

Client	Wellington Estate and 3West Group
Project Name	Land North of Sun Lane, Riseley
Report Title	Transport Note: Further Information for Local Highway Authorities
Report Ref.	TN01/Iss2
Project No.	C25084
Date	10/07/2026
Produced By	AC
Approved By	DC

FURTHER INFORMATION FOR LOCAL HIGHWAY AUTHORITIES

1. INTRODUCTION

- 1.1.1 Apex Transport Planning (Apex) has prepared this Transport Note (TN) in relation to Wokingham Borough Council (WBC) planning application 260774, and Hart District Council (HDC) planning application 26/0054/OUT, seeking permission for a proposed development on Land North of Sun Lane, Riseley.
- 1.1.2 This is a cross-boundary application as the location of the proposed dwellings and access route are situated within WBC, and the site access and part of Sun Lane falls within HDC.
- 1.1.3 This TN provides further information in relation to the consultation responses provided by WBC and Hampshire County Council (HCC) in their roles as local highway authorities (LHA).
- 1.1.4 The description of the development is for an Outline application with all matters reserved except for access for the construction of up to 44 dwellings, including affordable housing together with access, landscaping and associated infrastructure (cross boundary application).
- 1.1.5 The application submission was supported by a Transport Statement (TS) (ref: C25084/TS01) which included full details of the scheme from a transport perspective. A Travel Plan (TP) (ref: C25084/TP01) was also produced in support of the proposals accompanying the submission.
- 1.1.6 WBC provided consultation comments dated 15th May 2026. This raised queries in relation to the proposed development, including trip generation, site sustainability, and access.
- 1.1.7 HCC provided consultation comments dated 13th May 2026. This raised queries in relation to the proposed development, including site sustainability, tangent visibility, pedestrian visibility, swept path analysis speeds, and a Stage 1 Road Safety Audit.
- 1.1.8 As such, this TN has considered these comments and provides further information to address these matters. For ease, the TN has been set out with the specific WBC and HCC comments in *pink boxes* with the Apex further information provided below. The comments have been set out broadly in the order provided by the LHA with some topics grouped slightly differently for ease of response.

- 1.1.9 Where required, relevant sections of the TS and the TP have been referred to in this note. The TS and TP have not been revised from the versions submitted with the planning application, as this note provides the specific additional information requested by the LHA.

2. FURTHER INFORMATION FOR WBC

2.1 Trip Generation

3. The LHA will require recalculation of the TRICS trip generation forecast. The applicant has used TRICS to obtain trip rates for the proposed site selecting 'Houses Privately Owned'.

4. The LHA require removal of 2 TRICS Sites from the trip generation forecast. The TRICS sites on Hyde Lane, Creech St Michael (Near Taunton) benefit from far more facilities within walking distance than Sun Lane. Using these TRICS sites would result in an unrealistic forecast of walking journeys from Sun Lane which has fewer facilities than Creech St Michael. The TRICS sites SM-03-A-02 and SM-03-A-03 should be removed from the forecast.

5. The TRICS sites on Hyde Lane, Creech St Michael are located within walking distance of Creech medical centre (c.200m), The Villages Children Centre (c.300m), Children's Play Park (360m), Creech St Michael CoFE Primary School (c.400m) and Creech St Michael Post Office / Convenience Stores (c.700m). The Hyde Lane sites are also within cycling distance of numerous facilities in larger nearby settlements such as Bathpool and Taunton. An Aldi Supermarket is 1.7 miles (9 minutes cycle) from the Creech St Michael Site. The TRICS sites in Creech St Michael benefit from a similar hourly bus service to Riseley; but has far more within walking distance.

- 2.1.1 An exercise was undertaken to test the effect of simply removing the two TRICS sites requested by the LHA from the original three-site dataset used in the TS. This left only a single remaining comparator site, which is not considered a statistically robust basis for calculating trip rates. Notably, this exercise resulted in a reduction in trip generation of between 4 and 13 two-way vehicle trips during the peak hours, and 71 fewer two-way vehicle trips daily, compared to the figures presented in the TS. This is contrary to the LHA's rationale for requesting the removal of the Hyde Lane sites, as it is assumed the expectation would be that the higher level of access to services would reduce vehicle trips relative to Sun Lane, such that removing these site surveys should increase, not decrease, the resultant trip rate.
- 2.1.2 On this basis, it was considered appropriate to undertake another full reselection exercise, although noting that there are a limited number of surveys within TRICS that are comparable to the site when considering the following parameters:
- 03 – Residential / A – Houses Privately Owned
 - Located in England and Wales (excluding London)
 - Vehicle Surveys
 - Sites between 25 and 70 dwellings
 - Village Locations
 - From 2010 onwards
 - Removal of Surveys of Sites with over 125,000 population within five miles
 - Removal of sites surveyed within COVID

- 2.1.3 The revised and widened search criteria resulted in a total of 11 comparable sites within TRICS; a total of three sites were then removed due to COVID-19 restrictions (Northwich, Near Ely, and Near Bury St Edmunds) at the time of the surveys. Two further sites were removed as requested by WBC (Near Taunton). A further site was removed as this comprised of bungalows (Near Horsham). Finally, two sites were removed (Ash and Bracklesham Bay) due to having access to a much larger range of facilities.
- 2.1.4 This resulted in a total of three surveys which are considered comparable to the site. As WBC's comments related only to the exclusion of the two Hyde Lane sites, the Kentford site is retained within the assessment. The revised trip rates and resultant trip generation for the proposed 44 dwellings, utilising this survey and an additional two surveys, are summarised in Table 2-1. The full revised TRICS report is included in Appendix A.

Table 2-1: Revised Proposed Development Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per dwelling)			Trip Generation (44 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.125	0.388	0.513	6	17	23
AM Peak (08:00-09:00)	0.175	0.419	0.594	8	18	26
PM Peak (16:00-17:00)	0.250	0.188	0.438	11	8	19
PM Peak (17:00-18:00)	0.350	0.138	0.488	15	6	21
Daily	2.489	2.571	5.060	110	113	223

- 2.1.5 A comparison of the trip generation between the originally submitted trip rates and the revised trip rates is shown in Table 2-2.

Table 2-2: Trip Generation Comparison

Time Period	Trip Generation – Transport Statement			Trip Generation - Revised			Net Change (+/-)		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM Peak (07:00-08:00)	5	17	22	6	17	23	1	0	1
AM Peak (08:00-09:00)	8	17	25	8	18	26	0	1	1
PM Peak (16:00-17:00)	8	8	16	11	8	19	3	0	3
PM Peak (17:00-18:00)	19	6	25	15	6	21	-4	0	-4
Daily	97	102	199	110	113	223	13	11	24

- 2.1.6 The revised trip rates are slightly higher than those presented within the TS, resulting in an additional 24 two-way daily vehicular movements. However, there are four less vehicle movements in the PM peak hour from 17:00 – 18:00. Overall, across the four network peak hours, there is a change of just 1 vehicle movement. As such, there is not a material change between the figures presented in the TS and those within the TN and the conclusions reached within the TS remain valid.
- 2.1.7 Additionally, the Department for Transport's National Travel Survey 2024 confirms that commuting trips remain 21% below pre-pandemic (2019) levels, and that overall trip rates have not returned to pre-pandemic trends. ONS data (2024/25) further confirms that hybrid working has become embedded as normal practice for around 28% of the working population, rising to 41% among degree-qualified professionals, a demographic strongly represented among occupiers of new residential development of this type. On this basis, the trip rates used in this assessment, which reflect current, representative travel behaviour are considered robust.
- 2.1.8 On that basis, we would welcome confirmation from WBC that the trip rates are agreed as these are considered to provide a robust and appropriate analysis.

2.2 Sustainability

19. The proposals include enhancing the existing gate from the site to Bull Lane to the north of the parcel of land. Bull Lane consists of a single lane road which does not benefit from any footways, lighting and is heavily wooded to the north which may not be an attractive and / or perceived as a safe walking route for some pedestrians. The lack of footway may also deter some pedestrians such as those with prams, walking aids or in wheelchairs, for example.

20. The LHA require closure of Sun Lane to vehicular traffic west of Woodman's Cottage, to prevent vehicles accessing Bull Lane.

21. The LHA require closure of Bull Lane SW of Yeosfield using modal filters so that Bull Lane can become a traffic free pedestrian/cycle route which would give residents confidence to reach Wellington Farm Shop (800m walk) to the West and The Bull Public House to the East. This would utilise the A33 underpass (already closed to vehicles)

- 2.2.1 The applicant supports the principle of restricting vehicular access on Bull Lane to the south-west of Yeosfield junction to create a traffic-free route for pedestrians and cyclists, as requested by the Local Highway Authority. It is agreed that this is best achieved through the introduction of a modal filter, in the form of bollards or planters, secured by way of a Traffic Regulation Order (TRO).
- 2.2.2 There is an existing link directly onto Bull Lane from the site, which will be enhanced as part of the proposals to form a dedicated pedestrian and cycle access, enabling future residents to make use of the traffic-free / lightly trafficked route to access local destinations including Wellington Farm Shop to the west and The Bull Public House to the east. As the delivery of a TRO falls within the remit of the Highway Authority, the applicant proposes to provide a financial contribution towards the costs of preparing and implementing the TRO to restrict vehicular movements on Bull Lane at this location. The quantum of contribution will be agreed with the Highway Authority and secured by way of the Section 106 agreement. It is noted that the route currently generates a minimal level of vehicle movements; this does not, however, alter the applicant's commitment to a contribution for securing the TRO for restricting vehicular movements on Bull Lane.
- 2.2.3 On the basis that vehicular movements on Bull Lane are restricted through the TRO, no formal closure of Sun Lane is considered necessary. The section of Sun Lane to the north of Woodman's Cottage will not be utilised by vehicles associated with the proposed development or by through traffic, and to reinforce this position and provide clarity to road users, signage will be provided at the junction of Sun Lane and the proposed site access road to indicate that no through vehicular route is available and access is available to Woodman's Cottage only. As such, Sun Lane will primarily provide access to Woodman's Cottage only.

26. The lack of facilities available within an acceptable walking or cycling distance via appropriate routes, in addition to an hourly bus service, further demonstrates that everyday trips will likely be undertaken by car. WBC Highways would object to the proposals on the grounds of sustainability as the proposals currently stand.

27. The applicant is required to set out any reasonable improvements and contributions which would enhance the sustainability of the site.

28. The LHA require the following contributions to improve the sustainability of the site:

- Section 278 works to deliver bus shelters and a pedestrian refuge island on the B3349 to assist pedestrians in reaching bus stop. At present, a simple dropped kerb crossing is proposed; however a refuge island is required given high traffic flow on B3349 in the Peak Hours.
- No. 600 Bus Service Frequency Improvement: £50,895.68 = £1,156 x 44 dwellings. £1,100 agreed 2024 contribution x 5.2% CPI since June 2024).
- Cycle Route to Mortimer and Arborfield: £6,424.77 = £146.01 per dwelling x 44 dwellings. (£138.80 agreed 2024 contribution x 5.2% CPI since June 2024).
- MyJourney Travel Planning Service: £29,700 = £675 per dwelling towards the WBC MyJourney Travel Planning Service.

29. These contributions are consistent with the sustainable transport contributions agreed at other sites in the borough including the allowed appeal on Land West of Trowes Lane (Appeal Ref: APP/X0360/W/24/3340006) and outline planning permission no. 16/02989/OUT (Bus Shelter contribution).

- 2.2.4 The client agrees to the majority of these contributions. However, a pedestrian refuge island is not considered necessary.
- 2.2.5 The B3349 at this location does not experience the high traffic flows that would typically necessitate a formal refuge island crossing. Traffic surveys undertaken in 2025 recorded two-way peak hour flows of 124 and 126 vehicles per hour on Basingstoke Road to the north and south of the existing Sun Lane junction, which are considered low for a B-classified road and are not of a magnitude that would ordinarily warrant a central refuge island.
- 2.2.6 An informal pedestrian crossing is proposed with dropped kerbs and tactile paving located just northeast of the access. The proposed crossing is considered suitable given the flows along Basingstoke Road and the resultant likely gaps in traffic to allow pedestrians to cross.
- 2.2.7 Based on the road width of 6.9m and a walking speed of 1.2 m/s (in line with DMRB guidance), the crossing time of Basingstoke Road is approximately 5.75 seconds. This is in accordance with the gap acceptance time of pedestrians outlined in DfT Local Transport Note 1/95. It is considered that one gap per minute is sufficient for pedestrians to cross.
- 2.2.8 The probability of a sufficient gap has been calculated using the negative exponential model ($P = e^{(-\lambda t)}$), where λ is the vehicle arrival rate in vehicles per second and t is the required crossing time. The combined two-way flow is used because a pedestrian crossing the full carriageway width requires a simultaneous gap in both directions; every vehicle, regardless of direction of travel, has the potential to interrupt a crossing opportunity. The calculations are summarised below:
- Vehicle arrival rate:
 - » 60 northbound hourly flows = 0.0167 vehicles per second
 - » 66 southbound hourly flows = 0.0183 vehicles per second
 - » Combined two-way flow = 126 vehicles per hour = 0.0350 vehicles per second
 - Probability of a sufficient gap:
 - » $P = e^{(-0.0350 \times 5.75)} = 0.818$
- 2.2.9 As such, there is a 81.8% chance that any given gap in the combined traffic stream is greater than 5.75 seconds. This probability has been applied to the combined two-way flow to calculate the expected

number of suitable gaps per hour ($126 \times 0.818 = 103$). This equates to approximately one acceptable gap every 35 seconds on average, which exceeds the generally accepted threshold of one gap per minute and is considered sufficient for pedestrians to cross.

- 2.2.10 Furthermore, the proposed informal crossing arrangement was assessed as part of the Road Safety Audit process and no safety concerns were identified in relation to the crossing provision. The audit therefore provides independent verification that the dropped kerb crossing is appropriate and safe for pedestrians at this location.
- 2.2.11 As such, the road is considered suitable to cross for pedestrians at a dropped kerb crossing and a central refuge island is not required.
- 2.2.12 The access arrangements are considered safe and suitable for accommodating all movements to and from the proposed development.
- 2.2.13 The applicant accepts the contributions towards a new bus shelter, bus service frequency improvements, cycle route improvements, and the travel planning service. Accordingly, the highway authority should raise no objection on sustainability grounds, as the development will provide contributions that enhance sustainability for future residents.

2.3 Access

Proposed Access

30. a. The LHA require Sun Lane and the site access to be one 5.5m wide road between the B3349 Basingstoke Road and Woodman's Cottage.

- 2.3.1 With the proposed closure of Bull Lane, restricting vehicular access on Bull Lane to the south-west of Yeosfield junction to create a traffic-free route for pedestrians and cyclists, the realigned section of carriageway effectively becomes a driveway serving Woodman's Cottage only. On this basis, it is not considered necessary for this section to be widened to 5.5m.
- 2.3.2 Additionally, removing this section of carriageway and replacing it with a more direct driveway connection to the access road would result in adverse ecological impacts on the existing trees.
- 2.3.3 As such, it is proposed to retain the current proposed alignment presented within the TS, which would essentially function as a driveway to a single dwelling, with bollards or planters located to the west of Yeosfield junction to restrict vehicular through movements along Sun Lane/Bull Lane. Appropriate signage would also be provided at the junction with the access road (e.g. "No Through Route" and/or "Access to Woodman's Cottage only") to reinforce the intended use.

30. f. Given the proposed highway works associated with the development, the applicant is to provide a clear plan showing the ownership boundary of the applicant in comparison to the public highway to determine the scope of the required Section 278 Agreement.

- 2.3.4 A plan is attached at Appendix B which demonstrates the extent of the applicant ownership in comparison to the adopted public highway.

30. g. The applicant is required to confirm whether they own the section of land shown below, as this will be required to deliver the access road proposals:



2.3.5 We can confirm that the section of land shown in the image is within the applicant's ownership.

Swept Path Analysis

30.

b. Swept paths which demonstrate a modern large car and a long wheelbase van can pass each other using the proposed site access junction. This movement will occur on a daily basis given the frequency of online deliveries, whilst the refuse vehicle will visit once per week. A 2.0m wide car (standard design vehicle) and Mercedes Sprinter (6.97m long x 2.35m wide) should be tracked to reflect modern vehicle sizes.

c. Swept Path Analysis of a modern large car at the realigned Sun Lane / Site Access junction. The 2.0m wide standard design vehicle should be used.

d. Swept path analysis of a modern large car using the new access junction for Coldharbour Cottage / Sun Lane.

2.3.6 As requested by WBC, the following swept path analysis drawings have been produced and are attached at Appendix C:

- Large Car (2m wide) passing Mercedes Sprinter Van – Drawing C25084-ATP-DR-TP-011 (P02)
- Large Car (2m wide) accessing Woodman's Cottage (Sun Lane / Site Access junction) – Revision to drawing C25084-ATP-DR-TP-004 (P06)
- Large Car (2m wide) accessing Coldharbour Cottage (Coldharbour Cottage / Site Access junction) – Revision to drawing C25084-ATP-DR-TP-004 (P06)

2.3.7 These demonstrate that all movements can be accommodated appropriately.

46. The LHA require the provision of swept paths for a fire tender at this stage. This cannot be provided at Reserved Matters Stage as suggested by the applicant. It should be demonstrated that a fire tender will be able to reach within 45m of all furthest properties on site. The applicant is to demonstrate this in addition to swept path analysis of a Volvo FL8 Fire Truck, which is the largest fire truck in use by the Royal Berkshire Fire Service (2.46m wide x 8.51m long according to the RBFS Website: <https://www.rbfrs.co.uk/about-us/our-fleet/>)

- 2.3.8 The application has been submitted in outline with all matters reserved except access. Accordingly, the detailed internal layout of the development, including the final alignment of internal roads, dwelling positions and turning heads, will be determined at Reserved Matters stage.
- 2.3.9 As such, it is not possible at this stage to conclusively demonstrate that all dwellings will fall within 45m of a fire appliance position, as this is inherently dependent on the detailed layout reserved for future approval. We can however confirm that the layout will be designed to ensure that this is achievable.
- 2.3.10 Nevertheless, the proposed access arrangements are capable of accommodating emergency vehicles. Swept path analysis has been provided for a refuse vehicle along the access road (submitted as part of the TS, and attached at Appendix C), which at 2.53m wide x 11.39m long exceeds the dimensions of the Volvo FL8 Fire Truck cited by the LHA (2.46m wide x 8.51m long). As the access road accommodates a larger vehicle, it follows that a fire tender can be accommodated along the access road without difficulty.

Realignment of Sun Lane

37. The Sun Lane / access road junction has been shown with 2m x 25m in line with 20 mph speed limits. The eastbound visibility splay crosses private land as part of Coldharbour Cottage. The sightlines shall be across land within the applicant's control or highway land and shall be clear of obstructions to visibility exceeding 0.6m in height.

- 2.3.11 The visibility splays are contained within the adopted highway or within the site boundary and there would be no restrictions between a height of 0.6m and 2m along the splays, as vegetation would be removed or trimmed back to accommodate the splays. As such, the Sun Lane / access road junction, which will form a driveway to Woodman's Cottage, can be delivered appropriately.

38. The applicant is to confirm whether there is any agreement with the owner(s) of Coldharbour Cottage to ensure the sightlines are not obstructed by boundary treatments or vegetation.

- 2.3.12 No agreement is required as the visibility splays are contained within the adopted highway or within the site boundary and there would be no restrictions between a height of 0.6m and 2m along the splays, as vegetation would be removed or trimmed back to accommodate the splays.

42. The applicant is required to confirm that the realigned section of Sun Lane will be offered for adoption under a Section 38 agreement. It has not stated whether the portion of the access road which detracts from the existing Sun Lane alignment (which is currently public highway) is planned to be adopted or not. Either way, the road shall be designed in accordance with the WBC adopted standards.

- 2.3.13 Sun Lane is currently adopted public highway. The proposed development includes a short, realigned section of Sun Lane to connect the proposed access road into the existing highway alignment, providing continuity of access. The existing section of Sun Lane serving Woodman's Cottage will remain unchanged. Given that no through vehicular movements will be possible, consistent with the proposed modal filter on Bull Lane to the west of the Yeosfield junction, the realigned section of Sun Lane will serve primarily to provide vehicular access to the proposed development and Woodman's Cottage.
- 2.3.14 The access road linking into the site, as well as the site access road would be offered for adoption under a S38 agreement.

Coldharbour Cottage Access

39. The LHA require the applicant to confirm that the sightlines shall be across land within the applicant's control or highway land and shall be clear of obstructions to visibility exceeding 0.6m in height. The splays are partly within the demise of Coldharbour Cottage (assumed to be Third Party Land) meaning they are not within land controlled by the applicant or land defined as public highway to ensure they are maintained

- 2.3.15 The originally submitted visibility splay was shown on the highway boundary line and it is acknowledged that the extent of land control was not sufficiently clear from the submitted drawing.
- 2.3.16 To address this matter, the visibility splay has been revised to incorporate a 0.5m offset, ensuring the visibility envelope is contained within land under the applicant's control and/or adopted highway land. This is provided on the revised access drawing, attached at Appendix D.

2.4 Stage 1 Road Safety Audit

30. e. A Stage 1 Road Safety Audit has not been submitted with the application documents, which is required.

