

TEMPORARY SHOWROOM ACCESS,  
PARCEL A, SHEERLANDS ROAD,  
ARBORFIELD GREEN  
Stage 1 Road Safety Audit  
J190609

Taylor Wimpey West London

12<sup>th</sup> September 2025



**GR 119**

**Grange Transport Consulting**

Tel: +44 (0)7912 160 303 Email: [info@grange-transport.co.uk](mailto:info@grange-transport.co.uk) Web: [www.grange-transport.co.uk](http://www.grange-transport.co.uk)

Grange Transport Consulting Ltd registered in England and Wales No.13643298

Registered office: 119 Grange Road, Banbury, Oxfordshire, OX16 9AT

# Temporary Showroom Access, Parcel A, Sheerlands Road, Arborfield Green

Stage 1 Road Safety Audit



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J190609

September 2025

Client: iesel civils

<b>Scheme:</b>	Temporary Showroom Access, Parcel A, Sheerlands Road, Arborfield Green		
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<b>Prepared by:</b>	Wing Lee	<b>Date:</b>	27.08.25
<b>Checked by:</b>	Ian Medd	<b>Date:</b>	28.08.25
<b>Authorised by:</b>	Wing Lee	<b>Date:</b>	12.09.25
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# Temporary Showroom Access, Parcel A, Sheerlands Road, Arborfield Green

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# 1. Introduction

## 1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Wednesday 27 August 2025. The audit was undertaken on behalf of Taylor Wimpey West London, in regard to the temporary access for a sales showroom from Sheerlands Road in Arborfield Green.

1.1.2 The audit has been requested by Gareth Wilby of iesel civils. An Audit Brief has not been supplied. The Audit Team were approved by Gareth Wilby of iesel civils.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee      BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE

**Audit Team Leader**

Ian Medd      MCIHT, FSoRSA

**Audit Team Member**

1.1.4 A site visit was undertaken by the Audit Team on Wednesday 27 August 2025, between the hours of 11:30 and 12:30. The weather was sunny, and the road surface was dry. Traffic levels were minimal. The level of pedestrians and cyclists was also minimal.

## 1.2 Site Location

1.2.1 The site comprises of a section of Sheerlands Road, which was previously utilised as a construction access for a housing developer. The site is located approximately 55 metres north of Nine Mile Ride Extension within Arborfield Green. A site location plan is shown at **Appendix A**.

## 1.3 Strategic Decisions

1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the development scheme.

## 1.4 Highway description

1.4.1 Sheerlands Road is a single carriageway road and is subject to a 30mph speed limit. It is approximately 6.9 metres wide. At its southern extent a footway is provided on the western side of the road, whilst north of Weaver Avenue there are footways on both sides. Street lighting is provided on the eastern side of Sheerlands Road.

1.4.2 In the vicinity of the site, the horizontal alignment of Sheerlands Road is straight, however to the north of the site there is a left-hand bend in the northbound direction. The vertical alignment has a gentle incline in the northbound direction.

1.4.3 Collision data has not been provided to the Audit Team, however a review of the Hampshire traffweb website indicates that no collisions were recorded along Sheerlands Road, in the vicinity of the site during the period between 01/01/19 and 31/12/23.



## 1.5 Previous Road Safety Audits

- 1.5.1 The Audit Team has not been made aware of any previous Road Safety Audits carried out for the temporary access proposals.

## 1.6 Scheme proposals

- 1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the following temporary site access works in association with the showroom, as shown on the plans listed at **Appendix B**:

- New temporary site access and kerbing;
- Amended and new footways;
- Amended verges;
- Amended and new pedestrian crossing facilities;
- New road markings;
- Swept path analysis;
- Visibility splays and pedestrian splays; and
- Vegetation removal.

## 1.7 Departures from Standards

- 1.7.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

## 1.8 Road Safety Audit

- 1.8.1 The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.
- 1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by iesis civils, and has not examined / verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit to clearly explain a safety problem or the recommendation to resolve a problem.
- 1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.
- 1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit, which are shown at **Appendix C**.
- 1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.



## 2. Problems identified from this audit

### 2.1 Sheerlands Road

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	Site access
Summary	Risk of side-swipe collisions
<p>Centre line road markings are proposed on the access road. The use of centre lines is suggested where the road width exceeds 5.5 metres. The access road is 4.8 metres, which may cause entering and exiting vehicles to believe there is sufficient width for all simultaneous movements at the junction. This may result in side-swipe type collisions.</p>	
Recommendation	Reduce the number of centre line modules and install where sufficient width allows.

Problem 2	
Location	Site access
Summary	Risk of vehicle collisions
<p>The proposed give-way sign is facing the wrong way. This will cause the intended instruction not to be provided. This may result in side-swipe type collisions between exiting and passing vehicles.</p>	
Recommendation	Ensure signage is installed facing the correct direction.

Problem 3	
Location	Pedestrian crossings
Summary	Risk of pedestrian falls
<p>The pedestrian crossing shows two rows of tactile paving. This may cause visually impaired pedestrians (VIPs) approaching from the site, not to detect the crossing. This may result in VIPs falling in the carriageway.</p>	
Recommendation	Provide three full rows of tactiles at 'ahead' type crossings.

Problem 4

Location	Pedestrian crossing over access road
Summary	Risk of obstructed visibility



A pedestrian crossing is proposed over the access road. It is not clear to the Audit Team whether hoarding will be installed along the access road. This may cause an obstruction to the pedestrian intervisibility of the crossing. This may result in entering vehicles colliding with pedestrians when they step into the carriageway.

Recommendation	Ensure pedestrian intervisibility is achieved at the crossing facility.
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### 3. Audit Team Statement

- 3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

#### Road Safety Audit Team Leader

Signed:

A black rectangular box redacting the signature of the Road Safety Audit Team Leader.

Name: Wing Lee

Date: 12.09.25

#### Road Safety Audit Team Member

Signed:

A black rectangular box redacting the signature of the Road Safety Audit Team Member.

Name: Ian Medd

Date: 12.09.25





## 4. Comments

- 4.1.1 This section of the report provides the following commentary on issues identified for the scheme proposals, that are considered by the Audit Team not to be part of the Stage 1 Road Safety Audit.
- 4.1.2 The pedestrian crossings have been indicated on the plans with blocks of tactile paving. The arrangement of the tactile paving does not resemble typical arrangements, which should extend to the kerb/crossing, along the full width of the tactiles.
- 4.1.3 A give-way sign is proposed at the site access. The give-way sign should be accompanied by the give-way triangle road marking. The Designer should confirm the necessity of the give-way sign in this location.

## Appendix A Site Location Plan





## Appendix B Documents provided for Audit

- 22585-23-04 Rev P1  
Temporary Access – General Arrangement
- 22585 v1 (14.08.25)  
Technical Note - Temporary Sales Access
- Site Location

## Appendix C Problem Location Plan

