Abley Letchford

Loddon Garden Village - North

DESIGN RESPONSE

University of Reading

08 July 2025

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Authorised by:	Leigh Abley
Date:	08 July 2025
Document Reference:	A392 – R065 LGV North RSA 2 Designers Response

Contents

Appendices

1 Introduction

1.1 Commission

1.1.1 This report has been compiled by Abley Letchford as a Designer's Response to the Non-Motorised Audit undertaken by Avon Traffic & Safety Services Ltd.

1.1.2 This report has been compiled by the Designer, Abley Letchford, on behalf of University of Reading.

1.1.3 Audit recommendations have been taken directly from the original Audit for ease of reference.

1.1.4 Where a safety audit recommendation is accepted, this report details the actions proposed to comply with the recommendations. Where a safety audit recommendation is rejected, this report details the justification for rejection.

1.1.5 This Designer's Response is to be regarded as the formal Safety Audit Exception Response if required and where applicable.

2 Safety Issues Raised in this Stage 2 Road Safety Audit

2.1 PROBLEM

Location

2.1.1 Proposed widened paths to north-west and north-east of the roundabout

Summary

2.1.2 Risk of pedestrians and cyclists falling into ditch, There are significant ditches running behind these existing paths, which will be exposed once the vegetation is removed to construct the path, such that path users may risk falling into it.

Recommendation

2.1.3 Provide fencing to protect against falls

Designers Response

2.1.4 Noted, fencing to be included.

2.2 PROBLEM

Location

2.2.1 Attenuation basin north of road at chainage 90 - 230m

Summary

2.2.2 Risk of pedestrians and/or cyclists falling into the basin, There is a drop from the shared use path to the basin. There is a risk that pedestrians and/or cyclists may fall into the basin, causing injury

Recommendation

2.2.3 Assess the risk of path users falling into the basin, and provide protective fencing if considered necessary

Designers Response

2.2.4 Noted, a minimum distance of 4m's from the back of foot/cycleway to the top of basin is provided this is considered sufficient clearance however this can be reviewed as part of detailed design.

2.3 PROBLEM

Location

2.3.1 Existing roundabout – eastbound approach to proposed Toucan crossing

Summary

2.3.2 Risk of side swipe collisions, The approach to the Toucan is marked as 2 lanes, however no lane widths have been indicated. The auditors were concerned that the road is not wide enough at this point to support 2 lanes, so marking it as such could lead to possible side - to - side collisions, especially where larger vehicles are involved.

Recommendation

2.3.3 Ensure the road is wide enough to support a 2- lane approach, or adopt a single lane approach. Note that if 2 lanes are used, the central dividing line should be zig-zagged both on the approach and the exit to the Toucan (it is shown as a simple dashed line at present)

Designers Response

2.3.4 Single lane approach to west of crossing to be provided.

2.4 PROBLEM

Location

2.4.1 Proposed Toucan crossing, west of roundabout

Summary

2.4.2 Risk of signal controller cabinet obstructing the shared use path, The location of the controller cabinet has not been indicated on the drawings. If poorly located, the cabinet and/or an engineer accessing it could obstruct the shared use path, increasing the risk of cycles colliding with the cabinet and/or an engineer accessing it.

Recommendation

2.4.3 Ensure that the controller cabinet is positioned such that neither the cabinet, nor the engineer, will obstruct the footway

Designers Response

2.4.4 Noted, will be addressed during detail design as part of detailed traffic signals design.

2.5 PROBLEM

Location

2.5.1 Proposed Toucan crossing, west of roundabout

Summary

2.5.2 Risk of passing vehicles colliding with a parked vehicle, and risk of sightlines at the crossing being obstructed by a parked vehicle, No maintenance bay has been indicated for a signal maintenance engineer to park. A vehicle parked on the verge adjacent to the crossing would constitute a collision hazard, and would likely obstruct sightlines at the crossing

Recommendation

2.5.3 Provide a maintenance bay where a maintenance engineer can safely park a vehicle off-carriageway

Designers Response

2.5.4 Noted, will be addressed during detail design as part of detailed traffic signals design.

2.6 PROBLEM

Location

2.6.1 Proposed Toucan crossing, west of roundabout

Summary

2.6.2 Risk of vehicles colliding with crossing pedestrians or cyclists, The B3270 has a 50 mph speed limit so approach speeds are likely to be significant. Drivers forced to brake harshly for a red light may over-run the Toucan stop line, increasing the risk of a crossing pedestrian or cyclist being struck.

Recommendation

2.6.3 Provide high friction surfacing on both approaches to the Toucan

Designers Response

2.6.4 Noted, will be addressed during detail design.

2.7 PROBLEM

Location

2.7.1 Existing roundabout – new splitter islands

Summary

2.7.2 Risk of vehicles colliding with splitter islands, No reflective bollards have been indicated on the noses of the new splitter islands around the roundabout, or on the approaches from the side roads. These may constitute a collision hazard in darkness or inclement weather.

Recommendation

2.7.3 Provide reflective bollards on the noses of the new splitter islands

Designers Response

2.7.4 Bollards to be added.

2.8 PROBLEM

Location

2.8.1 Existing roundabout – new exit to south

Summary

2.8.2 Risk of vehicle/vehicle side-swipe collisions, The exit is marked as 2 lanes, merging into one as the road progresses westward. However there is no indication that the lanes merge, such that vehicles travelling alongside each other may risk a sideways collision as the road narrows.

Recommendation

2.8.3 Provide a 'kick over' arrow in advance of the merge

Designers Response

2.8.4 'Kick-over' road marking to be added

2.9 PROBLEM

Location

2.9.1 New roundabout – splitter islands

Summary

2.9.2 Risk of vehicles colliding with splitter islands, No reflective bollards have been indicated on the noses of the splitter islands around the new roundabout, or on the approaches from the side roads. These may constitute a collision hazard in darkness or inclement weather.

Recommendation

2.9.3 Provide reflective bollards on the noses of the splitter islands.

Designers Response

2.9.4 Bollards to be added.

2.10 PROBLEM

Location

2.10.1 New roundabout – south arm approach

Summary

2.10.2 Risk of driver confusion, The right lane of this approach is marked with a straight ahead arrow, however there is no straight ahead exit, only exits to left or right.

Recommendation

2.10.3 Mark the right hand lane with a 'turn right' arrow

Designers Response

2.10.4 Road marking to be amended as above.

2.11 PROBLEM

Location

2.11.1 Attenuation basin east of new roundabout

Summary

2.11.2 Risk of pedestrians and/or cyclists falling into the basin, There is a drop from the shared use path to the basin. There is a risk that pedestrians and/or cyclists may fall into the basin, causing injury.

Recommendation

2.11.3 Assess the risk of path users falling into the basin, and provide protective fencing if considered necessary

Designers Response

2.11.4 Localised fencing to be provided.

2.12 PROBLEM

Location

2.12.1 Approach ramps to both bridges

Summary

2.12.2 Risk of vehicles leaving the road and falling down a steep bank, The approaches to both bridges involve significant embankments. Design Manual for Roads and Bridges specifies the use of vehicle restraint systems for drops above 6.0 metres, however any vehicle leaving either of these bridges could end up either on a live motorway, or in a river, therefore the risk of injury is heightened.

Recommendation

2.12.3 Consider the use of a vehicle restraint system (VRS) on both approaches to both bridges

Designers Response

2.12.4 Noted, Road Restraint Risk Assessment Process (RRRAP) will be undertaken through detailed design.

2.13 PROBLEM

Location

2.13.1 Shared use path on approach ramps to both bridges

Summary

2.13.2 Risk of cyclists falling down a steep bank, If the VRS recommended in 2.12 above is not adopted, cyclists using the shared use path will be at risk of falling down the bank if they leave the path.

Recommendation

2.13.3 Provide appropriate fencing to prevent falls

Designers Response

2.13.4 Localised fencing to be provided.

2.14 PROBLEM

Location

2.14.1 Both bridges

Summary

2.14.2 Risk of cyclists falling off bridge, The height of the parapet rail on either bridge has not been specified, however if it is too low there is a risk that a cyclist who loses control on the bridge may fall over the rail, with serious or fatal consequences.

Recommendation

2.14.3 Ensure rail height is adequate. Sustrans suggest a height of 1.4 metres is adequate, but that lower heights may be acceptable. It is recommended that the designer consult the local highway authority for the local policy if in doubt.

Designers Response

2.14.4 Noted, rail height to be discussed with appointed bridge engineer at detailed design.

2.15 PROBLEM

Location

2.15.1 Central refuge islands on approach to River Loddon bridge

Summary

2.15.2 Risk of vehicles colliding with refuge islands, No reflective bollards have been indicated on the noses of the refuge islands on the new road. These may constitute a collision hazard in darkness or inclement weather.

