicular movements are therefore anticipated to be very low.

The scheme drawing indicates that visibility splays of 2.4 x 43 metres will be provided for the second access point/priority T-junction; however, the site visit has established that the existing speed limit of Commonfield Lane is derestricted/60 mph. The Road Safety Audit Brief document advises that based on 85th %ile speeds of 35.2 mph and the anticipated low movements associated with the second access point/priority T-junction, a 30 mph design speed has been adopted.

The site visit has established that existing vegetation and mature trees are present where the second access point/priority T-junction is proposed, which will impact upon the proposed visibility splays. As a result, concern arises that this situation, when combined with the ability for drivers to legally drive in Commonfield Lane at up to 60 mph, could lead to a potential increased risk of side impact vehicular collisions occurring between vehicles exiting the second access point/priority T-junction and Commonfield Road vehicular traffic, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that the complete footprint of the 2.4 x 43 metre visibility splays for the proposed second access point/priority T-junction should be completely cleared of all existing vegetation and trees, in order to ensure that the proposed visibility splays will not be impacted upon in the future scenario.

In addition, it is Recommended that the possibility or potential of reducing the existing derestricted/60 mph speed limit in Commonfield Lane should be investigated, in conjunction with Wokingham Borough Council.

2.4 WALKING, CYCLING AND HORSE RIDING

2.4.1 PROBLEM

Locations 12 & 13 - The footways within the proposed service road (Drawing No. ITL11337-GA-001 Rev B).

Summary - Accommodating anticipated pedestrian desire lines, in order to minimise the potential for pedestrian trips and falls to occur and to reduce the potential for pedestrian and vehicular collisions to occur, whereby pedestrians could consequently sustain personal injury.

Detail - The scheme proposals comprise the provision of a four-arm compact roundabout in Langley Common Road. To accommodate the proposed four-arm compact roundabout, Langley Common Road is to be realigned to the south, with a new southern arm introduced to serve the development. The existing section of Langley Common Road is to be retained to create a service road and facilitate access to the existing properties on the northern side of the carriageway.

The scheme proposals include the provision of new footways linking the proposed four-arm compact roundabout to the service road, which at the locations indicated, appear to terminate and are somewhat undefined. Therefore, at the locations indicated, it is unclear how anticipated pedestrian desire lines will be accommodated to gain access to the northern footway of the service road/Langley Common Road.

Concern arises that this situation could lead to a potential increased risk of pedestrian trips and falls occurring where assumed full height kerb upstands may be present at the points where the new footways appear to terminate, whereby pedestrians may fall to the ground and consequently sustain personal injury, particularly those pedestrians who may be blind or visually impaired.

RECOMMENDATION

It is Recommended that dropped kerbs and tactile paving should be provided at the locations indicated, in order to ensure a smooth and easy transition for pedestrians to leave the proposed new lengths of footway and cross to the existing northern footway of the service road/Langley Common Road.

In addition, it is Recommended that dropped kerbs and tactile paving should be provided on the existing northern footway of the service road/Langley Common Road, in order to match the recommended provision on the southern side.

2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.5.1 PROBLEM

Locations - General, throughout the area and length of the proposed four-arm compact roundabout and the realigned lengths of Langley Common Road and associated highway works (Drawing No. ITL11337-GA-001 Rev B).

Summary - Enhancing the conspicuity of the proposed four-arm compact roundabout, the realigned lengths of Langley Common Road and associated highway works, in order to minimise potential vehicular collisions occurring and potential vehicular and pedestrian collisions occurring during the hours of darkness, which could lead to vehicle occupants and pedestrians sustaining personal injury.

Detail - The scheme proposals comprise the provision of a four-arm compact roundabout in Langley Common Road. To accommodate the proposed four-arm compact roundabout, Langley Common Road is to be realigned to the south, with a new southern arm introduced to serve the development. The existing section of Langley Common Road is to be retained to create a service road and facilitate access to the existing properties on the northern side of the carriageway.

At the time of the site visit, whilst the existing street lighting installation appeared to be in reasonably good order, the current spacing of the lamp columns and the illuminance levels may not be suitable or appropriate for the proposed four-arm compact roundabout, the realigned lengths of Langley Common Road and the associated highway works in the future scenario.

As a result, concern arises that a new and enhanced system of street lighting will need to be provided to suit the proposed four-arm compact roundabout, the realigned lengths of Langley Common Road and the associated highway works. The lack of a new and enhanced system of street lighting could lead to a potential increased risk of vehicular collisions occurring and potential vehicular and pedestrian and pedal cyclist collisions occurring during the hours of darkness, which could result in vehicle occupants, pedestrians and pedal cyclists sustaining personal injury.

RECOMMENDATION

It is Recommended that a new and enhanced system of street lighting should be installed for the proposed four-arm compact roundabout, the realigned lengths of Langley Common Road and the associated highway works, thus enhancing the operational safety of the scheme proposals during the hours of darkness.

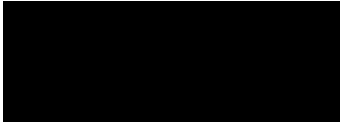
END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

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

ROAD SAFETY AUDIT TEAM LEADER

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : 

Director

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

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Bedfordshire

LU6 2SP

Date : 20th October 2025

ROAD SAFETY AUDIT TEAM MEMBER

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : 

