



LAND NORTH OF ARBORFIELD ROAD, SHINFIELD
DESIGNER'S RESPONSE

BELLWAY HOMES LTD (THAMES VALLEY)
05 February 2026





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Date:	05 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 2 Road Safety Audit undertaken by Avon Traffic & Safety Services Ltd.
- 1.1.2 This report has been compiled by the Designer, Abley Letchford, on behalf of Bellway Homes.
- 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 2 Road Safety Audit

2.1 PROBLEM

Location

- 2.1.1 Proposed road connection to Shepherd Road, north end of site.

Summary

- 2.1.2 Risk of pedestrian falls

The proposed road crosses a ditch. Pedestrians using the footways either side risk falling into the ditch and injuring themselves on hard edged headwalls etc.

Recommendation

- 2.1.3 Assess the risk of falling into the ditch, and provide fencing if considered necessary

Designer's Response

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

2.2 PROBLEM

Location

- 2.2.1 Shared use path to east of site.

Summary

- 2.2.2 Risk of cycle/pedestrian collisions, and falls into attenuation pond.

The shared use path passes close to the attenuation pond at the south east corner of the site. There is a risk that users may fall into the attenuation pond. Appropriate signage will also be necessary to appraise users of the shared use status of the path.

Recommendation

- 2.2.3 Assess the risk of falling, and provide fencing if considered necessary. Provide appropriate shared use signage.

Designer's Response

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

2.3 PROBLEM

Location

- 2.3.1 Parking bays opposite plots 82-84

Summary

- 2.3.2 Risk of pedestrian slips



No hardstanding has been provided adjacent to these parking bays. Vehicle passengers exiting on the verge side risk slipping on grass in wet or icy weathers.

Recommendation

- 2.3.3 Provide hardstanding next to parking bays.

Designers Response

- 2.3.4 *Parking bays are oversized at 3.0m wide which is enough to accommodate a parked car and allow for a vehicle's passengers to exit within the hardstanding of the proposed parking bays.*

2.4 PROBLEM

Location

- 2.4.1 Path from play park opposite plot 122.

Summary

- 2.4.2 Risk of pedestrian slips

This path does not connect with the shared use carriageway outside plot 125. Pedestrian will need to cross a small area of verge where they will risk slipping on grass in wet or icy weather.

Recommendation

- 2.4.3 Extend the path to reach the shared use carriageway

Designer's Response

- 2.4.4 *Agreed – connection to be considered and included as the detailed design of the scheme proceeds.*

2.5 PROBLEM

- 2.5.1 On-road parking bays (3 locations)

Summary

- 2.5.2 Risk of car doors striking walls

These parking bays appear to be very close to walls, such that opening a door on one side may be difficult without striking the wall, and entering/leaving the vehicle may also be difficult.

Recommendation

- 2.5.3 Ensure there is enough room to open doors and enter/leave vehicles safely

Designer's Response

- 2.5.4 *At two of the locations the parking bays are oversized at 3.0m wide which is enough to accommodate a parked car and allow for a vehicles passengers to exit within the hardstanding of the proposed parking bay. Similarly, at the third location although the bay is 2.5m wide, the plot boundary fence is located an additional 0.5m away, allowing room to open a car door without striking the wall.*



2.6 PROBLEM

Location

- 2.6.1 Western proposed central refuge island on Arborfield Road

Summary

- 2.6.2 Risk of turning vehicles striking island

The island is located between private driveways to the east, and an access road leading to several properties, to the west. No swept path analysis drawings have been supplied for vehicles accessing/exiting the driveways or access road. Access for larger vehicles such as a refuse collection vehicle or removals vehicles may be required for the access road, therefore provision for these vehicles to turn should be maintained (note the island appears to have been relocated slightly to the east as part of the redesign, however it still requires checking).

Recommendation

- 2.6.3 Ensure all turning movements are possible from/to the driveways and access road. Leave a gap in the hatching where vehicles turn into and out of the access road.

Designer's Response

- 2.6.4 Agree - Swept path analysis has been undertaken for each of the adjacent private drives, as provided at drawing HD008-021-P1 provided at **Appendix B** to confirm that the required turning movements can be undertaken by arriving or departing vehicles. The road markings will be considered and amended as part of the S278 works process.

2.7 PROBLEM

Location

- 2.7.1 North side of Arborfield Road at western end of scheme

Summary

- 2.7.2 Risk of vehicle/pedestrian collisions

- 2.7.3 The new footway on the north side of Arborfield Road appears to terminate approximately 45 metres short of the existing footway further to the west on this side. Pedestrians will be tempted to walk in the carriageway between the two footways, where they will be at risk of being struck by passing vehicles

Recommendation

- 2.7.4 Continue the footway westward to link with the existing footway

Designer's Response

- 2.7.5 Agreed - A new 2m footway is proposed on the northern side of Arborfield Road to connect with the existing footway provision to the west as depicted on the revised Access Drawing HD008-006-P7 at **Appendix C**.



2.8 PROBLEM

Location

- 2.8.1 Shared use path along eastern side of development

Summary

- 2.8.2 Risk of cycle/pedestrian conflicts
- 2.8.3 Several of the side roads are connected to the shared-use path by footpaths, however there is no corduroy tactile paving indicated where the paths meet, to inform pedestrians that they are entering a shared-use environment

Recommendation

- 2.8.4 Provide corduroy tactile paving and appropriate signage where footpaths meet the shared-use path.

Designer's Response

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

2.9 PROBLEM

Location

- 2.9.1 Throughout the site

Summary

- 2.9.2 Risk of pedestrian trips

No informal pedestrian dropped crossings have been indicated within the development. Pedestrian desire lines will exist across side roads, and adjacent to the public open space and the play area to the north. Pedestrians with a mobility impairment, or those using wheelchairs or buggies, will have difficulty negotiating full height kerbs

Recommendation

- 2.9.3 Provide pedestrian dropped kerbs and tactile paving where appropriate.

