



LAND EAST AND WEST OF HYDE END ROAD, SHINFIELD
DESIGNER'S RESPONSE

BLOOR HOMES (SOUTHERN) AND THE UNIVERSITY OF READING
11 February 2026





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1.0 Introduction

1.1 Commission

- 1.1.1 This report has been compiled by Abley Letchford Partnership Limited as a Designer's Response to the Stage 1 Road Safety Audit undertaken by Avon Traffic and Safety Services Ltd.
- 1.1.2 This report has been complied by the Designer, Abley Letchford, on behalf of Bloor Homes (Southern) and the 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.



2.0 Safety Issues Raised in this Stage 1 Road Safety Audit

2.1 PROBLEM

Location

- 2.1.1 Transitions from footway to shared use paths – throughout scheme

Summary

- 2.1.2 Risk of cycle/pedestrian conflicts

There are a number of locations within the development that transitions from footway into shared use path. Without adequate awareness, collisions could occur with cyclist and pedestrians, particularly with the visually impaired.

Recommendation

- 2.1.3 Provide appropriate tactile paving such as corduroy to warn pedestrians and cyclists they are entering shared use or footway only. Provide signage for shared use paths and way finding for cycle routes.

Designer's Response

- 2.1.4 *Agreed – corduroy tactile paving and appropriate signage where footpaths meet the shared use paths will be considered and provided as detailed design of the scheme progresses.*

2.2 PROBLEM

Location

- 2.2.1 Shared surfaces within development

Summary

- 2.2.2 Risk of pedestrian slips and trips

Many of the shared surfaces within the drawings supplied have what looks to be a footway alongside the road or around parking areas. It is unclear if these areas will be flush without an upstand which could cause pedestrians to slip or trip.

Recommendation

- 2.2.3 Ensure that shared surfaces are flush without upstand kerbs.

Designer's Response

- 2.2.4 *Agreed - As depicted at the General Arrangement Drawing HD068-FA-001/D at **Appendix B**, a number of streets are proposed as shared surface streets with block paving and planted margins where pedestrians will be accommodated within the block paved areas. Where margins are included, such as around parking bays, then these are to be provided flush without upstand kerbs to prevent slips or trips.*



2.3 PROBLEM

Location

- 2.3.1 Throughout development – speed tables

Summary

- 2.3.2 Risk of vehicles grounding

A number of speed tables appear to be proposed within the development. A detailed lining drawing has not been provided, so it is unclear if appropriate road markings will be provided to warn drivers of the presence of the speed tables. Without these markings drivers may be unaware of the speed tables and drive at an inappropriate speed, causing grounding or loss of control.

Recommendation

- 2.3.3 Ensure that speed tables have appropriate markings to warn drivers of their presence

Designer's Response

- 2.3.4 *Agreed – appropriate markings for speed tables will be considered and provided as detailed design of the scheme progresses.*

2.4 PROBLEM

Location

- 2.4.1 Throughout development – speed tables

Summary

- 2.4.2 Risk of skidding

A number of speed tables appear to be proposed within the development. No drainage details have been provided, however gullies will need to be provided to avoid water collecting on the upstream side of these tables

Recommendation

- 2.4.3 Provide adequate drainage for speed tables

Designer's Response

- 2.4.4 *Agreed – Adequate drainage will be considered and provided for speed tables as detailed design of the scheme progresses.*

2.5 PROBLEM

Location

- 2.5.1 Footway terminations (3 locations)

Summary

- 2.5.2 Risk of vehicles/pedestrian collisions or pedestrian trips



- 2.5.3 The footways at these locations end abruptly, directing pedestrians into the main carriageway where they will be at risk of being struck by passing vehicles

Recommendation

- 2.5.4 Provide a crossing point to join the opposite footway with dropped kerbs and tactile paving.

Designer's Response

- 2.5.5 *Agreed – As depicted at General Arrangement Drawing HD068-FA-001/D at **Appendix B**, crossing points with dropped kerbs and tactile paving are proposed at the two locations where footways are proposed. The third location at plot 172 is a shared surface street, so a separate tactile paving crossing is not required.*

2.6 PROBLEM

Location

- 2.6.1 Western development parcel, central road where it crosses green space

Summary

- 2.6.2 Risk of vehicle/pedestrian collisions

The footways either side of this road appear to be discontinued where the road crosses the green space. Pedestrians may walk in the carriageway as a consequence, where they will be at risk of being struck by passing vehicles