- 2.4.1 To consider the safety of the access arrangements, and following the initial response provided by the LHA, an independent and qualified auditor, RKS Associates, was commissioned to undertake a Stage 1 Road Safety Audit (RSA1) of the proposed access arrangements, as presented in the TS.
- 2.4.2 A copy of the Stage 1 RSA and Designers Response is provided at Appendix E.
- 2.4.3 In summary, the RSA set out five recommendations, all of which have been accepted or noted with commentary as appropriate. These relate to: the absence of surface water drainage details at this stage (2.1); the potential for vegetation to grow and obstruct visibility splays at the access junctions and Coldharbour Cottage driveway (2.2); large vehicles overrunning opposing lanes when negotiating the Basingstoke Road junction (2.3); the absence of street lighting along Sun Lane approaching the development (2.4); and the potential for vegetation to obstruct visibility at the proposed uncontrolled pedestrian crossing on Basingstoke Road (2.5).
- 2.4.4 Recommendations 2.1 and 2.4 will be dealt with at detailed design stage, and 2.2 and 2.5 relates to vegetation maintenance which would fall within the responsibility of the highway authority.
- 2.4.5 Recommendation 2.3 has been addressed in Section 3.2 of this TN, whereby drawings have been produced which demonstrate appropriate forward visibility which ensures that there is sufficient time and space for the refuse vehicle to wait/manoeuvre, which should remove any highway safety concerns with regard to the refuse overrunning the carriageway centreline.
- 2.4.6 There have been no changes required to the layout as a result of the recommendations.
- 2.4.7 As such, there are no outstanding issues raised in the RSA in relation to the access arrangements and design.

2.5 Additional Contributions

1. The LHA require a contribution towards highway capacity improvements at the A33 / B3349 Basingstoke Road Roundabout and B3349 / B3349 Priority Junction south of Sun Lane. There are regularly excessive queues at the A33 / B3349 roundabout; which often extend to the B3349 Priority junction east of the roundabout.

- a. *The contribution could be substituted by the offer of land adjacent to the A33 / B3349 Roundabout for adoption as public highway by Hampshire County Council. This land would facilitate a future capacity improvement.*
 - b. *Improvements to A33 capacity in the vicinity of Wellington Country Park were raised in the WBC response to the Basingstoke and Deane Local Plan and the Hart District Council Local Plan.*
 - c. *Local Authorities have a Duty to Cooperate with each other on cross boundary issues arising from delivery of housing and infrastructure. WBC has previously raised concerns regarding site on the borough boundary and has sought that Hart DC and developers work with WBC to secure adequate mitigation.*
2. *The queues from the A33 / B3349 junctions often extend onto Wokingham's adopted highway, although the junctions are located within Hampshire. As a result, vehicles exiting the proposed development will be joining a queue on the B3349 Basingstoke Road.*

- 2.5.1 The proposed development will not have a severe impact on the operation of the highway network, and HCC has raised no objection in relation to highway capacity at a junction which sits within its network. Notwithstanding this, the applicant is willing to engage constructively with the Highway Authority and subject to further discussion and agreement, would consider a reasonable and proportionate land dedication from part of its wider estate at the A33.
- 2.5.2 In this regard, the applicant has contacted WBC for discussion on the land dedication requirements, but as of the date of this note, has not received a response.
- 2.5.3 The applicant would also welcome WBC's confirmation as to the contribution that would be sought in the event that land dedication is not agreed, with any such contribution to be agreed between the parties and secured via Section 106.

3. FURTHER INFORMATION FOR HCC

3.1 Site Sustainability

Given that there are limited facilities within the vicinity of the site, it is considered that the site would be dependent on the use of the private car. However, considering the public transport available and the continuous footway along Basingstoke Road, it is considered that there are some opportunities available for the uptake of sustainable transport modes. Whilst there are no highways objections related to accessibility, it is recommended that Hart District Council consider the sustainability of the site when determining the application.

- 3.1.1 Noted. No further information required to be provided to HCC on site sustainability.

3.2 Access

As such, in drawing number C25084-ATP-DR-TP-001, junction visibility splays of 2.4m x 95.3m to the south and 2.4m x 103.8m have been shown. It is requested that visibility splay to the south is also measured to the tangent. The applicant should note that all visibility splays provided should be kept clear of any obstruction exceeding 0.6m in height in accordance with HCC Technical Guidance Note 3 (TG3).

- 3.2.1 Noted. Drawing C25084-ATP-DR-TP-001 has been revised which demonstrates the additional visibility splay of 2.4m x 76.6m to the south, measured to the tangent. The revised drawing is attached at Appendix D.

Pedestrian visibility splays have also been provided based on the above y-distances. However, the x-distance used is 1m, however it is not clear why. It is requested that revised pedestrian visibility splays are provided with an x-distance of 1.5m in accordance with TG3.

- 3.2.2 We note the request to revise the pedestrian visibility splays to adopt an x-distance of 1.5m in accordance with TG3. However, for the reasons set out below, we respectfully consider that the 1m x-distance adopted is appropriate in this instance.
- 3.2.3 The pedestrian crossing is located where the proposed 2m footway ties into the existing 1m footway beyond the site boundary. The widening of the footway to 2m forms part of the proposals and represents an improvement on the existing infrastructure; however, the adopted highway beyond this point is constrained to the existing 1m footway width, which falls outside the applicant's control.
- 3.2.4 Based on the existing infrastructure and adopted highway surrounding crossing, an x-distance of 1.5m has never been achievable at this location.
- 3.2.5 Additionally, the existing footway on the eastern side of the carriageway is c.1.4m in width. A pedestrian waiting to cross would naturally stand at the kerb edge, as this is the point from which they would step into the carriageway. Applying a 1.5m x-distance, measured back from the kerb, would place the waiting and observation point 0.1m beyond the back of the existing footway. It is not appropriate to derive a visibility splay from a standing position that does not exist within the physical footway.
- 3.2.6 In both cases, the 1m x-distance adopted reflects the physical reality of the highway at each crossing location and the natural standing position of a pedestrian at the kerb. The y-distances provided remain in accordance with TG3 and ensure appropriate forward visibility.
- 3.2.7 The crossing as proposed still achieves a safe crossing point with sufficient visibility in both directions, and the overall improvement to pedestrian infrastructure in this location should be recognised as a meaningful betterment over existing conditions.
- 3.2.8 Furthermore, a Road Safety Audit has been undertaken, as per WBC's and HCC's request, which did not raise a concern with the safety of the crossing arrangements, as attached at Appendix E.
- 3.2.9 We trust this clarifies the approach taken and trust that the Highway Authority can accept the visibility splays at the crossing.

Tracking at the proposed access has only been provided for a refuse vehicle. It is requested that tracking is also provided showing a car and a van passing each other at the proposed access in accordance with HCC Technical Guidance Note 2 (TG2) paragraphs 3.2.6 and 3.2.8.

- 3.2.10 Swept path analysis has been undertaken demonstrating that a car and van can pass at the proposed access. The drawing is attached at Appendix C.
- 3.2.11 As such, this is in line with HCC Technical Guidance Note 2 (TG2) paragraphs 3.2.6 and 3.2.8.

In addition, the tracking speeds are unclear and therefore should be confirmed. These should be in accordance with TG2 paragraph 3.2.10.

3.2.12 Where appropriate, swept path analysis has been undertaken using vehicle speeds of a minimum of 10mph in accordance with TG2. This speed is not considered appropriate when egressing from the access junction as the vehicle will stop at the giveaway line. Swept path analysis is provided in Appendix C.

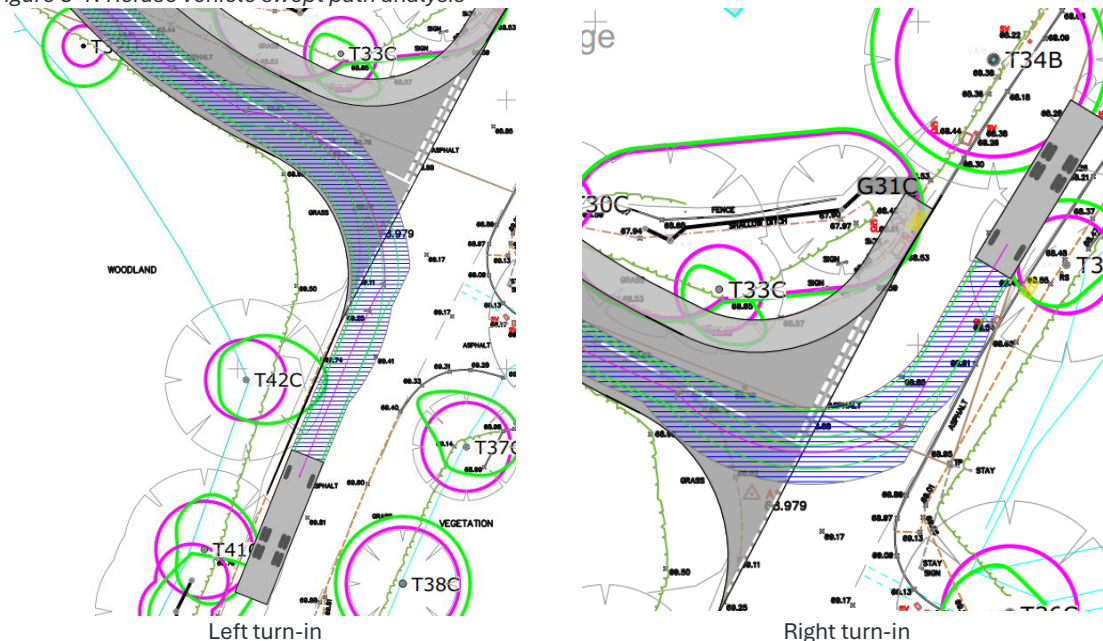
In regard to the refuse tracking provided, the original alignment of Sun Lane from the junction means that vehicles are positioned in the opposing lane over a considerable distance. Whilst it is accepted that there may be some oversailing at the junction, the tracking as shown indicates that widening of the access road and / or an increase of the curvature may be required to ensure that vehicles do not enter the opposing lane on approach to the junction or once they have turned into the access road.

3.2.13 As has been demonstrated, Manual for Streets discourages over-design of junctions to accommodate infrequent large vehicle movements, stating “this would conflict with the desire to create quality places¹” and “their requirements would dominate the layout²”. Instead, MfS advises that large service vehicles “will be able to use the full width of the carriageway to manoeuvre³”.

3.2.14 The amount of overhang that occurs is dictated by HCC’s own highway design guide and refuse vehicle size. The principle is recommended for all the reasons discussed in this TN and is a consequence of the wider benefits that are otherwise achieved.

3.2.15 For ease of reference, the outline of the refuse vehicle tracking turning into the site access is shown in Figure 3-1.

Figure 3-1: Refuse vehicle swept path analysis



3.2.16 A forward visibility splay plan (drawing reference: C25084-ATP-DR-TP-008) has been prepared and is included at Appendix F, with an extract provided at Figure 3-2.

3.2.17 A refuse vehicle driver would be able to view the access road with sufficient intervisibility between opposing vehicles before deciding to commence the manoeuvre and crossing the centreline of the

¹ MfS paragraph 6.8.6

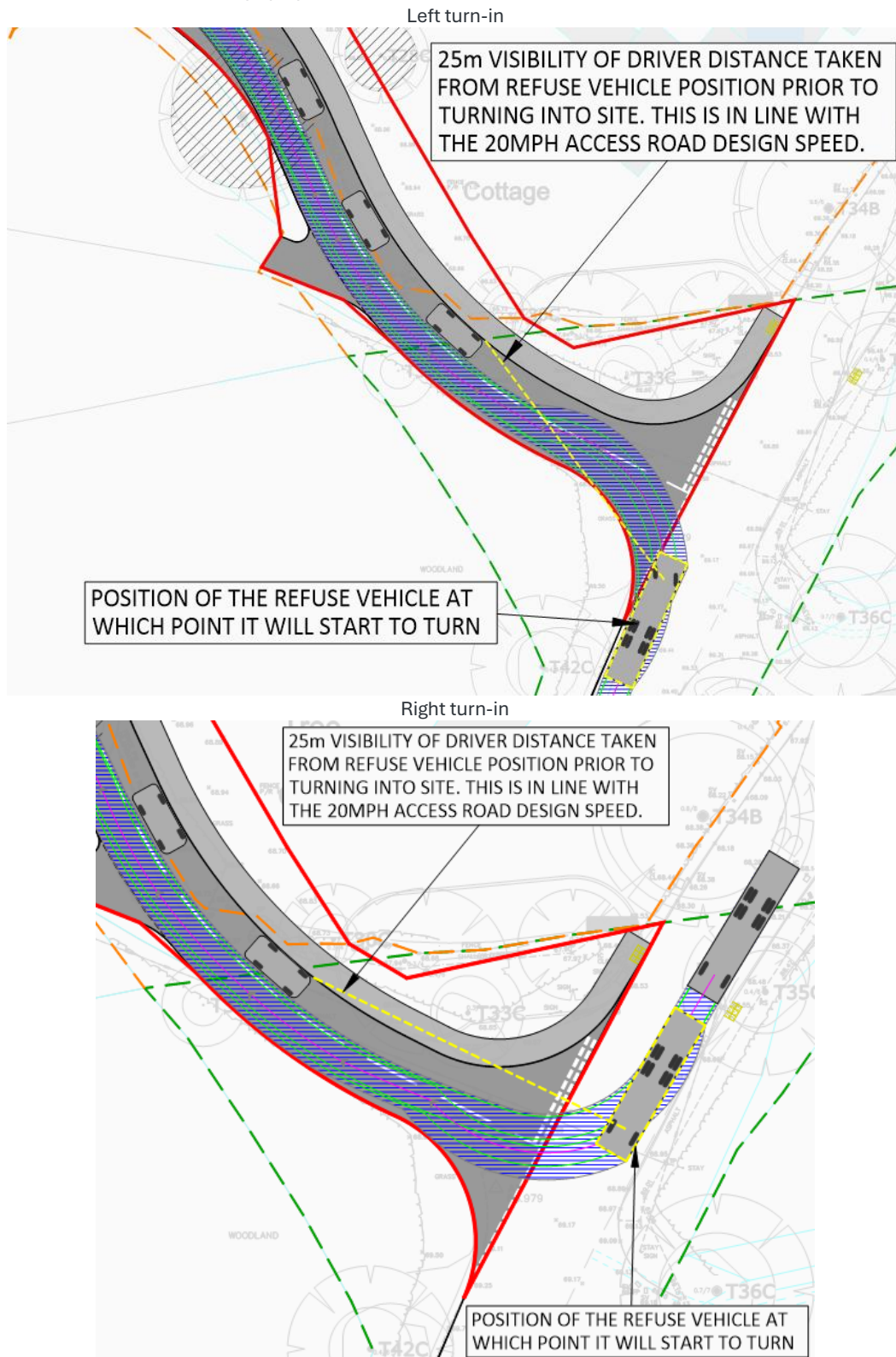
² MfS paragraph 6.8.1

³ MfS paragraph 6.8.1

carriageway. Therefore, there will be no conflict of vehicles due to the achievable visibility from both the minor and major arm, with no need for vehicles to reverse.

- 3.2.18 Furthermore, whilst a 2.4m 'x' distance is typically provided for drivers at the give-way of the access road, a significantly greater level of forward visibility is available for drivers on the major arm to see the front of the vehicle stopped at the junction, with a refuse vehicle able to stop and wait at a safe location on Basingstoke Road if a vehicle on the minor arm is attempting to emerge.

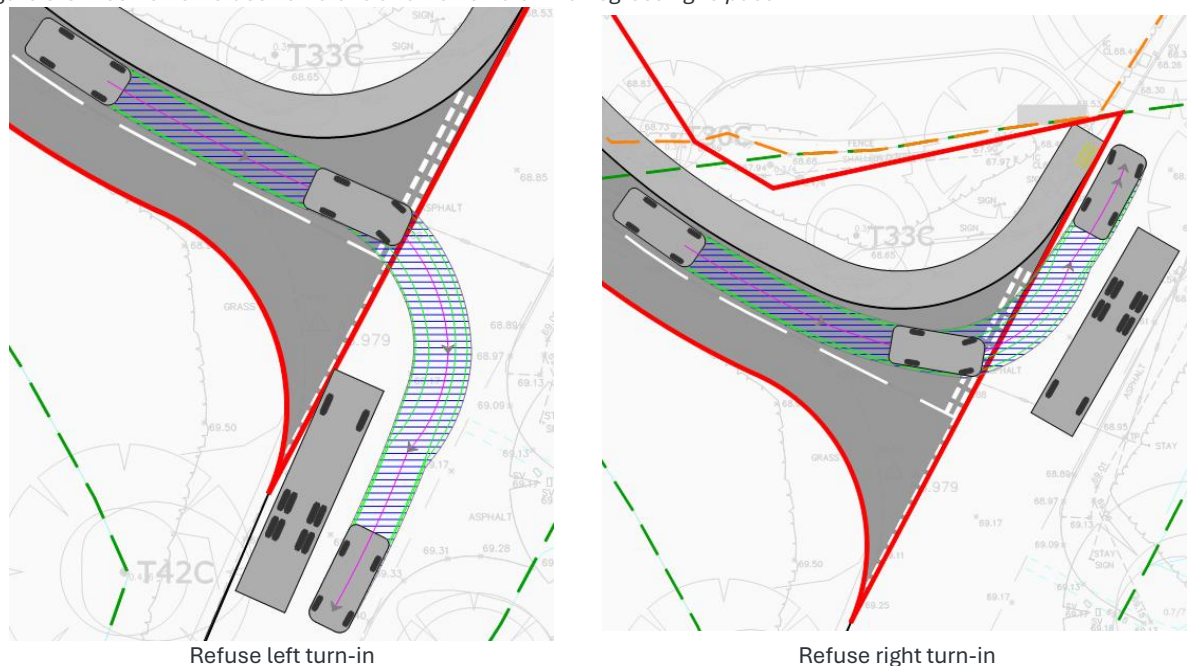
Figure 3-2: Refuse vehicle intervisibility splays



3.2.19 As shown on the forward visibility splay plan and the extract at Figure 3-2, at the point at which a refuse vehicle would start to turn left and right into the access, the driver of the oncoming vehicle on the site access road can achieve the required 25m forward visibility along the access road for a design speed of 20mph.

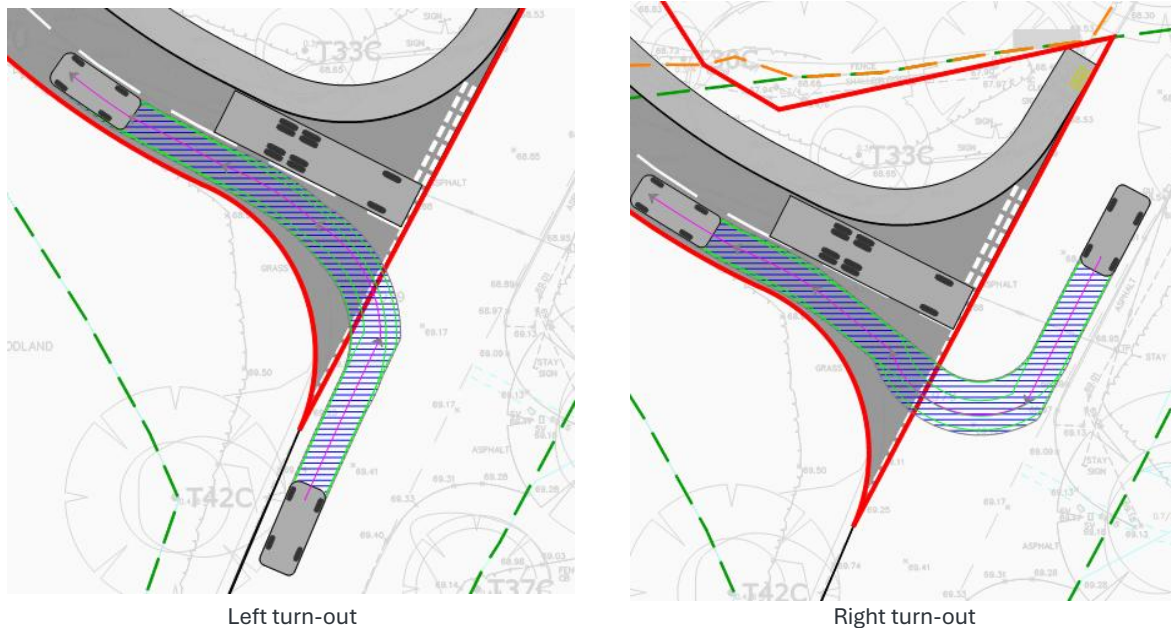
- 3.2.20 If a vehicle is exiting the site at the time of the refuse vehicle entering the site, the achievable visibility will inform the driver of either vehicle whether to wait on Basingstoke Road / the site access road for a minimal amount of time whilst the other vehicle passes.
- 3.2.21 As such, the achievable forward visibility ensures that there is sufficient time and space for the refuse vehicle to wait/manoeuvre, which should remove any highway safety concerns with regard to the refuse overrunning the carriageway centreline.
- 3.2.22 Furthermore, drawing C25084-ATP-DR-TP-009 demonstrates that the visibility from Basingstoke Road allows for the refuse vehicle to stop prior to turning into the junction, allowing a vehicle that is exiting the site access to pass. This is shown in Figure 3-3.

Figure 3-3: Position of refuse vehicle to allow a vehicle when egressing to pass



- 3.2.23 Additionally, the drawing demonstrates that the position of the refuse vehicle prior to turning left and right out of the access allows for a large car to access the site and pass for all movements. The outline position of the refuse vehicle was taken from the swept path and therefore demonstrates the realistic position of the vehicle at the give-way line. This is shown in Figure 3-4.