Designer's Response

- 2.9.4 *Agreed - dropped kerbs and tactile paving will be provided where appropriate as detailed design of the scheme progresses*



APPENDICES



Appendix A – Stage 2 Road Safety Audit

Road Safety Audit – Land North of Arborfield Road

Stage:	2
Location:	Land North of Arborfield Road, Shinfield, Berkshire
Site:	Proposed residential development and right-turn lane access
ATSS Ref:	251206
Client Ref:	HD008
Date:	28 January 2026



Project Details

Report Title:	Stage 2 road safety audit, land north of Arborfield Road, Shinfield
Date:	28 January 2026
Document reference and revision:	251206 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Abley Letchford Partnership

Report Control Sheet

	Name	Position	Date
Audit requested by	Alex Golding	Abley Letchford Partnership	9 December 2025
Team leader	Nick Jeanes	Team Leader	
Team Member	Darren Cox	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	25 January 2026
Final report issued by	Nick Jeanes	Team Leader	28 January 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 2 Road Safety Audit, with regard to the proposals for a residential development of 191 units on land immediately north of Arborfield Road, Shinfield. The development will be accessed from Arborfield Road to the south. Access from the north will also be provided by linking with Shepherd Road, an existing north-south distributor within an adjoining residential estate.
- 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 stage 2 road safety audit was carried out at the site in August 2024 (ATSS ref. 240817), which also included the Arborfield Road proposals for the southern access. The proposals have been modified in response to the original stage 2 audit, hence the requirement for an updated stage 2 audit.
- 1.3 The B3349 Arborfield Road links Hollow Lane in the west with the A327 Shinfield Eastern Relief Road to the east, a distance of approximately 450 metres, to the east of Shinfield village. The road is generally level, and at the audit site traverses a shallow double bend. There are houses (most with off-road parking) and a continuous footway on the south side, whilst the north side (where the development is proposed) is currently a green field with verges and hedgerows, and no footway. There is a full system of street lighting, and the speed limit is 40 mph. Arborfield Road is a bus route, however there are no bus stops on this link.
- 1.4 The audit team members are:
- | | | |
|-------------|---|-------------|
| Nick Jeanes | – | Team Leader |
| Darren Cox | – | Team Member |
- 1.5 The audit took place during January 2026 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 11.00 and 11.30 on Tuesday 20 January 2026 when the weather conditions were dry and clear with a dry road surface. Traffic on Arborfield Road was moderate and speeds appeared commensurate with the posted speed limit. Some pedestrians but no cycles were observed.
- 1.6 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.7 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.
- 1.8 Documents and drawings examined in this safety audit are listed at Appendix A.

1.9 General views of site



Arborfield Road looking west. The road will be widened on the right side, to provide a central right-turn lane. A shared-use path is to be constructed on the right to link with existing shared-use network to the east, and a central refuge is proposed at the far end of the building on the right



Arborfield Road looking east. The road will be widened on the left side, with a new pedestrian refuge island just past the white arrow on the carriageway. The new vehicle access will be on the left, further down the road



View looking south from the stub end of Shepherd Road on the existing development to the north of the audit site. This road will continue southward through the proposed new development, reaching Arborfield Road at the new access. The houses on Arborfield Road can just be made out in the distance

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

2.1 Problem

Location – Proposed road connection to Shepherd Road, north end of site

Summary – Risk of pedestrian falls

The proposed road crosses a ditch. Pedestrians using the footways either side risk falling into the ditch and injuring themselves on hard-edged headwalls etc

Recommendation – Assess the risk of falling into the ditch, and provide fencing if considered necessary

2.2 Problem

Location – Shared use path to east of site

Summary – Risk of cycle/pedestrian collisions, and falls into attenuation pond

The shared use path passes close to the attenuation pond at the south east corner of the site. There is a risk that users may fall into the attenuation pond. Appropriate signage will also be necessary to appraise users of the shared use status of the path

Recommendation – Assess the risk of falling, and provide fencing if considered necessary. Provide appropriate shared use signage

2.3 Problem

Location – Parking bays opposite plots 82-84

Summary – Risk of pedestrian slips

No hardstanding has been provided adjacent to these parking bays. Vehicle passengers exiting on the verge side risk slipping on grass in wet or icy weather

Recommendation – Provide hardstanding next to parking bays

2.4 Problem

Location – Path from play park opposite plot 122

Summary – Risk of pedestrian slips

This path does not connect with the shared use carriageway outside plot 125. Pedestrians will need to cross a small area of verge where they will risk slipping on grass in wet or icy weather

Recommendation – Extend the path to reach the shared use carriageway

2.5 Problem

Location – On-road parking bays (3 locations)

Summary – Risk of car doors striking walls

These parking bays appear to be very close to walls, such that opening a door on one side may be difficult without striking the wall, and entering/leaving the vehicle may also be difficult

Recommendation – Ensure there is enough room to open doors and enter/leave vehicles safely

2.6 Problem

Location – Western proposed central refuge island on Arborfield Road

Summary – Risk of turning vehicles striking island

The island is located between private driveways to the east, and an access road leading to several properties, to the west. No swept path analysis drawings have been supplied for vehicles accessing/exiting the driveways or access road. Access for larger vehicles such as a refuse collection vehicle or removals vehicles may be required for the access road, therefore provision for these vehicles to turn should be maintained (note the island appears to have been relocated slightly to the east as part of the redesign, however it still requires checking)

Recommendation – Ensure all turning movements are possible from/to the driveways and access road. Leave a gap in the hatching where vehicles turn into and out of the access road

2.7 Problem

Location – North side of Arborfield Road at western end of scheme

Summary – Risk of vehicle/pedestrian collisions

The new footway on the north side of Arborfield Road appears to terminate approximately 45 metres short of the existing footway further to the west on this side. Pedestrians will be tempted to walk in the carriageway between the two footways, where they will be at risk of being struck by passing vehicles

Recommendation – Continue the footway westward to link with the existing footway

2.8 Problem

Location – Shared use path along eastern side of development

Summary – Risk of cycle/pedestrian conflicts

Several of the side roads are connected to the shared-use path by footpaths, however there is no corduroy tactile paving indicated where the paths meet, to inform pedestrians that they are entering a shared-use environment