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

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Date : 20th October 2025

APPENDIX A

APPENDIX A

BARKHAM SQUARE, WOKINGHAM, BERKSHIRE

PROPOSED SITE ACCESS ARRANGEMENTS

STAGE 1 ROAD SAFETY AUDIT

LIST OF i-TRANSPORT LLP DRAWINGS SUBMITTED FOR AUDITING

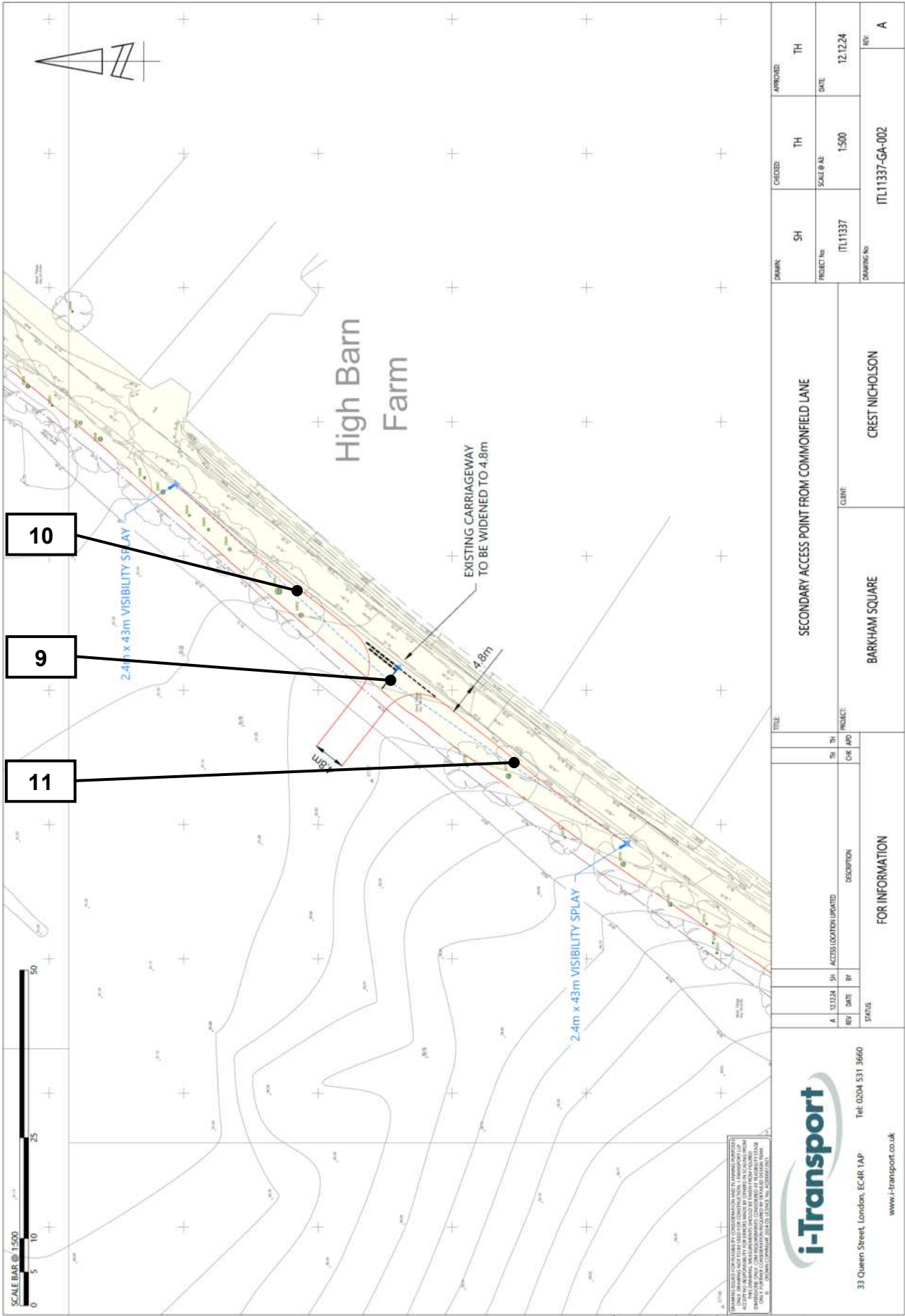
DRAWING NO.	TITLE
ITL11337-GA-001 Rev B	Proposed Concept Compact Roundabout Access - General Arrangement
ITL11337-GA-002 Rev A	Secondary Access Point from Commonfield Lane
ITL11337-GA-005 Rev A	Proposed Concept Compact Roundabout Access - Swept Path Analysis - Refuse Vehicle & FTA Articulated Vehicle
ITL11337-GA-006	Secondary Access Point from Commonfield Lane - Swept Path Analysis

LIST OF DOCUMENTS REVIEWED AT THIS STAGE 1 ROAD SAFETY AUDIT

i-Transport LLP - Barkham Square, Wokingham - Stage 1 Road Safety Audit Brief - September 2025
Wokingham Borough Council - Comments On Preapplication Submission - May 2025
i-Transport LLP - Barkham Square, Wokingham - TA Scoping Note - July 2024

APPENDIX B

APPENDIX B - PROBLEM LOCATION PLAN - DRAWING NO. ITL11337-GA-002 Rev A



Barkham Square, Wokingham: Stage 1 Road Safety Audit Response Report

Ref: TH/ITL11337-015
Date: 4 November 2025

Key personnel

Design organisation: i-Transport
Prepared by: Tom Haslam (Associate)
Approved by: Tom Haslam (Associate)
Overseeing organisation: Wokingham Borough Council
RSA Team: Acorns Projects
Audit Team Leader: Adriano B. Cappella
Audit Team Member: Lisa Allen

SECTION 1 Introduction

Summary of Scheme – The works comprise the provision of:

- Provision of a four-arm compact roundabout on Langley Common Road to form the main site access, including the realignment of Langley Common Road.
- Secondary access to serve proposed allotments in the form of a simple priority junction on Commonfield Lane.

Stage of RSA – Stage 1 (Preliminary design)

RSA Report Reference – Barkham Square, Wokingham, Berkshire Proposed Site Access Arrangements Stage 1 Road Safety Audit [Dated 1st October 2025]

SECTION 2 Road Safety Audit Decision Log

Table 1 – RSA Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1.1 – Location 1 - on the southern side of the realigned Langley Common Road carriageway. Future potential restriction to forward visibility and stopping sight distance could lead to a potential increased risk of nose to tail shunt type vehicle collisions occurring, whereby vehicle occupants could sustain personal injury.	It is Recommended that the area indicated should remain as part of the public highway in the future scenario and, that there should not be any potentially obstructive or restrictive features placed within the area indicated, e.g. landscaping, with the possible exception of a map type local direction sign for the roundabout. It is advised that to minimise potential future maintenance liabilities or routine cyclic maintenance, e.g. grass cutting, the area could be hard landscaped.	Accept – extent of land to be adopted will be agreed with WBC as part of S278/S38 process. It is accepted that the area within the visibility splay should be clear of potential obstruction, the details of treatment for this area will be addressed as part of detailed design and technical approval in agreement with WBC.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1.2 – Location 2 - on the southern side of the realigned Langley Common Road carriageway. Future potential minor restriction to forward visibility and stopping sight distance could lead to a potential increased risk of nose to tail shunt type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.	It is Recommended that the area indicated should remain as part of the public highway in the future scenario through the provision of a margin strip, which should not contain any potentially obstructive or restrictive features such as landscaping.	Accept - extent of land to be adopted will be agreed with WBC as part of S278/ S38 process. It is accepted that the area within the visibility splay should be clear of potential obstruction, the details of treatment for this area will be addressed as part of detailed design and technical approval in agreement with WBC.		
2.2.1 – Locations 3 & 4 – the north east bound and south west bound approaches to the proposed four-arm compact roundabout.	It is Recommended that at the detailed design stage of the project, a high skid resistant surface course material (formerly referred to as the wearing course), should be provided on the north east bound and south west bound approaches to the proposed four-arm compact roundabout.	Accept – the requirement for high skid resistance surfacing is to be assessed as part of detailed design, with appropriate wearing course material specified as necessary in agreement with WBC.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Reducing the potential for skidding and enhancing braking capacity on the north east bound and south west bound approaches to the proposed four-arm compact roundabout, in order to minimise potential nose to tail shunt type vehicular collisions occurring and potential vehicular collisions occurring within the roundabout circulatory area, whereby vehicle occupants could sustain personal injury.	It is suggested that as a minimum, the length of high skid resistant surface course material (formerly referred to as wearing course), should draw a relationship between the potential vehicular approach speeds and, the minimum stopping sight distances identified in the Highway Code. The shortest/ overall stopping distances assume dry road conditions, a car with good brakes and an alert driver. It is acknowledged that generally, a longer linear distance is or can be provided in these circumstances.			
2.3.1 Locations 5, 6, 7 & 8 – the respective approaches to the proposed four arm compact roundabout.	It is Recommended that the proposed four-arm compact roundabout entry angles should be a minimum of 20 degrees and a maximum of 60 degrees, in order to mitigate the potential increased risk of side impact vehicular collisions occurring and nose to tail shunt type vehicular collisions occurring.	Accept – the entry angles for all arms of the proposed roundabout are within 20 degrees and 60 degrees. This is shown on drawing ITL11337-GEOM-001.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
The entry angles may result in drivers possibly having to look slightly more over their shoulders than desirable as they approach the give way lines. This could lead to a potential increased risk of consequent side impact collisions occurring within the circulatory area of the proposed four arm compact roundabout junction or, nose to tail shunt type collisions occurring between a leading and any following vehicles on the immediate approach to the give way lines, whereby vehicle occupants could sustain personal injury.				
2.3.2 – Locations 9, 10 & 11 – the secondary access point/ priority T-junction in Commonfield Lane and the existing vegetation and mature trees on either side.	It is Recommended that the complete footprint of the 2.4 x 43 metre visibility splays for the proposed second access point/ priority T-junction should be completely cleared of all existing vegetation and trees, in order to ensure that the proposed visibility splays will not be impacted upon in the future scenario.	Accept – a full assessment of vegetation clearance requirements is to be undertaken as part of detailed design. Whilst not necessary for the site access, the suggestion of reducing the existing speed limit on Commonfield Lane is supported. However, is outside of the Third Party Organisation's control.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
The presence of existing vegetation and mature trees could impact upon the proposed visibility splays in the future scenario, a situation which could lead to a potential increased risk of vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.	In addition, it is Recommended that the possibility or potential of reducing the existing derestricted/ 60mph speed limit in Commonfield Lane should be investigated, in conjunction with Wokingham Borough Council.			
2.4.1 – Locations 12 & 13 – the footways within the proposed service road. Accommodating anticipated pedestrian desire lines, in order to minimise the potential for pedestrian trips and falls to occur and to reduce the potential for pedestrian and vehicular collisions to occur, whereby pedestrians could consequently sustain personal injury.	It is Recommended that dropped kerbs and tactile paving should be provided at the locations indicated, in order to ensure a smooth and easy transition for pedestrians to leave the proposed new lengths of footway and cross to the existing northern footway of the service road/ Langley Common Road. In addition, it is Recommended that the dropped kerbs and tactile paving should be provided on the existing northern footway of the service road/ Langley Common Road, in order to match the recommended provision on the southern side.	Accept – additional uncontrolled pedestrian crossing points including dropped kerbs and tactile paving have been included in the proposed. These are show on updated drawing ITL11337-GA-001C.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.5.1 – Locations – general – throughout the area and length of the proposed four-arm compact roundabout and the realigned lengths of Langley Common Road and associated highway works. Enhancing the conspicuity of the proposed four-arm compact roundabout, the realigned lengths of Langley Common Road and associated highway works, in order to minimise potential vehicular collisions occurring and potential vehicular and pedestrian collisions occurring during the hours of darkness, which could lead to vehicle occupants and pedestrians sustaining personal injury.	It is Recommended that a new and enhanced system of street lighting should be installed for the proposed four arm compact roundabout, the realigned lengths of Langley Common Road and the associated highway works, thus enhancing the operational safety of the scheme proposals during the hours of darkness.	Accept – an assessment of existing lighting provision and proposed lighting requirements is to be undertaken as part of detailed design. Additional and/ or new lighting will be provided as required.		