Recommendation

- 2.6.3 Provide continuous footways on both sides of the road

Designer's Response

- 2.6.4 *As depicted at the General Arrangement Drawing HD068-FA-001/D at **Appendix B**, this is proposed as a shared surface street, with planted margins so footways are not proposed. A shared surface street is proposed in accordance with Wokingham Borough Council's Living Streets design guide which allows a maximum of 50 units to be served via such a street.*

2.7 PROBLEM

Location

- 2.7.1 Throughout development

Summary

- 2.7.2 Risk of pedestrian trips

Very few informal pedestrian crossing points, with dropped kerbs and tactile paving, have been indicated within the development. Pedestrians will wish to cross side roads, cross the 'spine' roads at various locations, and also cross where footways terminate (see 2.5 above)



Recommendation

- 2.7.3 Provide pedestrian dropped kerbs and tactile paving where appropriate

Designer's Response

- 2.7.4 *Agreed – General Arrangement Drawing HD068-FA-001/D at **Appendix B** does include new tactile crossings, but additional tactile crossings will be considered and included at the bellmouths of side roads as the detailed design of the scheme progresses.*

2.8 PROBLEM

Location

- 2.8.1 Build outs (3 locations)

Summary

- 2.8.2 Risk of vehicles striking build outs

These build outs may not be conspicuous during darkness or poor weather conditions, and will constitute a collision hazard

Recommendation

- 2.8.3 Provide reflectorised bollards on the build outs

Designer's Response

- 2.8.4 *Agreed – Reflectorised bollards will be included where appropriate as the detailed design of the scheme proceeds.*

2.9 PROBLEM

- 2.9.1 Proposed Toucan crossing, west side

Summary

- 2.9.2 Risk of vehicle/cycle collisions

- 2.9.3 The shared use path on the east side appears to emerge on to the crossing through hedgerows which come right up to the path. These hedgerows will severely obstruct westbound cyclists' view of vehicles approaching on Hyde End Road, and drivers' view of approaching cyclists. Although the crossing is signal controlled, there is a risk that cyclists may emerge in front of passing vehicles resulting in a collision

Recommendation

- 2.9.4 Remove some of the hedging to allow for good intervisibility between road users and path users



Designer's Response

- 2.9.5 *As depicted on the proposed access drawing HD068 - 003 P7 within the audit brief, suitable visibility splays at the proposed Toucan crossing have been achieved for 90m along Hyde End Road, commensurate with the recorded 85th percentile speeds on the corridor of 37.1mph and 36.9mph. Also of note is that the detailed Arboricultural Drawing which accompanies the planning submission identifies that a gap of 7m is actually to be created in the hedge line which is more generous than the 4m gap depicted on the overarching Layout Drawing. Notwithstanding, it is agreed that the potential for achieving a larger gap in the hedge line should be investigated at the technical approval stage to improve intervisibility between cyclists at the crossing and approaching vehicles. Furthermore, the use of a staggered barrier along the cycle path at the approach to the crossing would help to ensure that cyclists are prevented from riding straight onto the TOCUAN crossing.*

2.10 PROBLEM

Location

- 2.10.1 Eastern development parcel, side road adjacent to speed table ramp

Summary

- 2.10.2 Risk of vehicles grounding on the ramp and destabilisation of 2 wheeled vehicles

The side road is adjacent to the speed table ramp, such that vehicles will be negotiating the ramp as they are turning into or out of the side road. This may result in grounding of cars, or destabilisation of cycles and motorcycles.

Recommendation

- 2.10.3 Reconfigure the road layout so that the ramp is located away from the junction

Designer's Response

- 2.10.4 *Agreed - The road layout in this area will be reviewed and reconfigured to locate the speed table ramp away from the junction as the detailed design of the scheme progresses.*

2.11 PROBLEM

Location

- 2.11.1 Southern end of shared use path on east side of Hyde End Road (at junction with new development access)

Summary

- 2.11.2 Risk of cycle/pedestrian conflicts

- 2.11.3 There is no onward route for southbound cyclists at this point (although it appears that the shared use path will continue southward through future developments), suggesting they may continue by riding on the footways, where they will be in conflict with pedestrians



Recommendation

- 2.11.4 Provide 'End of cycle route' signing and cycle direction signs if appropriate

Designer's Response

- 2.11.5 *Agreed – Signage for cycling will be considered and included where appropriate as the detailed design of the scheme progresses.*