Recommendation

2.15.3 Provide reflective bollards on the noses of the refuge islands

Designers Response

2.15.4 Bollards to be added

2.16 PROBLEM

Location

2.16.1 Central refuge islands on approach to River Loddon bridge

Summary

2.16.2 Risk of vehicle/cycle and vehicle/pedestrian collisions, The visibility distances quoted on drawing 0108A are 120 metres, however from the chainage figures shown on the drawing the splays appear to be no more than 45 metres.

Recommendation

2.16.3 Ensure the full 120 metres sightlines can be achieved

Designers Response

2.16.4 Noted, drawing error, speeds are to be 30mph therefore 43m sightlines are required (MfS). Drawing to be amended.

2.17 PROBLEM

Location

2.17.1 Whole scheme, location of drainage gullies

Summary

2.17.2 Risk of pedestrian trips, The locations of drainage gullies has not been indicated on the drawings. Gullies adjacent to pedestrian dropped kerbs can be hazardous for wearers of thin heels, which may become trapped in the gully leading to trips.

Recommendation

2.17.3 Noted, various SUDS features are to be explored to avoid the use of conventional gully systems where applicable.

Designers Response

2.17.4 Noted, various SUDS features are to be explored to avoid the use of conventional gully systems where applicable. Where gullies are to be introduced this will be considered as part of detailed design.

Appendices

Appendix 1 - Stage 2 Road Safety Audit

Road Safety Audit – Loddon Garden Village North

Stage:	**2**
Location:	**Proposed fourth arm on B3270/Meldreth Way roundabout, and roads south-west of that roundabout**
ATSS Ref:	**250606C**
Client Ref:	**A392 – Loddon Garden Village**
Date:	**7 July 2025**

atss
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Project Details

Report Title:	**Stage 2 road safety audit, Loddon Garden Village North**
Date:	**7 July 2025**
Document reference and revision:	**250606C V1**
Prepared by:	**Avon Traffic & Safety Services Ltd**
On behalf of:	**Abley Letchford**

Report Control Sheet

	Name	Position	Date
Audit requested by	Chris Shaw	Abley Letchford	30 June 2025
Team leader	Nick Jeanes	Team Leader	
Team Member	Darren Cox	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	7 July 2025
Final report issued by	Nick Jeanes	Team Leader	7 July 2025
Designer's response issued by			

Contents **Page**

1. Introduction

1.1 Avon Traffic & Safety Services Ltd has been commissioned by Abley Letchford, to undertake a Stage 2 Road Safety Audit (RSA), with regard to the proposals for a new site road network in the northern area of the major Loddon Garden Village development. These proposals include a connection with the existing highway network at the B3270/Meldreth Way roundabout, and a Toucan crossing on the B3270 west of the existing roundabout.

1.2 The RSA Brief was supplied by Abley Letchford and accepted by the Audit Team. The Brief and Audit Team were approved by Chris Shaw, Abley Letchford. The site was subject of 2 separate stage 1 road safety audits in March 2025 (ATSS ref. 250216 covered the roundabout; 250217 covered the site roads). The current audit is one of 3 audits being carried out for the Loddon Garden Village development, the others being 250606A (Observer Way roundabout) and 250606B (southern block). No details of drainage gully locations, traffic signs or street lighting have been supplied to the auditors.

1.3 The B3270 is a major distributor road running along the southern edge of Reading, from M4 junction 11 in the west, to the A329 (M) in the east. At the audit site it is level and straight to the west of the roundabout, and on a sweeping curve to the east. The site is semi-rural, being bounded by trees on both sides. There is a continuous shared use path on the north side, and verge to the south. There is a full system of street lighting and the speed limit is 50 mph.

1.4 The on-site proposals include a 7.3 metre wide road which strikes south-west from the A327 for approximately 700 metres to a 3-arm roundabout, from which a second road of the same width strikes south-east for a similar distance. Both roads include a 5.0 metre wide path on one side only, featuring a 3.0 metre wide 2-way cycle path, and a 2.0 metre wide footway. The first road crosses the M4 Motorway and the second road crosses the River Loddon. The first road features informal pedestrian crossings including dropped kerbs and appropriate tactile paving on the approach to both roundabouts, however there are no other crossing facilities proposed between the roundabouts. The second road includes two pedestrian refuge islands, with dropped kerbs and appropriate tactile paving, one either side of the River Loddon Bridge, allowing pedestrians and cyclists using paths parallel to the river to access the bridge and cross the river.

1.5 The audit team members are:

Nick Jeanes	–	Team Leader
Darren Cox	–	Team Member

1.6 The audit took place during July 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited the B3270 roundabout site together between 15.00 and 15.20 on Friday 4 July when the weather conditions were dry and sunny with a dry road. Vehicle flows on the A327 were moderate and speeds appeared commensurate with the speed limit. No pedestrians were observed, however a small number of cyclists using the shared use path were noted. The on-site proposals are currently within a green field site which was not accessible.

1.7 Data from Crashmap.org show that there have been two reported collisions involving injury, in the 5 years 2019-2023 inclusive, in the vicinity of the proposals. Both occurred on the unclassified Reading Road. The first, in June 2021, involved a car and cycle, resulting in a slight injury. The second, in July 2021, appeared to involve two cars colliding head on, and resulted in one fatal and one serious injury.

1.8 No existing/predicted vehicle flows or speed data have been supplied.

1.9 Due to various constraints the alignment leading to the M4 bridge has resulted in a 2 steps below minimum radius.

1.10 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.

1.11 Documents and drawings examined in this safety audit are listed at Appendix A.

1.12 General views of site

Looking west on the B3270 towards the existing roundabout. The new road will join the roundabout to the left of the central island (site arrowed)

Looking east on the B3270 towards the existing roundabout. The proposed Toucan will be on this approach, just past the SLOW marking. Note the vehicle-activated speed visor sign mounted on the left, which suggests high speeds are experienced on this approach

2. Safety Issues Raised in this Stage 2 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – Proposed widened paths to north-west and north-east of the roundabout

Summary – Risk of pedestrians and cyclists falling into ditch

There are significant ditches running behind these existing paths, which will be exposed once the vegetation is removed to construct the path, such that path users may risk falling into it

Shared use path immediately to the east of the roundabout, with an existing fence to protect the ditch which is hidden in the vegetation

Recommendation – Provide fencing to protect against falls

2.2 Problem

Location – Attenuation basin north of road at chainage 90 - 230m

Summary – Risk of pedestrians and/or cyclists falling into the basin

There is a drop from the shared use path to the basin. There is a risk that pedestrians and/or cyclists may fall into the basin, causing injury

Recommendation – Assess the risk of path users falling into the basin, and provide protective fencing if considered necessary

2.3 Problem

Location – Existing roundabout – eastbound approach to proposed Toucan crossing

Summary – Risk of side swipe collisions

The approach to the Toucan is marked as 2 lanes, however no lane widths have been indicated. The auditors were concerned that the road is not wide enough at this point to support 2 lanes, so marking it as such could lead to possible side - to - side collisions, especially where larger vehicles are involved

Recommendation – Ensure the road is wide enough to support a 2- lane approach, or adopt a single lane approach. Note that if 2 lanes are used, the central dividing line should be zig-zagged both on the approach and the exit to the Toucan (it is shown as a simple dashed line at present)

2.4 Problem

Location – Proposed Toucan crossing, west of roundabout

Summary – Risk of signal controller cabinet obstructing the shared use path

The location of the controller cabinet has not been indicated on the drawings. If poorly located, the cabinet and/or an engineer accessing it could obstruct the shared use path, increasing the risk of cycles colliding with the cabinet and/or an engineer accessing it

Recommendation – Ensure that the controller cabinet is positioned such that neither the cabinet, nor the engineer, will obstruct the footway

2.5 Problem

Location – Proposed Toucan crossing, west of roundabout

Summary – Risk of passing vehicles colliding with a parked vehicle, and risk of sightlines at the crossing being obstructed by a parked vehicle

No maintenance bay has been indicated for a signal maintenance engineer to park. A vehicle parked on the verge adjacent to the crossing would constitute a collision hazard, and would likely obstruct sightlines at the crossing

Recommendation – Provide a maintenance bay where a maintenance engineer can safely park a vehicle off-carriageway

2.6 Problem

Location – Proposed Toucan crossing, west of roundabout

Summary – Risk of vehicles colliding with crossing pedestrians or cyclists

The B3270 has a 50 mph speed limit so approach speeds are likely to be significant. Drivers forced to brake harshly for a red light may over-run the Toucan stop line, increasing the risk of a crossing pedestrian or cyclist being struck

Recommendation – Provide high friction surfacing on both approaches to the Toucan