Recommendation – Provide corduroy tactile paving and appropriate signage where footpaths meet the shared-use path

2.9 Problem

Location – Throughout the site

Summary – Risk of pedestrian trips

No informal pedestrian dropped crossings have been indicated within the development. Pedestrian desire lines will exist across side roads, and adjacent to the public open space and the play area to the north. Pedestrians with a mobility impairment, or those using wheelchairs or buggies, will have difficulty negotiating full height kerbs

Recommendation – Provide pedestrian dropped kerbs and tactile paving where appropriate

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: 28/1/2026

Audit Team Member:

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



Signed:

Date: 28/1/2026

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

Drawings:

022307-BEL-TV-01-G - PRELIM - 06.01.25

022307-BEL-TV-02-E - PRELIM - 06.01.26

HD008-006-P4 Proposed Access Arrangement

Stage 2 road safety audit (ATSS ref. 240817 – September 2024) and Designer's Response

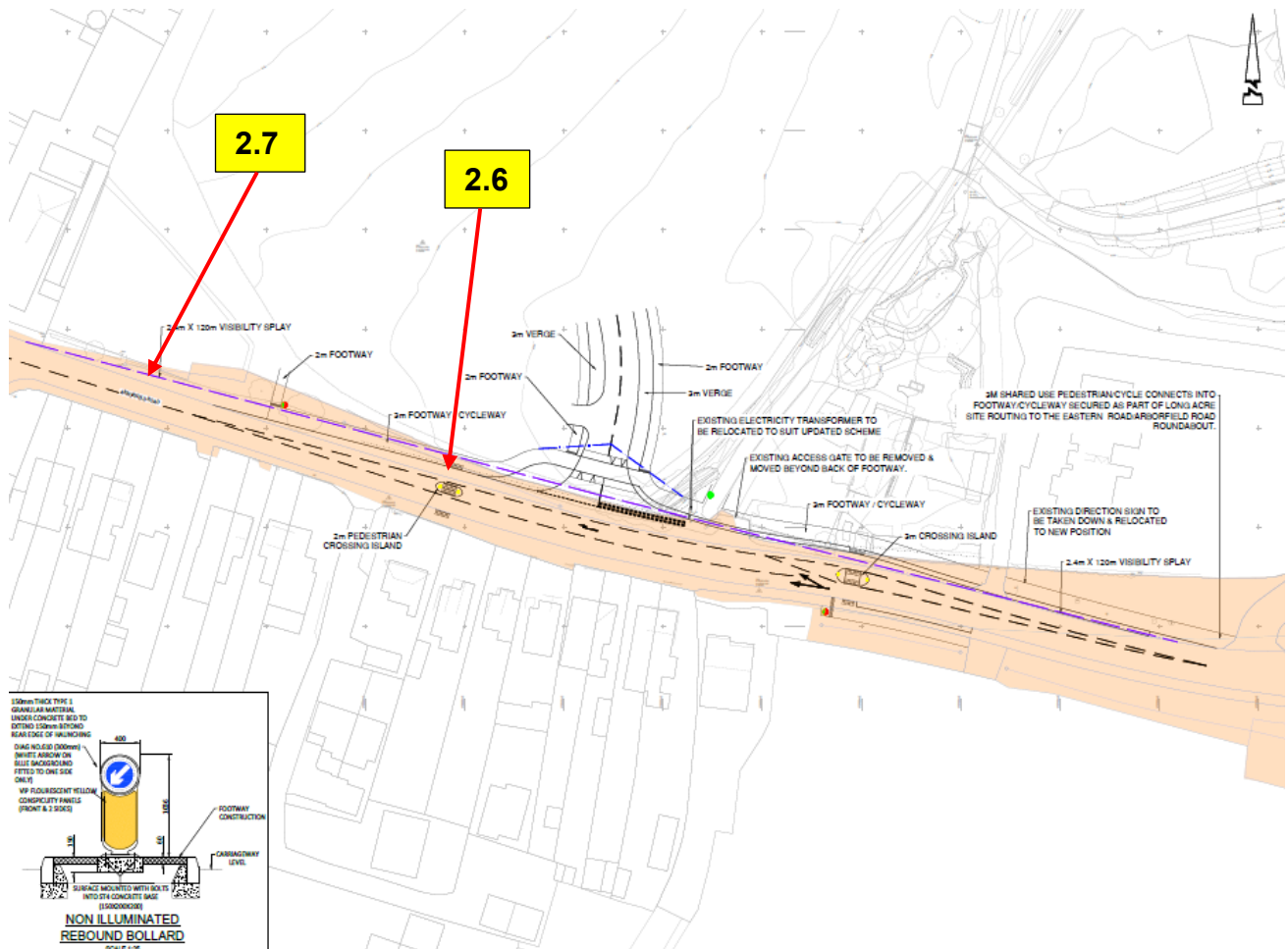
Appendix B: Key Plan showing Audit Problems

The site plan illustrates a residential development with several identified audit problems. Red arrows point from yellow callout boxes to specific areas of concern:

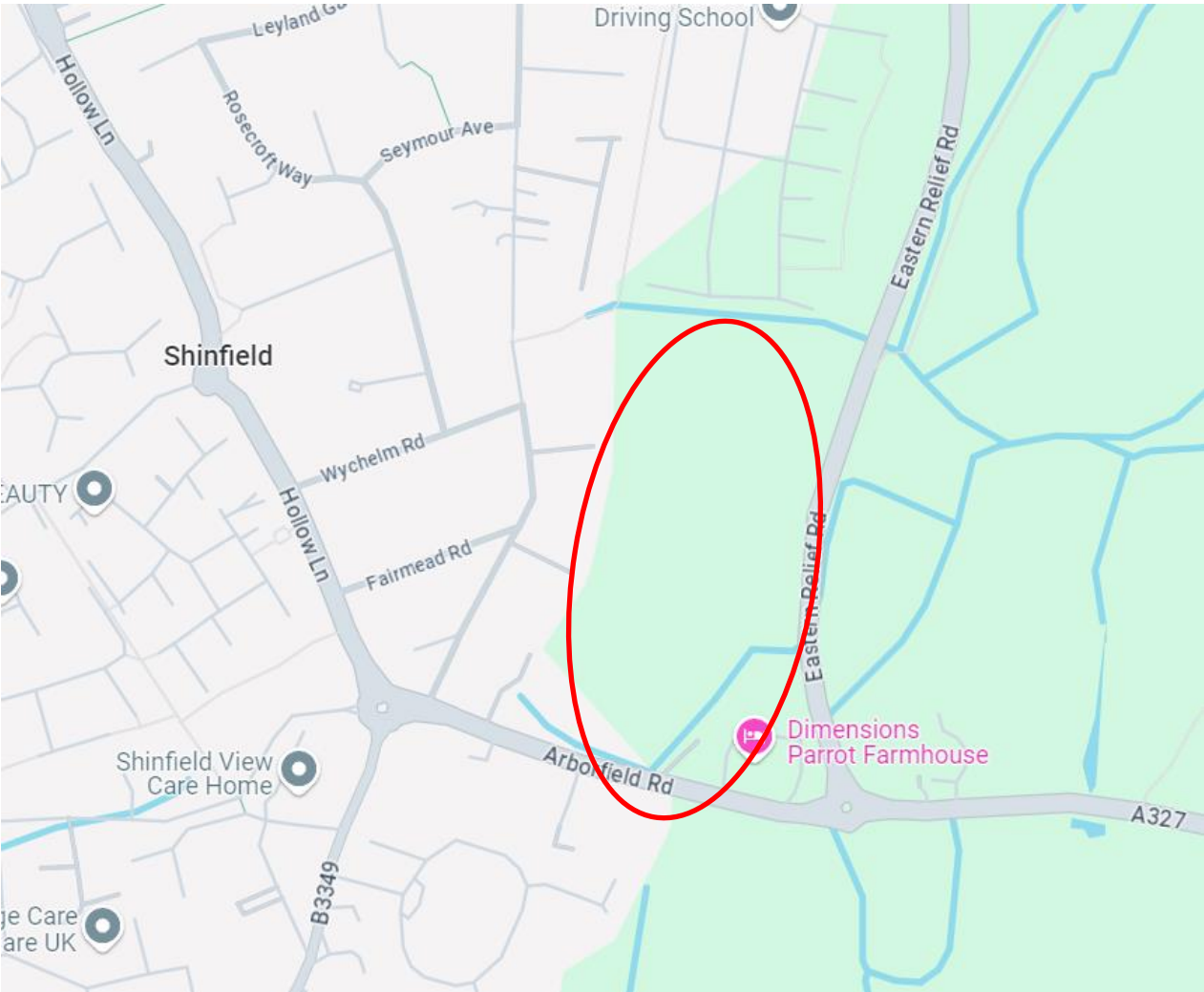
- 2.1**: Points to a drainage area in the upper right.
- 2.2**: Points to a drainage area in the lower center.
- 2.3**: Points to a drainage area in the upper left.
- 2.4**: Points to a drainage area in the upper right.
- 2.5**: Points to drainage areas in the lower left and lower center.
- 2.8 (typical)**: Points to a drainage area on the right side.
- 2.9**: Points to a drainage area in the lower right.

A legend on the right side of the plan provides a key for the symbols used:

- Drainage**:
 - Proposed drainage
 - Existing drainage
 - Proposed drainage
 - Existing drainage
- Landscaping**:
 - Proposed landscaping
 - Existing landscaping
- Other**:
 - Proposed other
 - Existing other