2.12 PROBLEM

Location

- 2.12.1 Eastern end of shared use path in eastern parcel of development

Summary

- 2.12.2 Risk of cycle/pedestrian conflicts
- 2.12.3 It was not clear to the auditors if there is an onward route for eastbound cyclists at this point suggesting they may continue by riding on the footpath to the north, or the hoggin path to the south, where they will be in conflict with pedestrians

Recommendation

- 2.12.4 Consider the cycling strategy for this area and provide suitable forward routes if appropriate

Designer's Response

- 2.12.5 *Agreed – The appropriate route and signage for eastbound cyclists will be considered and included as the detailed design of the scheme progresses.*

2.13 PROBLEM

Location

- 2.13.1 Throughout development – attenuation ponds and ditches

Summary

- 2.13.2 Risk of path users falling into ponds

There are a number of attenuation ponds throughout the site, and in many cases there are pathways and parking laybys very close to the ponds. Pedestrians or cyclists using the paths and laybys may be at risk of falling into the ponds.

Recommendation

- 2.13.3 Assess the risk of falls, and provide appropriate fencing where necessary.

Designer's Response

- 2.13.4 *Agreed – Protective fencing will be considered and included if appropriate as the detailed design of the scheme proceeds*



APPENDICES



Appendix A – Stage 1 Road Safety Audit

Road Safety Audit – Hyde End Road, Shinfield, On-Site and Access Proposals

Stage:	1
Location:	Land east and west of Hyde End Road, Shinfield, Wokingham
Site:	Proposed large residential development
ATSS Ref:	260124
Client Ref:	HD068 – Land East and West of Hyde End Road
Date:	11 February 2026



Project Details

Report Title:	Stage 1 road safety audit, Hyde End Road, On-Site and Access Proposals
Date:	11 February 2026
Document reference and revision:	260125 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Abley Letchford

Report Control Sheet

	Name	Position	Date
Audit requested by	Alex Golding	Abley Letchford	4 February 2026
Team leader	Nick Jeanes	Team Leader	
Team Member	David Boardman	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	8 February 2026
Final report issued by	Nick Jeanes	Team Leader	11 February 2026
Designer's response issued by			

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Abley Letchford, to undertake a Stage 1 Road Safety Audit, with regard to the proposals for a large residential development (184 dwellings) which is split into two plots either side of Hyde End Road. The scope of the audit includes the proposed access junctions with the existing Hyde End Road and Appleton Way, and the proposed active travel routes across Hyde End Road (a Toucan crossing and a pedestrian refuge island).
- 1.2 The RSA Brief was supplied by Abley Letchford and accepted by the Audit Team. The Brief and Audit Team were approved by Alex Golding, Abley Letchford. A previous audit was carried out at the site in May 2025 (ATSS ref. 250502) however the design has since changed, hence the need for this updated report. No drainage or street lighting proposals have been supplied.
- 1.3 The B3349 Hyde End Road runs around the east and south edges of Shinfield, and at the audit site is currently semi-rural in character, with open fields (the development site) on both sides, a footway on the west side only, limited street lighting, and a 40 mph speed limit which changes to 30 mph a short distance south of Appleton Way. Appleton Way displays a more urban character, with street lighting and a shared use path on the north side, and a 30mph speed limit. Both roads are generally level.
- 1.4 The audit team members are:
- | | | |
|----------------|---|-------------|
| Nick Jeanes | – | Team Leader |
| David Boardman | – | Team Member |
- 1.5 The audit took place during February 2026 and comprised of an examination of the documents/plans listed in Appendix A. The auditors previously visited site together between 11.30 and 12.15 on Tuesday 20 January when the weather conditions were fine and dry. Vehicle flows were light on Hyde End Road and very light on Appleton Road. Speeds appeared commensurate with the posted speed limit. A few pedestrians but no cyclists were observed.
- 1.6 Data from Crashmap.org show that there have been no reported collisions involving injury, in the 5 years 2020-2024 inclusive, in the vicinity of the proposals.
- 1.7 Automatic traffic counter data from September 2024 show that the 5-day 12-hour average flow/85%ile speeds for Hyde End Road were 3397/36.9mph (northbound) and 3448/36.8mph (southbound). Corresponding figures for Appleton Road were 787/26.4mph (eastbound) and 883/26.5mph (westbound).
- 1.8 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.9 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.