2.7 Problem

Location – Existing roundabout – new splitter islands

Summary – Risk of vehicles colliding with splitter islands

No reflective bollards have been indicated on the noses of the new splitter islands around the roundabout, or on the approaches from the side roads. These may constitute a collision hazard in darkness or inclement weather

Recommendation – Provide reflective bollards on the noses of the new splitter islands

2.8 Problem

Location – Existing roundabout – new exit to south

Summary – Risk of vehicle/vehicle side-swipe collisions

The exit is marked as 2 lanes, merging into one as the road progresses westward. However there is no indication that the lanes merge, such that vehicles travelling alongside each other may risk a sideways collision as the road narrows

Recommendation – Provide a 'kick over' arrow in advance of the merge

2.9 Problem

Location – New roundabout – splitter islands

Summary – Risk of vehicles colliding with splitter islands

No reflective bollards have been indicated on the noses of the splitter islands around the new roundabout, or on the approaches from the side roads. These may constitute a collision hazard in darkness or inclement weather

Recommendation – Provide reflective bollards on the noses of the splitter islands

2.10 Problem

Location – New roundabout – south arm approach

Summary – Risk of driver confusion

The right lane of this approach is marked with a straight ahead arrow, however there is no straight ahead exit, only exits to left or right

Recommendation – Mark the right hand lane with a 'turn right' arrow

2.11 Problem

Location – Attenuation basin east of new roundabout

Summary – Risk of pedestrians and/or cyclists falling into the basin

There is a drop from the shared use path to the basin. There is a risk that pedestrians and/or cyclists may fall into the basin, causing injury

Recommendation – Assess the risk of path users falling into the basin, and provide protective fencing if considered necessary

2.12 Problem

Location – Approach ramps to both bridges

Summary – Risk of vehicles leaving the road and falling down a steep bank

The approaches to both bridges involve significant embankments. Design Manual for Roads and Bridges specifies the use of vehicle restraint systems for drops above 6.0 metres, however any vehicle leaving either of these bridges could end up either on a live motorway, or in a river, therefore the risk of injury is heightened

Recommendation – Consider the use of a vehicle restraint system (VRS) on both approaches to both bridges

2.13 Problem

Location – Shared use path on approach ramps to both bridges

Summary – Risk of cyclists falling down a steep bank

If the VRS recommended in 2.12 above is not adopted, cyclists using the shared use path will be at risk of falling down the bank if they leave the path

Recommendation – Provide appropriate fencing to prevent falls

2.14 Problem

Location – Both bridges

Summary – Risk of cyclists falling off bridge

The height of the parapet rail on either bridge has not been specified, however if it is too low there is a risk that a cyclist who loses control on the bridge may fall over the rail, with serious or fatal consequences

Recommendation – Ensure rail height is adequate. Sustrans suggest a height of 1.4 metres is adequate, but that lower heights may be acceptable. It is recommended that the designer consult the local highway authority for the local policy if in doubt

2.15 Problem

Location – Central refuge islands on approach to River Loddon bridge

Summary – Risk of vehicles colliding with refuge islands

No reflective bollards have been indicated on the noses of the refuge islands on the new road. These may constitute a collision hazard in darkness or inclement weather

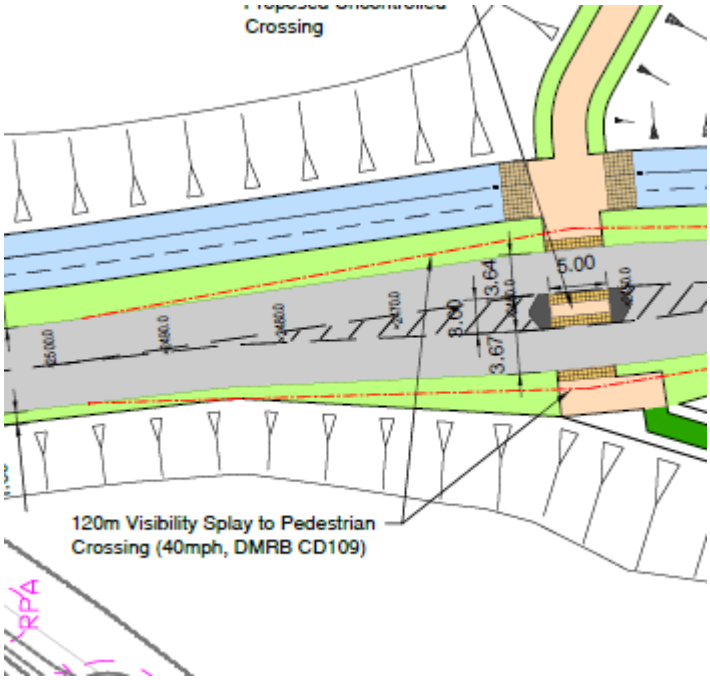
Recommendation – Provide reflective bollards on the noses of the refuge islands

2.16 Problem

Location – Central refuge islands on approach to River Loddon bridge

Summary – Risk of vehicle/cycle and vehicle/pedestrian collisions

The visibility distances quoted on drawing 0108A are 120 metres, however from the chainage figures shown on the drawing the splays appear to be no more than 45 metres



Recommendation – Ensure the full 120 metres sightlines can be achieved

2.17 Problem

Location – Whole scheme, location of drainage gullies

Summary – Risk of pedestrian trips

The locations of drainage gullies has not been indicated on the drawings. Gullies adjacent to pedestrian dropped kerbs can be hazardous for wearers of thin heels, which may become trapped in the gully leading to trips

Recommendation – Ensure drainage gullies are not located adjacent to pedestrian dropped kerbs

3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Nick Jeanes MCIHT; MSoRSA; NH Cert. Comp.
Director

Signed: [redacted] Date: 7/7/2025

Audit Team Member:

Name: Darren Cox FIHE; MSoRSA; NH Cert. Comp.
Senior Auditor

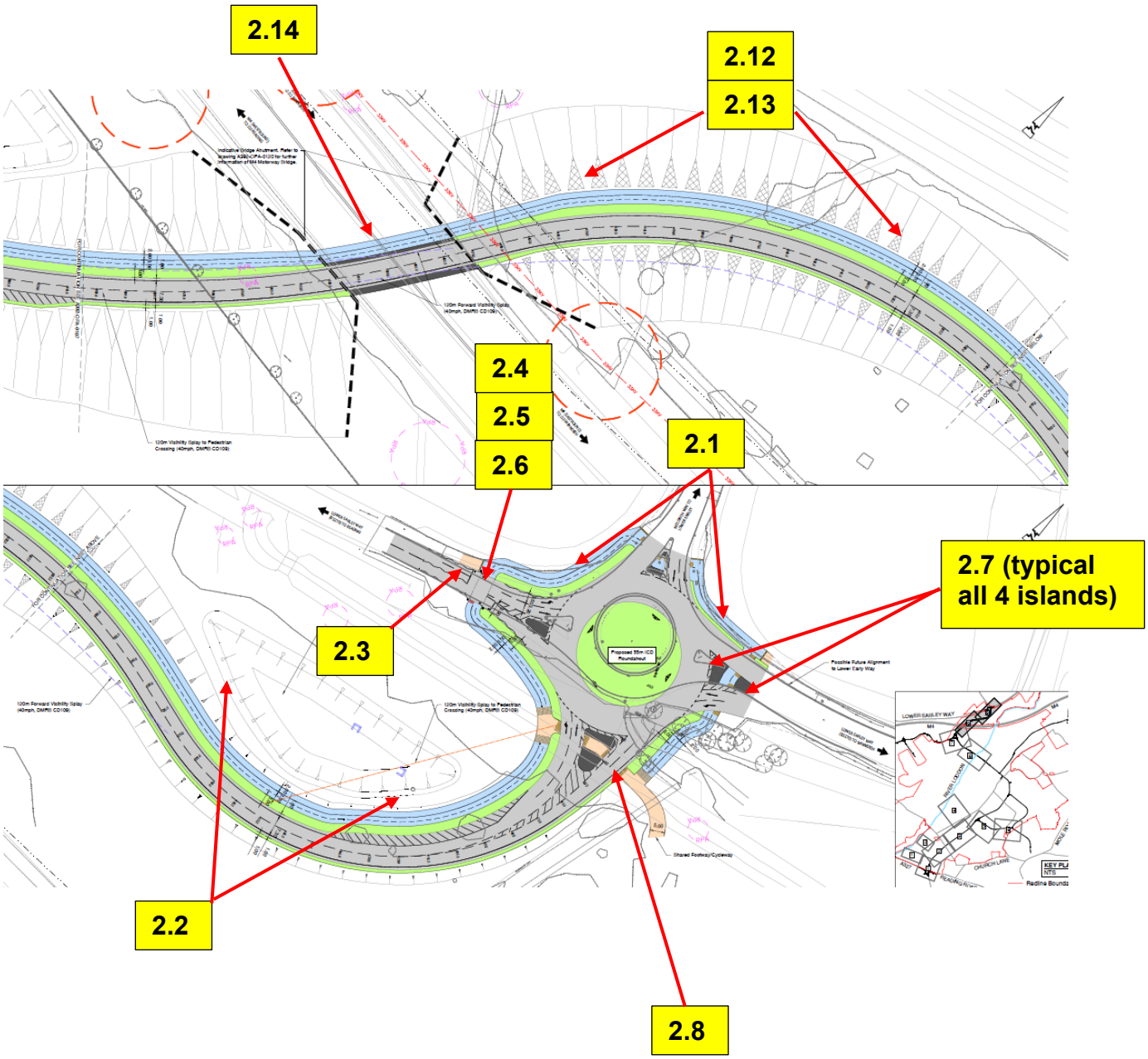
Signed: [redacted] Date: 7/7/2025

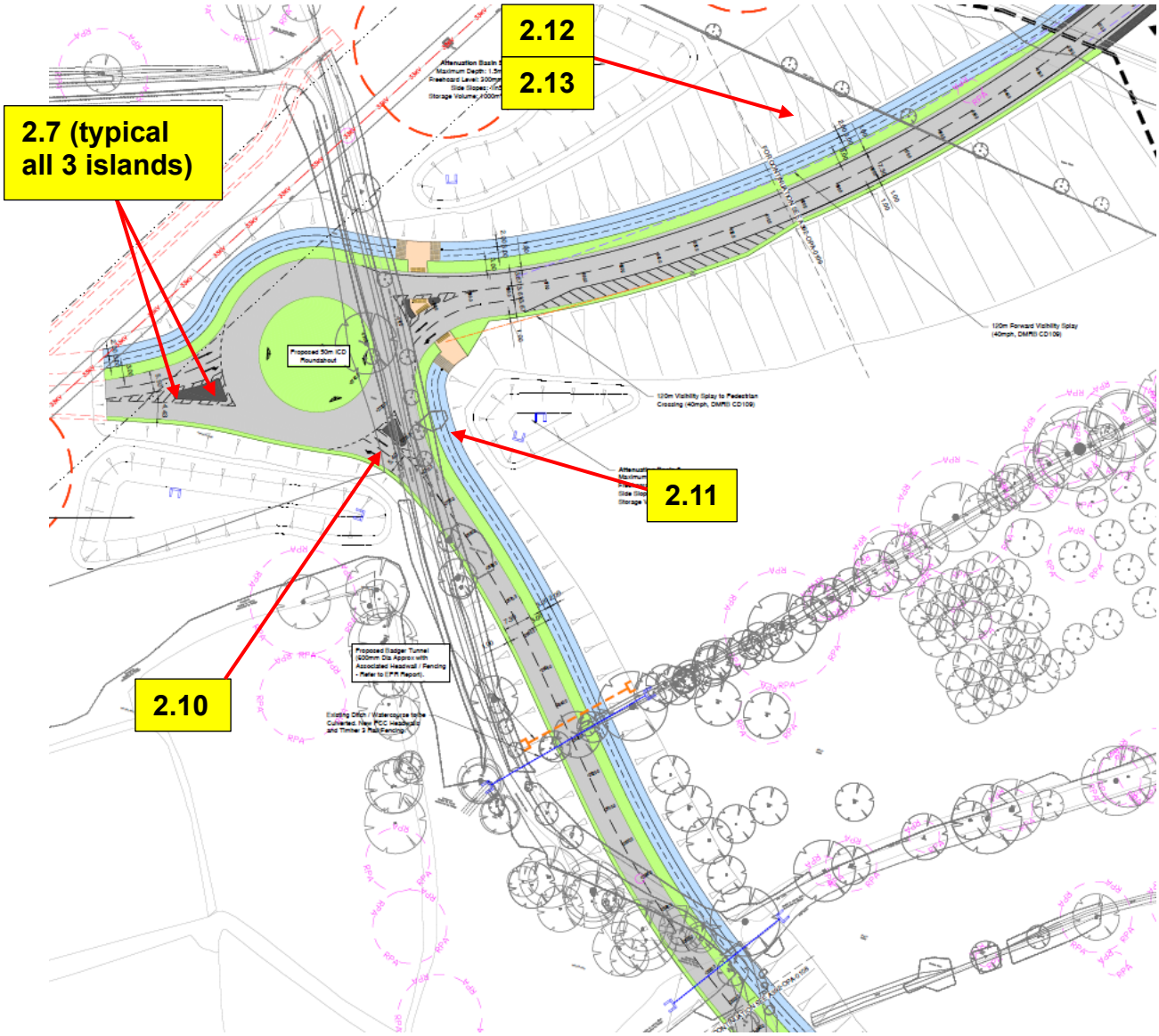
Appendix A: Information Utilised in this Stage 2 Road Safety Audit

Drawings:

498048 - OPA 2025 - LGV Land Use PP + areas 290525
A392-097 P11 M4 Motorway Crossing
A392-OPA-0107 General Arrangement Sheet 7 A
A392-OPA-0108 General Arrangement Sheet 8 A
A392-OPA-0109 General Arrangement Sheet 9 A
A392-OPA-0120 M4 Motorway Crossing Plan and Profile A
A392-OPA-0121 River Loddon Crossing Plan and Profile A
A392-OPA-0140 Tracking Refuse Vehicle and Fire Tender Swept Path Sheet 1 A
A392-OPA-0141 Tracking Refuse Vehicle and Fire Tender Swept Path Sheet 2 A
A392-OPA-0142 Tracking Refuse Vehicle and Fire Tender Swept Path Sheet 3 A
A392-OPA-0143 Tracking Refuse Vehicle and Fire Tender Swept Path Sheet 4 A
A392-OPA-0144 Tracking Refuse Vehicle and Fire Tender Swept Path Sheet 5 A
A392-OPA-0145 Tracking Refuse Vehicle and Fire Tender Swept Path Sheet 6 A
A392-OPA-0507 Drainage & Levels Layout Sheet 7 A
A392-OPA-0508 Drainage & Levels Layout Sheet 8 A
A392-OPA-0509 Drainage & Levels Layout Sheet 9 A
A392-OPA-0520 Storm Water Catchment Plan Sheet 1 A
A392-OPA-0521 Storm Water Catchment Plan Sheet 2 A
A392-OPA-0522 Storm Water Catchment Plan Sheet 3 A
A392-OPA-0523 Storm Water Catchment Plan Sheet 4 A
A392-OPA-0530 Drainage Details Sheet 1 A
A392-OPA-0531 Drainage Details Sheet 2 A
A392-OPA-0540 Basin Sections Basin 1,2,3&4 A
A392-OPA-0541 Basin Sections Basin 5,6&7 A
A392-OPA-0550 Typical Foul Pump Station General Arrangement A
A392-OPA-0707 Materials Plan Sheet 7 A
A392-OPA-0708 Materials Plan Sheet 8 A
A392-OPA-0720 Highways Standard Details