SECTION 3 Design Organisation and Overseeing Organisation statements *(to be completed)*

Table 2 – 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:

Signed:

Position:

Organisation:

Date:

Table 3 – 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:

Signed:

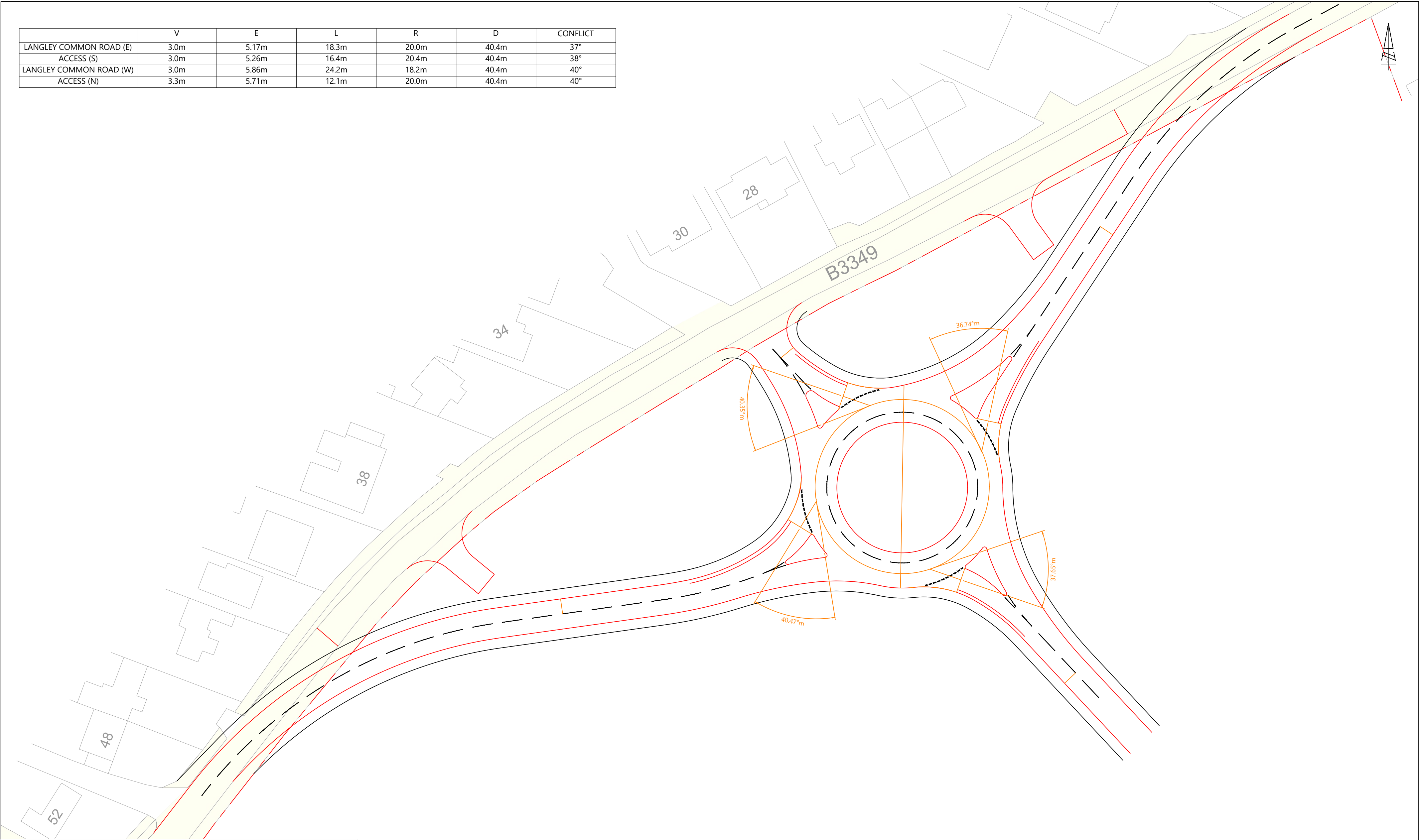
Position:

Organisation:

Date:

Drawings for RSA Response

	V	E	L	R	D	CONFLICT
LANGLEY COMMON ROAD (E)	3.0m	5.17m	18.3m	20.0m	40.4m	37°
ACCESS (S)	3.0m	5.26m	16.4m	20.4m	40.4m	38°
LANGLEY COMMON ROAD (W)	3.0m	5.86m	24.2m	18.2m	40.4m	40°
ACCESS (N)	3.3m	5.71m	12.1m	20.0m	40.4m	40°



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STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.