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

1.11 General views of site



Views to left and right for a driver emerging from the new access on Appleton Way



Looking north on Hyde End Road from the site of the proposed Toucan crossing. The path on the left is to be widened to 3.0 metres to accommodate shared use, with a 0.5 metre wide block paved margin



Looking south on Hyde End Road from the site of the proposed Toucan crossing. The path is to be widened to 3.0 metres to accommodate shared use, which will link with an existing hoggin path at its southern end



Views to left and right for a driver emerging from the new access on Hyde End Road



Looking north on Hyde End Road The new access will replace the existing access on the right

2. Safety Issues Raised in this Stage 1 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – Transitions from footway to shared use paths – throughout scheme

Summary – Risk of cycle/pedestrian conflicts

There are a number of locations within the development that transition from footway into shared use path. Without adequate awareness, collisions could occur with cyclists and pedestrians, particularly with the visually impaired.

Recommendation – Provide appropriate tactile paving such as corduroy to warn pedestrians and cyclists they are entering shared use or footway only. Provide signage for shared use paths and way finding for cycle routes.

2.2 Problem

Location – Shared surfaces within development

Summary – Risk of pedestrian slips and trips

Many of the shared surfaces within the drawings supplied have what looks to be a footway alongside the road or around parking areas. It is unclear if these areas will be flush without an upstand which could cause pedestrians to slip or trip.

Recommendation – Ensure that shared surfaces are flush without upstand kerbs.

2.3 Problem

Location – Throughout development – speed tables

Summary – Risk of vehicles grounding

A number of speed tables appear to be proposed within the development. A detailed lining drawing has not been provided, so it is unclear if appropriate road markings will be provided to warn drivers of the presence of the speed tables. Without these markings drivers may be unaware of the speed tables and drive at an inappropriate speed, causing grounding or loss of control.

Recommendation – Ensure that speed tables have appropriate markings to warn drivers of their presence.

2.4 Problem

Location – Throughout development – speed tables

Summary – Risk of skidding

A number of speed tables appear to be proposed within the development. No drainage details have been provided, however gullies will need to be provided to avoid water collecting on the upstream side of these tables

Recommendation – Provide adequate drainage for speed tables

2.5 Problem

Location – Footway terminations (3 locations)

Summary – Risk of vehicle/pedestrian collisions or pedestrian trips

The footways at these locations end abruptly, directing pedestrians into the main carriageway where they will be at risk of being struck by passing vehicles

Recommendation – Provide a crossing point to join the opposite footway with dropped kerbs and tactile paving

2.6 Problem

Location – Western development parcel, central road where it crosses green space

Summary – Risk of vehicle/pedestrian collisions

The footways either side of this road appear to be discontinued where the road crosses the green space. Pedestrians may walk in the carriageway as a consequence, where they will be at risk of being struck by passing vehicles

Recommendation – Provide continuous footways on both sides of the road

2.7 Problem

Location – Throughout development

Summary – Risk of pedestrian trips

Very few informal pedestrian crossing points, with dropped kerbs and tactile paving, have been indicated within the development. Pedestrians will wish to cross side roads, cross the 'spine' roads at various locations, and also cross where footways terminate (see 2.5 above)

Recommendation – Provide pedestrian dropped kerbs and tactile paving where appropriate

2.8 Problem

Location – Build outs (3 locations)

Summary – Risk of vehicles striking build outs

These build outs may not be conspicuous during darkness or poor weather conditions, and will constitute a collision hazard

Recommendation – Provide reflectorised bollards on the build outs

2.9 Problem

Location – Proposed Toucan crossing, west side

Summary – Risk of vehicle/cycle collisions

The shared use path on the east side appears to emerge on to the crossing through hedgerows which come right up to the path. These hedgerows will severely obstruct westbound cyclists' view of vehicles approaching on Hyde End Road, and drivers' view of approaching cyclists. Although the crossing is signal controlled, there is a risk that cyclists may emerge in front of passing vehicles resulting in a collision

Recommendation – Remove some of the hedging to allow for good intervisibility between road users and path users

2.10 Problem

Location – Eastern development parcel, side road adjacent to speed table ramp

Summary – Risk of vehicles grounding on the ramp, and destabilisation of 2-wheeled vehicles

The side road is adjacent to the speed table ramp, such that vehicles will be negotiating the ramp as they are turning into or out of the side road. This may result in grounding of cars, or destabilisation of cycles and motorcycles

Recommendation – Reconfigure the road layout so that the ramp is located away from the junction

2.11 Problem

Location – Southern end of shared use path on east side of Hyde End Road (at junction with new development access)

Summary – Risk of cycle/pedestrian conflicts

There is no onward route for southbound cyclists at this point (although it appears that the shared use path will continue southward through future developments), suggesting they may continue by riding on the footways, where they will be in conflict with pedestrians