Appendix B: Key Plans showing Audit Problems




2.12
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2.7 (typical all 3 islands)
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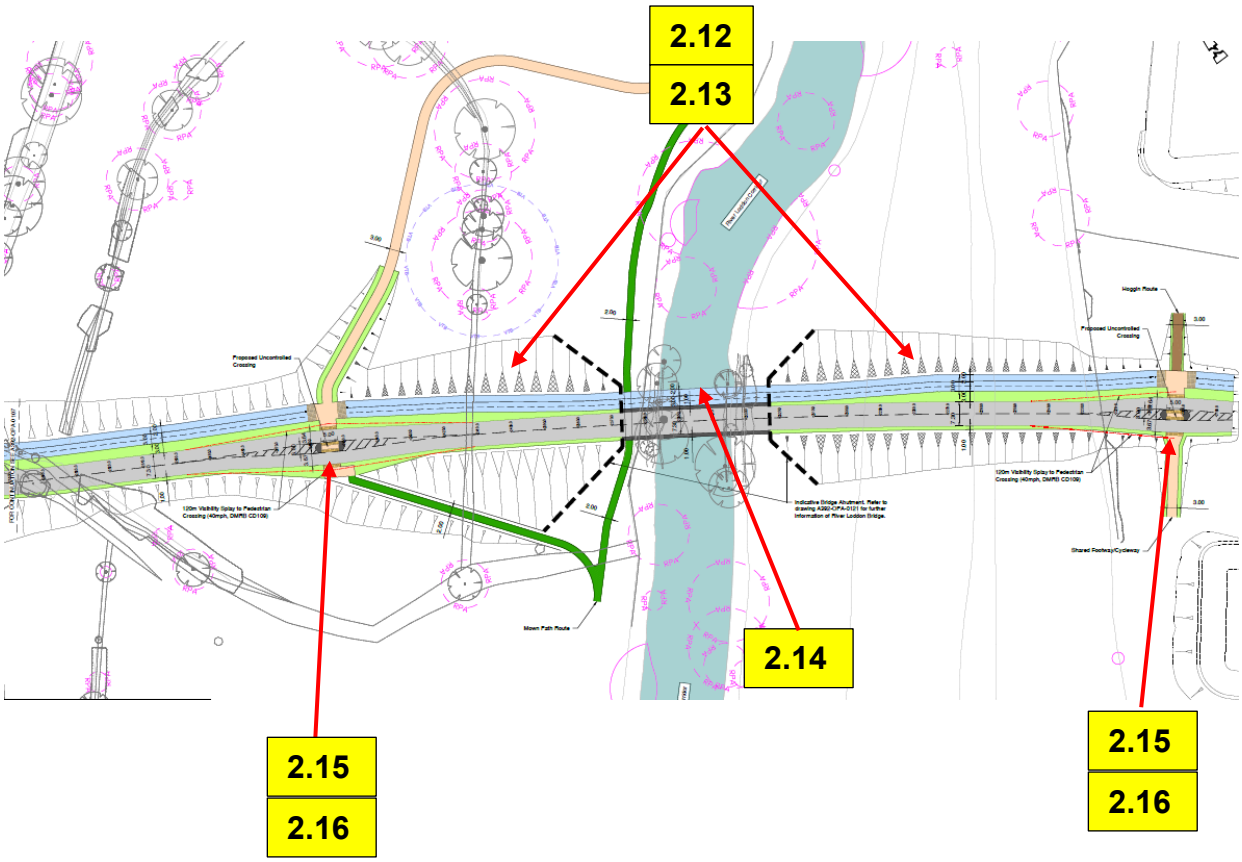
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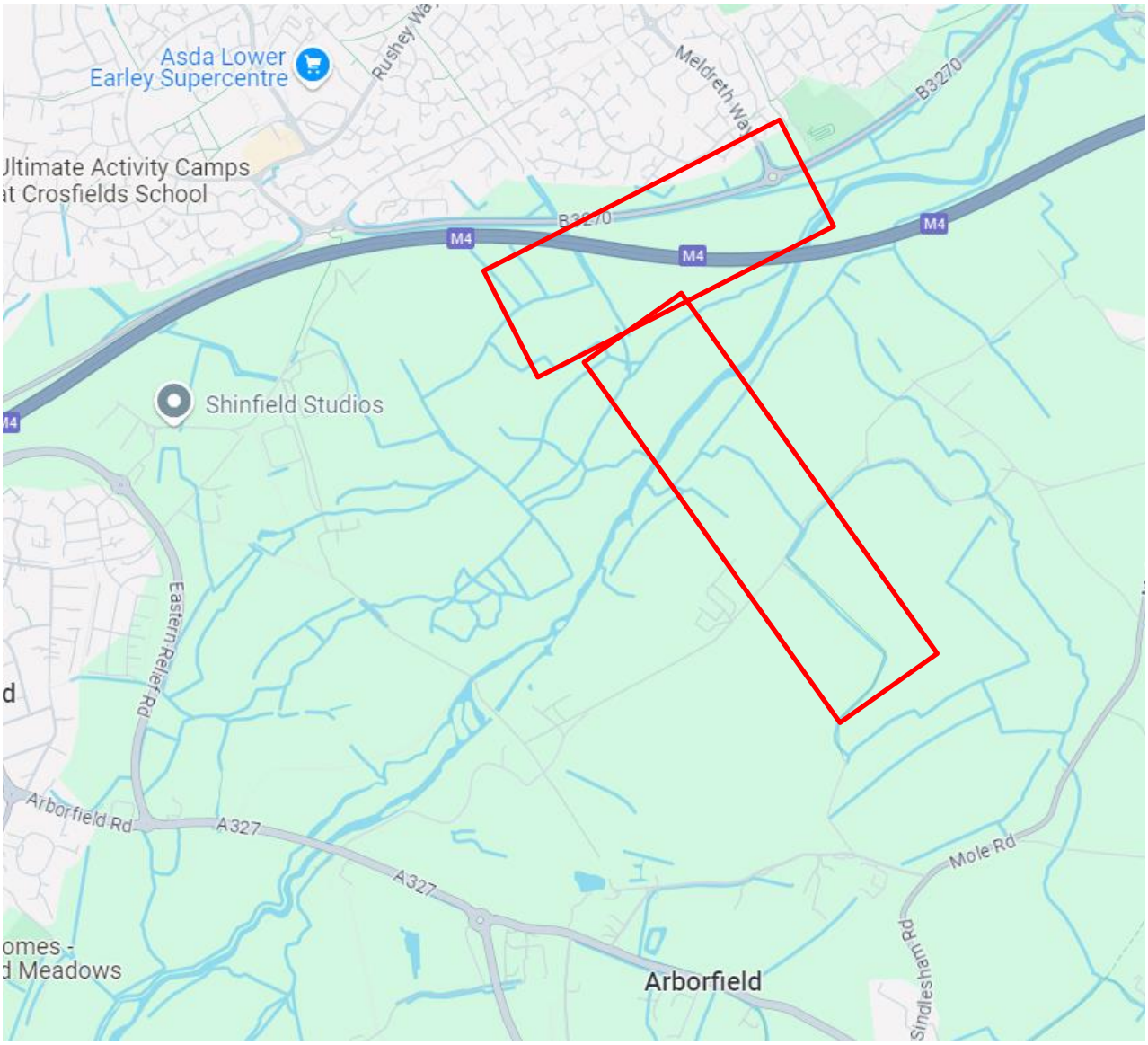
Appendix C – Site location plan



Appendix 2 - Drawings Submitted for Safety Audit

GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

General:

- Uncontrolled Blister Tactile Paving at Dropped Crossing
- Controlled Blister Tactile Paving at Signalised Crossing
- Segregated Footway / Cycleway Corduroy Tactiles
- Indicative Traffic Signal
- Proposed Bollard Diag. 956 & 957
- Proposed 5m Segregated Footway / Cycleway
- Proposed 3m Shared Footway / Cycleway
- Proposed 2m Footway
- Proposed Verge
- Proposed Carriageway
- Proposed Hard Standing
- Proposed Mown Path Route
- Proposed Hoggin Route
- Proposed Batter Slope 1in5
- Proposed Batter Slope 1in3
- Proposed Headwall
- Proposed Culvert

Ecology Survey - Received by EPR on 16/05/25:

- Veteran Tree Buffer

Arboricultural Survey - Received by FLAC on 15/05/25:

- RPA — Root Protection Area
- VTB — Veteran Tree Protection Area

Existing Utilities

- 33KV — Existing 33KV Overhead HV Cable
- 132KV — Existing 132KV Overhead HV Cable
- HV–OH — Unspecified Overhead HV Cable
- Overhead HV 15m Clearance
- Pylon 20m Clearance
- HP — Existing High Pressure Gas
- MP — Existing Medium Pressure Gas
- IP — Existing Low Pressure Gas
- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

Scale 1:500 (0, 5, 10, 15, 20, 25m)

Rev	Date	Description	Drawn	Checked
A	06.25	FIRST ISSUE	RG	CS

Abley Letchford
www.ableyletchford.co.uk

Client: UNIVERSITY OF READING

Project: LODDON GARDEN VILLAGE

Title: GENERAL ARRANGEMENT SHEET 1 OF 9

Status:

Scale	Date	Drawn	Checked
1:500 @ A1	JUN 2025	RG	CS

Drawing No: A392-OPA-0101 Revision: A

FOR CONTINUATION SEE INSET 2

FOR CONTINUATION SEE A392-OPA-0102

FOR CONTINUATION SEE INSET 1

A327 READING ROAD TO SHINFIELD

A327 OBSERVERWAY TO ARBORFIELD GREEN

READING ROAD TO BORFIELD

!! CAUTION !!
HP & IP MAINS NOT LOCATED SOUTH OF READING ROAD. ROUTE TAKEN FROM ASSET PLANS

Indicative Future Development SuDS Feature

Proposed Uncontrolled Crossing

Proposed Uncontrolled Crossing

Proposed 55m ICD Roundabout

Proposed Uncontrolled Crossing

Proposed Controlled Crossing

Shared Footway / Cycleway

Proposed Parallel Crossing

Foot and Cycleway Priority Junction / Crossing

43m Junction Visibility Splay (30mph, MfS)

43m Visibility Splay to Pedestrian Crossing (30mph, MfS)

17m Cyclist Visibility Splay (20kph, LTN 1/20)