Figure 3-4: Refuse vehicle at give-way line and swept path analysis of large car



- 3.2.24 Therefore, there is extensive forward visibility for a refuse vehicle accessing the site and there is sufficient room for vehicles to pass a refuse that is egressing the site.
- 3.2.25 There would also be a minimal level of large vehicles generated by the site, with refuse vehicle movements accommodated on a once per week basis. These passing movements would therefore be rare and are not uncommon across the wider highway network.
- 3.2.26 As such, it is considered that the junction is appropriate for accommodating all movements safely and suitably.

3.3 Stage 1 Road Safety Audit

It is requested that a Stage 1 Road Safety Audit (RSA1) is undertaken for the design proposals along with a designer's response provided.

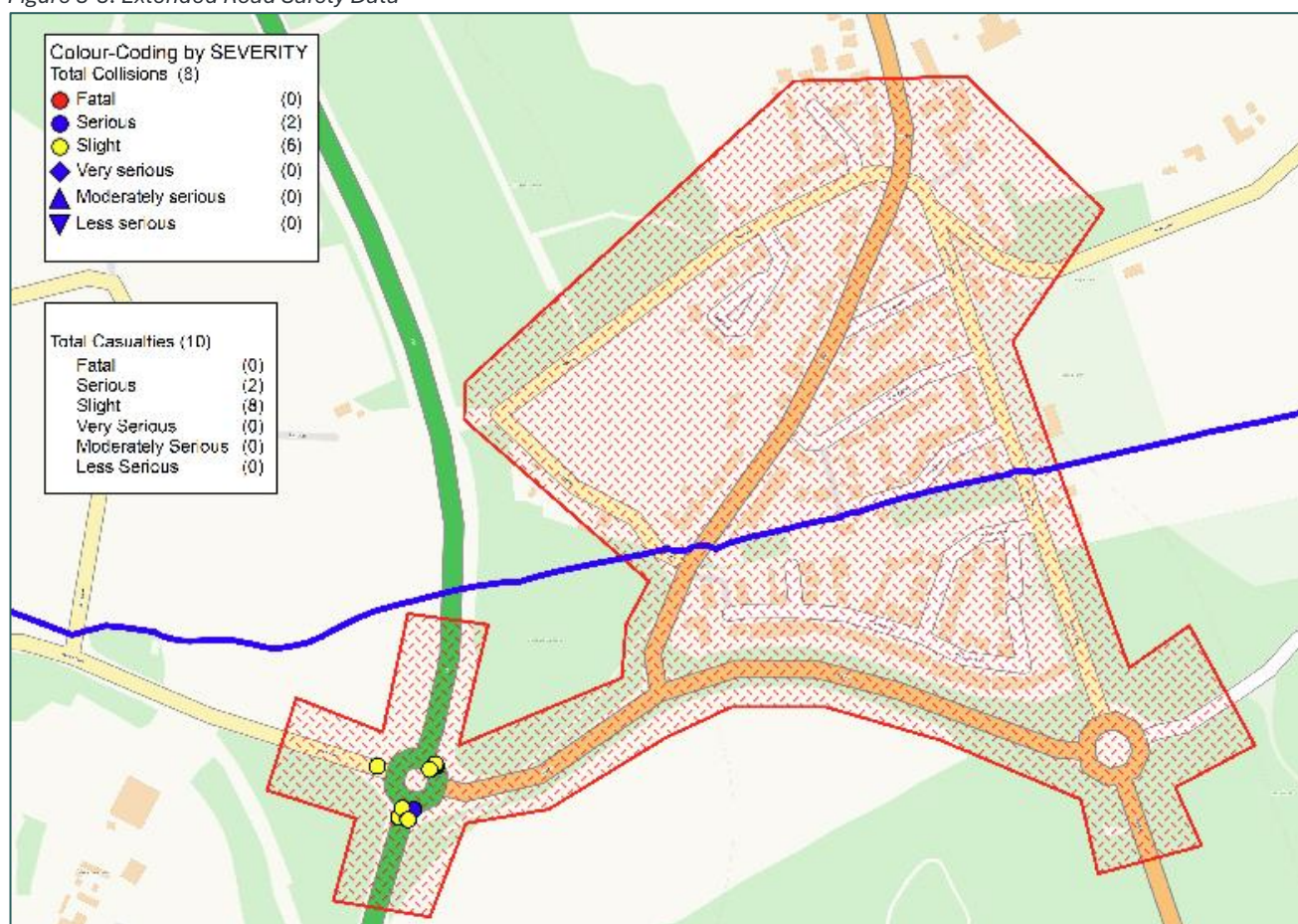
- 3.3.1 WBC additionally requested a Stage 1 Road Safety Audit, and this is summarised in Section 2.4 of this TN.

3.4 Personal Injury Accident data

PIA data has been provided for the latest available 7-year period from Crashmap and shows 1 accident classified as 'slight' recorded within the scope reviewed. The applicant should note that the County Council does not accept Crashmap data and requests that PIA data is provided from Hampshire Constabulary for the latest available 5-year period. The scope reviewed should include the roundabouts located on the B3349 to the east and west of the site.

- 3.4.1 Noted. The HCC Road Safety data has been obtained and is attached at Appendix G, and shown below in Figure 3-5.
- 3.4.2 By way of context for the accident data, the study area is split between Thames Valley and Hampshire. The HCC data will therefore cover the area below the blue line, whilst the Thames Valley collision data website confirms no recorded accidents within the past five years above the blue line, which aligns with the Crashmap review and the Transport Statement.

Figure 3-5: Extended Road Safety Data



Source: Hampshire & Isle of Wight Constabulary

- 3.4.3 The data identifies a total of 8 personal injury collisions within the study area, resulting in 10 casualties. There were no fatal casualties recorded during this period. Two collisions resulted in serious casualties and six resulted in slight casualties.
- 3.4.4 All eight collisions occurred at or on approach to the A33/B3349 roundabout junction. The predominant contributory factors recorded were failure to give way or observe at roundabouts, following too close on approach to junctions, and loss of control in adverse weather and low-light conditions. No collisions involved pedestrian casualties, and no collisions are located within proximity of the Sun Lane junction.
- 3.4.5 The collisions are summarised in Table 3-1.

Table 3-1: Summary of Collisions

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	2	5	7
2-wheeled motor vehicles	0	0	0	0
Pedal Cycles	0	0	1	1
Horses	0	0	0	0
Pedestrians	0	0	0	0
Total	0	2	6	8

- 3.4.6 The collision that involved a cyclist was slight in nature and occurred on the A33 at the roundabout junction with the B3349. The car was travelling south along the A33 and entered the roundabout without giving way to the cyclist already on the roundabout travelling east; this resulted in a collision.
- 3.4.7 The collision record does not identify any pattern that would be exacerbated by the proposed development or its associated traffic movements. The proposals include improvements to the pedestrian environment in the vicinity of the site access, including the provision of a formal footway crossing, which will represent a betterment of conditions for vulnerable road users in this location.
- 3.4.8 In addition, the applicant is entering discussions with the highway authority over dedicating land from their wider estate at the A33 roundabout to provide an improvement at this junction.

4. CONCLUSION

- 4.1.1 It is considered that the transport matters raised by both WBC and HCC have been comprehensively addressed within this TN. No outstanding highway safety concerns remain. On the basis of the further information provided, we trust that WBC and HCC are able to provide a positive recommendation on the application.

APPENDIX A

Revised TRICS Outputs

Audit Code: 42d68709-5bbb-4d17-844e-d0f381f654f9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	SF	SUFFOLK	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 42d68709-5bbb-4d17-844e-d0f381f654f9

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	25 to 70 (units:DWELLS)
Range Selected by User:	25 to 70 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 24/03/26

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	2
Direction ATC Count	1

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Neighbourhood Centre	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Village	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	3 days

Audit Code: 42d68709-5bbb-4d17-844e-d0f381f654f9

Secondary Filtering Selection:

Use Class:

C3	3 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 3966

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 surveys
100,001 to 125,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 surveys
------------	-----------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 42d68709-5bbb-4d17-844e-d0f381f654f9

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 42d68709-5bbb-4d17-844e-d0f381f654f9

1	NF-03-A-40	MIXED HOUSES	NORFOLK
MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre Village Number of dwellings: 57.00 DWELLS Survey date: Tuesday 11/10/2016			
			Survey Type: Manual
2	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre Village Number of dwellings: 38.00 DWELLS Survey date: Friday 22/09/2017			
			Survey Type: Manual
3	WS-03-A-25	PRIVATE HOUSES & FLATS	WEST SUSSEX
LIDSEY ROAD WOODGATE Neighbourhood Centre Village Number of dwellings: 65.00 DWELLS Survey date: Wednesday 18/09/2024			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-03	04-06-2019	Removed: Site re-surveyed by AC-03-A-05
AC-03-A-05	30-04-2021	COVID
CA-03-A-07	27-05-2021	COVID
CS-03-A-03	27-10-2016	Not Applicable
CS-03-A-04	27-10-2016	Not Applicable
CS-03-A-05	05-11-2025	Not Applicable
IM-03-A-01	21-05-2024	Not Applicable
IM-03-A-02	23-05-2024	Not Applicable
SC-03-A-10	14-09-2022	Not Comparable
SF-03-A-08	16-09-2020	COVID
SM-03-A-02	25-09-2018	WBC Request
SM-03-A-03	25-09-2018	WBC Request
WS-03-A-07	19-10-2017	Not Comparable
WS-03-A-16	09-11-2022	Not Comparable

Audit Code: 42d68709-5bbb-4d17-844e-d0f381f654f9

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	53	0.125	0.388	0.513
08:00-09:00	3	53	0.175	0.419	0.594
09:00-10:00	3	53	0.194	0.200	0.394
10:00-11:00	3	53	0.156	0.169	0.325
11:00-12:00	3	53	0.144	0.181	0.325
12:00-13:00	3	53	0.163	0.144	0.307
13:00-14:00	3	53	0.194	0.181	0.375
14:00-15:00	3	53	0.169	0.175	0.344
15:00-16:00	3	53	0.313	0.238	0.551
16:00-17:00	3	53	0.250	0.188	0.438
17:00-18:00	3	53	0.350	0.138	0.488
18:00-19:00	3	53	0.256	0.150	0.406
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.489	2.571	5.060

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 42d68709-5bbb-4d17-844e-d0f381f654f9

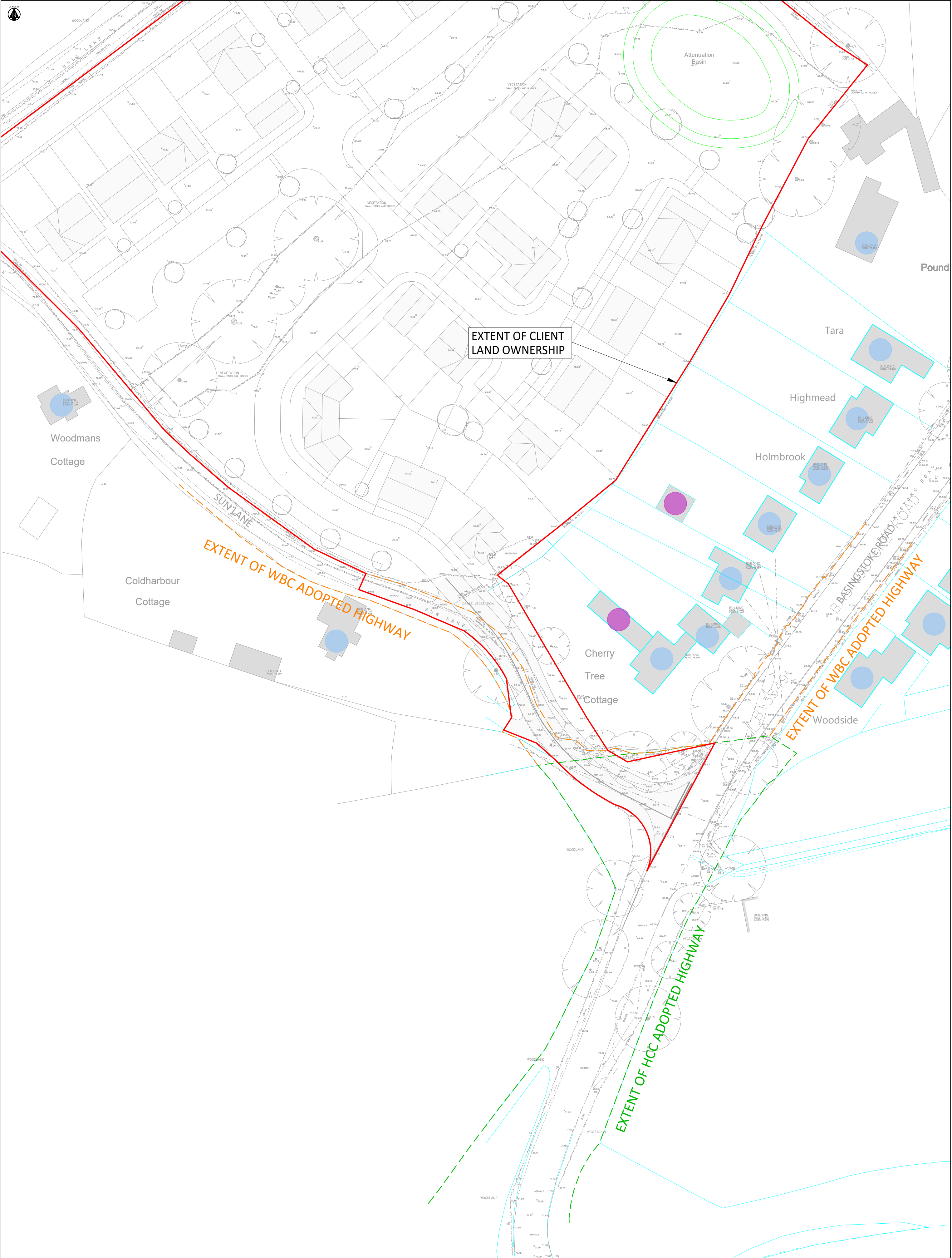
Parameter Summary:

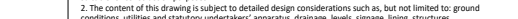
Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date date range:	11/10/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX B