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www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE:
COMPACT ROUNDABOUT ACCESS FROM LANGLEY COMMON ROAD
GEOMETRY MEASUREMENTS

PROJECT:
BARKHAM SQUARE

CLIENT:
CREST NICHOLSON

DRAWN: DM	CHECKED: LG	APPROVED: PH
PROJECT No: ITL11337	SCALE @ A2: 1:500	DATE: 13.11.2024
DRAWING No: ITL11337-GEOM-001		REV:

L:\PROJECTS\11005 SERIES\11337 - Barkham Square Park\i-Transport Drawings\Working Drawings\GEOM\ITL11337-GEOM-001.dwg

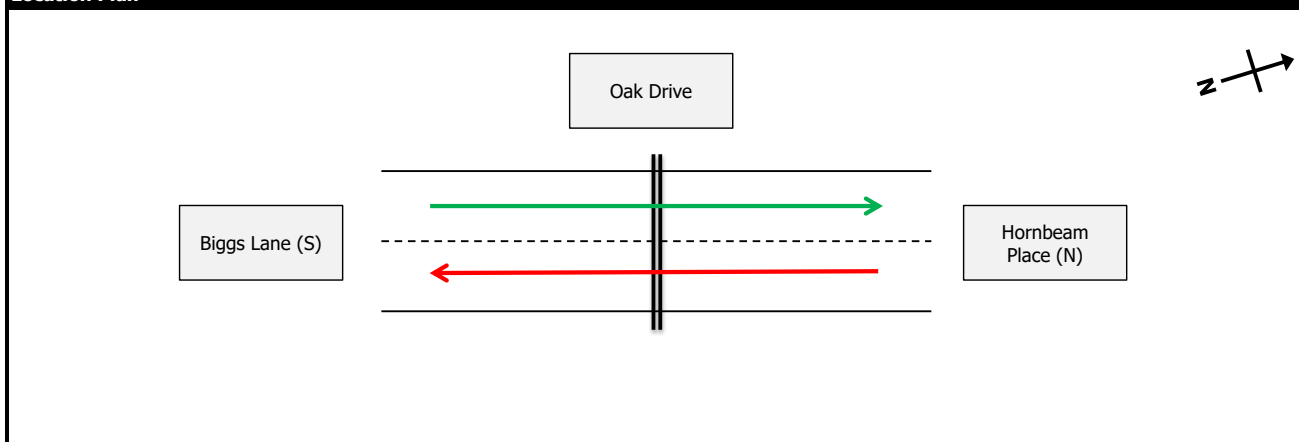
APPENDIX E. OAK DRIVE ATC DATA

Intelligent Data Collection Limited

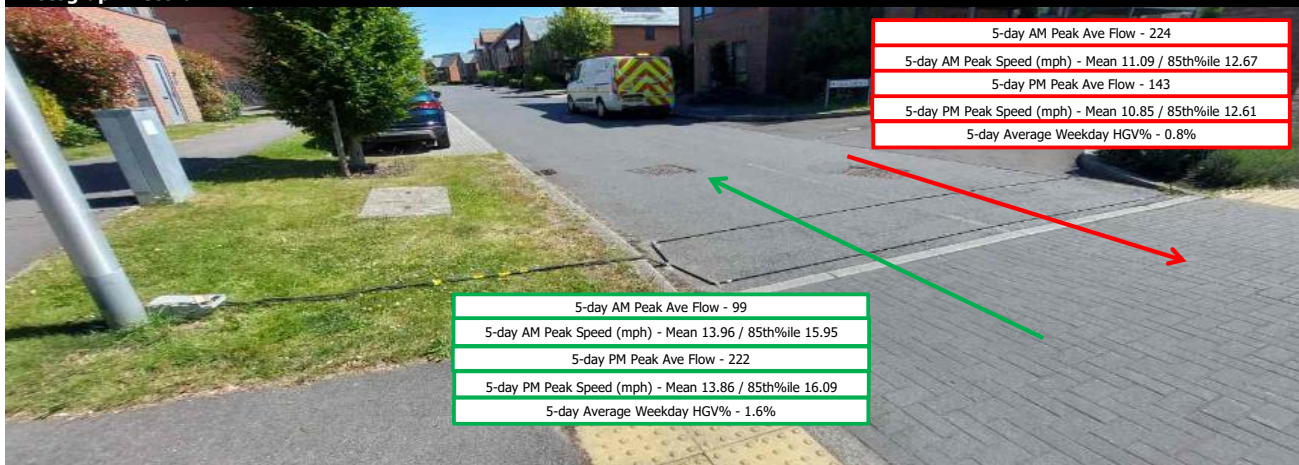


Road Name	Oak Drive		
Direction AB	Biggs Lane (S)	to:	Hornbeam Place (N)
Direction BA	Hornbeam Place (N)	to:	Biggs Lane (S)
Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
51.385114, -0.888034	20/06/2024	09/07/2024	20
Link to location on Google Maps			
Click Here			

Location Plan



Photograph Record



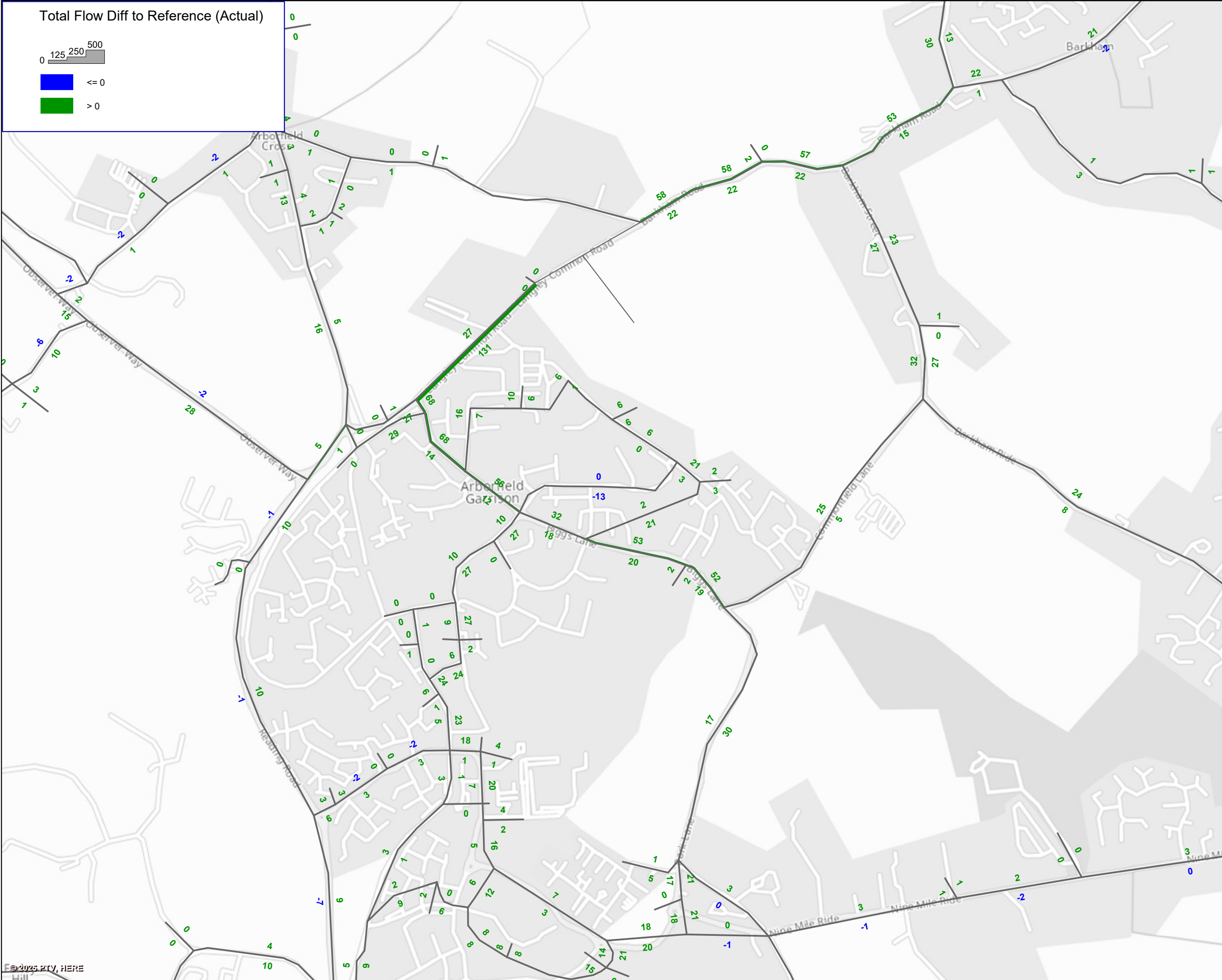
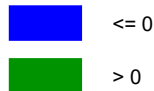
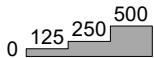
Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