43m Visibility Splay to Pedestrian Crossing (30mph, MfS)

43m Visibility Splay to Pedestrian Crossing (30mph, MfS)

43m Forward Visibility Splay (30mph, MfS)

Foot and Cycleway Priority Junction / Crossing

17m Cyclist Visibility Splay (20kph, LTN 1/20)

Proposed Uncontrolled Crossing

Shared Footway / Cycleway

INSET 1

Attenuation Basin 1
Maximum Depth: 1.5m
Freeboard Level: 300mm
Side Slopes: 1in5
Storage Volume: 2000m³

6m BUILDING PROXIMITY EXCLUSION ZONE

6m BUILDING PROXIMITY EXCLUSION ZONE

INSET 2

LOWER EARLEY WAY
M4
RIVER LODDON
MOLE ROAD
CHURCH LANE
READING ROAD
A327

KEY PLAN
NTS
Redline Boundary

DETAIL 1
Typical Shared Footway Cycleway Priority Junction

DETAIL 2
Typical Segregated Footway Cycleway Priority Junction

GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

General:

- Uncontrolled Blister Tactile Paving at Dropped Crossing
- Controlled Blister Tactile Paving at Signalised Crossing
- Segregated Footway / Cycleway Corduroy Tactiles
- Indicative Traffic Signal
- Proposed Bollard Diag. 956 & 957
- Proposed 5m Segregated Footway / Cycleway
- Proposed 3m Shared Footway / Cycleway
- Proposed 2m Footway
- Proposed Verge
- Proposed Carriageway
- Proposed Hard Standing
- Proposed Mown Path Route
- Proposed Hoggin Route
- Proposed Batter Slope 1in5
- Proposed Batter Slope 1in3
- Proposed Headwall
- Proposed Culvert

Ecology Survey - Received by EPR on 16/05/25:

- Veteran Tree Buffer

Arboricultural Survey - Received by FLAC on 15/05/25:

- RPA — Root Protection Area
- VTB — Veteran Tree Protection Area

Existing Utilities

- 33KV — Existing 33KV Overhead HV Cable
- 132KV — Existing 132KV Overhead HV Cable
- HV–OH — Unspecified Overhead HV Cable
- Overhead HV 15m Clearance
- Pylon 20m Clearance
- HP — Existing High Pressure Gas
- MP — Existing Medium Pressure Gas
- IP — Existing Low Pressure Gas
- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

Scale 1:500 (0 5 10 15 20 25m)

Rev	Date	Description	Drawn	Checked
A	06.25	FIRST ISSUE	RG	CS

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Project: LODDON GARDEN VILLAGE

Title: GENERAL ARRANGEMENT SHEET 2 OF 9

Status:

Scale	Date	Drawn	Checked
1:500 @ A1	JUN 2025	RG	CS

Drawing No: A392-OPA-0102 | Revision: A

FOR CONTINUATION SEE INSET 2

FOR CONTINUATION SEE INSET 1

FOR CONTINUATION SEE A392-OPA-0101

FOR CONTINUATION SEE A392-OPA-0103

INSET 2

INSET 1

Attenuation Basin 2
Maximum Depth: 1.5m
Freeboard Level: 300mm
Side Slopes: 1in5
Storage Volume: 1800m³

Proposed culvert to accommodate Arborfield Cut. New PCC Headwalls and Timber 3 Rail Fencing.

Proposed Uncontrolled Crossing

Proposed Uncontrolled Crossing

Proposed Uncontrolled Crossing

Foot and Cycleway Priority Junction / Crossing

Foot and Cycleway Priority Junction / Crossing

17m Cyclist Visibility Splay (20kph, LTN 1/20)

17m Cyclist Visibility Splay (20kph, LTN 1/20)

43m Junction Visibility Splay (30mph, MfS)

43m Visibility Splay to Pedestrian Crossing (30mph, MfS)

43m Visibility Splay to Pedestrian Crossing (30mph, MfS)

43m Visibility Splay to Pedestrian Crossing (30mph, MfS)

43m Visibility Splay to Pedestrian Crossing (30mph, MfS)

43m Forward Visibility Splay (30mph, MfS)

Proposed 3m wide Shared Footway/Cycleway Link to Existing Track

Proposed 3m wide Shared Footway/Cycleway Link to Existing Track

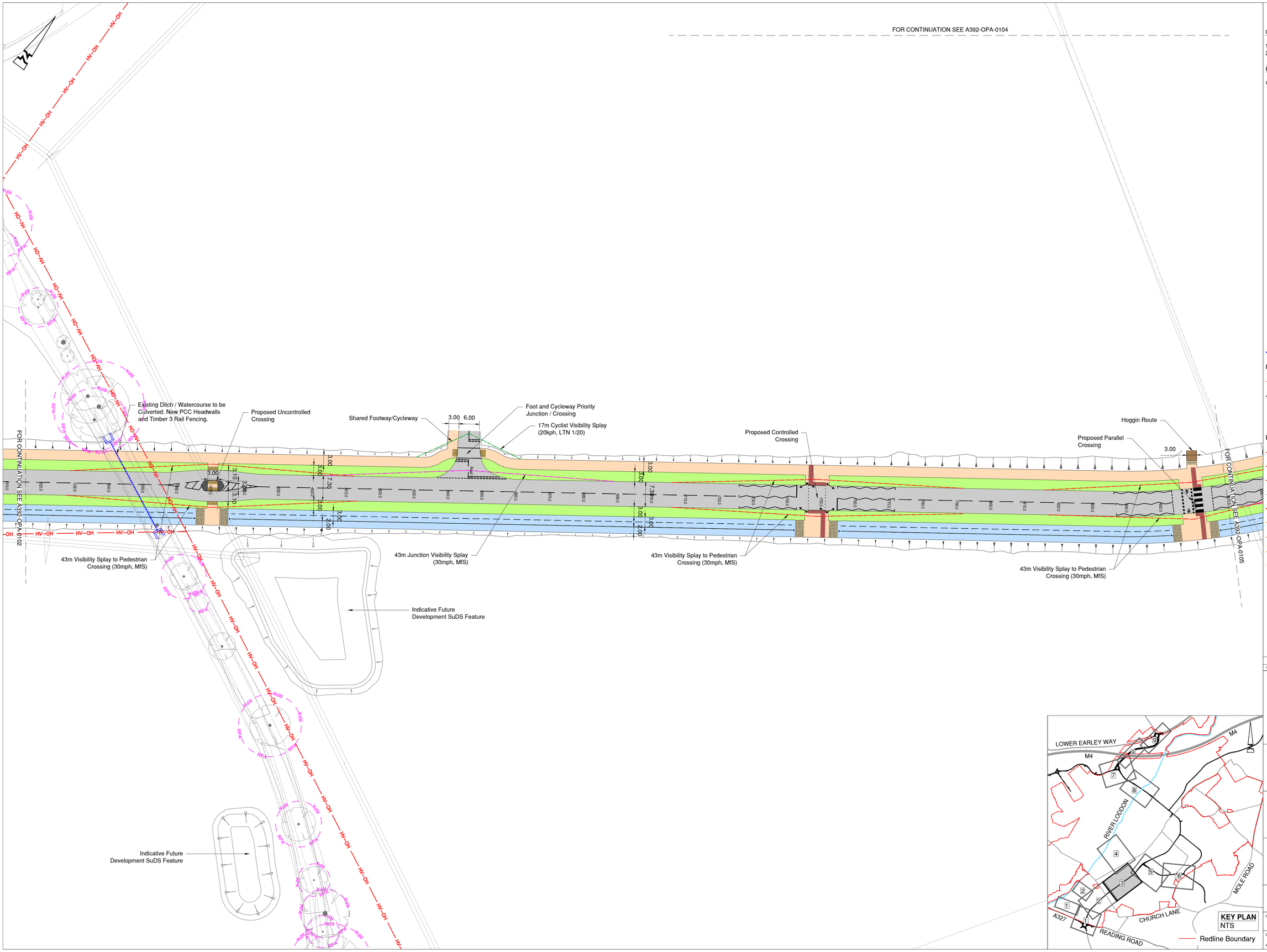
Proposed Controlled Crossing

6m BUILDING PROXIMITY EXCLUSION ZONE

KEY PLAN
NTS

Redline Boundary

LOWER EARLEY WAY
M4
RIVER LODDON
MOLE ROAD
CHURCH LANE
READING ROAD
A327



GENERAL NOTES:

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2. Refer to all other Project Drawings and supporting notes.