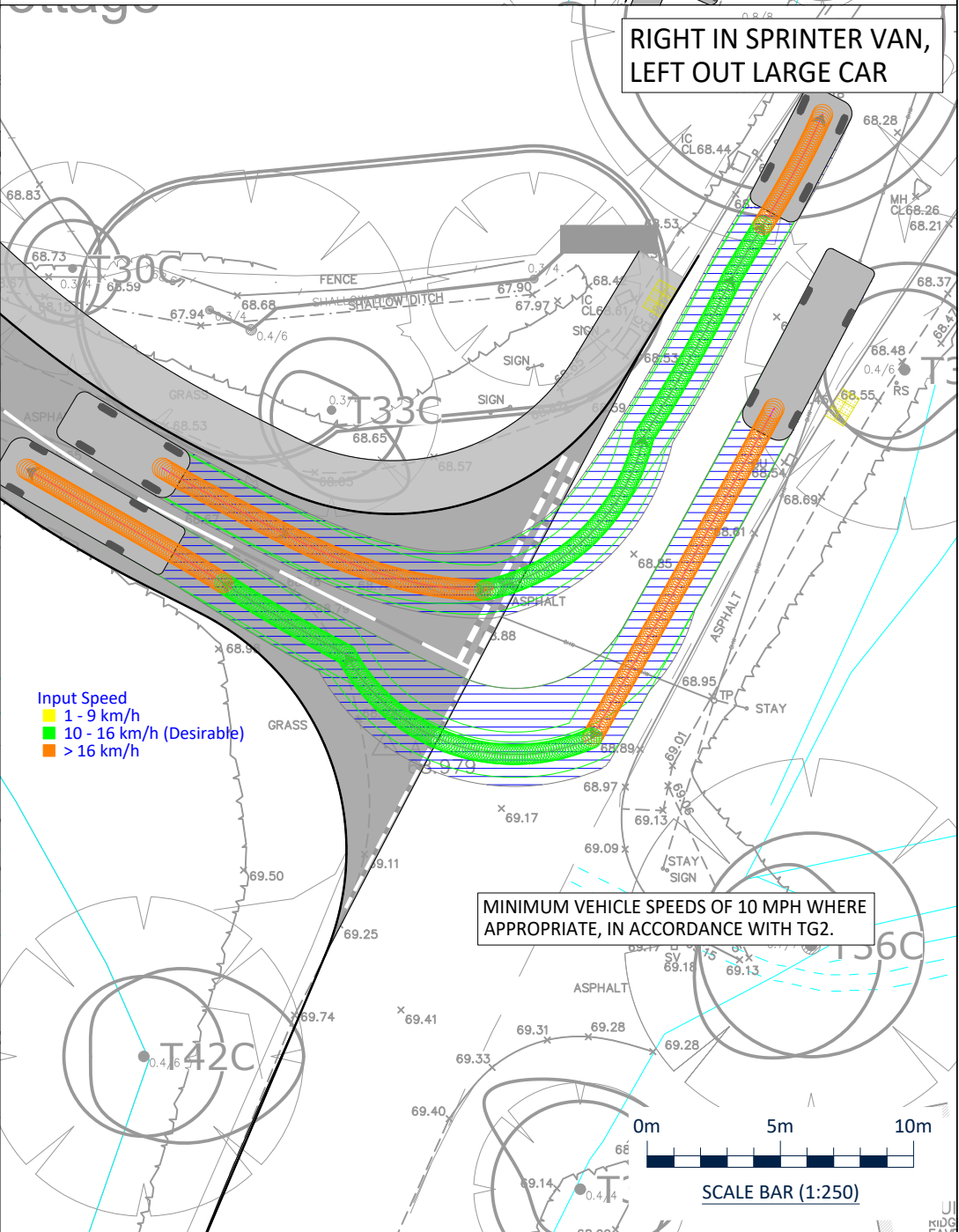
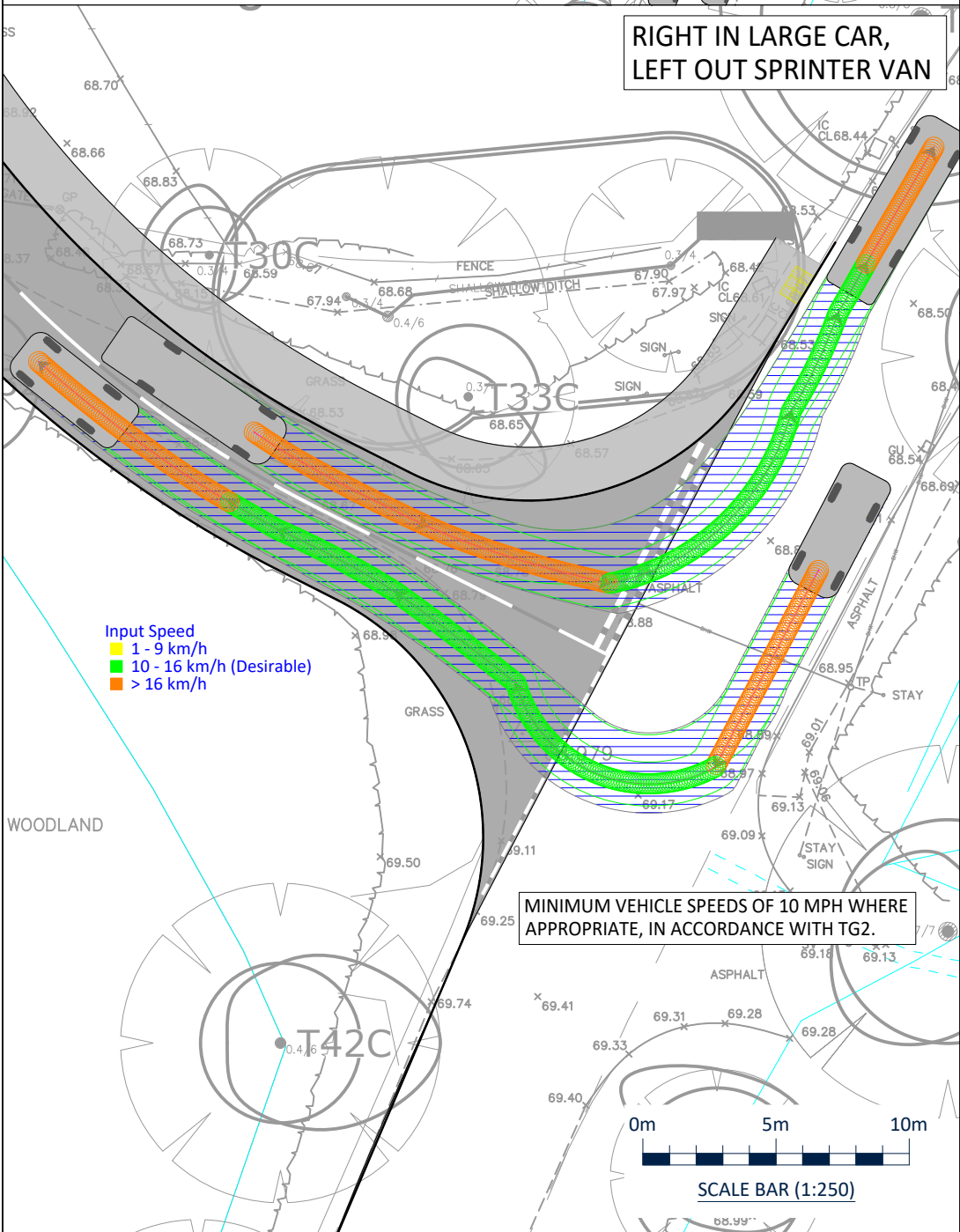
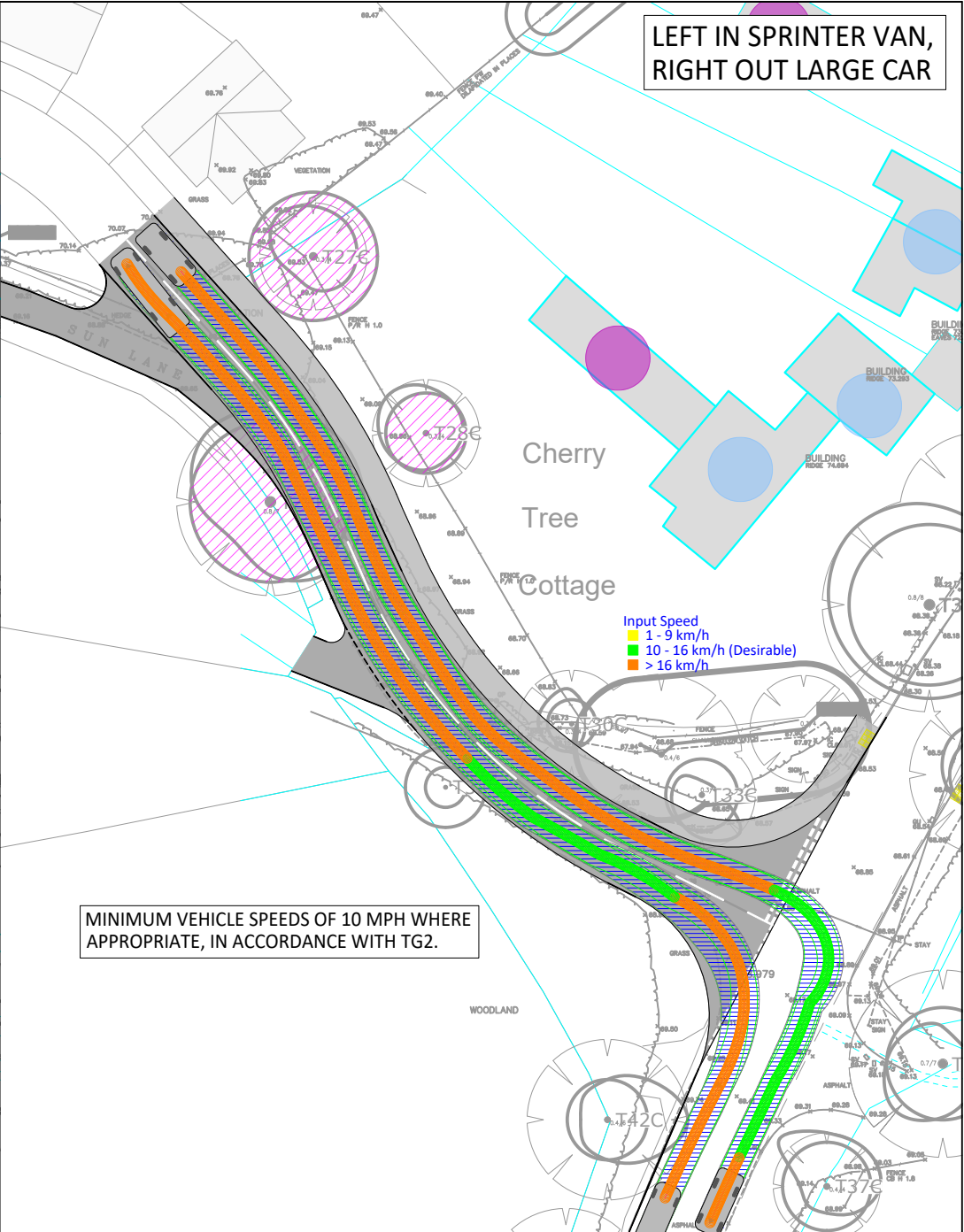
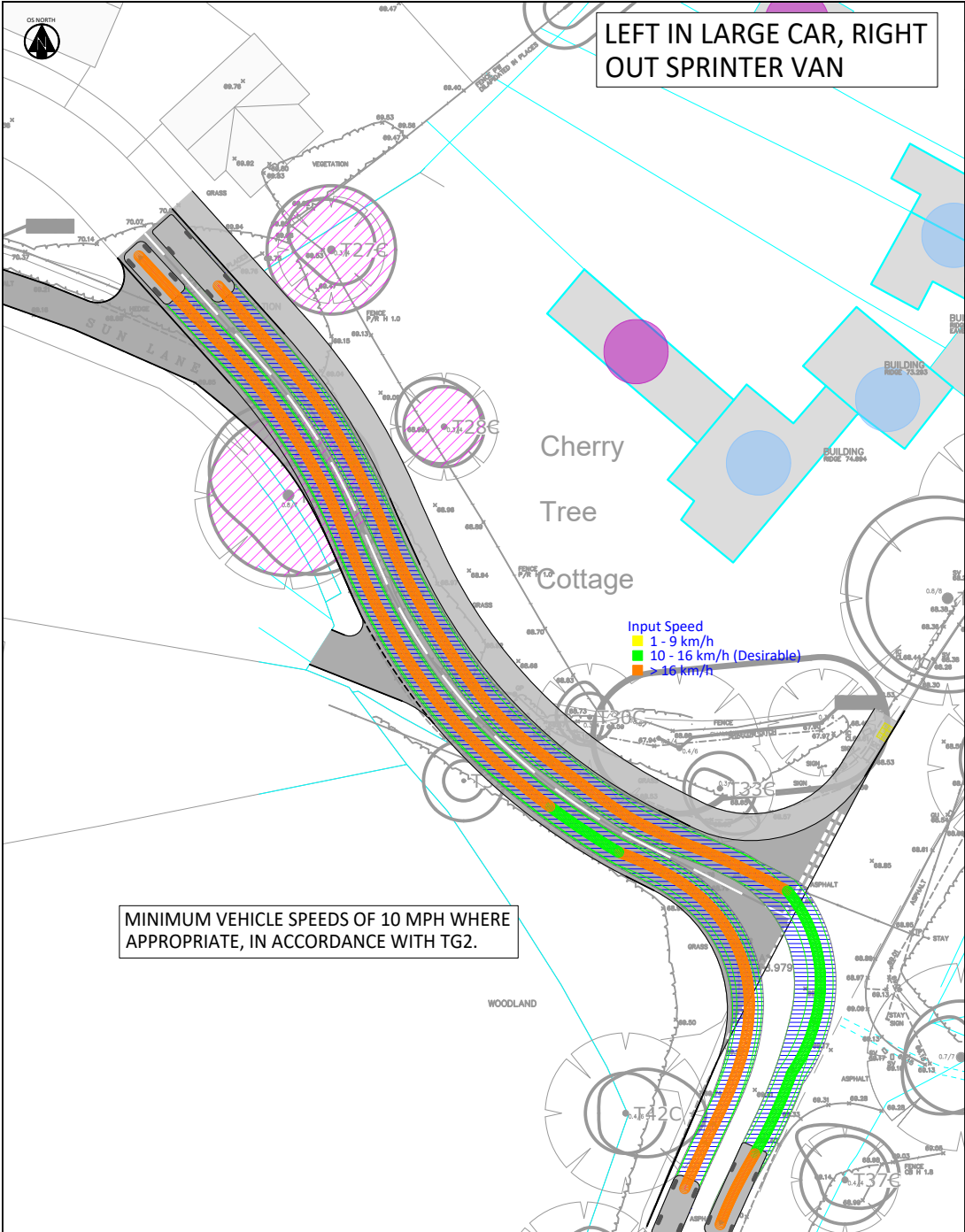
Applicant Ownership Extents Plan



KEY PLAN	SCALE BAR		NOTES				REVISIONS (CONTINUED)				REVISIONS				Apex TRANSPORT PLANNING		CLOCKWISE BRUNEL HOUSE CARPOT CF24 0HA E: 02020 619 361 M: 07488 049999		RUNWAY EAST 351 VICTORIA STREET BRISTOL BS1 6PU E: 0117 427 0414 M: 07488 049999		TITLE EXTENT OF OWNERSHIP BOUNDARY IN COMPARISON TO THE PUBLIC HIGHWAY																	
			1. This drawing has been prepared for planning application purposes only and is preliminary in nature. It is not suitable for construction purposes. 2. The content of this drawing is subject to detailed design considerations such as, but not limited to ground conditions, utilities and infrastructure, drainage, levels, signage, fencing, structures. 3. Where information has been obtained from third-party sources (including highway authority records and utility data), such information has been verified upon a good faith to be available at the time of preparation. No responsibility is accepted for inaccuracies or omissions within third-party data. 4. The extent of adopted highway shown herein indicated has been based on third-party information and is subjective only. Verification with the relevant highway authority is recommended. 5. This drawing is based on Ordnance Survey mapping, Ordnance Survey, © Crown Copyright 2025. All rights reserved. Licence number: 100025412. 6. This drawing has been prepared to scale based on the best information available at the time of preparation. While responsible care has been taken in its production, the drawing should be used for illustrative and planning assessment purposes only and should not be relied upon uncritically. 7. Dimensions, levels and extents should be verified by site survey and through subsequent detailed design prior to any technical approval, detailed design, or construction. 8. All dimensions and levels are to be confirmed on site prior to any detailed design or construction works. 9. This drawing has been prepared solely for the benefit of the Client in support of a planning application. No third party may rely upon this drawing without the prior written consent of Apex Transport Planning, and no responsibility or liability is accepted to any third party. 10. This drawing does not constitute technical approval and is not suitable for use in support of any Section 38, Section 276, or other highway agreement without further design development and formal approval.				001 22/05/26 First Issue <table><tr><td>Rev</td><td>Date</td><td>Description</td><td>By</td><td>App</td></tr><tr><td></td><td></td><td></td><td>AC</td><td>DC</td></tr></table>				Rev	Date	Description	By	App				AC	DC	 		CLIENT				PROJECT		LAND NORTH OF SUN LANE, RISELEY		PROJECT NO. C25-084		SCALE @ A2 1:500		STATUS DESCRIPTION INFORMATION		STATUS S2	
	Rev	Date	Description	By	App																																	
				AC	DC																																	
	DRAWING NO. C25084-ATP-DR-TP-007																																					

APPENDIX C

Swept Path Analysis



SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

NOTES

2012 Range Rover

Width : 2.03 meters

Track : 1.88

Lock to Lock Time : 6.0

Steering Angle : 33.7

Mercedes Sprinter XL 2023

Width : 2.02 meters

Track : 2.02

Lock to Lock Time : 6.0

Steering Angle : 37.0

FORWARD

REVERSE

Tyre Tracks

Direction of travel

Vehicle body tracks

REVISIONS

Rev	Date	Description	By	App
P02	06/07/26	Second Issue	AC	DC
P01	10/06/26	First Issue	AC	DC

Apex

TRANSPORT PLANNING

CLOCKWISE BRUNEL HOUSE CARDIFF CF24 0HA

t: 02920 619 361 e: cardiff@apexp.co.uk

RUNWAY EAST 101 VICTORIA STREET BRISTOL BS1 6PU

t: 0117 427 0414 e: bristol@apexp.co.uk

CLIENT

WELLINGTON

3West Group

PROJECT

LAND NORTH OF SUN LANE, RISELEY

TITLE

SWEPT PATH ANALYSIS OF LARGE CAR AND MERCEDES SPRINTER VAN

PROJECT NO.

C25-084

SCALE @ A3

1:250/500

STATUS DESCRIPTION

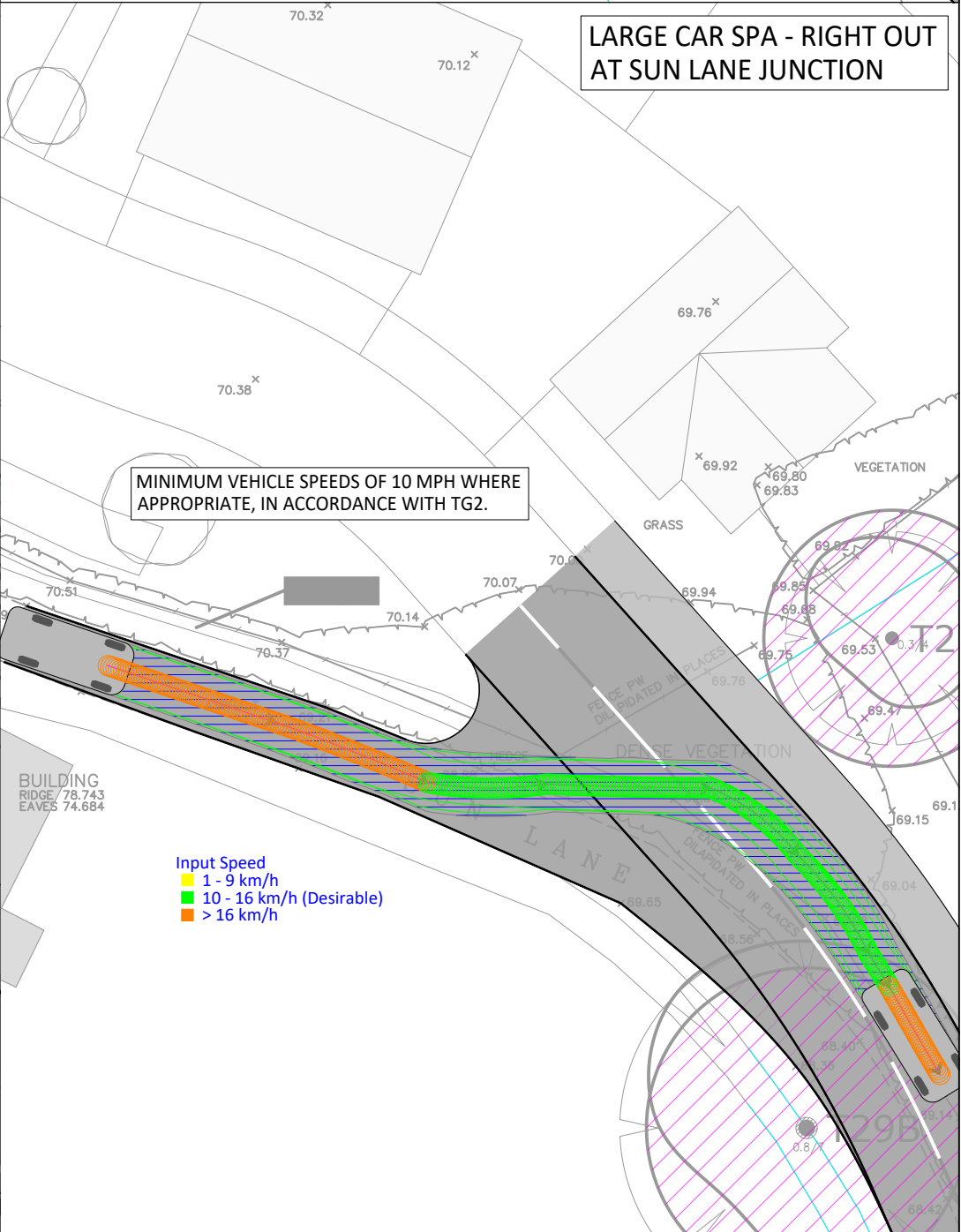
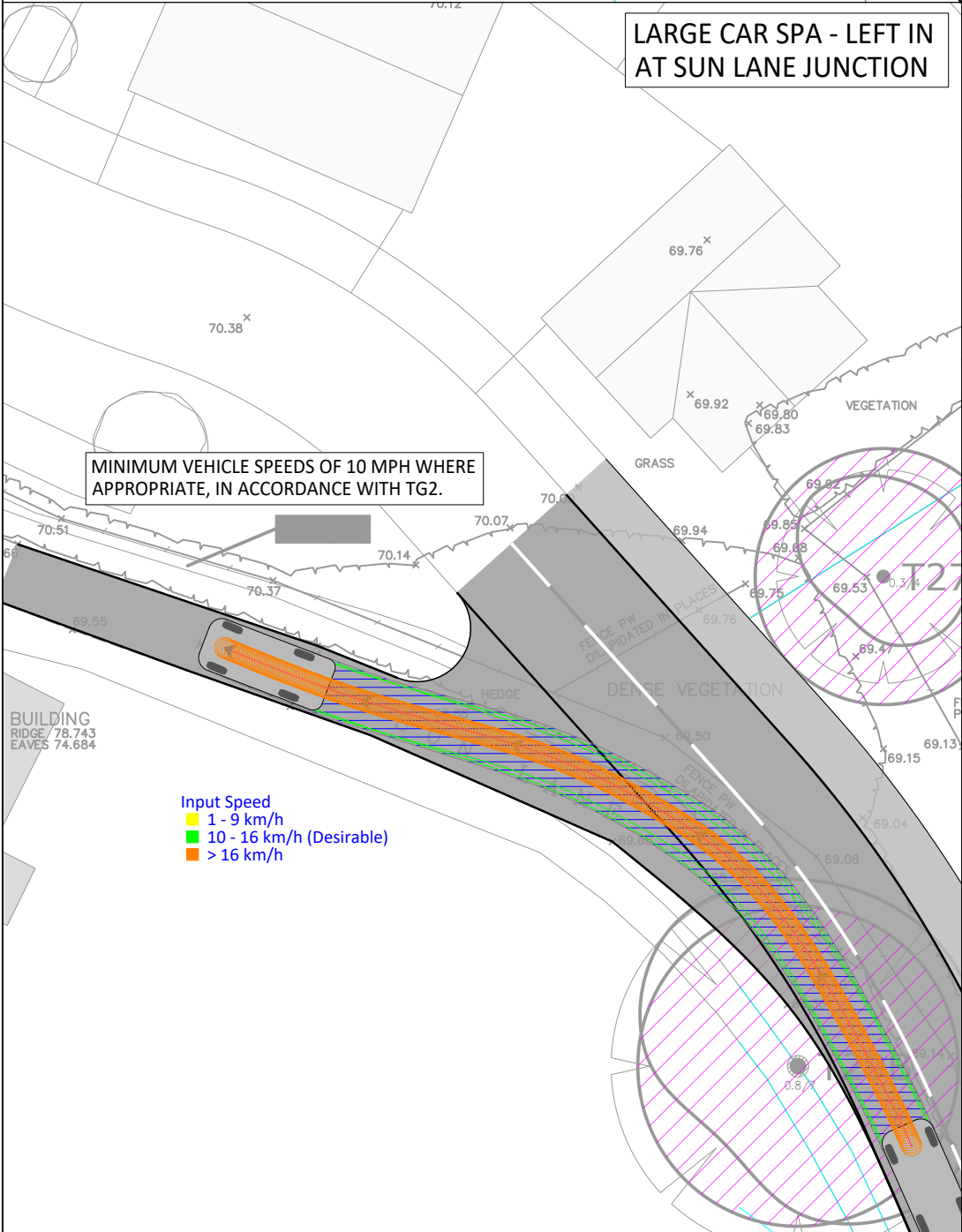
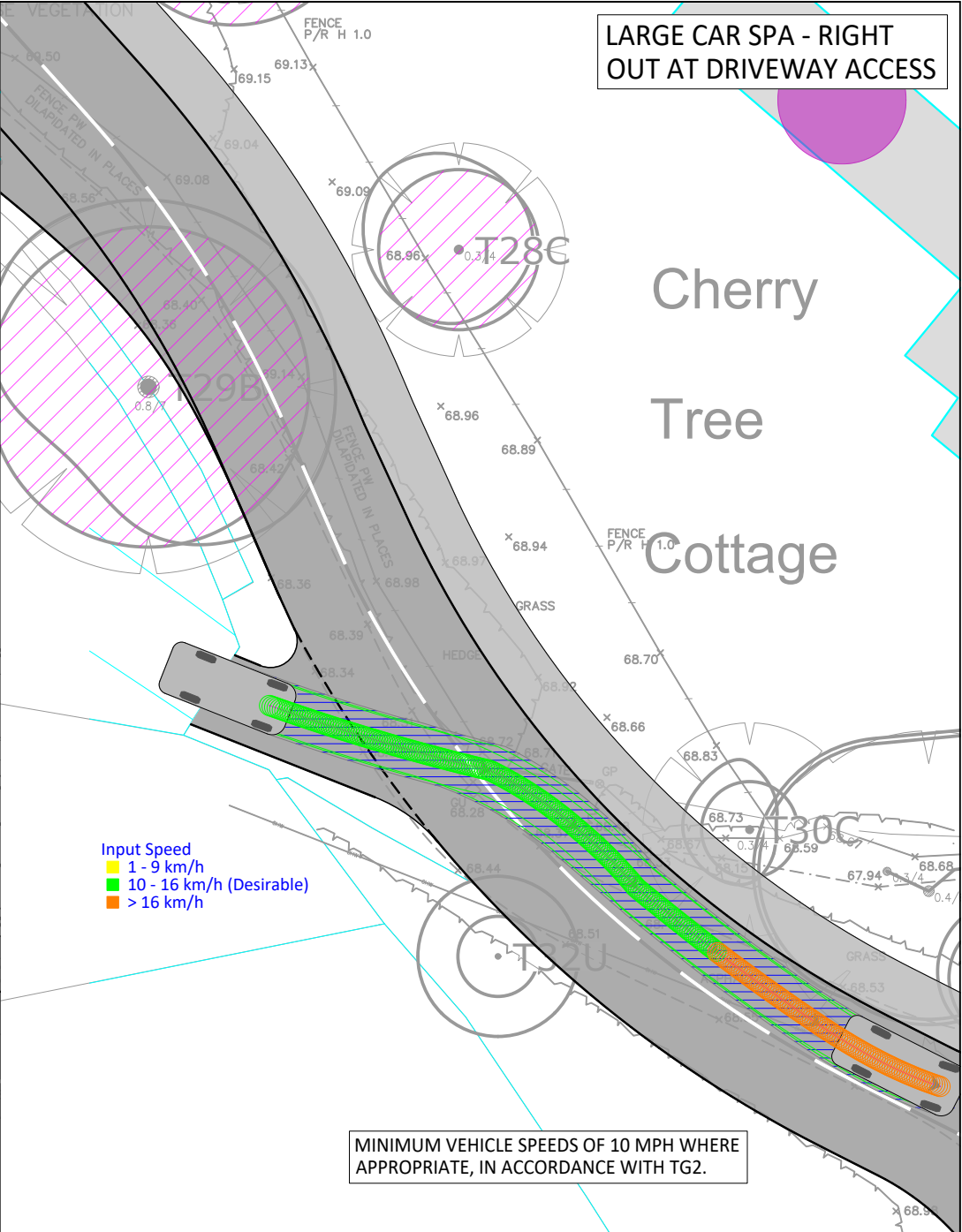
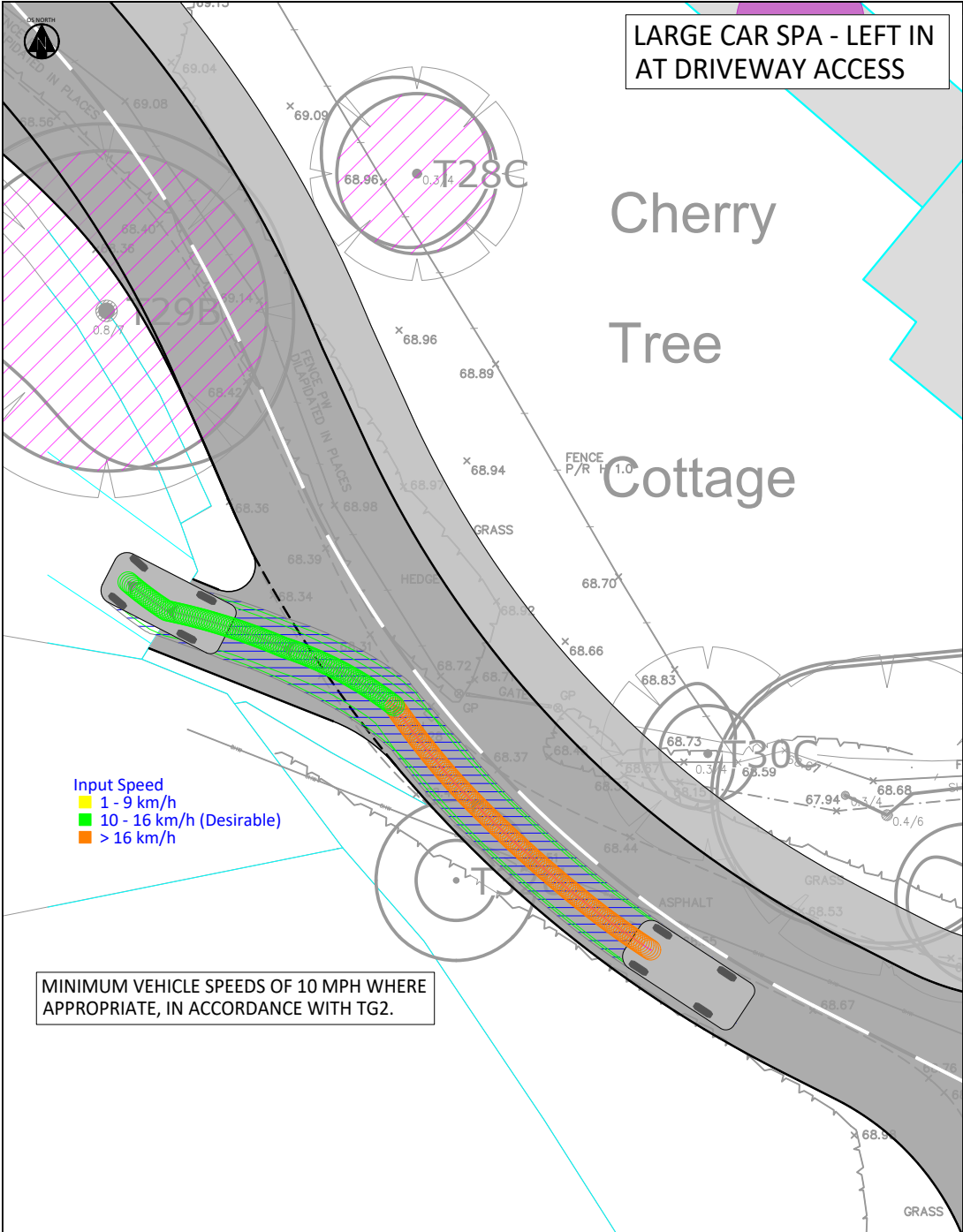
INFORMATION