Recommendation – Provide ‘End of cyclerooute’ signing and cycle direction signs if appropriate

2.12 Problem

Location – Eastern end of shared use path in eastern parcel of development

Summary – Risk of cycle/pedestrian conflicts

It was not clear to the auditors if there is an onward route for eastbound cyclists at this point suggesting they may continue by riding on the footpath to the north, or the hoggin path to the south, where they will be in conflict with pedestrians

Recommendation – Consider the cycling strategy for this area and provide suitable forward routes if appropriate

2.13 Problem

Location – Throughout development – attenuation ponds and ditches

Summary – Risk of path users falling into ponds

There are a number of attenuation ponds throughout the site, and in many cases there are pathways and parking laybys very close to the ponds. Pedestrians or cyclists using the paths and laybys may be at risk of falling into the ponds.

Recommendation – Assess the risk of falls, and provide appropriate fencing where necessary.

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:

Date: 11/2/2026

Audit Team Member:

Name: Dave Boardman FIHE
Senior Auditor



Signed:

Date: 11/2/2026

Appendix A: Information Utilised in this Stage 1 Road Safety Audit

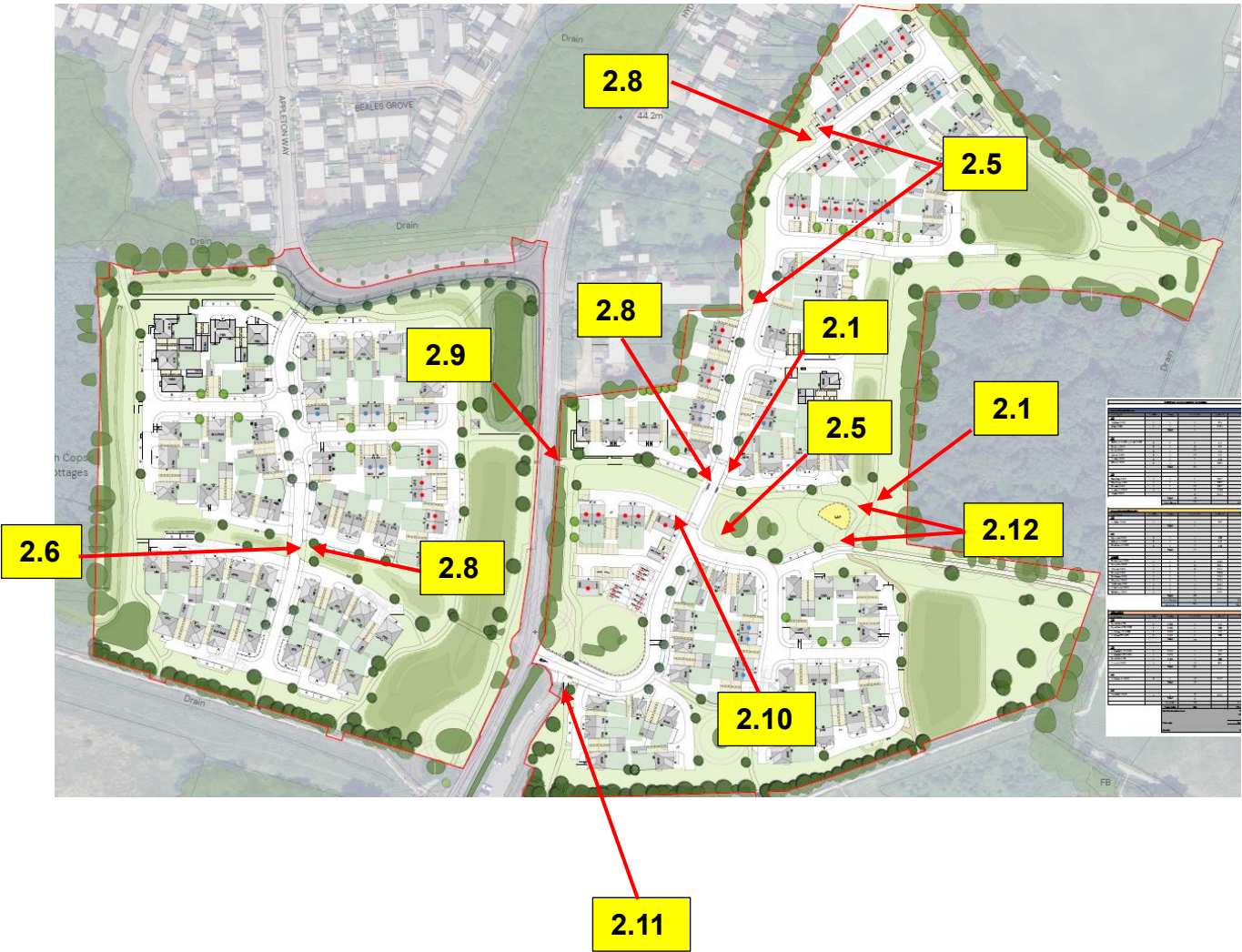
Drawings:

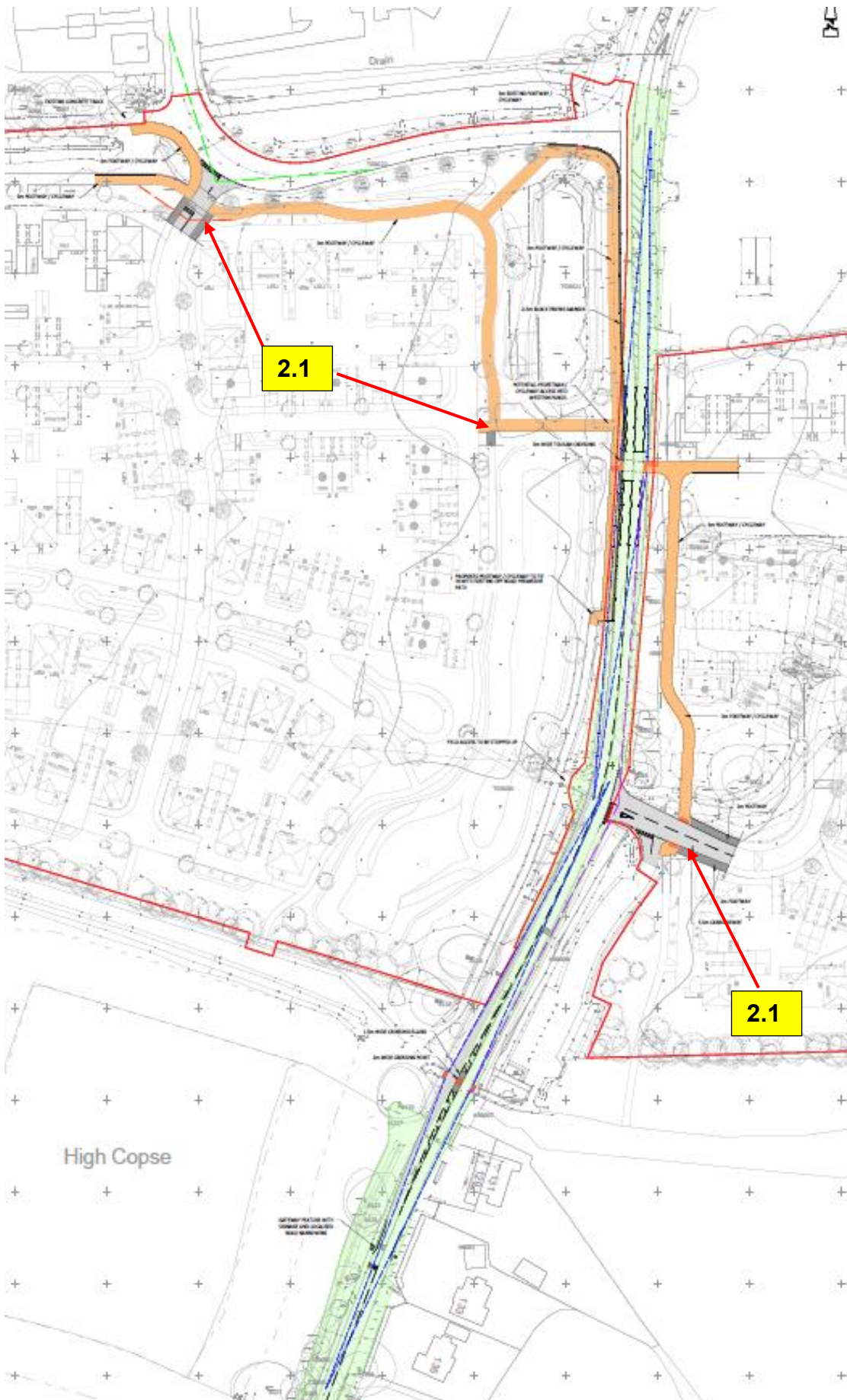
HD068 - 003 P7 - Access Arrangements

P24-0288_DE_01_ZH_01 Site Layout

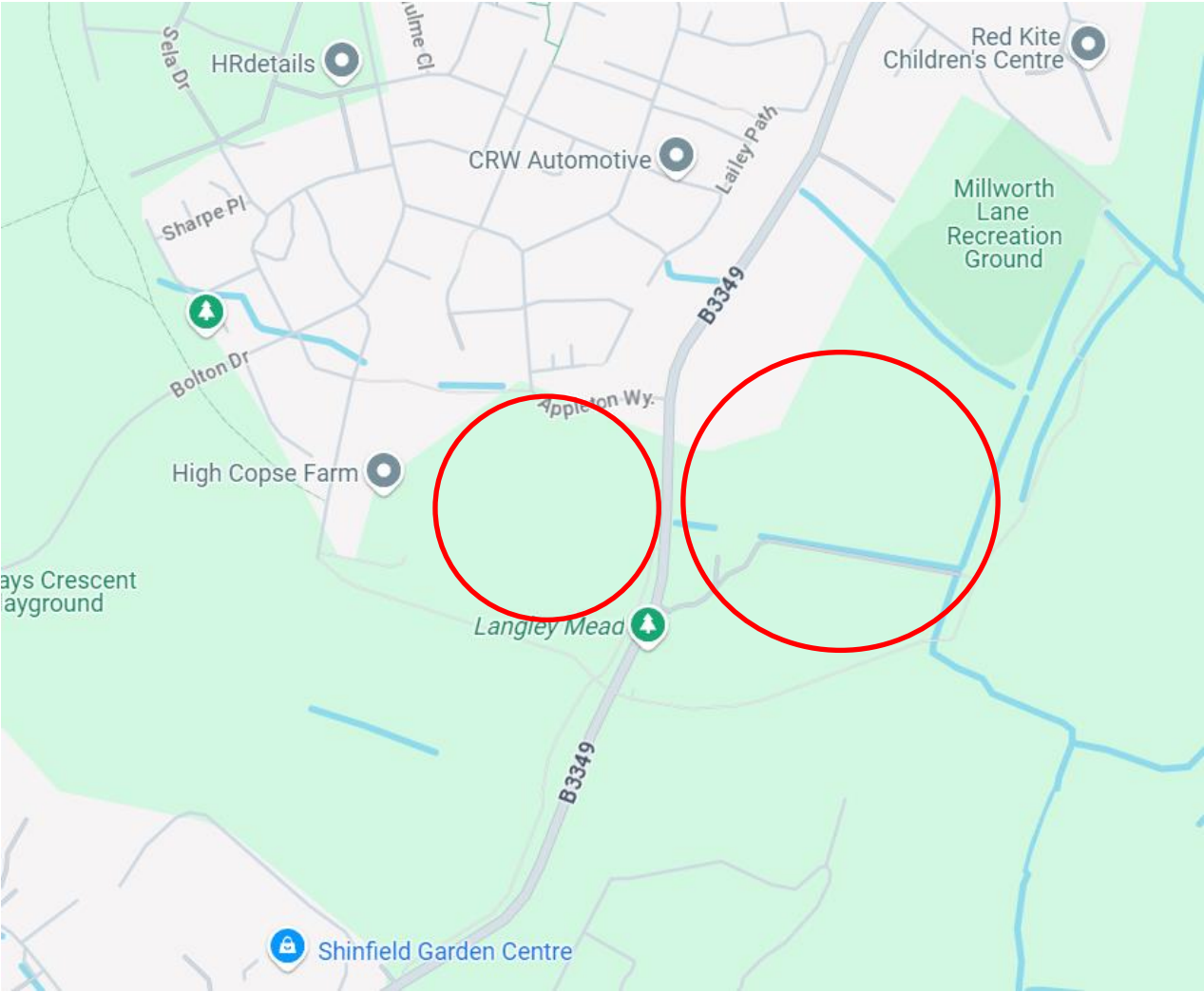
Automatic Traffic Counts September 2024

Appendix B: Key Plan showing Audit Problems



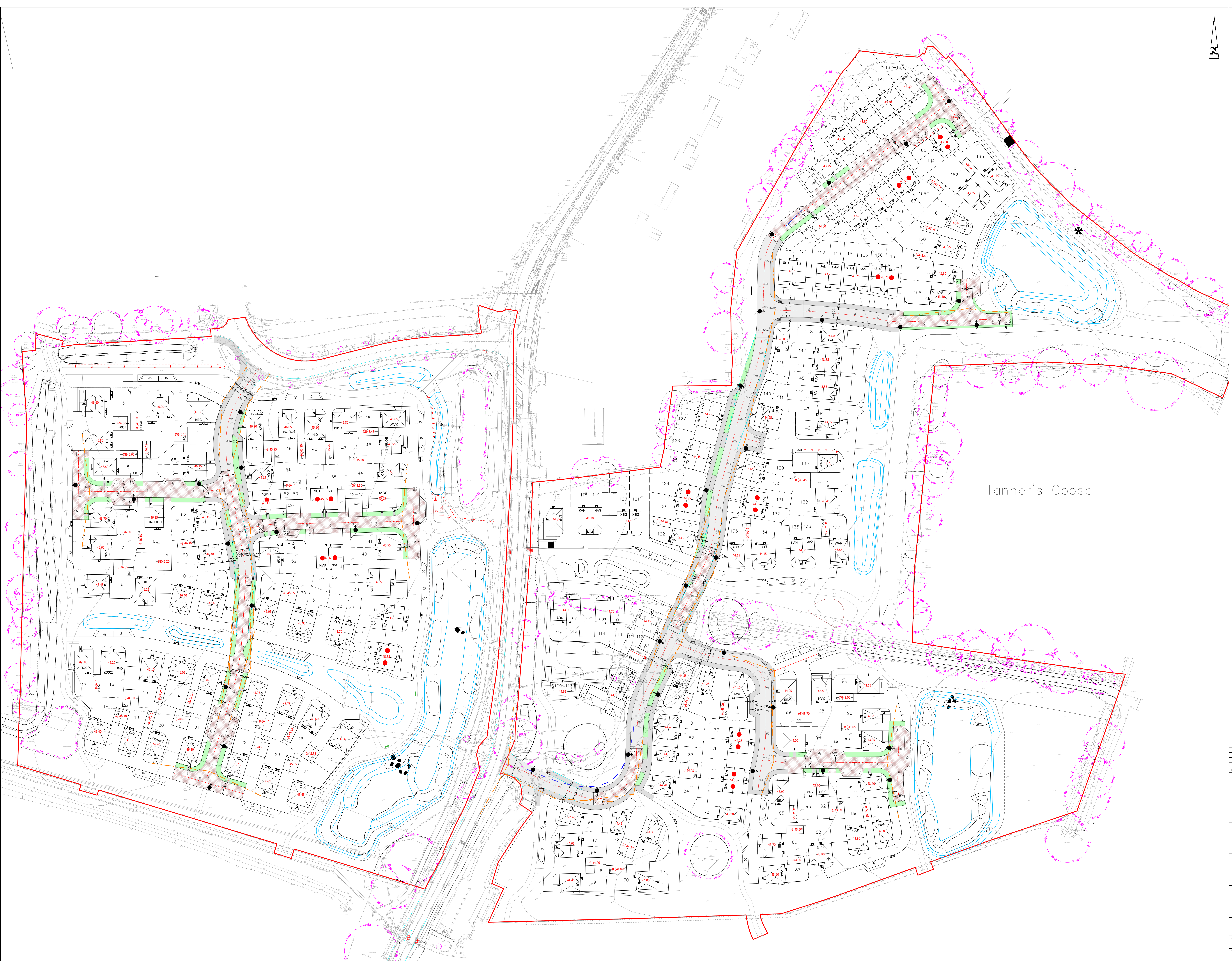


Appendix C – Site location plan





Appendix B – General Arrangement Drawing HD068-FA-001/D



GENERAL ARRANGEMENT NOTES:
1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

- KEY
- Application boundary
 - 43.50 Proposed finished floor level
 - (G)43.50 Proposed garage slab level
 - 20mhp junction visibility splay (2.4 x 25m)
 - 20mhp forward visibility splay (25m)
 - 20mhp ped crossing visibility splay (25m)
 - Tactile paving at dropped crossing
 - RPA Root protection area
 - Indicative street lighting
 - Housing Association (HA) housing

Scale 1:1000

D	01/24	Updated to suit latest site layout.	DS
C	07/23	Updated to suit new layout. Trees removed.	DS
B	07/23	Designs updated.	DS
A	04/23	First Issue	DS



Client
BLOOR HOMES

Project
HYDE END ROAD, SHINFELD

Title
**FULL APPLICATION
GENERAL ARRANGEMENT**

Scale	Date	Project	Checked
1:500 @ A0	APR 2025	CB	DS
Drawn by	Revised		
HD068-FA-001			D



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