KEY:

General:

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- Controlled Blister Tactile Paving at Signalised Crossing
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- Indicative Traffic Signal
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- Proposed 3m Shared Footway / Cycleway
- Proposed 2m Footway
- Proposed Verge
- Proposed Carriageway
- Proposed Hard Standing
- Proposed Mown Path Route
- Proposed Hoggin Route
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- Proposed Batter Slope 1in3
- Proposed Headwall
- Proposed Culvert

Ecology Survey - Received by EPR on 16/05/25:

- Veteran Tree Buffer

Arboricultural Survey - Received by FLAC on 15/05/25:

- RPA — Root Protection Area
- VTB — Veteran Tree Protection Area

Existing Utilities

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- HP — Existing High Pressure Gas
- MP — Existing Medium Pressure Gas
- IP — Existing Low Pressure Gas
- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

0 5 10 15 20 25m
Scale 1:500

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Project
LODDON GARDEN VILLAGE

Title
GENERAL ARRANGEMENT SHEET 3 OF 9

Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUN 2025	RG	CS

Drawing No: A392-OPA-0103
Revision: A

GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

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General:

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- Proposed Culvert

Ecology Survey - Received by EPR on 16/05/25:

- Veteran Tree Buffer

Arboricultural Survey - Received by FLAC on 15/05/25:

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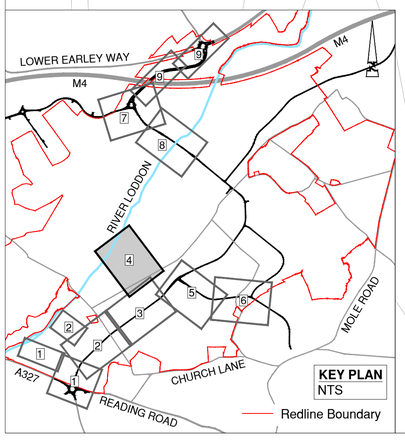
- HP — Existing High Pressure Gas
- MP — Existing Medium Pressure Gas
- IP — Existing Low Pressure Gas
- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

Attenuation Basin 3
Maximum Depth: 1.5m
Freeboard Level: 300mm
Side Slopes: 1in5
Storage Volume: 12000m³

Indicative Future Development SuDS Feature

FOR CONTINUATION SEE A392-OPA-0103



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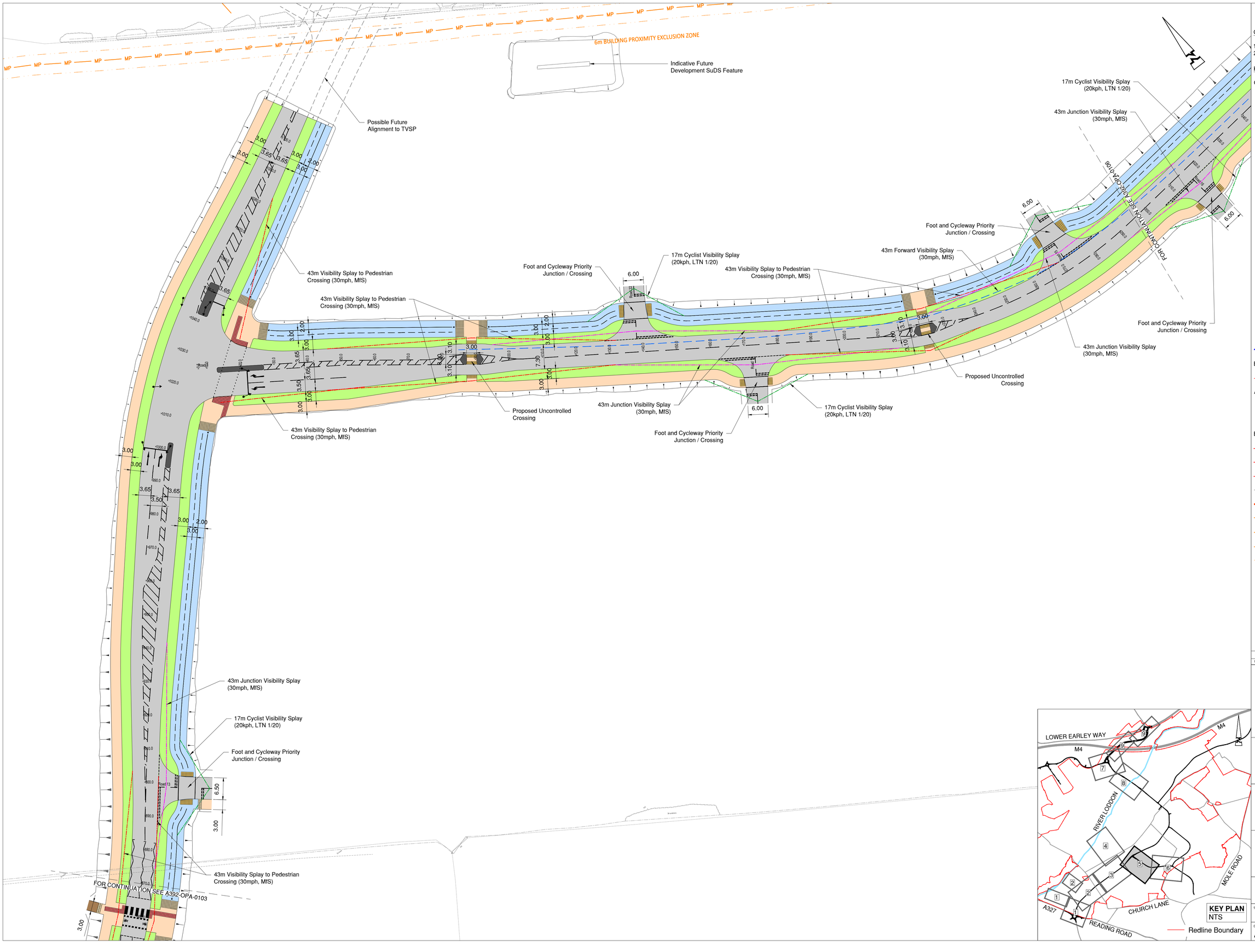
LODDON GARDEN VILLAGE

Title
GENERAL ARRANGEMENT SHEET 4 OF 9

Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUN 2025	RG	CS

Drawing No	Revision
A392-OPA-0104	A



GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

General:

- Uncontrolled Blister Tactile Paving at Dropped Crossing
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- Proposed Hard Standing
- Proposed Mown Path Route
- Proposed Hoggin Route
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- Proposed Batter Slope 1in3
- Proposed Headwall
- Proposed Culvert

Ecology Survey - Received by EPR on 16/05/25:

- Veteran Tree Buffer

Arboricultural Survey - Received by FLAC on 15/05/25:

- RPA — Root Protection Area
- VTB — Veteran Tree Protection Area

Existing Utilities

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- HV–OH — Unspecified Overhead HV Cable
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- Pylon 20m Clearance
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- IP — Existing Low Pressure Gas
- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

0 5 10 15 20 25m
Scale 1:500

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KEY PLAN
NTS

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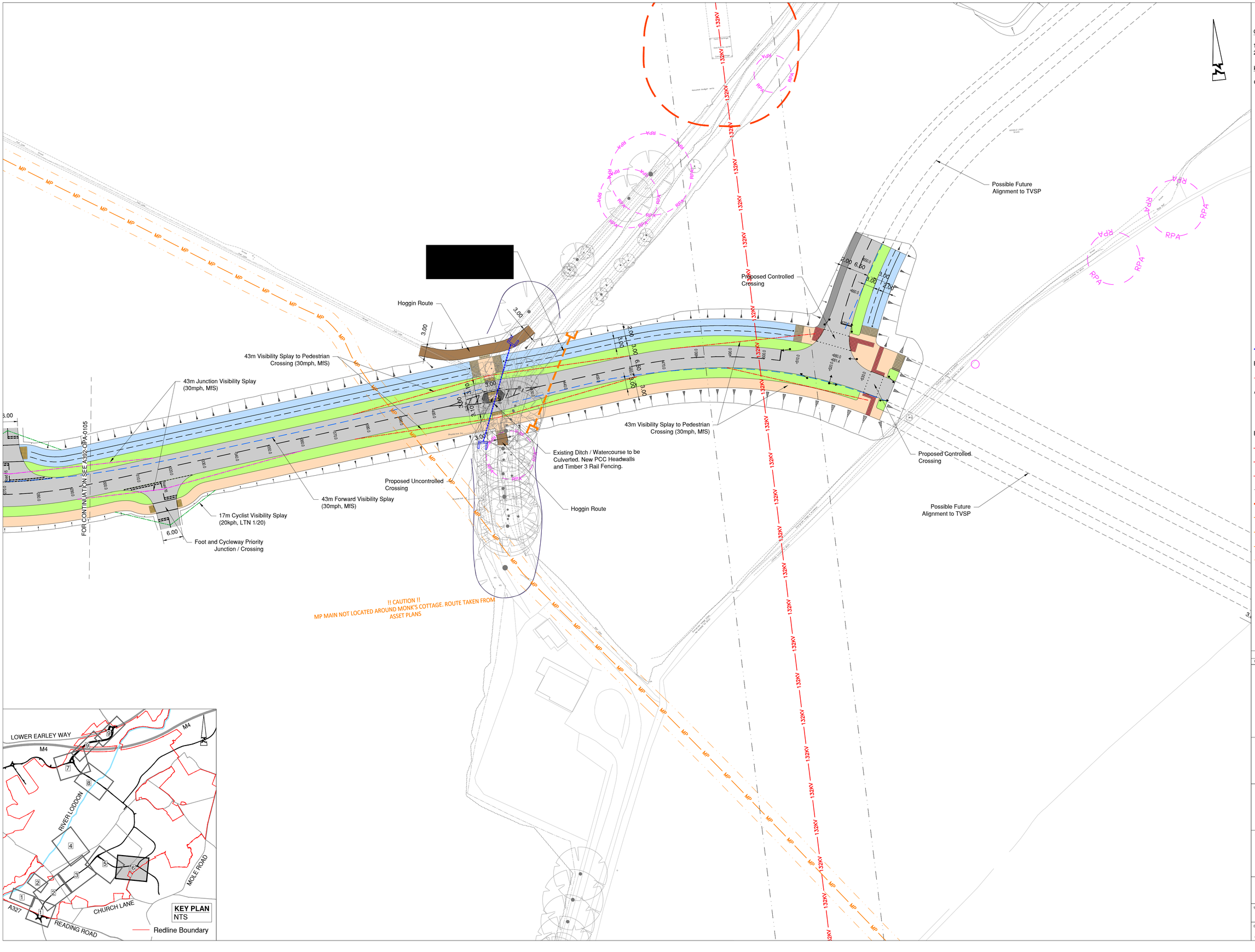
LODDON GARDEN VILLAGE