STATUS

S2

DRAWING NO.

C25084-ATP-DR-TP-011



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

NOTES

4.97

2012 Range Rover

Width : 2.03 meters

Track : 1.88

Lock to Lock Time : 6.0

Steering Angle : 33.7

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

REVISIONS

Rev	Date	Description	By	App
P06	06/07/26	Sixth Issue	AC	DC
P05	10/06/26	Fifth Issue	AC	DC
P04	23/01/26	Fourth Issue	AC	DC
P03	15/01/26	Third Issue	AC	DC
P02	16/12/25	Second Issue	AC	DC
P01	03/09/25	First Issue	AC	DC

Apex

TRANSPORT PLANNING

CLOCKWISE BRUNEL HOUSE CARDIFF CF24 0HA

t: 02920 619 361 e: cardiff@apexp.co.uk

RUNWAY EAST 101 VICTORIA STREET BRISTOL BS1 6PU

t: 0117 427 0414 e: bristol@apexp.co.uk

CLIENT

WELLINGTON **3West Group**

PROJECT

LAND NORTH OF SUN LANE, RISELEY

TITLE

SWEPT PATH ANALYSIS OF LARGE CAR

PROJECT NO.

C25-084

SCALE @ A3

1:250

STATUS DESCRIPTION

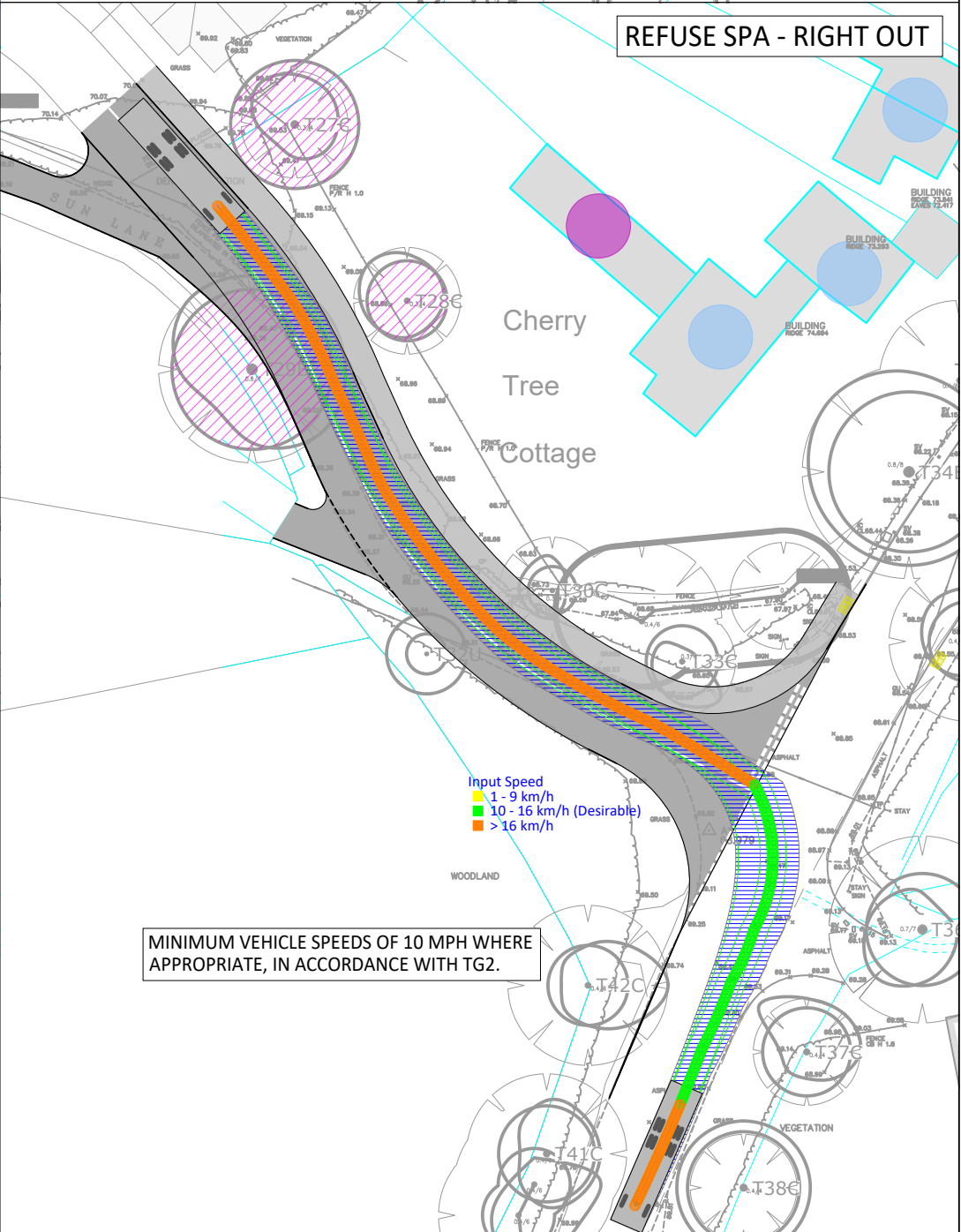
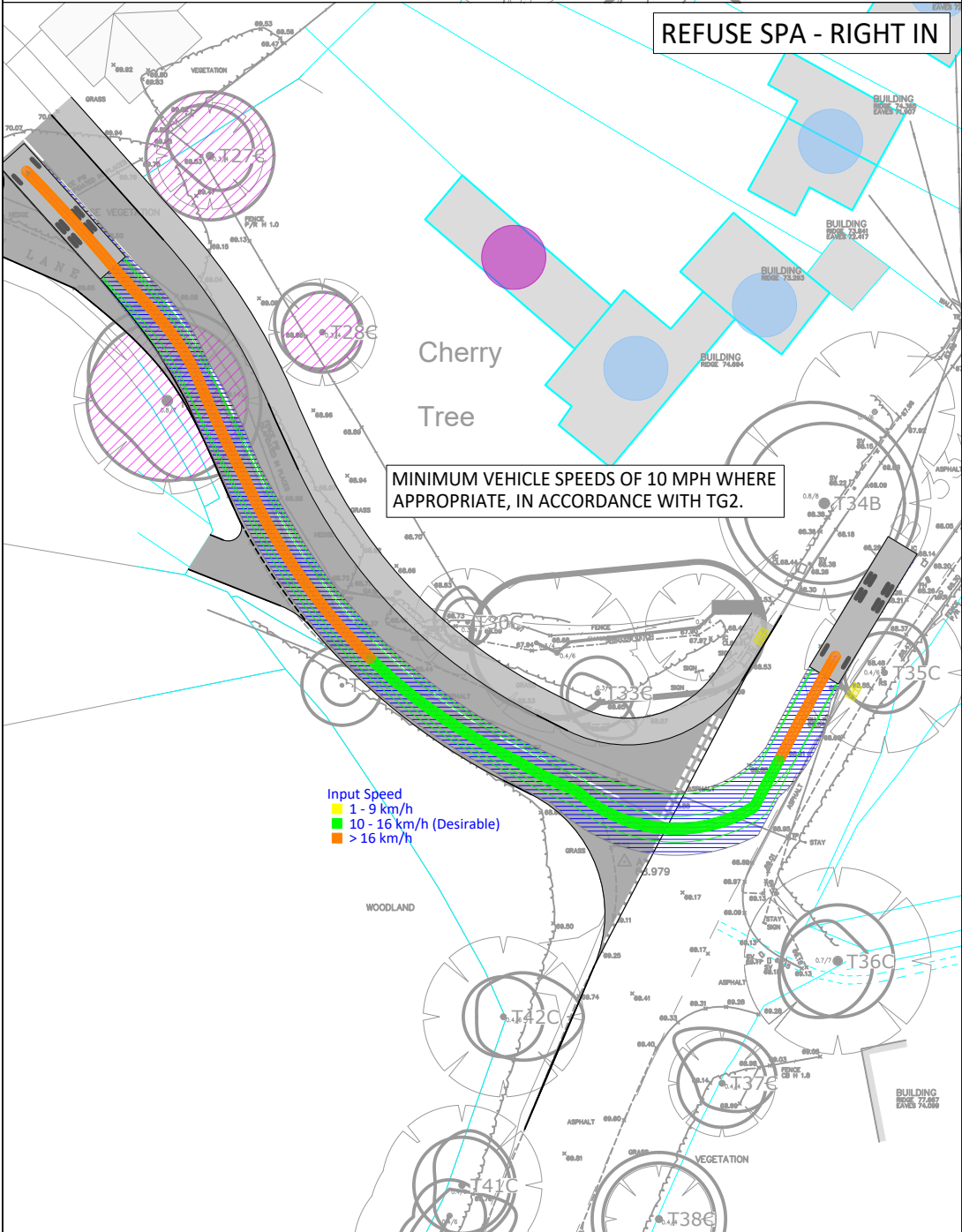
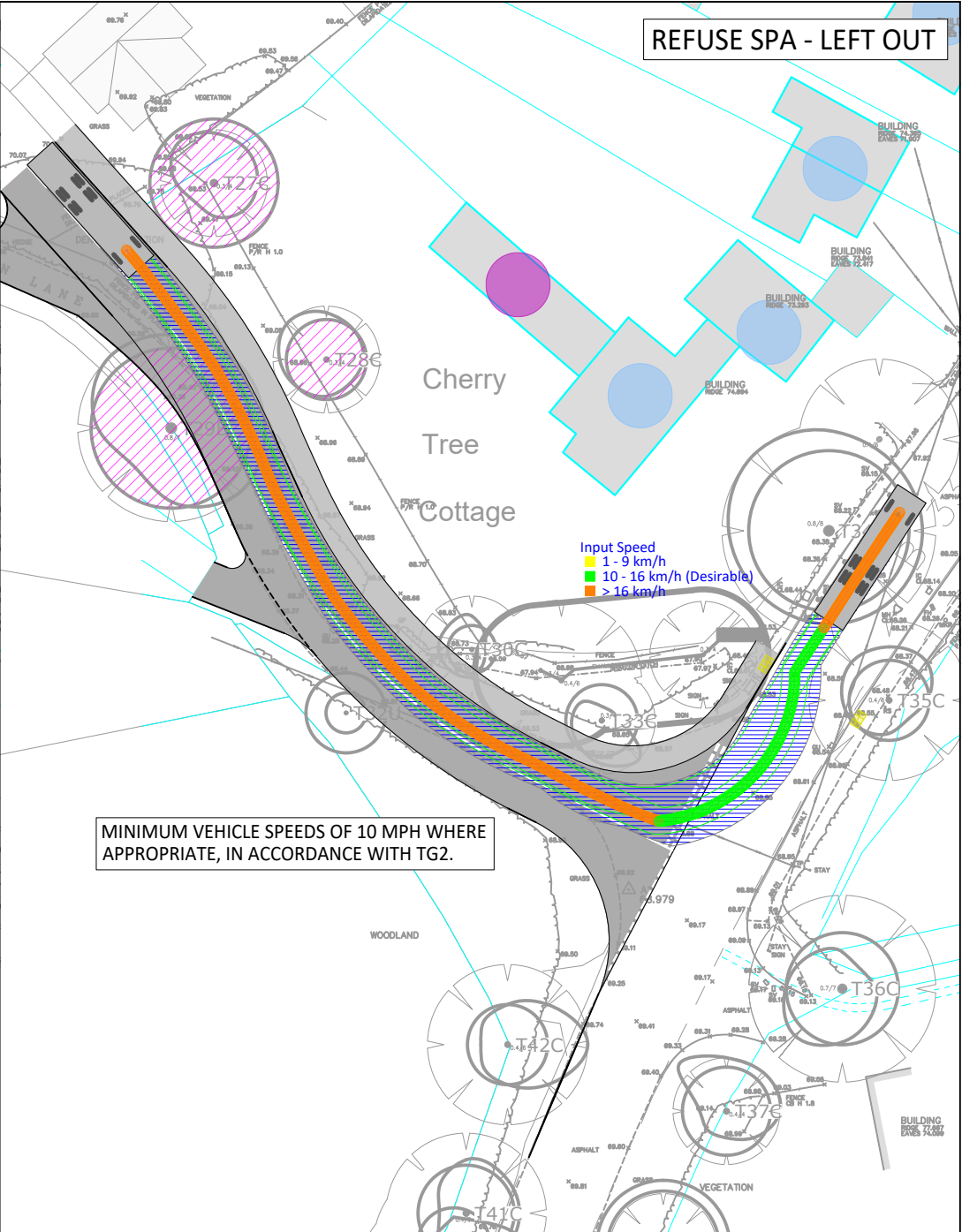
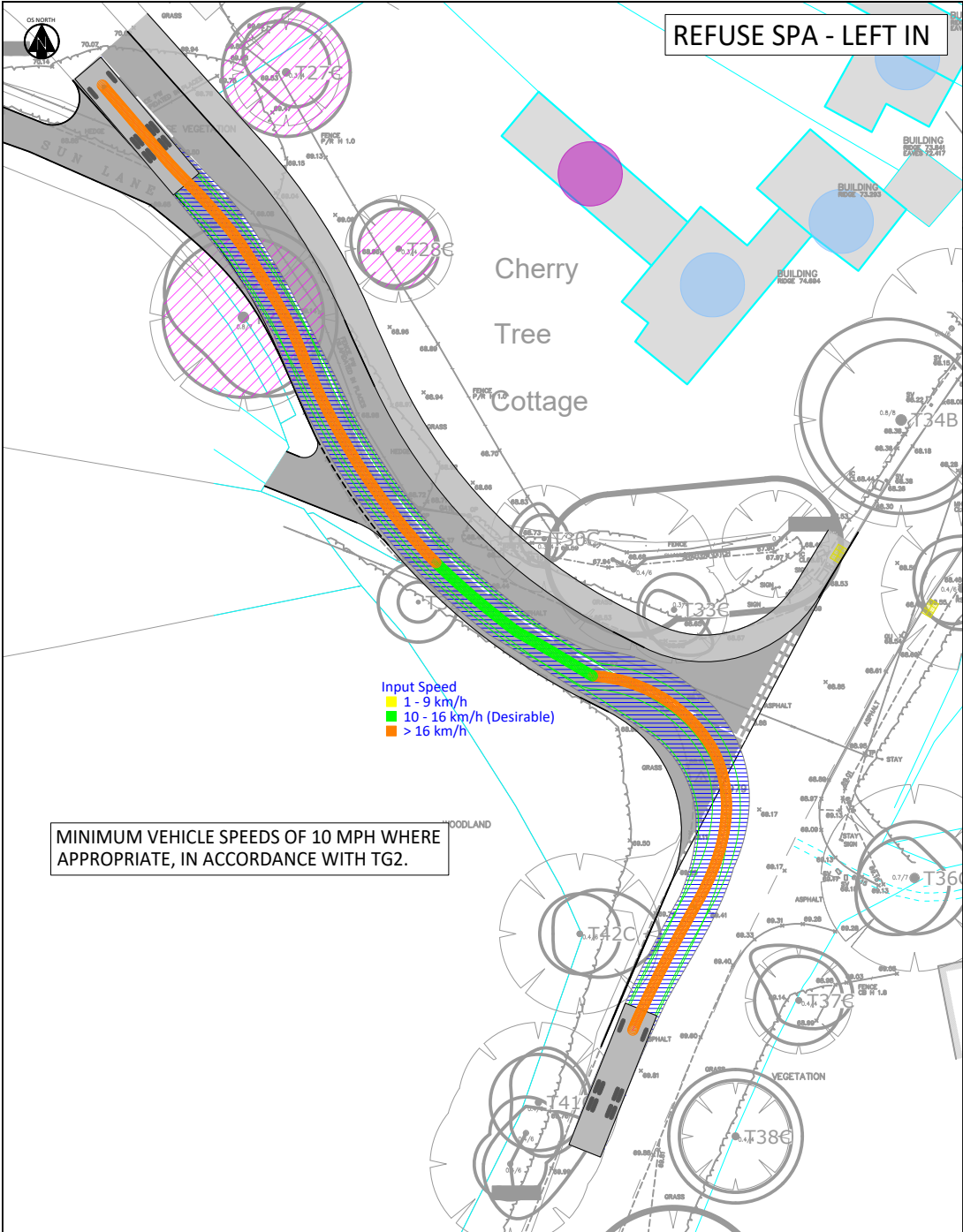
INFORMATION

DRAWING NO.