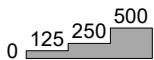
Prepared by	Richard Collins	Checked by	Luke Martin	Project Director	Paul O'Neill
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APPENDIX F. STATEGIC MODEL OUTPUTS

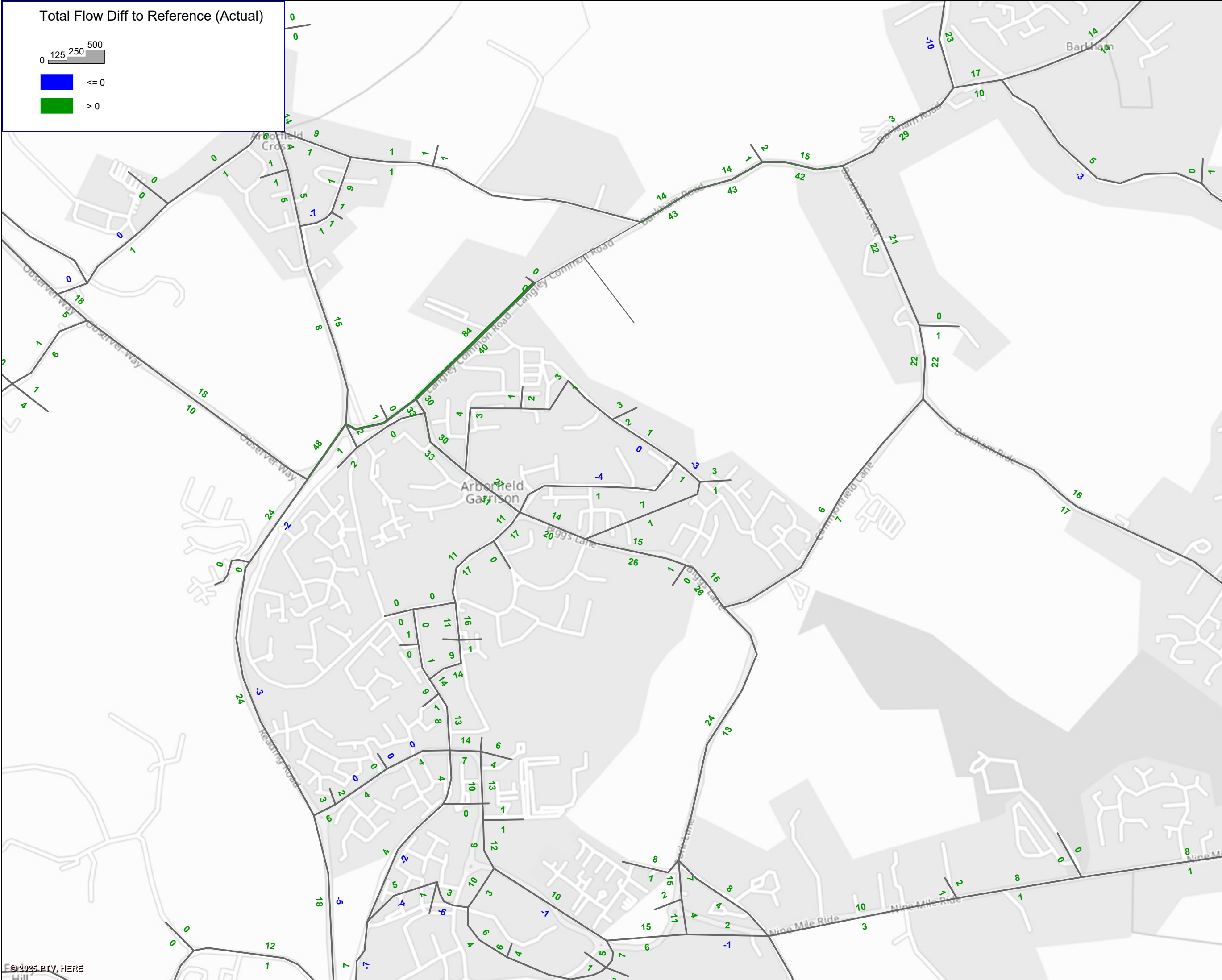
Total Flow Diff to Reference (Actual)