Title
GENERAL ARRANGEMENT SHEET 5 OF 9

Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUN 2025	RG	CS

Drawing No: A392-OPA-0105
Revision: A



GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

General:

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- Proposed Culvert

Ecology Survey - Received by EPR on 16/05/25:

- Veteran Tree Buffer

Arboricultural Survey - Received by FLAC on 15/05/25:

- RPA — Root Protection Area
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Existing Utilities

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- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

0 5 10 15 20 25m
Scale 1:500

Rev	Date	Description	Drawn	Checked
A	06.25	FIRST ISSUE	RG	CS

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Title
GENERAL ARRANGEMENT SHEET 6 OF 9

Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUN 2025	RG	CS

Drawing No	Revision
A392-OPA-0106	A

GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

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Ecology Survey - Received by EPR on 16/05/25:

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- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

0 5 10 15 20 25m
Scale 1:500

Rev	Date	Description	Drawn	Checked
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Project: LODDON GARDEN VILLAGE

Title: GENERAL ARRANGEMENT SHEET 7 OF 9

Status:

Scale	Date	Drawn	Checked
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Drawing No: A392-OPA-0107
Revision: A

Attenuation Basin 5
Maximum Depth: 1.5m
Freeboard Level: 300mm
Side Slopes: 1in5
Storage Volume: 1000m³

Attenuation Basin 6
Maximum Depth: 1.0m
Freeboard Level: 300mm
Side Slopes: 1in5
Storage Volume: 200m³

Attenuation Basin 4
Maximum Depth: 1.0m
Freeboard Level: 300mm
Side Slopes: 1in5
Storage Volume: 800m³

Proposed 50m ICD Roundabout

Possible Future Alignment to TVSP

120m Forward Visibility Splay (40mph, DMRB CD109)

120m Visibility Splay to Pedestrian Crossing (40mph, DMRB CD109)

FOR CONTINUATION SEE A392-OPA-0109

FOR CONTINUATION SEE A392-OPA-0108

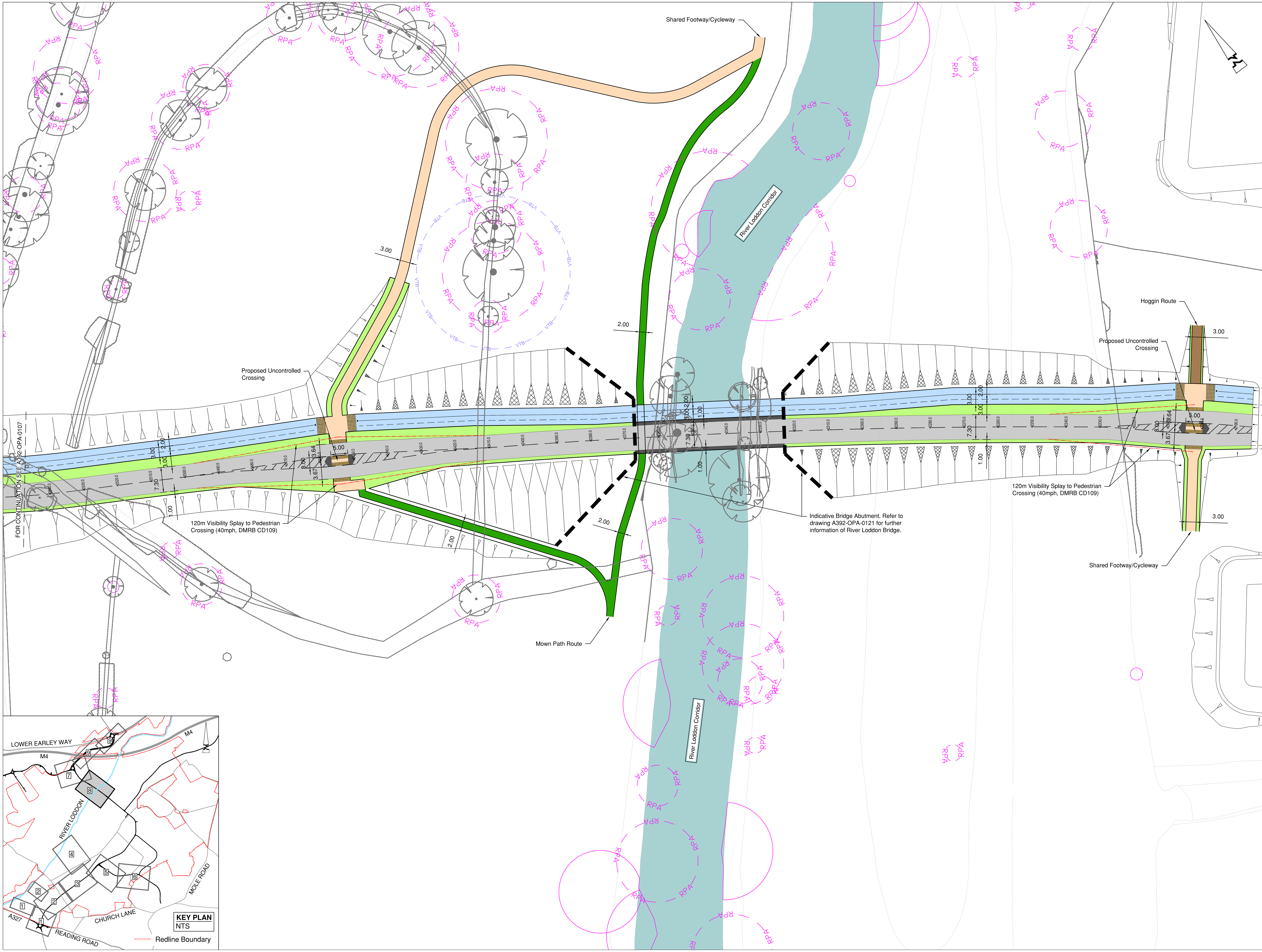
M4 (WESTBOUND) TO J11 READING

Existing Ditch / Watercourse to be Culverted. New PCC Headwalls and Timber 3 Rail Fencing.

[redacted]

KEY PLAN
NTS

LOWER EARLEY WAY
M4
RIVER LODDON
MOLE ROAD
CHURCH LANE
A327
READING ROAD
Redline Boundary



GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

General:

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- Proposed Batter Slope 1in3
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- Proposed Culvert

Ecology Survey - Received by EPR on 16/05/25:

- Veteran Tree Buffer

Arboricultural Survey - Received by FLAC on 15/05/25:

- RPA — Root Protection Area
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Existing Utilities

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- Existing Gas 3m Clearance

Refer to Drawing A392-OPA-0101 for Typical Footway Cycleway Junction Details.

0 5 10 15 20 25m
Scale 1:500

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A	06.25	FIRST ISSUE	RG	CS

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LODDON GARDEN VILLAGE

Title
GENERAL ARRANGEMENT
SHEET 8 OF 9

Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUN 2025	RG	CS

Drawing No	Revision
A392-OPA-0108	A