C25084-ATP-DR-TP-004

STATUS

S2



SCALE BAR

NOTES

Large Refuse Vehicle

Width : 2.53 metres
Track : 2.15
Lock to Lock Time : 4.0
Steering Angle : 30.2

FORWARD

REVERSE

REVISIONS

Rev	Date	Description	By	App
P05	06/07/26	Fifth Issue	AC	DC
P04	23/01/26	Fourth Issue	AC	DC
P03	15/01/26	Third Issue	AC	DC
P02	16/12/25	Second Issue	AC	DC
P01	03/09/25	First Issue	AC	DC

Apex
TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU

t: 02920 619 361
e: cardiff@apexp.co.uk

t: 0117 427 0414
e: bristol@apexp.co.uk

CLIENT

PROJECT

LAND NORTH OF SUN LANE, RISELEY

TITLE

SWEPT PATH ANALYSIS OF LARGE REFUSE VEHICLE

PROJECT NO.

C25-084

STATUS DESCRIPTION

INFORMATION

DRAWING NO.

C25084-ATP-DR-TP-003

SCALE @ A3

1:500

STATUS

S2

APPENDIX D

Revised Access Drawing

APPENDIX E

Stage 1 Road Safety Audit

**LAND NORTH OF SUN LANE,
RISELEY,
WEST BERKSHIRE**

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

APEX TRANSPORT PLANNING

JUNE 2026



RKS
Associates

Project: Land North of Sun Lane, Riseley, West Berkshire
Proposed Highway Works

Client: Apex Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP2224 - RSA 1

Issue date: 8th June 2026

Status: Final

Authorised by: VP/BN

© Copyright RKS Associates 2026



RKS
Associates

Contents

1	Introduction	1
2	Issues Identified During Stage 1 Road Safety Audit.....	4
3	Audit Team Statement.....	6

Appendices

Appendix A:	Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B:	Road Safety Audit Decision Log



1 INTRODUCTION

- 1.1** This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works associated with an outline planning application with all matters reserved except for access, for a residential development on land to the north of Sun Lane, Riseley in West Berkshire. The majority of the development site falls within the administrative boundary of Wokingham Borough Council, while part of the proposed access road and a section of Sun Lane is within Hampshire County Council. The proposed development comprises 44 residential dwellings, including provision for affordable housing, along with associated access arrangements, landscaping, and supporting infrastructure works.
- 1.2** The highway works subject to this Stage 1 Road Safety Audit comprise amendments to the existing Sun Lane/B3349 Basingstoke Road junction together with the realignment of Sun Lane with a new access road to serve the proposed development. The amendments to the Sun Lane/B3349 Basingstoke Road access include widening the junction to provide a 5.5m wide carriageway with 10m junction radii and a 2m wide footway along the northern side that connects the proposed development to the existing footway on Basingstoke Road and an uncontrolled pedestrian crossing facility across Basingstoke Road to the north of the Sun Lane junction. The alignment of the new access road broadly follows that of the existing Sun Lane, it provides direct access to the development with the existing Sun Lane connecting with the new access road via a new priority junction, the access to Coldharbour Cottage will be retained by extending the existing driveway along its current alignment to tie into the improved Sun Lane.
- 1.3** Sun Lane, in the vicinity of the proposed development is a single-track adopted highway aligned in a northwest to southeast direction, connecting to the B3349 Basingstoke Road to the south via a priority junction. Sun Lane runs along the western boundary of the site and provides access to properties including Coldharbour Cottage and Woodmans Cottage. Sun lane is rural in character it is unlit and bordered by grass verges and hedgerows along both sides of the carriageway. The B3349 Basingstoke Road is a two-way single carriageway aligned generally in a north to south direction. Footways are provided on both sides of the carriageway to the north of the Sun Lane junction, while to the south the road is bordered by grass verges. The road is subject to the national speed limit which changes to a 30mph speed limit immediately north of the Sun Lane junction.
- 1.4** Apex Transport Planning has supplied the following information upon which this Stage 1 RSA is based:
- Stage 1 Road Safety Audit brief prepared by Apex Transport Planning Reference: C25084/TS01 (May 2026);
 - Transport Statement prepared by Apex Transport Planning Reference: C25084/TS01 (January 2026);
 - Ashby Design Drawing Number: 713/25/OUT/PL1006 – Illustrative Site Plan;
 - Apex transport Planning Drawing Numbers:
 - C25084-ATP-DR-TP-001 Rev S2 – Proposed Site Access General Arrangement Design onto Basingstoke Road;
 - C25084-ATP-DR-TP-002 Rev S2 – Proposed Pedestrian Crossing Visibility Splays;
 - C25084-ATP-DR-TP-003 Rev S2 – Swept Paths Analysis of Large Refuse Vehicle;
 - C25084-ATP-DR-TP-004 Rev S2 – Swept Paths Analysis of Large Car.

- 1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Local Highway Authority	Woking Borough Council/Hampshire County Council
Design Organisation	Apex Transport Planning

- 1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Friday 5th June 2026 between the hours of 2:30pm and 3:30pm. The weather during the site inspection was overcast with intermittent rain and the road surface was wet. Observations during the site inspection moderate traffic flows and no pedestrian/cycle flows along Basingstoke Road and no traffic/cycle/pedestrian flows along Sun Lane.

Terms of Reference

- 1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119 Revision 2, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has been made aware that there are no Departures from Standard or any previous Road Safety Audits conducted on the highway works.
- 1.9 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.10 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.11 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

- 1.12 Personal Injury Collision (PIC) data obtained from the CrashMap UK website (www.crashmap.co.uk) for the five-year period up to December 2024 indicates that a no collisions have been recorded along Sun Lane and Basingstoke Road.

Trip Generation/Traffic Flow Data

- 1.13** The Transport Statement prepared by Apex Transport Planning sets out the anticipated trip generation associated with the proposed development. The assessment indicates that the development is expected to generate up to 25 two-way vehicle movements during both the AM and PM peak hour periods. Automatic Traffic Count (ATC) surveys undertaken on Basingstoke Road, to the north and south of the existing Sun Lane junction, were carried out between 8th and 14th July 2025 and recorded the following 85th percentile vehicle speeds.

Survey	Northbound	Southbound
1. Southern Survey	33.7 mph	34.6 mph
2. Northern Survey	38.0 mph	40.1 mph



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 **Problem:**

Summary: Potential collisions due to standing water or service covers

Location: *Throughout - Proposed Development Access*

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage.

2.2 **Problem:**

Summary: Potential risk of collisions associated with obstruction in visibility

Location: *Visibility to and from Sun Lane/Proposed Development Access, Proposed Development Access/Basingstoke Road and driveway serving Coldharbour Cottage*

Visibility splays to and from Sun Lane/Proposed Development Access, Proposed Development Access/Basingstoke Road and the driveway access serving Coldharbour cottage have been provided and accord with the highway. There is concern that existing vegetation located within or behind the visibility splays may grow over time and impede visibility to and from the respective junctions. Reduced visibility could increase the likelihood of failure to give way collisions occurring as motorists enter the main carriageway to observe on-coming traffic.

Recommendation:

Ensure that existing vegetation behind the visibility splay is cut back and regularly maintained alternatively existing vegetation and any proposed landscaping should be replaced with a low-level variety.

2.3 **Problem:**

Summary: Potential collisions associated insufficient carriageway space

Location: *Proposed Development Access/Basingstoke Road*

The vehicle swept path assessments indicate that refuse vehicles/large vehicles would be required to overrun or traverse opposing traffic lanes when accessing the proposed development. Although such movements are likely to be infrequent, there is concern that this arrangement could increase the risk of sideswipe or head-on collisions between vehicles entering and exiting the development access simultaneously.

Recommendation:

Ensure that vehicle swept path assessments showing all anticipated vehicles negotiating the proposed development access are undertaken, if necessary, amend the layout to mitigate vehicles overrunning the opposing carriageway or ensure that the forward visibility at the development access is provided to mitigate the risk of vehicles collisions.

2.4 Problem:

Summary: Potential risk of night-time collisions associated with poor lighting

Location: *Proposed development access*

Observations during the site inspection noted that the existing street lighting along Basingstoke Road. There is concern that absence of street lighting along the section of Sun Lane leading up to the development may not provide sufficient visibility of the layout and operation of the proposed access junction with Sun Lane. Poor lighting conditions at the junction could increase the risk of collisions and may also give rise to personal safety and security concerns for pedestrians using the footway along the development access during hours of darkness.

Recommendation:

It is recommended that street lighting is reviewed, if necessary, the street lighting improved to cover the proposed development access to mitigate the risk of collisions during the hours of darkness and improve security for pedestrians.

2.5 Problem:

Summary: Potential risk of pedestrian collisions associated with obstruction in visibility

Location: *Visibility to and from proposed tactile landings on Basingstoke Road*

Visibility splays to and from the tactile paving associated with the proposed uncontrolled pedestrian crossing on Basingstoke Road have been demonstrated and are compliant with relevant highway standards. However, site observations noted that existing vegetation located behind these splays may grow over time and potentially obstruct intervisibility. Any reduction in visibility could increase the risk of pedestrians stepping into the carriageway to obtain adequate sight of approaching vehicles, thereby increasing their exposure to passing traffic and the associated risk of collision

Recommendation:

Ensure that existing vegetation behind the visibility splay is cut back and regularly maintained alternatively the existing vegetation should be replaced with a low-level variety.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this audit has been carried out in accordance with GG-119 Revision 2 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed: 

Date: 8th June 2026

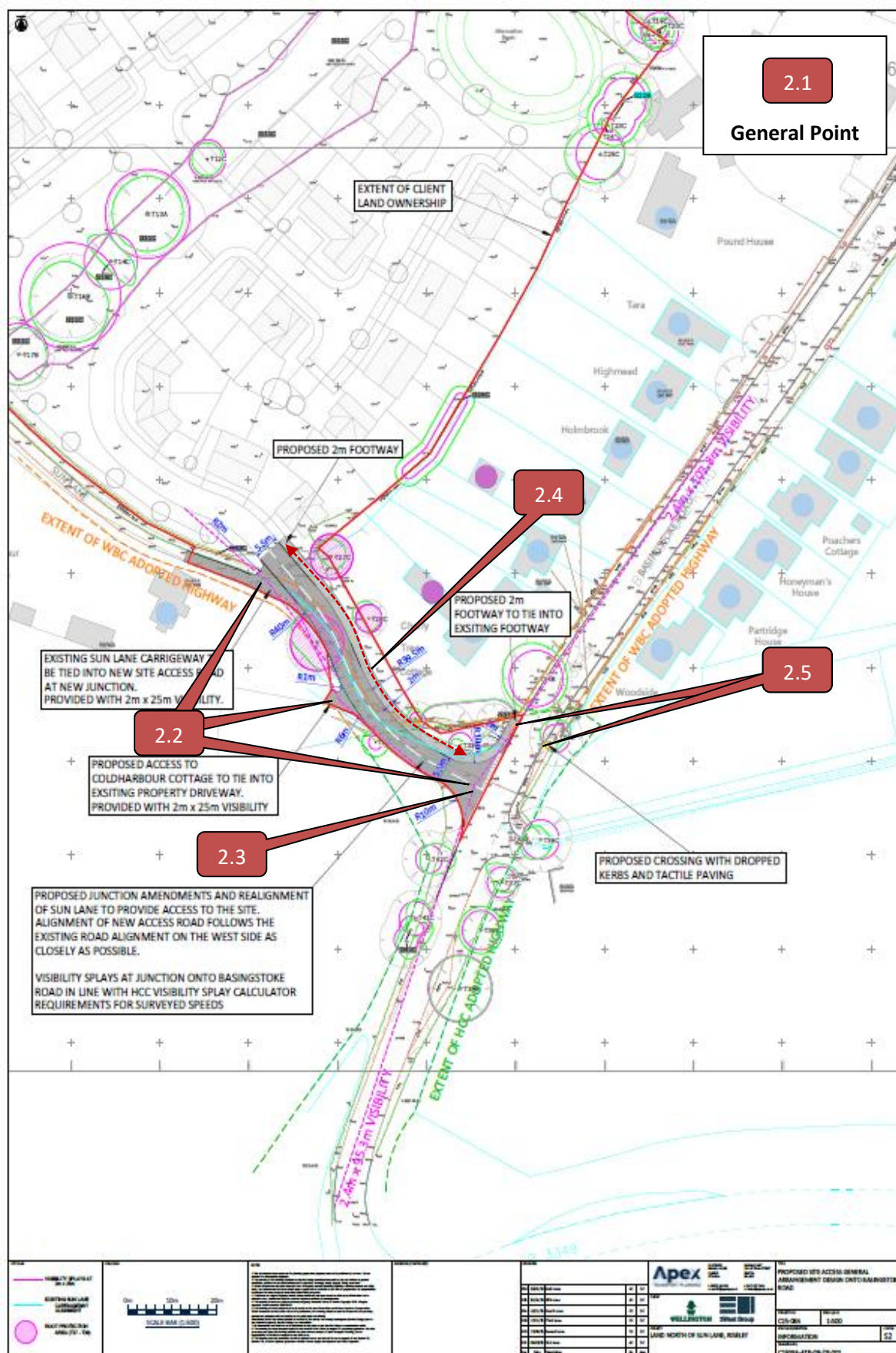
Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed: 

Date: 8th June 2026

Appendix A





Appendix B



Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.	Ensure that adequate surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage.	Comment: Noted. Action: Accepted and this will be provided and agreed as part of the detailed S278 works.		
2.2	Visibility splays to and from Sun Lane/Proposed Development Access, Proposed Development Access/Basingstoke Road and the driveway access serving Coldharbour cottage have been provided and accord with the highway. There is concern that existing vegetation located within or behind the visibility splays may grow over time and impede visibility to and from the respective junctions. Reduced visibility could increase the likelihood of failure to give way collisions occurring as motorists enter the main carriageway to observe on-coming traffic.	Ensure that existing vegetation behind the visibility splay is cut back and regularly maintained alternatively existing vegetation and any proposed landscaping should be replaced with a low-level variety.	Comment: Noted Action: Existing vegetation within and behind the visibility splays will be cut back as part of the S278 works. Maintenance of vegetation within the highway will fall within the responsibility of the Local Highway Authority, so can be maintained accordingly.		



2.3	The vehicle swept path assessments indicate that refuse vehicles/large vehicles would be required to overrun or traverse opposing traffic lanes when accessing the proposed development. Although such movements are likely to be infrequent, there is concern that this arrangement could increase the risk of sideswipe or head-on collisions between vehicles entering and exiting the development access simultaneously.	Ensure that vehicle swept path assessments showing all anticipated vehicles negotiating the proposed development access are undertaken, if necessary, amend the layout to mitigate vehicles overrunning the opposing carriageway or ensure that the forward visibility at the development access is provided to mitigate the risk of vehicles collisions.	Comment: Noted Action: A forward visibility splay plan (drawing reference: C25084-ATP-DR-TP-008) has been prepared. As shown on the drawing, at the point at which a refuse vehicle would start to turn left and right into the access, the driver of the vehicle can achieve the required 25m forward visibility along the access road for a design speed of 20mph. If a vehicle is exiting the site at the time of the refuse vehicle entering the site, the achievable visibility will inform the driver of whether to wait on Basingstoke Road for a minimal amount of time, or whether there is sufficient time for the refuse to access the site and pass the vehicle safely, with potentially the car driver stopping and waiting whilst the refuse vehicle manoeuvres. As such, the achievable forward visibility ensures that there is sufficient time and space for the refuse vehicle to wait/manoeuvre, which should remove any highway safety concerns with regard to the refuse overrunning the carriageway centreline.		
-----	---	--	---	--	--