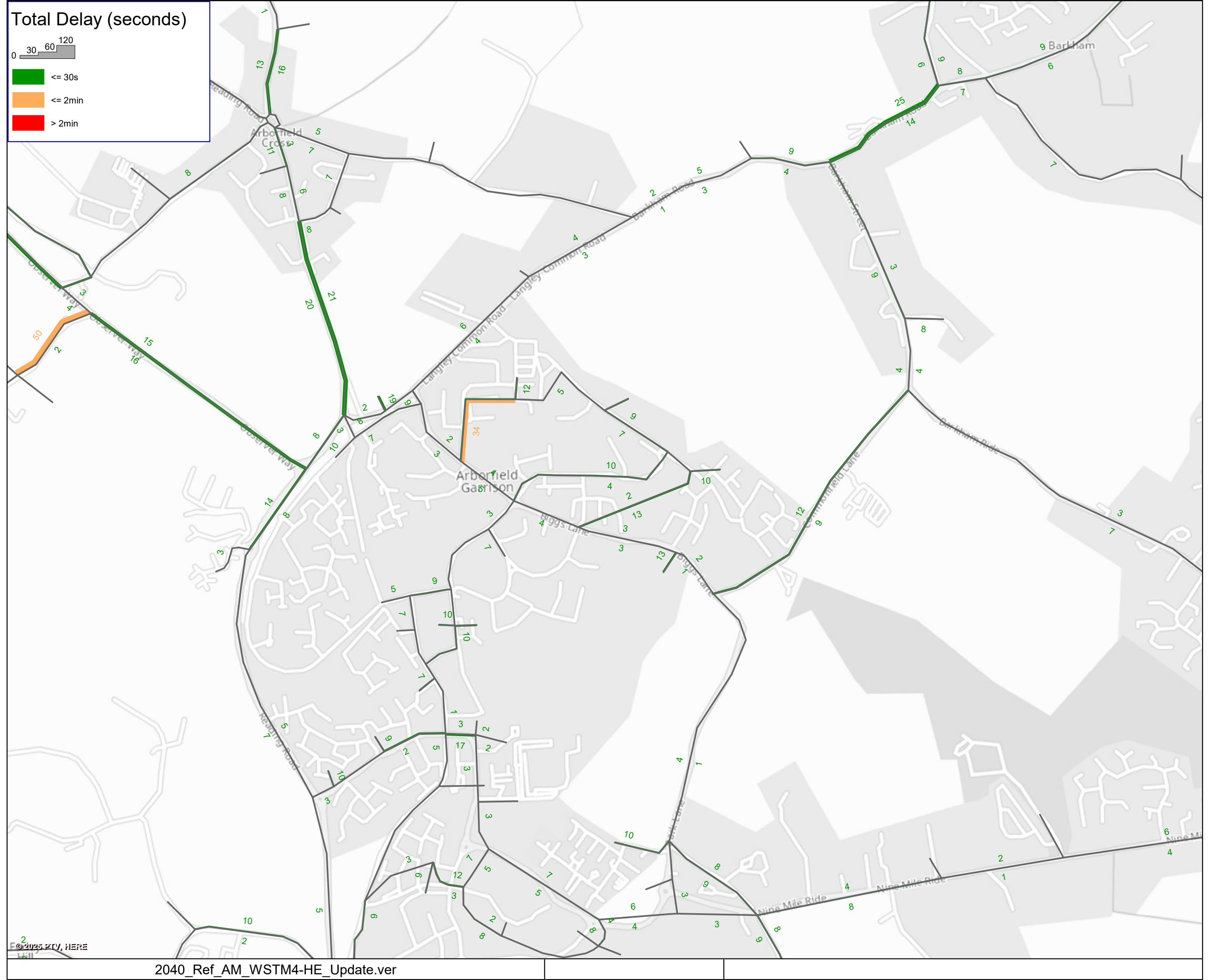


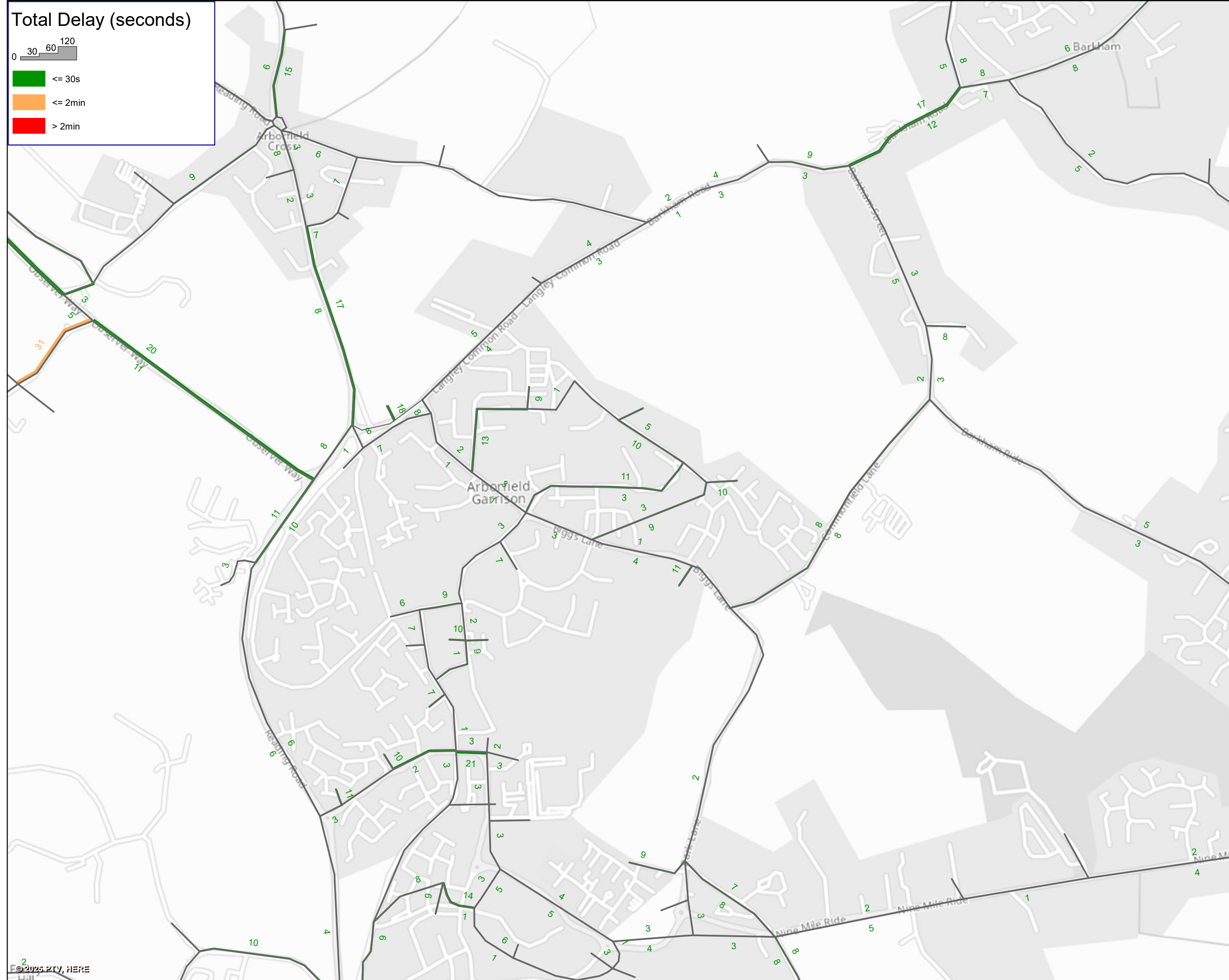
Total Flow Diff to Reference (Actual)