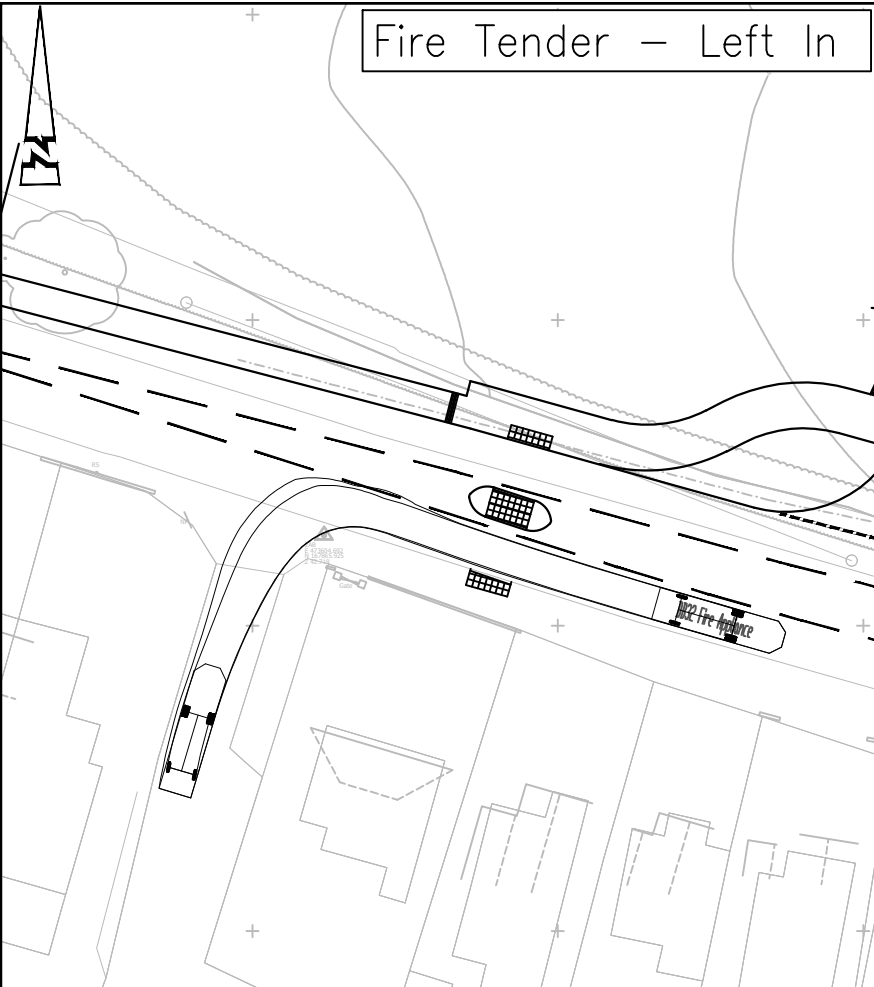


Appendix C – Site location plan

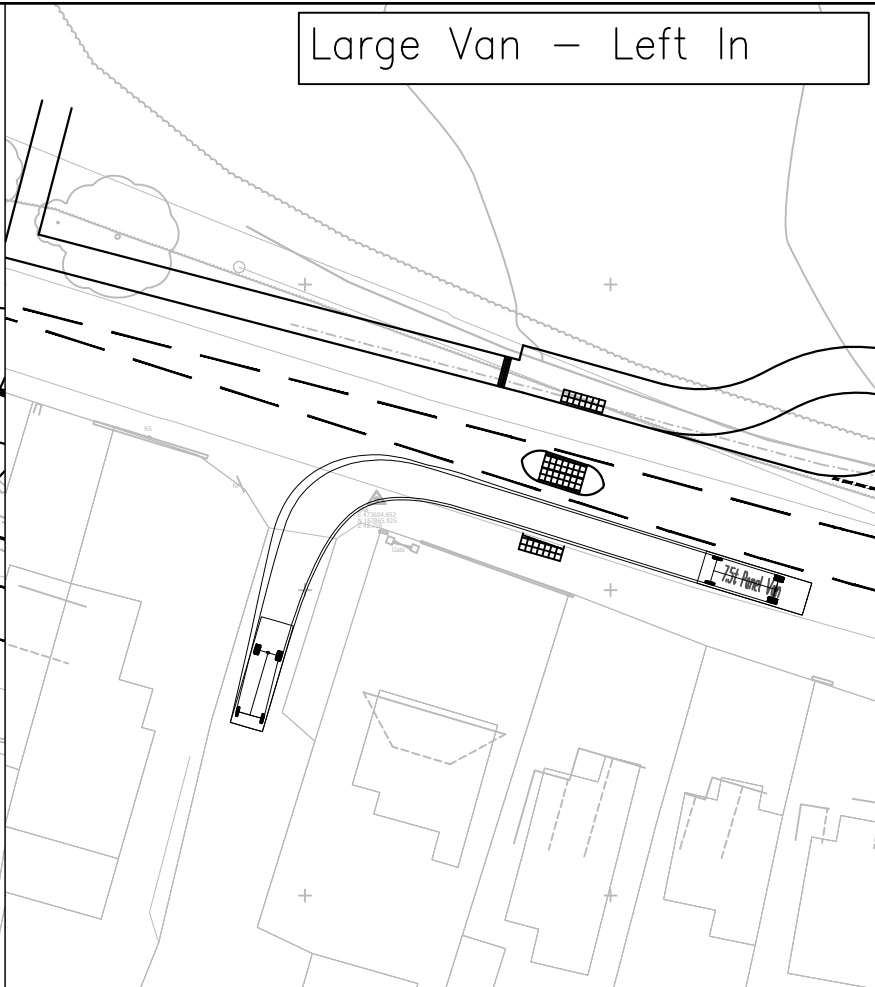




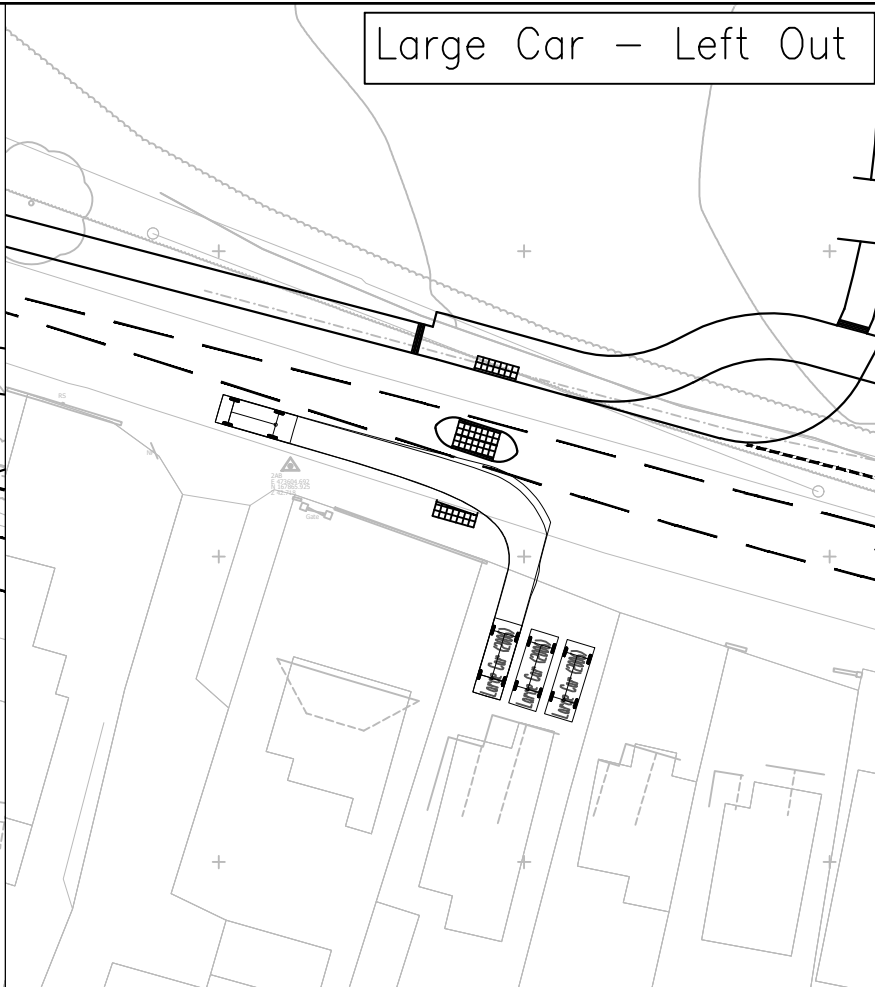
Appendix B – Swept Path Analysis



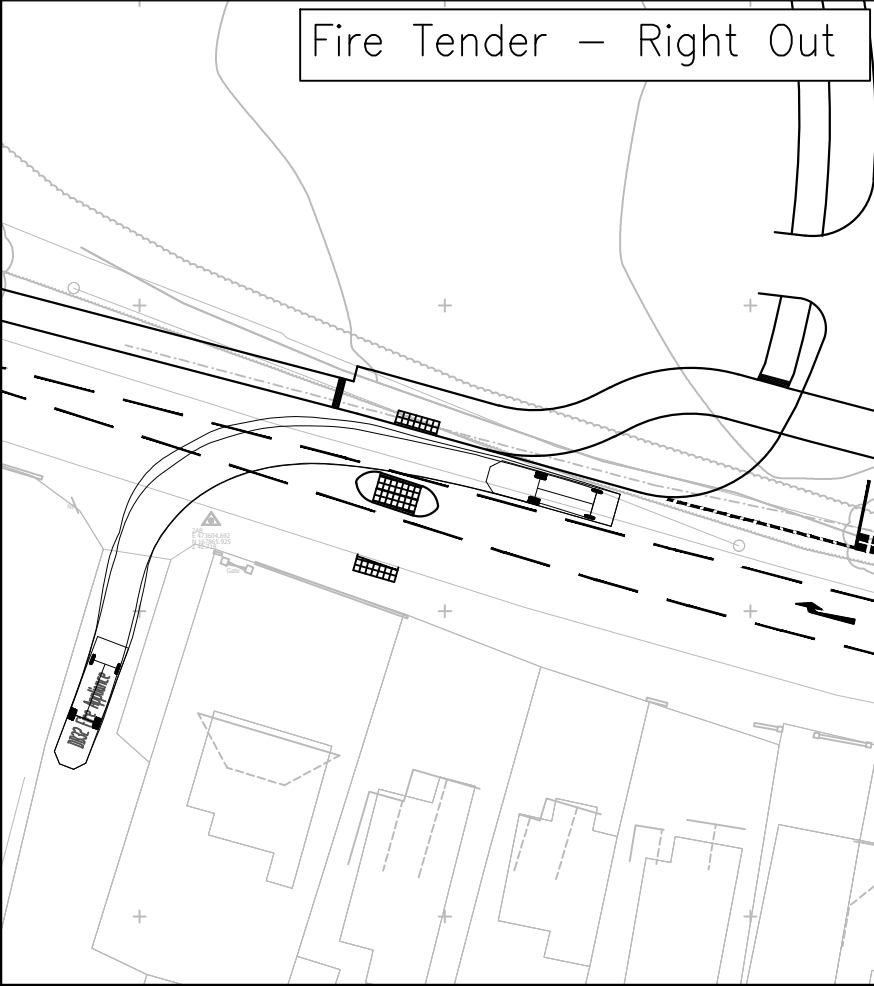
Fire Tender – Left In



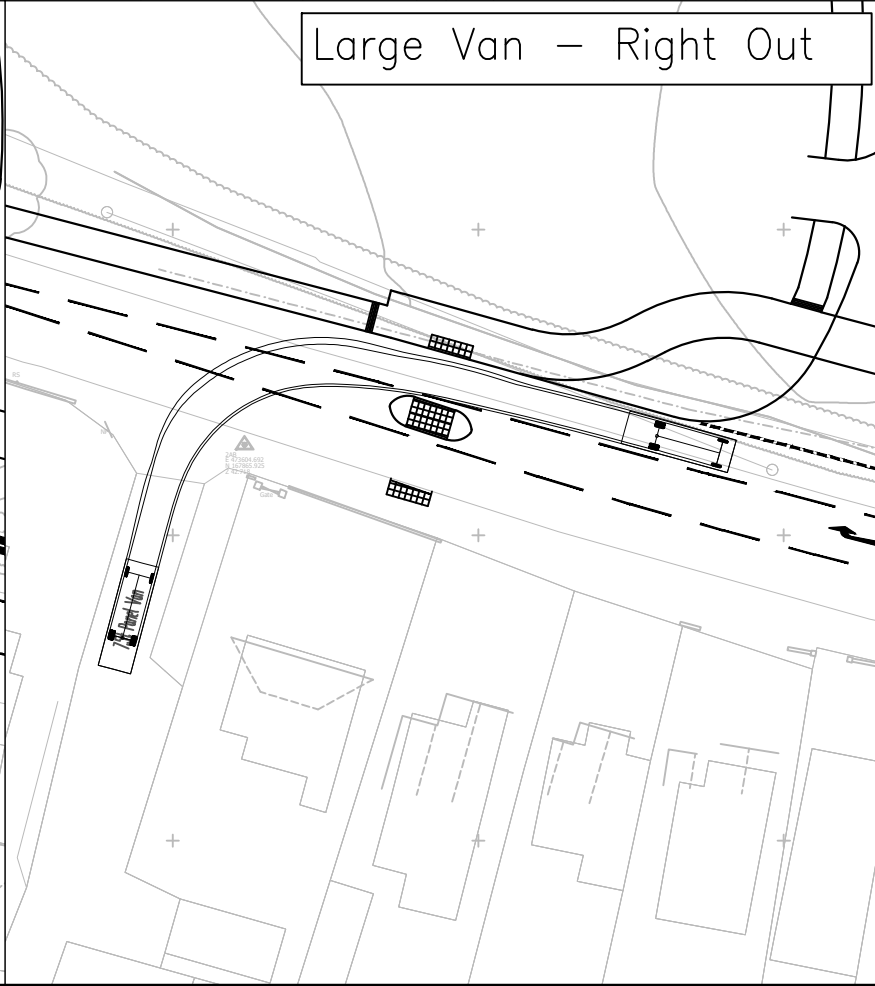
Large Van – Left In



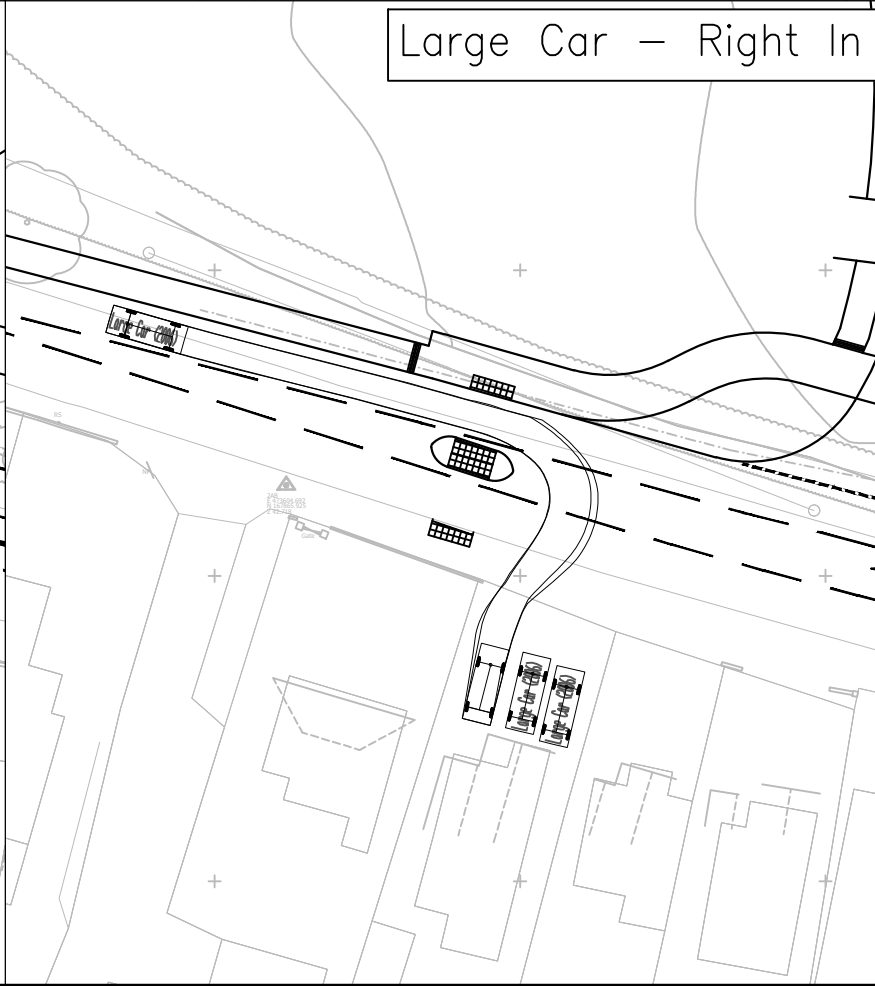
Large Car – Left Out



Fire Tender – Right Out



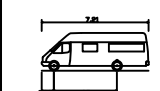
Large Van – Right Out

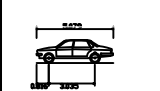


Large Car – Right In

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DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.480m
Overall Body Height	3.350m
Min Body Ground Clearance	0.320m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

	
7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.150m
Overall Body Height	2.520m
Min Body Ground Clearance	0.320m
Track Width	1.820m
Lock to lock time	1.80s
Kerb to Kerb Turning Radius	7.400m

	
Large Car (2006)	
Overall Length	5.072m
Overall Width	1.875m
Overall Body Height	1.420m
Min Body Ground Clearance	0.310m
Max Track Width	1.600m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.500m