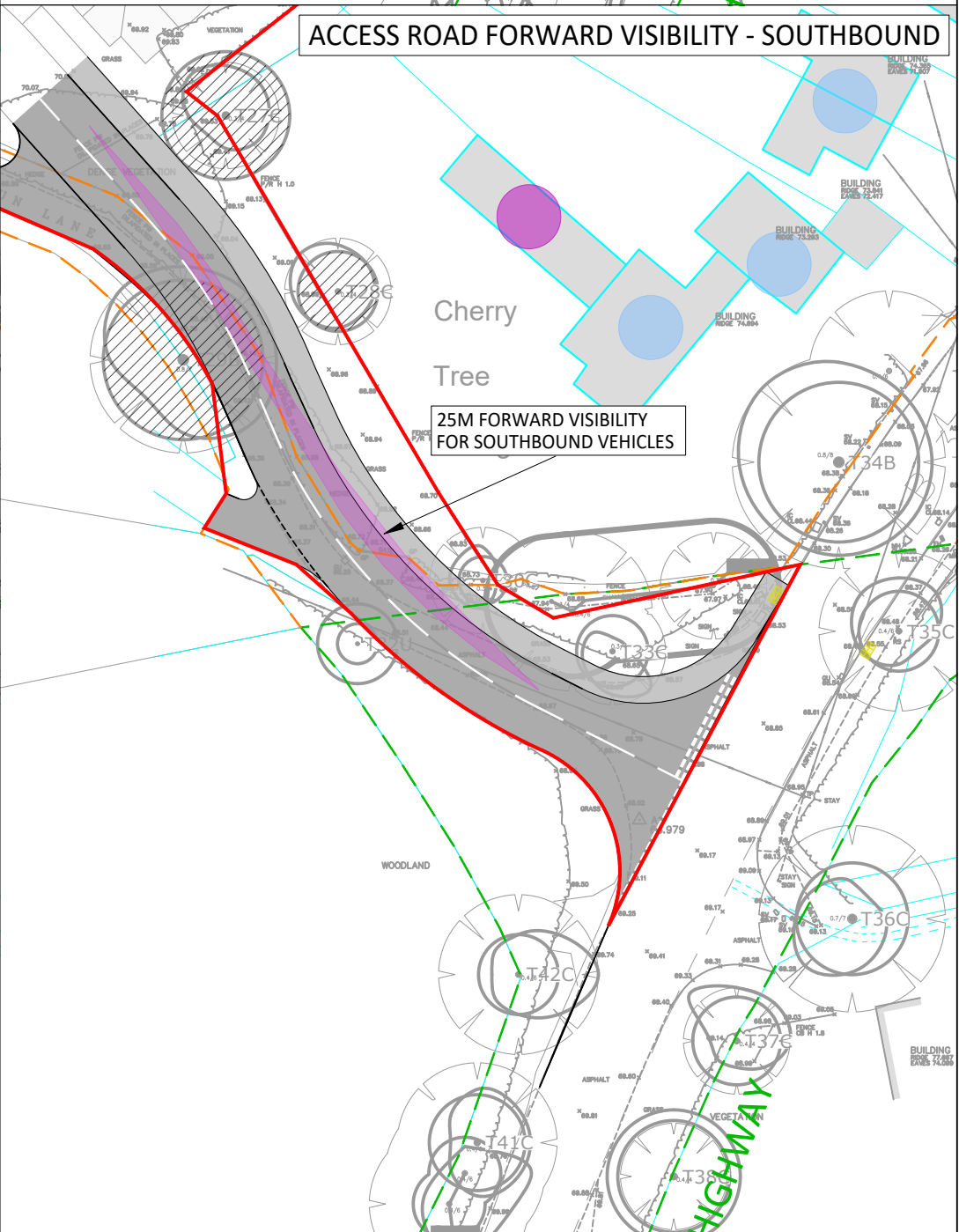
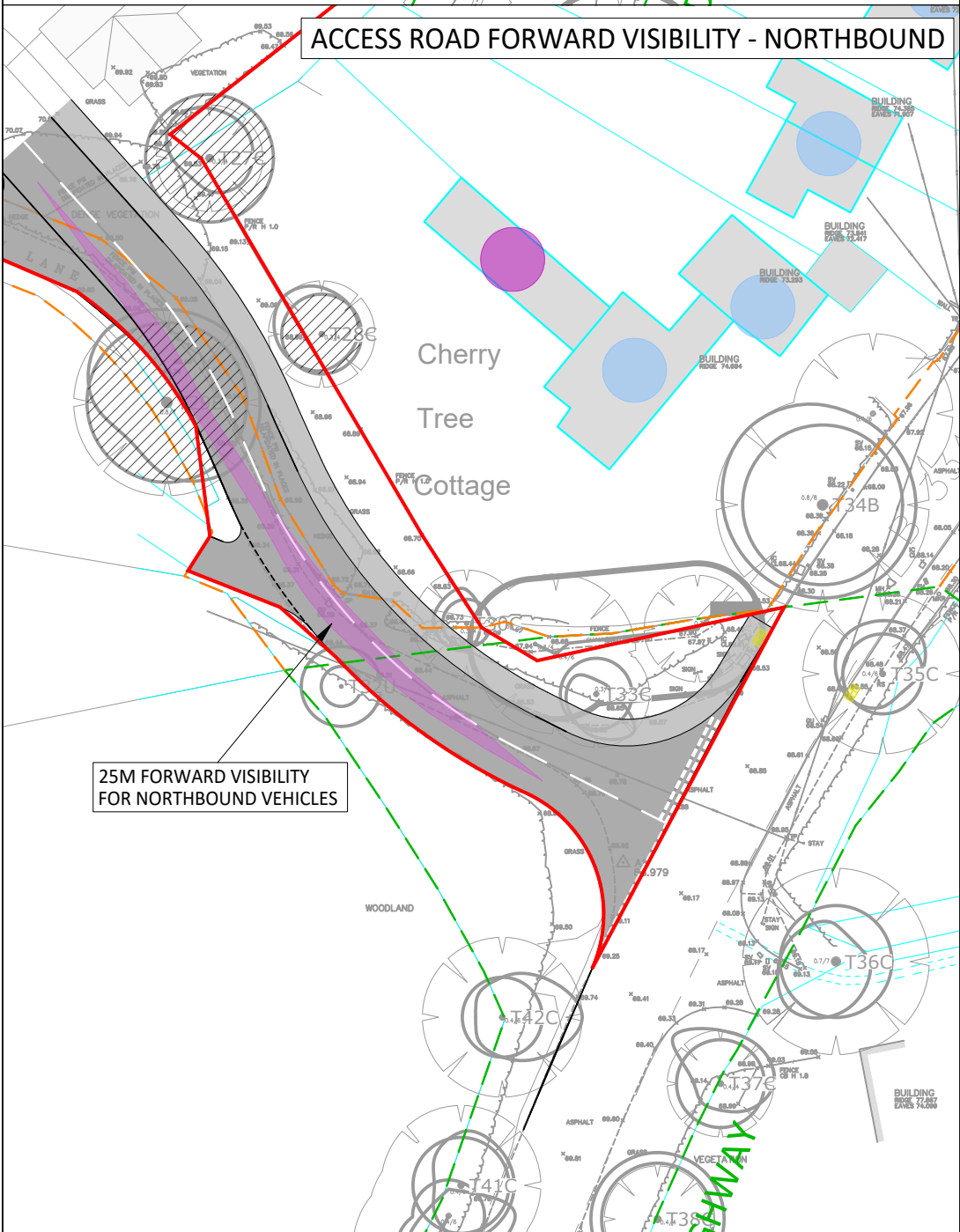
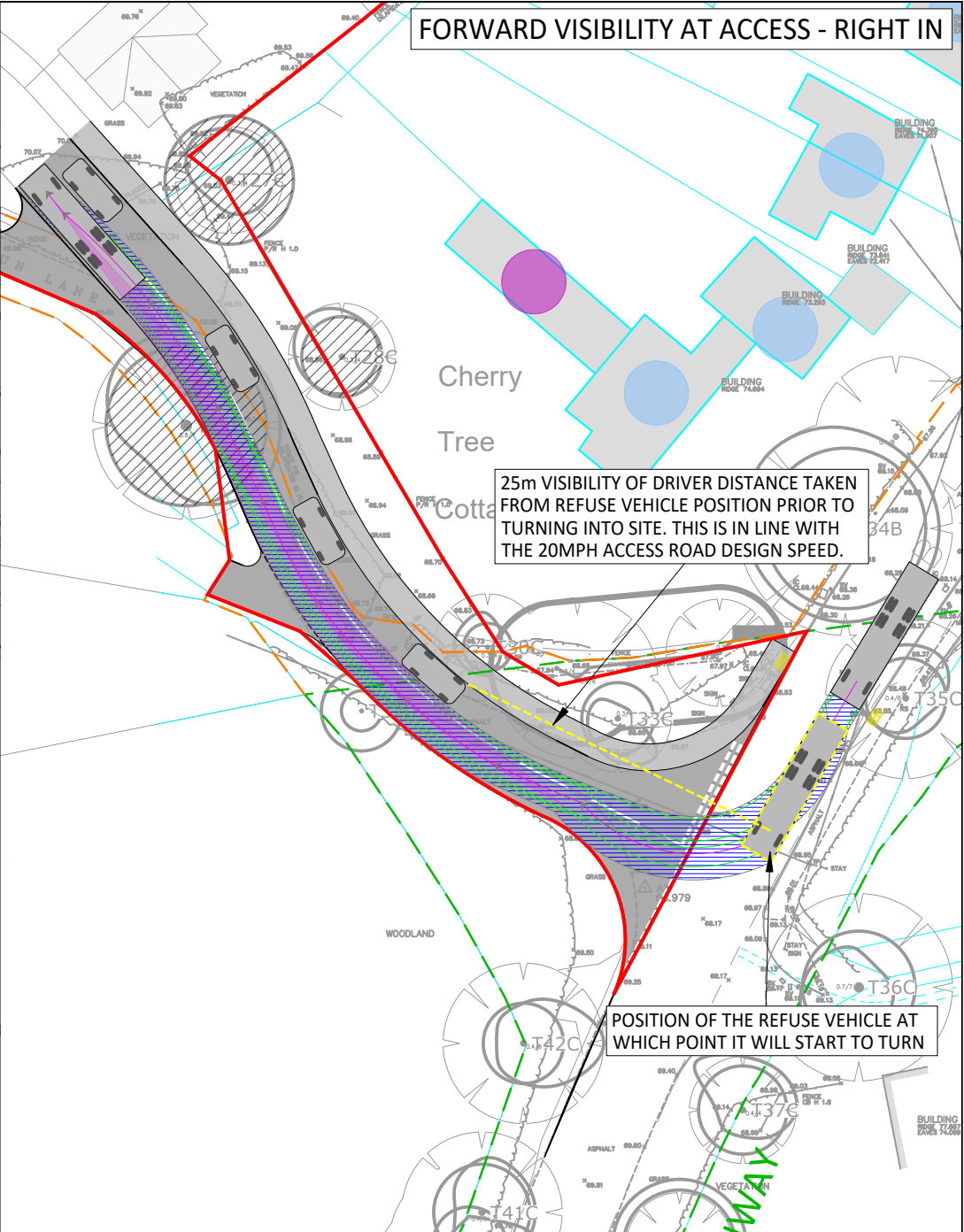
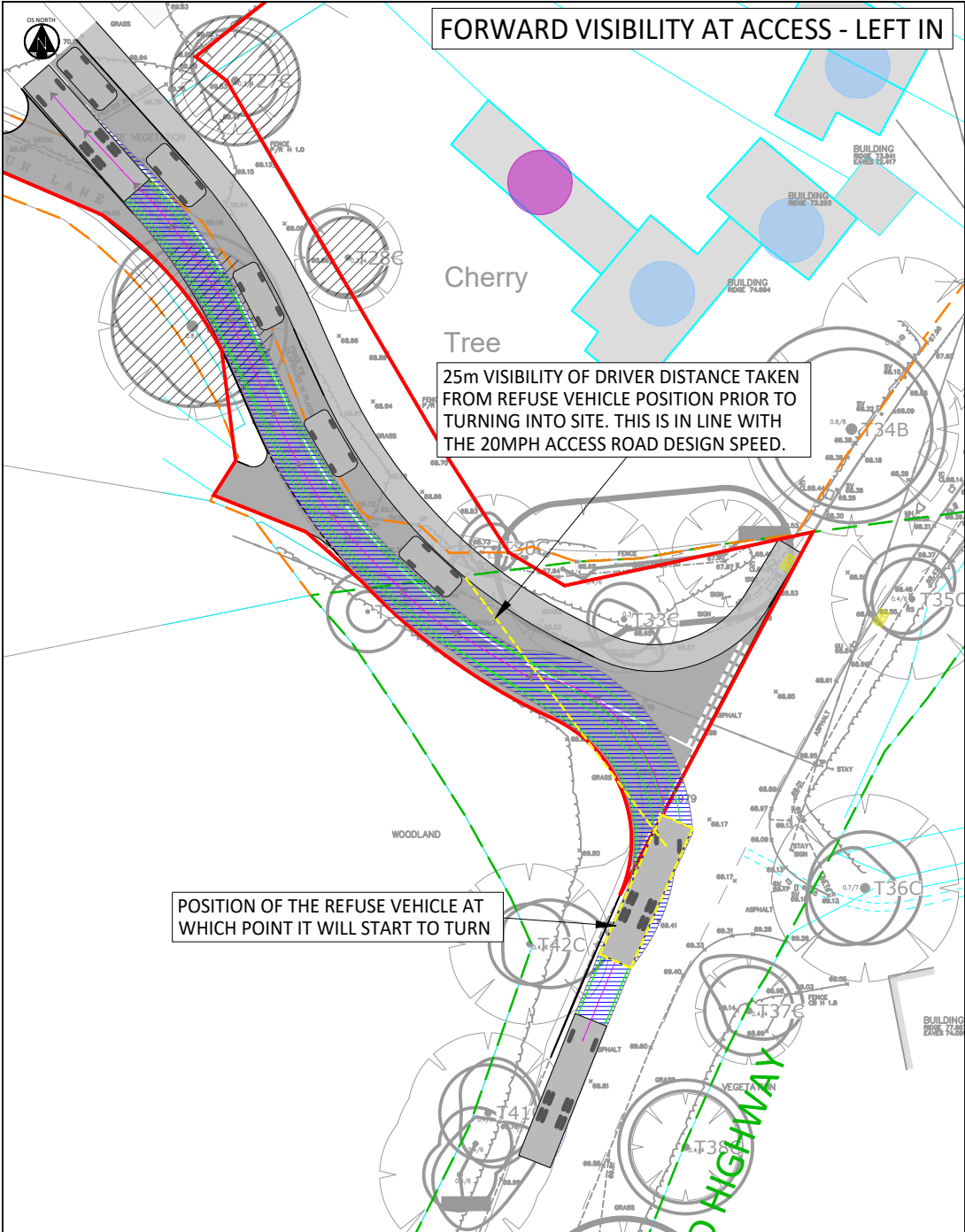
			Furthermore, drawing C25084-ATP-DR-TP-009 demonstrates that the visibility from Basingstoke Road allows for the refuse vehicle to stop prior to turning into the junction, allowing a vehicle that is exiting the site access to pass. It also shows that the position of the refuse vehicle prior to turning left and right out of the access allows for a large car to access the site and pass for all movements. The outline position of the refuse vehicle was taken from the swept path and therefore demonstrates the realistic position of the vehicle at the give-way line. Therefore, there is extensive forward visibility for a refuse vehicle accessing the site and there is sufficient room for vehicles to pass a refuse that is egressing the site. No revisions to the junction geometry are therefore considered to be required and the swept path analysis / forward visibility analysis has appropriately addressed the issue raised.		
--	--	--	---	--	--



2.4	Observations during the site inspection noted that the existing street lighting along Basingstoke Road. There is concern that absence of street lighting along the section of Sun Lane leading up to the development may not provide sufficient visibility of the layout and operation of the proposed access junction with Sun Lane. Poor lighting conditions at the junction could increase the risk of collisions and may also give rise to personal safety and security concerns for pedestrians using the footway along the development access during hours of darkness.	It is recommended that street lighting is reviewed, if necessary, the street lighting improved to cover the proposed development access to mitigate the risk of collisions during the hours of darkness and improve security for pedestrians.	Comment: Noted. Action: Accepted and this will be provided as part of the detailed S278 works.		
2.5	Visibility splays to and from the tactile paving associated with the proposed uncontrolled pedestrian crossing on Basingstoke Road have been demonstrated and are compliant with relevant highway standards. However, site observations noted that existing vegetation located behind these splays may grow over time and potentially obstruct intervisibility. Any reduction in visibility could increase the risk of pedestrians stepping into the carriageway to obtain adequate sight of approaching vehicles, thereby increasing their exposure to passing traffic and the associated risk of collision	Ensure that existing vegetation behind the visibility splay is cut back and regularly maintained alternatively the existing vegetation should be replaced with a low-level variety.	Comment: Noted Action: Existing vegetation within and behind the visibility splays will be cut back as part of the S278 works. Maintenance of vegetation within the highway would fall within the responsibility of the Local Highway Authority.		

APPENDIX F

Forward Visibility



SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

NOTES

11.38 4.97

Large Refuse Vehicle

2012 Range Rover

Width : 2.53 meters

Track : 2.03 meters

Lock to Lock Time : 4.0 seconds

Steering Angle : 30.2 degrees

Width : 2.03 meters

Track : 1.88 meters

Lock to Lock Time : 6.0 seconds

Steering Angle : 33.7 degrees

FORWARD

REVERSE

REVISIONS

Rev	Date	Description	By	App
P01	10/06/26	First Issue	AC	DC

Apex TRANSPORT PLANNING

CLOCKWISE BRUNEL HOUSE CARDIFF CF24 0HA

02920 619 361

cardiff@apextp.co.uk

WELLINGTON

3West Group

CLIENT

PROJECT LAND NORTH OF SUN LANE, RISELEY

TITLE FORWARD VISIBILITY AT THE PROPOSED SITE ACCESS AND ACCESS ROAD

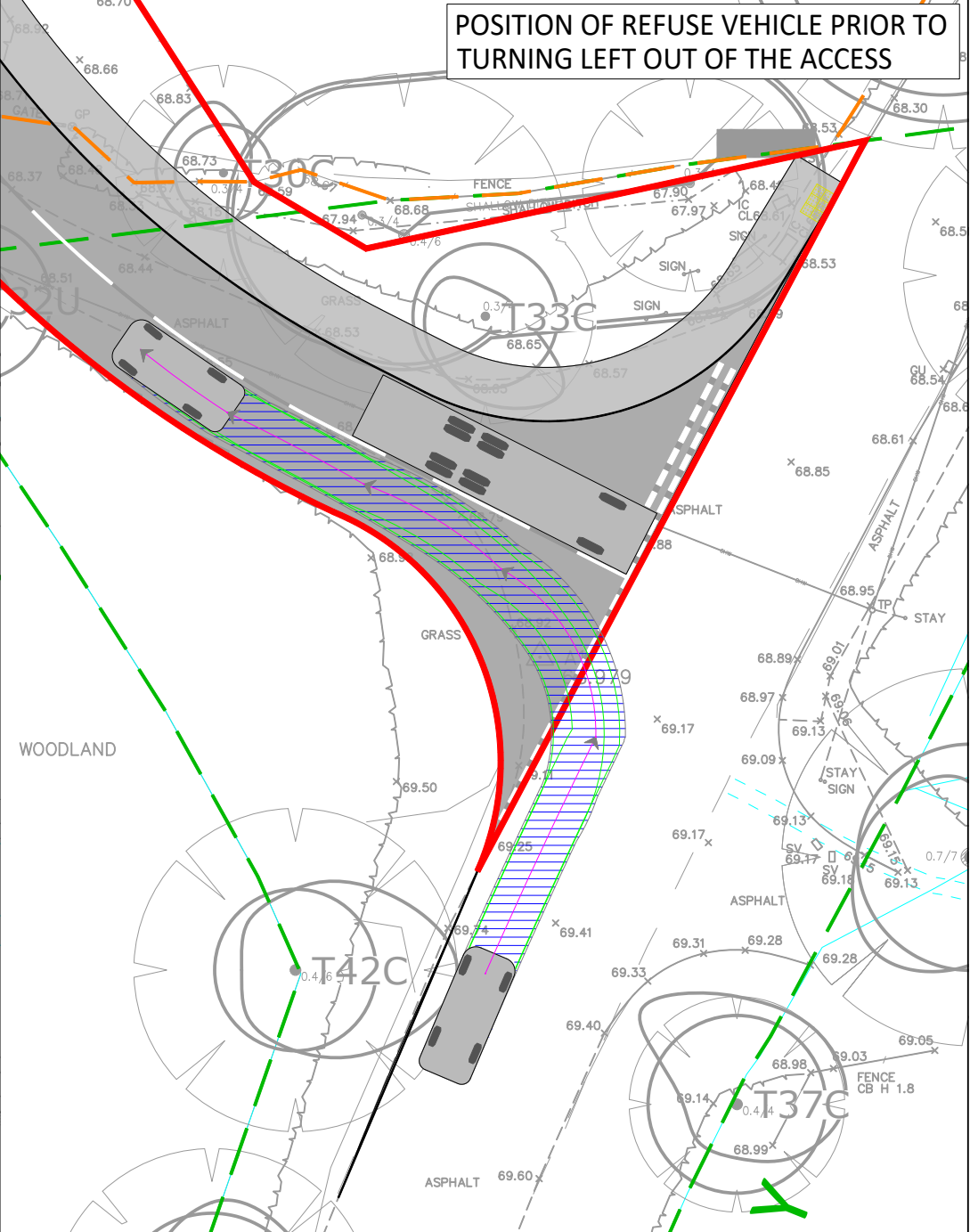
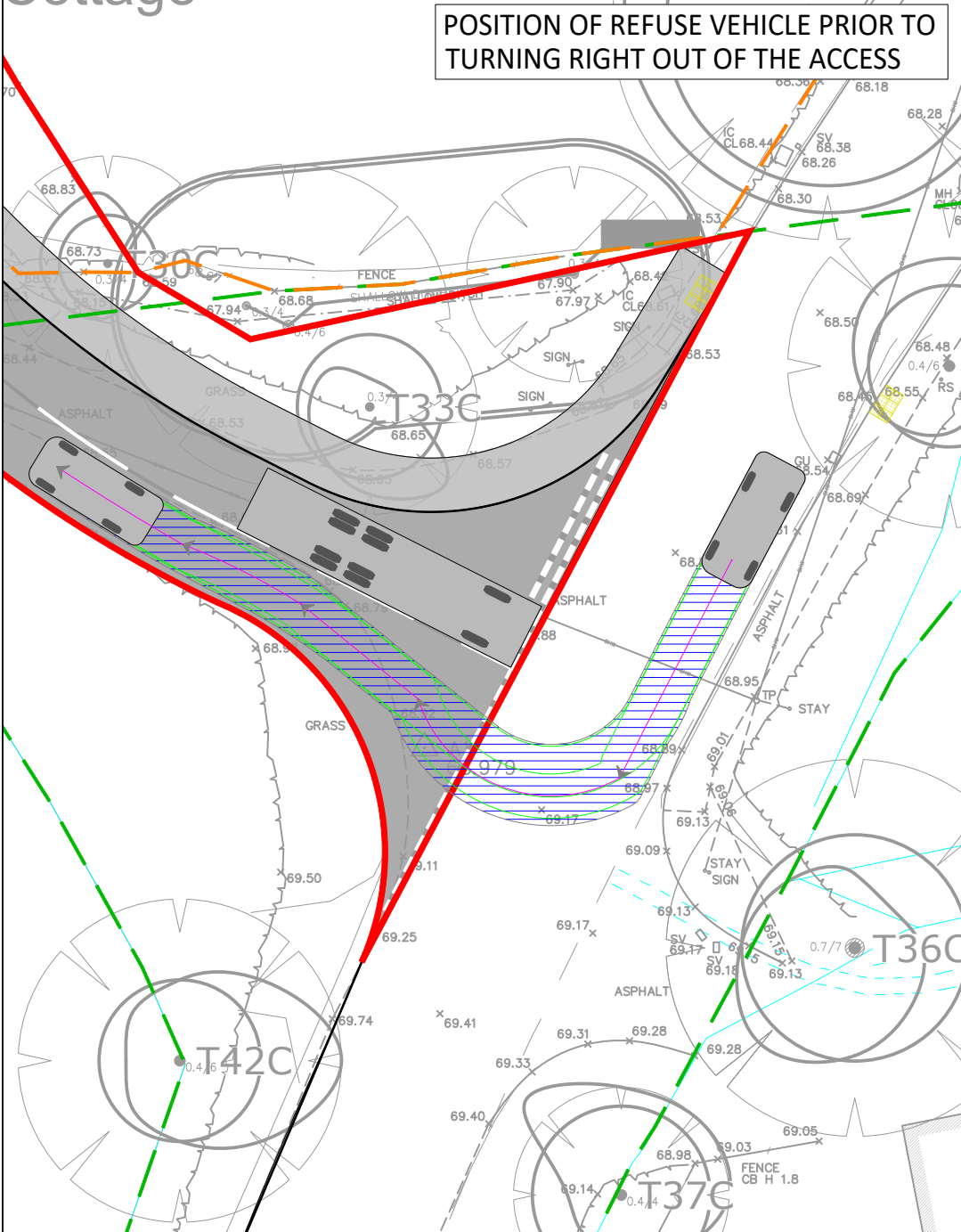
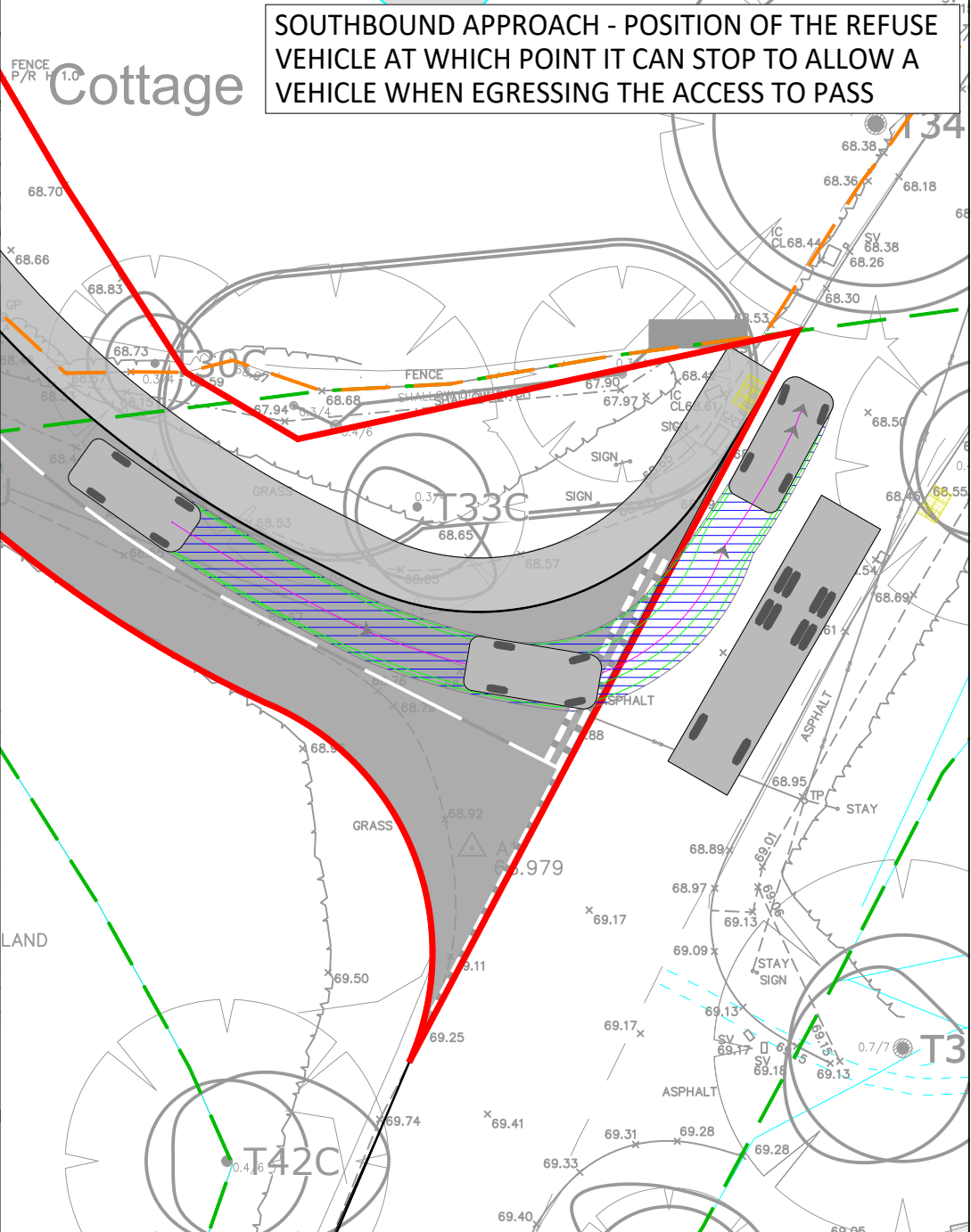
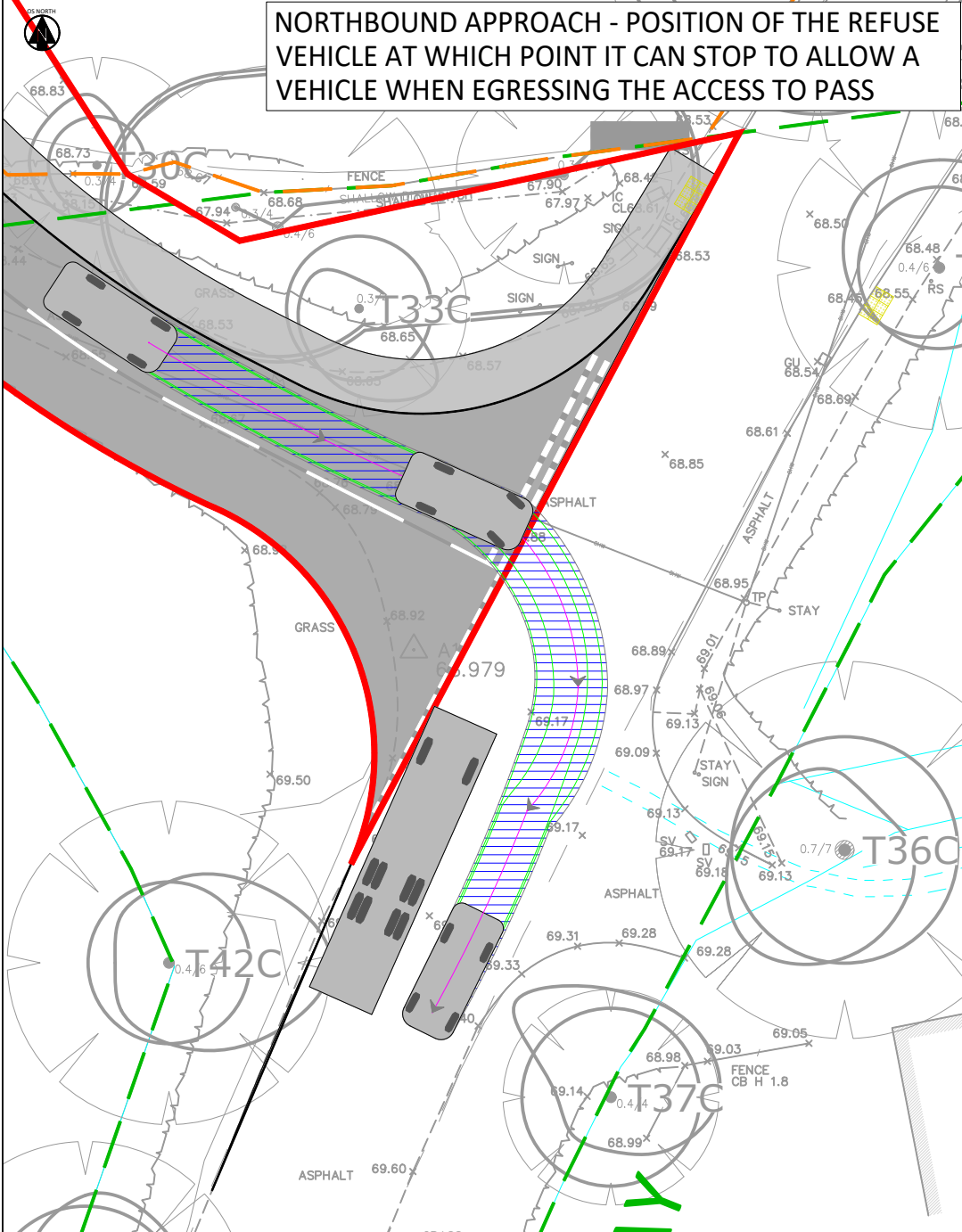
PROJECT NO. C25-084