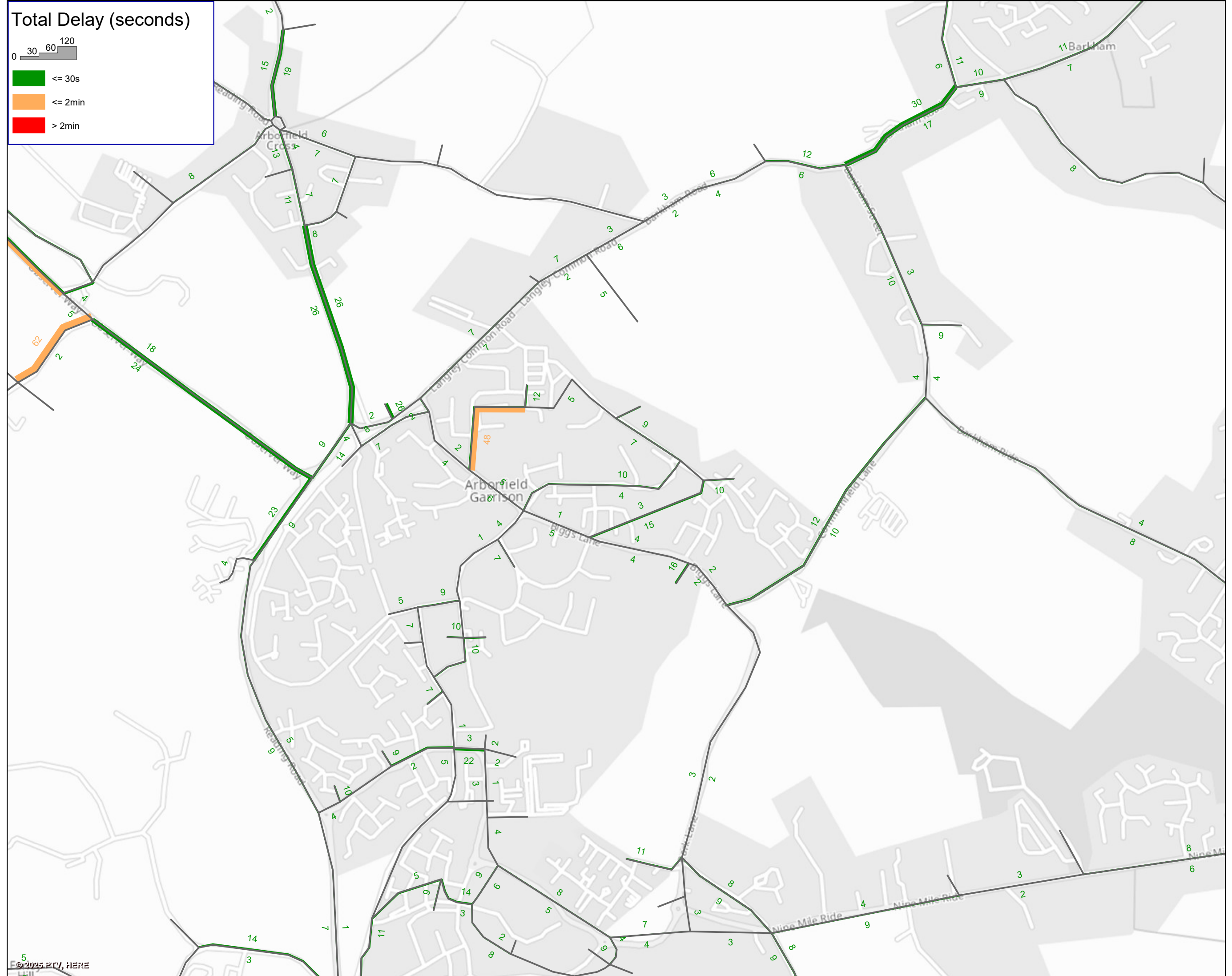


- ≤ 0
- > 0



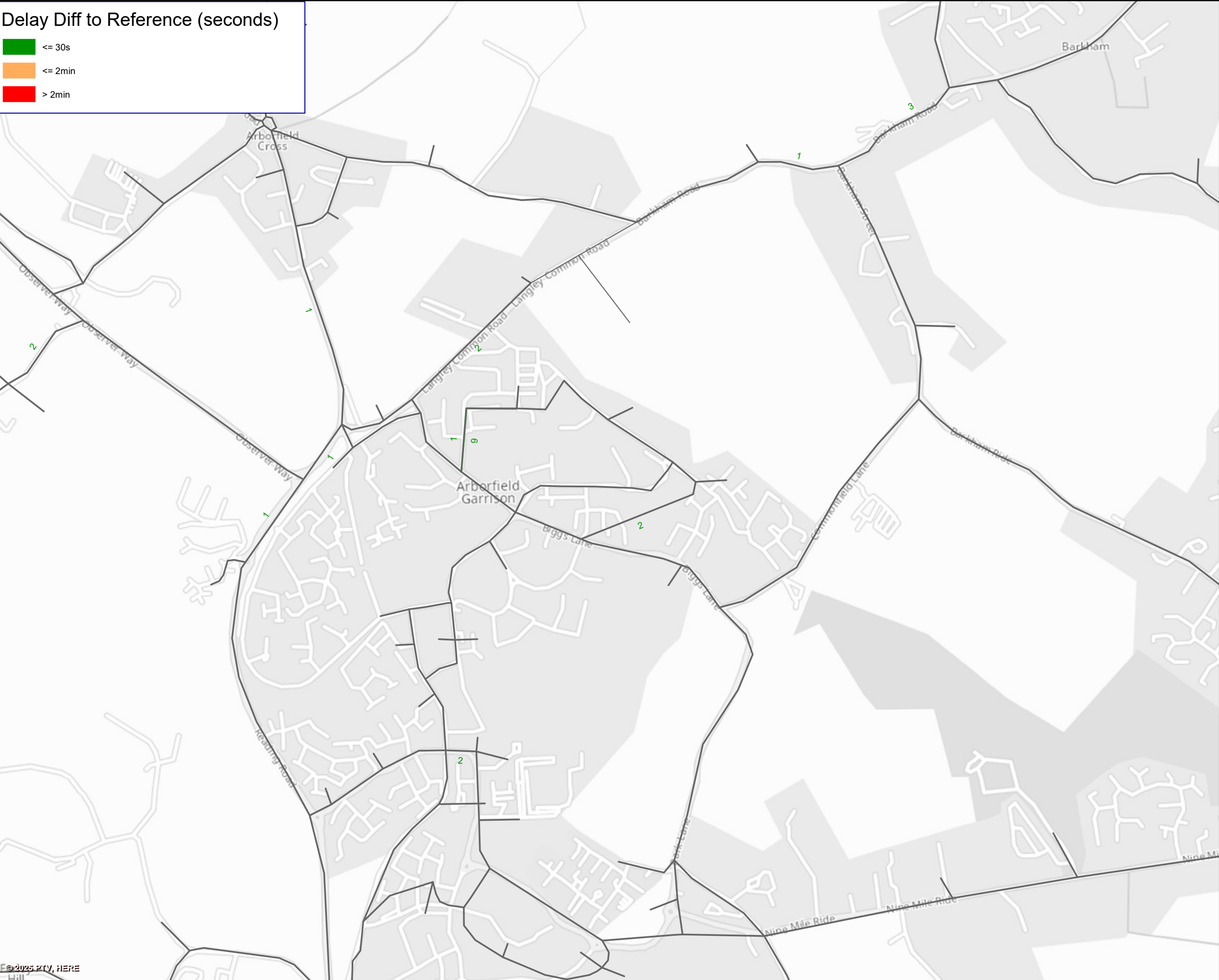






Delay Diff to Reference (seconds)