A	01.26	FIRST ISSUE-	EH	AG
Rev	Date	Description	Drawn	Checked



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Client

BELLWAY HOMES

Project

LAND NORTH OF
ARBORFIELD ROAD,
SHINFIELD

Title

SWEPT PATH ANALYSIS OF
ACCESSES AT ARBORFIELD
ROAD

Status

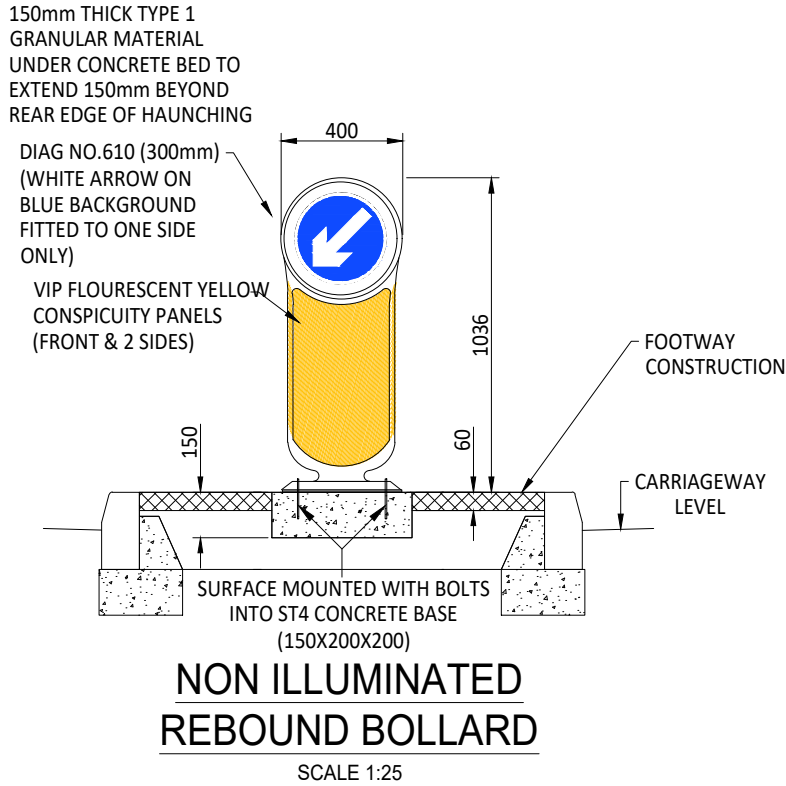
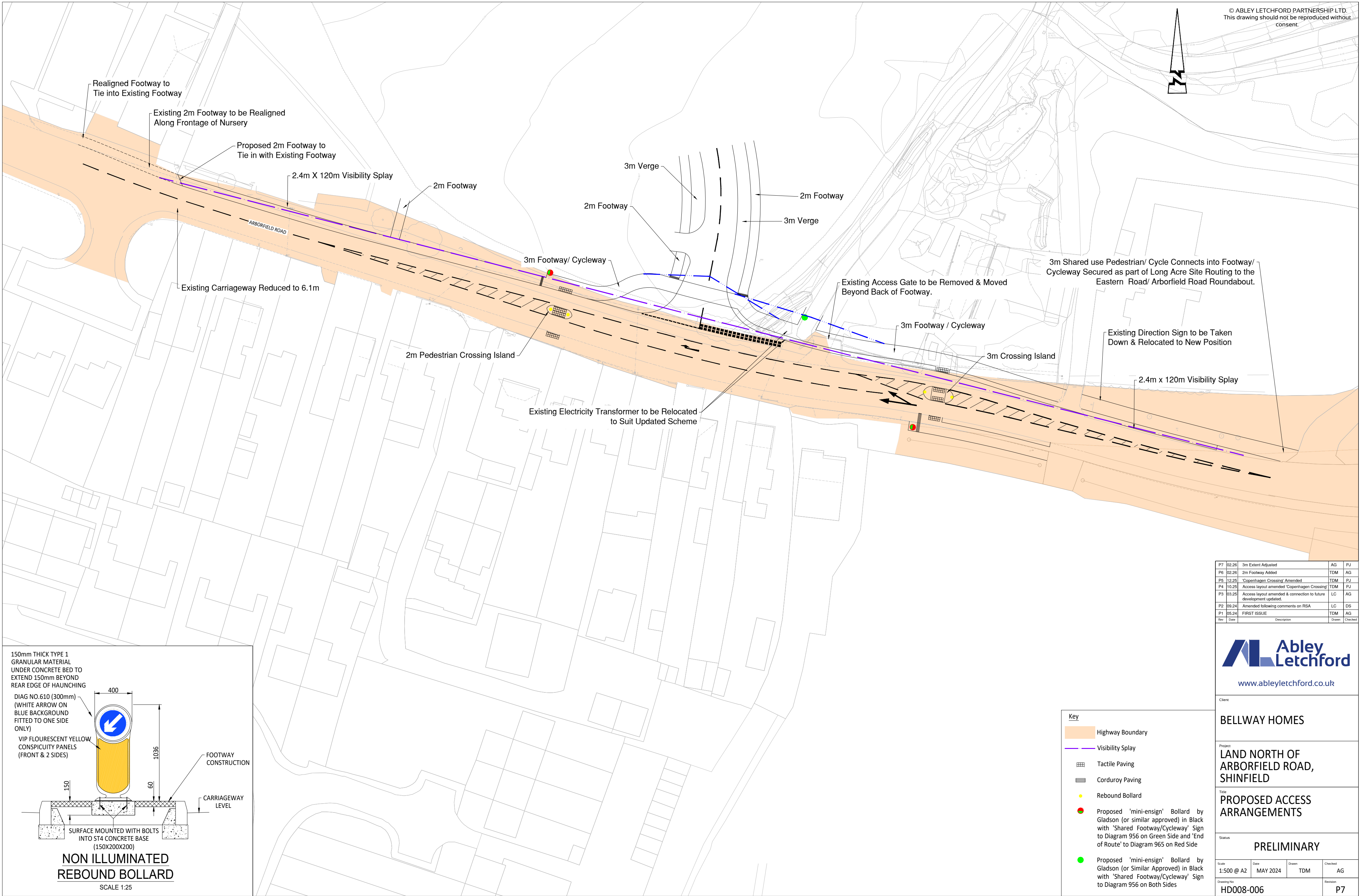
FOR INFORMATION

Scale	Date	Drawn	Checked
1:500@A3	JAN 2026	EH	AG

Drawing No	Revision
HD008-021	A



Appendix C – Proposed Access Drawing



Key				
Highway Boundary				
Visibility Splay				
Tactile Paving				
Corduroy Paving				
Rebound Bollard				
Proposed 'mini-ensign' Bollard by Gladson (or similar approved) in Black with 'Shared Footway/Cycleway' Sign to Diagram 956 on Green Side and 'End of Route' to Diagram 965 on Red Side				
Proposed 'mini-ensign' Bollard by Gladson (or similar approved) in Black with 'Shared Footway/Cycleway' Sign to Diagram 956 on Both Sides				

P7	02.26	3m Extent Adjusted	AG	PJ
P6	02.26	2m Footway Added	TDM	AG
P5	12.25	'Copenhagen Crossing' Amended	TDM	PJ
P4	10.25	Access layout amended 'Copenhagen Crossing'	TDM	PJ
P3	03.25	Access layout amended & connection to future development updated.	LC	AG
P2	09.24	Amended following comments on RSA	LC	DS
P1	05.24	FIRST ISSUE	TDM	AG
Rev	Date	Description	Drawn	Checked
 www.ableyletchford.co.uk				
Client				
BELLWAY HOMES				
Project				
LAND NORTH OF ARBORFIELD ROAD, SHINFIELD				
Title				
PROPOSED ACCESS ARRANGEMENTS				
Status				
PRELIMINARY				
Scale	Date	Drawn	Checked	
1:500 @ A2	MAY 2024	TDM	AG	
Drawing No				Revision
HD008-006				P7



Transport Planning | Flood & Water Management | Civil Engineering

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