STATUS DESCRIPTION INFORMATION

DRAWING NO. C25084-ATP-DR-TP-008

SCALE @ A3 1:500

STATUS S2



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

NOTES

11.38

4.97

Large Refuse Vehicle

2012 Range Rover

Width : 2.53 meters

Track : 2.15 meters

Lock to Lock Time : 4.0 seconds

Steering Angle : 30.2 degrees

Width : 2.03 meters

Track : 1.88 meters

Lock to Lock Time : 6.0 seconds

Steering Angle : 33.7 degrees

FORWARD

REVERSE

REVISIONS

Rev	Date	Description	By	App
P01	10/06/26	First Issue	AC	DC

Apex

TRANSPORT PLANNING

CLOCKWISE BRUNEL HOUSE CARDIFF CF24 0HA

t: 02920 619 361 e: cardiff@apexp.co.uk

RUNWAY EAST 101 VICTORIA STREET BRISTOL BS1 6PU

t: 0117 427 0414 e: bristol@apexp.co.uk

CLIENT

WELLINGTON

3West Group

PROJECT

LAND NORTH OF SUN LANE, RISELEY

TITLE

SWEPT PATH ANALYSIS TO SUPPORT FORWARD VISIBILITY AT THE PROPOSED ACCESS AND ACCESS ROAD

PROJECT NO.

C25-084

SCALE @ A3

1:250

STATUS DESCRIPTION

INFORMATION

STATUS

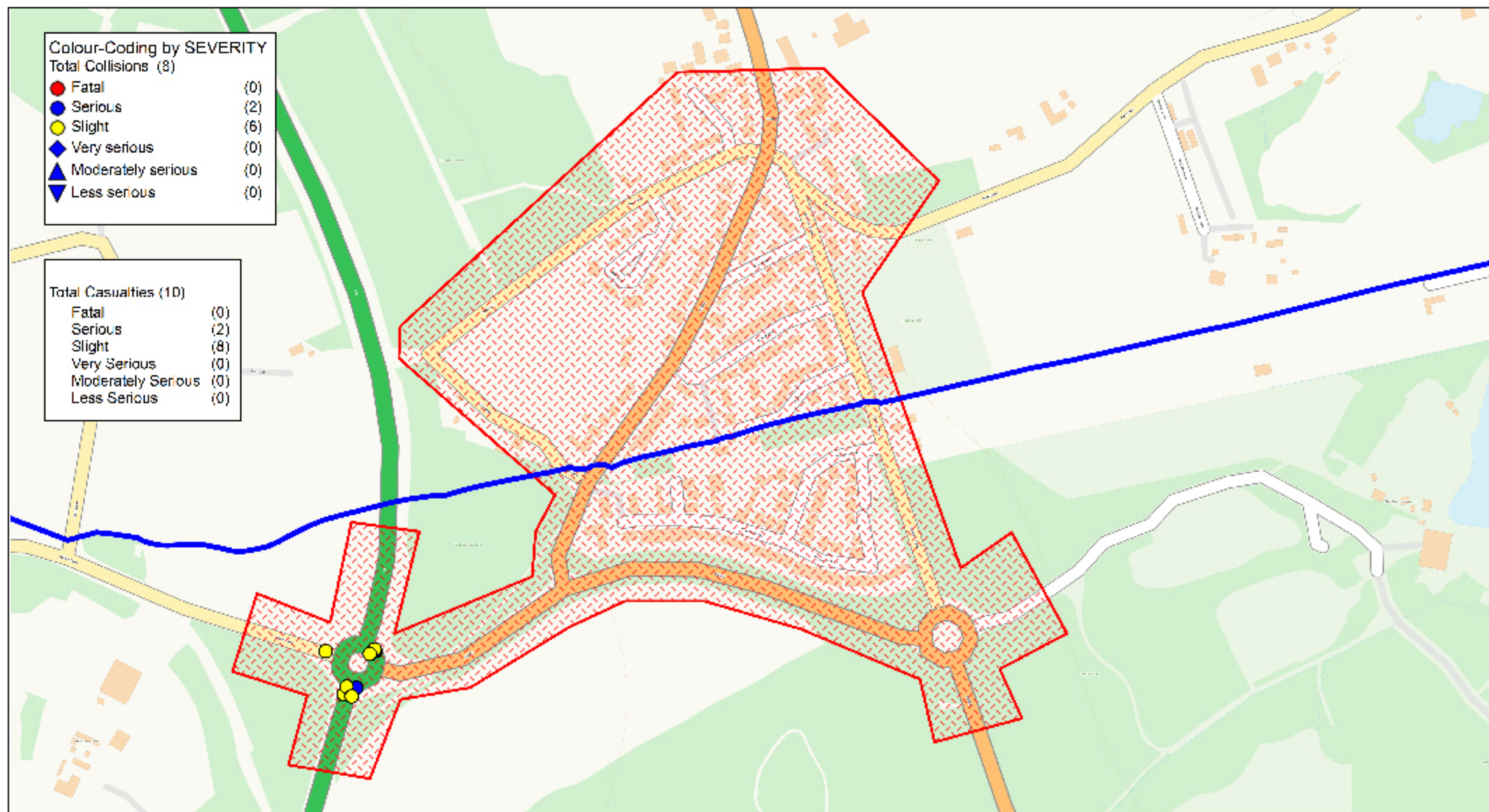
S2

DRAWING NO.

C25084-ATP-DR-TP-009

APPENDIX G

Personal Injury Accident Data



BACS/SR/0526/085 -
BASINGSTOKE ROAD, READING

© Crown copyright. All rights reserved
Hampshire Police
Licence No. 01021C 2026

SCALE	1 : 5500
DATE	08/06/2026
DRAWING No.	
DRAWN BY	



INTERPRETED LISTING REPORT

Run on: 08/06/2026 13:03:51

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD); Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD)

Selected Polygon:BS / BACS/SR/0526/085 / BASINGSTOKE ROAD

44210023910	21/01/2021	Thursday	1240	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Serious	A 33	Speed limit: 60		Roundabout	Road surface Dry	E471774	N162717
Junction detail:	Normal roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A33 AT JUNCTION WITH B3349, HECKFIELD, HAMPSHIRE.

VEH 1 (CAR) TRAVELLING SW ALONG A33 FAILS TO GIVE WAY/SLOW IN TIME ENTERING RBT AND COLLIDES WITH VEH 2 (CAR) TRAVELLING E ALONG B3349 ALREADY ON RBT.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Possible	Defective brakes	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 29 Male

Going ahead other	VRM: **Excluded**
Travelling N - SW	Impact: Front
Location Lane: On main carriageway	Junction location: Entering roundabout
Skid: Did not skid, jack-knife or overturn	No tow / articulation
Hit object In/Off c'way: None/None	Left hand drive: No
	Journey: Other

Vehicle 2 : Car

Age: 26 Female

Going ahead other	VRM: **Excluded**
Travelling NW - E	Impact: Nearside
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road
Skid: Did not skid, jack-knife or overturn	No tow / articulation
Hit object In/Off c'way: None/None	Left hand drive: No
	Journey: Commuting to/from work

Casualty 1: Driver / Rider

Age: 26 Female

Serious

Seatbelt: Not applicable

44210157719	24/04/2021	Saturday	0710	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 33	Speed limit: 50		Single carriageway	Road surface Dry	E471773	N162719
Junction detail:	Normal roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A33 AT JUNCTION WITH B3349, RISELEY, HAMPSHIRE.

VEH1 (CAR) TRAVELLING S ALONG THE A33 ENTERED ROUNDABOUT WITHOUT GIVING WAY TO VEH2 (P/CYCLE) ALREADY ON ROUNDABOUT TRAVELLING E.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded



INTERPRETED LISTING REPORT

Run on: 08/06/2026 13:03:51

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD); Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD)

Vehicle 1 : Car	Age: 47 Female	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Vehicle 2 : Pedal Cycle (including pedal assisted electric bicycles)	Age: 28 Male	
Going ahead other		VRM: **Excluded**
Travelling W - E	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Driver / Rider	Age: 28 Male	Slight
Seatbelt: Not applicable		

44220055426	09/02/2022	Wednesday	1017	Daylight	Fine - no high winds	Vehs: 3	Cas: 2
Slight	A 33	Speed limit: 50		Roundabout	Road surface Dry	E471722	N162717
Junction detail:	Normal roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

ROUNDAABOUT AT JUNCTION OF WELSH LANE/B3349/A33, HOOK

VEH 1 (CAR) TRAVELLING W TO E ALONG WELSH LANE FAILS TO SLOW AND COLLIDES WITH VEH 2 (CAR) WAITING AT RBT WHICH COLLIDES WITH VEH 3 (CAR) WAITING AT RBT

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 001	Very likely	Following too close	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 50 Male	
Going ahead other		VRM: **Excluded**
Travelling W - E	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other
Vehicle 2 : Car	Age: 32 Female	
Stopping		VRM: **Excluded**
Travelling W - E	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Casualty 2: Driver / Rider	Age: 32 Female	Slight
Seatbelt: Not applicable		



INTERPRETED LISTING REPORT

Run on: 08/06/2026 13:03:51

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD); Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD)

Vehicle 3 : Car

Age: 46 Male

Stopping

VRM: **Excluded**

Travelling W - E

Impact: Back

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Entering roundabout

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Journey as part of work

Casualty 1: Driver / Rider

Age: 46 Male

Slight

Seatbelt: Not applicable

44220497389

09/12/2022

Friday

0525

Darkness: no street
lighting
Roundabout

Fine - no high winds

Vehs: 1

Cas: 1

Slight

Junction detail:

A 33

Speed limit: 60

Normal roundabout

Road surface Frost/Ice
Crossing facilities: No crossing facility
within 50 metres
Carriageway hazards: None

E471768

N162714

Junction Control:

Give way or
Uncontrolled

Did officer attend:

Officer attended the collision

Crossing control: None in 50m / not
controlled
Special Conditions: None**RBT AT JUNCTION OF A33/B3349, HOOK, HAMPSHIRE**

VEH 1 (CAR) TRAVELLING SOUTH ON THE A33 FAILS TO SLOW FOR RBT AND COLLIDES WITH RBT FURNITURE, ROLLS THEN LEAVES C/WAY TO THE NEARSIDE

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 001

Very likely

Loss of control

Not Coded

Not Coded

Not coded

Not Coded

Not Coded

Not coded

Not Coded

Not Coded

Not coded

Not Coded

Not Coded

Not coded

Not Coded

Not Coded

Not coded

Vehicle 1 : Car

Age: 27 Female

Going ahead other

VRM: **Excluded**

Travelling N - S

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Entering roundabout

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/Road sign / traffic signal

Journey: Commuting to/from work

Casualty 1: Driver / Rider

Age: 27 Female

Slight

Seatbelt: Not applicable

44220514511

23/12/2022

Friday

0545

Darkness: no street
lighting
Dual carriageway

Raining - no high winds

Vehs: 1

Cas: 1

Serious

Junction detail:

A 33

Speed limit: 70

Normal roundabout

Road surface Wet/Damp
Crossing facilities: No crossing facility
within 50 metres
Carriageway hazards: None

E471754

N162679

Junction Control:

Give way or
Uncontrolled

Did officer attend:

Officer attended the collision

Crossing control: None in 50m / not
controlled
Special Conditions: None**A33 AT JUNCTION WITH B3349 HECKFIELD, HAMPSHIRE.**

VEH1 CAR TRAVELLING S ALONG A33 LOOSES CONTROL ON THE ROUNDABOUT, COLLIDING WITH ROAD SIGNAGE AND THEN ROLLING MULTIPLE TIMES, LEAVING THE CARRIAGEWAY, STRIKING A FENCE AND TREES BEFORE COMING TO REST.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 001

Very likely

Travelling too fast for conditions

Not Coded

Not Coded

Not coded

Vehicle 001

Very likely

Slippery road (due to weather)

Not Coded

Not Coded

Not coded

Not Coded

Not Coded

Not coded

Not Coded

Not Coded

Not coded



INTERPRETED LISTING REPORT

Run on: 08/06/2026 13:03:51

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD); Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD)

Vehicle 1 : Car	Age: 45 Female	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run
Skid: Skidded & overturned	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/Road sign / traffic signal		Journey: Commuting to/from work
Casualty 1: Driver / Rider	Age: 45 Female	Serious
Seatbelt: Not applicable		

44230019580	15/01/2023	Sunday	2135	Darkness: street lights present and lit	Fine - no high winds	Vehs: 2	Cas: 2
Slight	A 33	Speed limit: 60		Roundabout	Road surface Dry	E471741	N162672
Junction detail:	Mini roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

RBT AT JUNCTION OF WELSH LANE/B3349/A33, RISELEY, HAMPSHIRE

VEH 1 (CAR) TRAVELLING SOUTH TO NORTH ALONG A33 AND WAITING AT RBT IS REAR ENDED BY VEH 2 (CAR) ALSO TRAVELLING SOUTH TO NORTH AND FAILING TO SLOW IN TIME

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 002	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 36 Male	
Held up waiting to go ahead		VRM: **Excluded**
Travelling S - N	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Casualty 1: Driver / Rider	Age: 36 Male	Slight
Seatbelt: Not applicable		

Vehicle 2 : Car	Age: 40 Female	
Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Casualty 2: Driver / Rider	Age: 40 Female	Slight
Seatbelt: Not applicable		

44230461949	11/11/2023	Saturday	1430	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 33	Speed limit: 60		Single carriageway	Road surface Dry	E471744	N162680
Junction detail:	Normal roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A33 BASINGSTOKE ROAD AT ROUNDABOUT WITH B3349, HECKFIELD, HAMPSHIRE



INTERPRETED LISTING REPORT

Run on: 08/06/2026 13:03:51

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD); Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD)

VEH2 (CAR) TRAVELLING NE ALONG BASINGSTOKE ROAD FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING NE ALONG BASINGSTOKE ROAD, WAITING TO ENTER THE ROUNDABOUT

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 40 Female

Held up waiting to go ahead		VRM: **Excluded**
Travelling SW - NE	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider

Age: 40 Female

Slight

Seatbelt: Not applicable

Vehicle 2 : Car

Age: Male

Stopping		VRM: **Excluded**
Travelling SW - NE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

44250418016

Slight

Junction detail:
Junction Control:

Did officer attend:

15/09/2025

A 33

Not coded

Give way or
Uncontrolled

Officer attended the collision

Monday

Speed limit: 50

1457

Daylight

Roundabout

Fine - no high winds

Road surface Wet/Damp

Crossing facilities:

Carriageway hazards: None

Vehs: 2

E471749

Cas: 1

N162670

Crossing control: None in 50m / not
controlled

Special Conditions:

A33 BASINGSTOKE RD AT THE RBT JCT WITH B3349, HECKFIELD, HOOK, HAMPSHIRE

VEH 1 (CAR) TRAVELLING S ACROSS THE RBT JCT HAS EXITED IN LANE 1. VEH 2 (CAR) TRAVELLING S ACROSS THE JCT HAS EXITED IN LANE 2. BOTH VEH HAVE COLLIDED AS THE 2 LANES MERGE.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Possible	Ineffective observation by either the driver, rider or pedestrian	Not Coded	Not Coded	Not coded
Vehicle 2	Possible	Ineffective observation by either the driver, rider or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 39 Female

Going ahead		VRM: **Excluded**
Travelling N - S	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider

Age: 39 Female

Slight

Seatbelt: Worn but not independently confirmed

Sprains and strains



INTERPRETED LISTING REPORT

Run on: 08/06/2026 13:03:51

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD); Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD)

Vehicle 2 : Car		
Age: 47	Male	
Going ahead		VRM: **Excluded**
Travelling N - S	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown



INTERPRETED LISTING REPORT

Run on: 08/06/2026 13:03:51

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD); Refined using Collisions within selected Polygons -HC - RPU Statistics Request (BS / BACS/SR/0526/085 / BASINGSTOKE ROAD)

Collisions involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	2	5	7
2-wheeled motor vehicles	0	0	0	0
Pedal Cycles	0	0	1	1
Horses & Other	0	0	0	0

Total Collisions	0	2	6	8
-------------------------	----------	----------	----------	----------

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	2	7	9
Vehicle Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	2	8	10