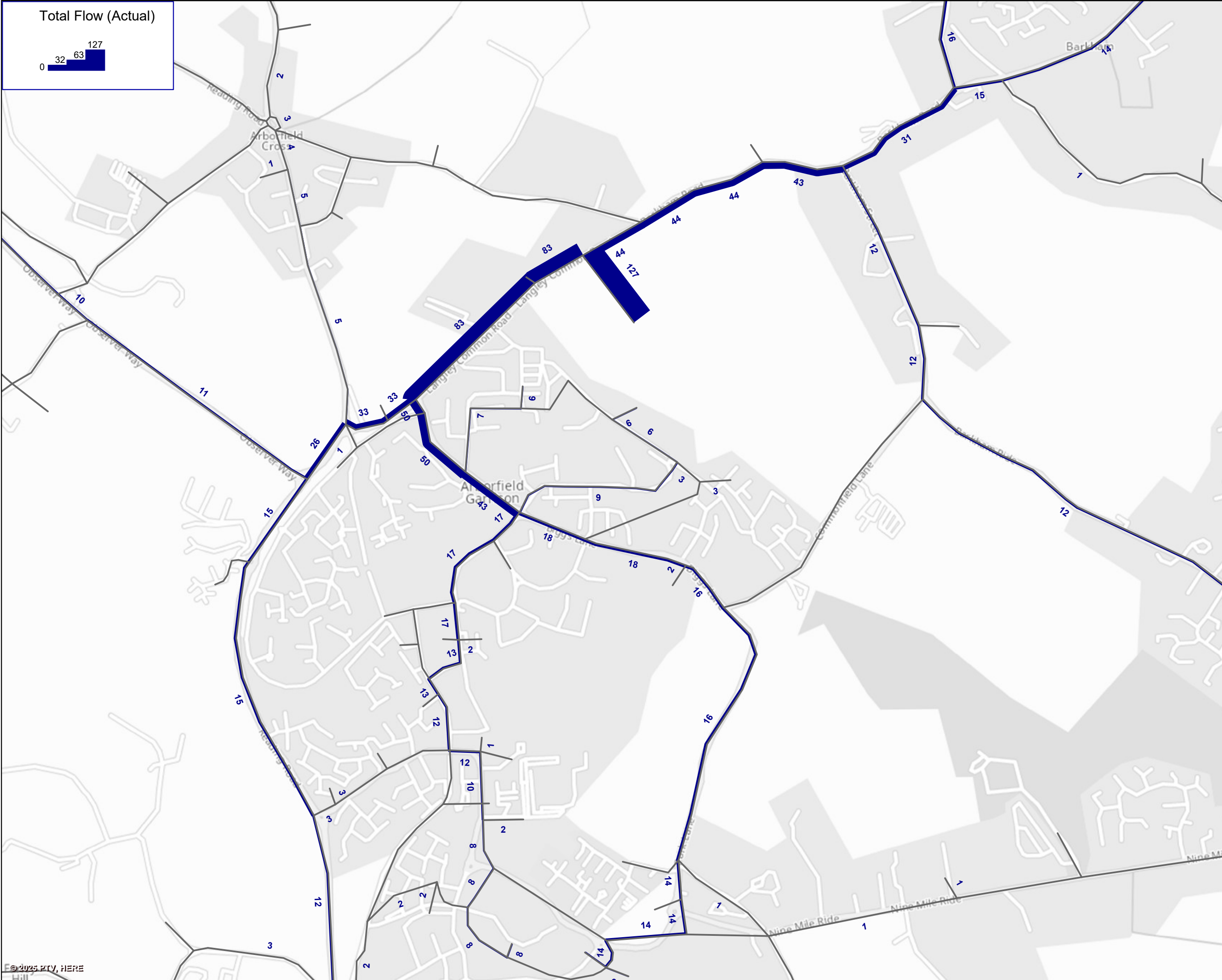
- <= 30s
- <= 2min
- > 2min



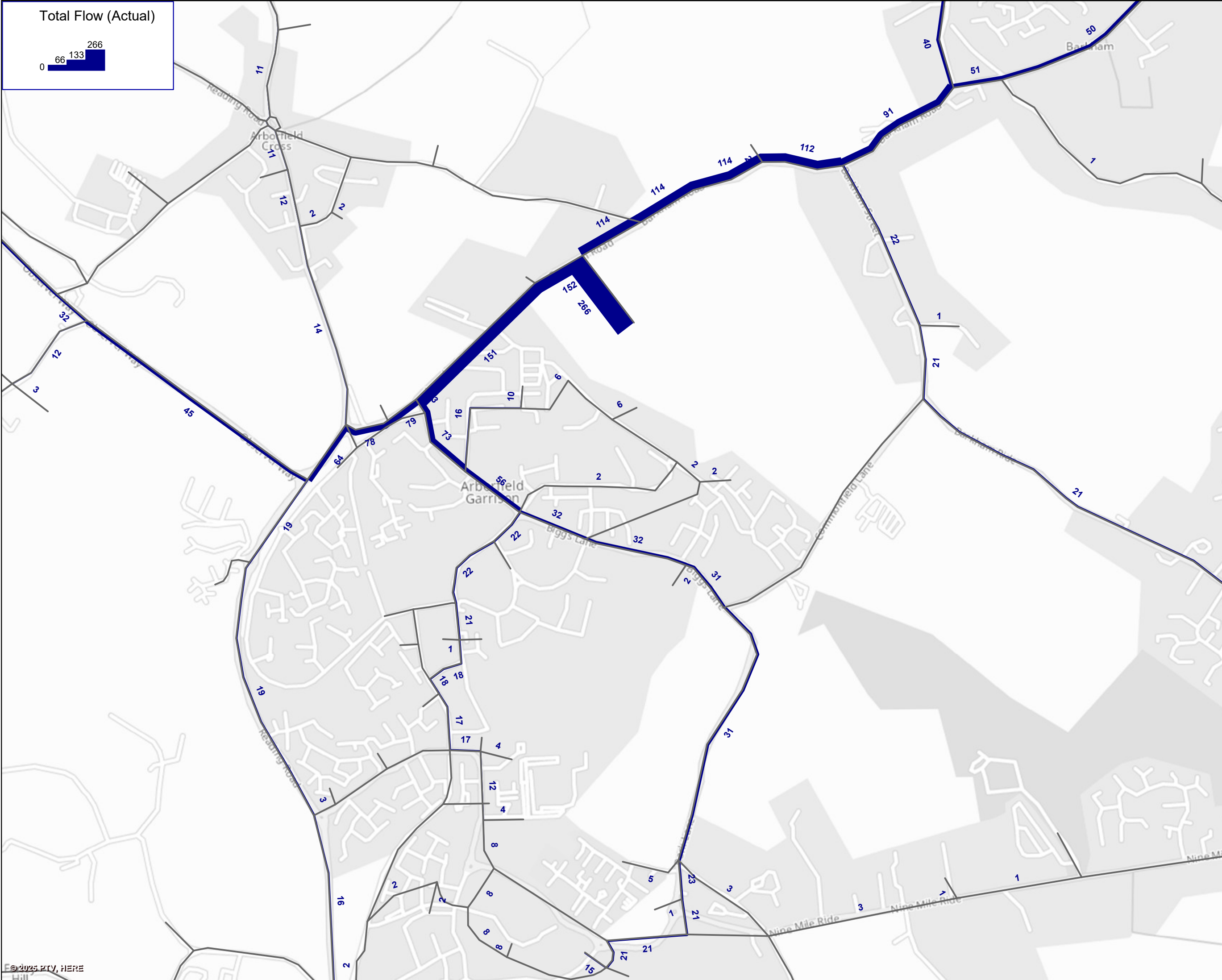
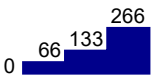
Delay Diff to Reference (seconds)

- <= 30s
- <= 2min
- > 2min





Total Flow (Actual)



APPENDIX G.LOCAL JUNCTION MODEL OUTPUTS

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.1.2424											
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
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Filename: Langley Common Road Rdbt Access.j11

Path: L:\PROJECTS\11000 SERIES\11337 - Barkham Square Park\Tech\Junction Assessments\Arcady

Report generation date: 18/02/2026 16:43:36

»D3 - 2040 | WSTM-SC1 | AM
 »D4 - 2040 | WSTM-SC1 | PM
 »D5 - 2040 | WSTM-SC2 | AM
 »D6 - 2040 | WSTM-SC2 | PM
 »D7 - 2040 | WSTM-SC3a | AM
 »D8 - 2040 | WSTM-SC3a | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2040 - WSTM-SC1											
Langley Common Road (E)	D3	0.7	4.64	0.42	A	108 % [Langley Common Road (W)]	D4	0.6	4.18	0.36	A	118 % [Langley Common Road (W)]
Proposed Site Access (S)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Langley Common Road (W)		0.8	4.55	0.45	A			0.8	4.33	0.43	A	
Proposed Service Road (N)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2040 - WSTM-SC2											
Langley Common Road (E)	D5	1.0	5.50	0.51	A	81 % [Langley Common Road (W)]	D6	0.8	4.91	0.45	A	95 % [Langley Common Road (W)]
Proposed Site Access (S)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Langley Common Road (W)		1.1	5.17	0.52	A			0.9	4.76	0.48	A	
Proposed Service Road (N)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2040 - WSTM-SC3a											
Langley Common Road (E)	D7	1.2	6.04	0.54	A	68 % [Langley Common Road (E)]	D8	0.6	4.46	0.36	A	46 % [Langley Common Road (W)]
Proposed Site Access (S)		0.5	5.54	0.34	A			0.1	3.47	0.11	A	
Langley Common Road (W)		1.0	5.32	0.50	A			1.7	6.91	0.64	A	
Proposed Service Road (N)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Langley Common Road Rdbt Access
Location	Barkham
Site number	
Date	13/11/2024
Version	
Status	Proposed
Identifier	
Client	Crest Nicholson
Jobnumber	ITL11337
Enumerator	DM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D3 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.59	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	108	Langley Common Road (W)	4.59	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Langley Common Road (E)		
2	Proposed Site Access (S)		
3	Langley Common Road (W)		
4	Proposed Service Road (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
Langley Common Road (E)	3.00	5.17	18.3	20.0	40.4	37.0		
Proposed Site Access (S)	3.00	5.26	16.4	20.4	40.4	38.0		
Langley Common Road (W)	3.00	5.86	24.2	18.2	40.4	40.0		
Proposed Service Road (N)	3.30	5.71	12.1	20.0	40.4	40.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
Langley Common Road (E)	0.564	1352
Proposed Site Access (S)	0.563	1347
Langley Common Road (W)	0.585	1477
Proposed Service Road (N)	0.570	1396

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