TUTUM CONSULTING

CHANGING TIMES, UNCHANGING PRINCIPLES

PROJECT: PARCEL 4&5, HOGWOOD FARM, WOKINGHAM

PROPOSAL: INTERNAL ESTATE ROAD LAYOUT

CLIENT: JNP GROUP & CALA HOMES THAMES LTD

REPORT REF: 2025/018/0570-02

Produced by:

TUTUM CONSULTING
CHANGING TIMES, UNCHANGING PRINCIPLES

COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT

PROPOSAL: PARCEL 4&5 – INTERNAL ESTATE ROAD LAYOUT.

LOCATION: HOGWOOD FARM, WOKINGHAM.

CLIENTS:

CALA

JNP GROUP
CONSULTING ENGINEERS

DOCUMENT CONTROL – REPORT REFERENCE: 2025/018/0570-02

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APPENDICES

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1.0 INTRODUCTION

1.1 This report results from a combined Stage 1/2 Road Safety Audit comprising of a review of the proposals relating to the internal roads of a proposed residential development referred to as Parcel 4&5 at the former Hogwood Farm, Finchwood Park in Wokingham.

1.2 The audit was requested by JNP Group (Design Organisation) on behalf of their client Cala Homes. The Overseeing Organisation is Wokingham Borough Council.

1.3 The Audit Team membership was as follows:

Audit Team Leader:	Simon Prescott MIHE, National Highways Certificate of Competence Director – Tutum Consulting Limited
Audit Team Member:	Priya Thompson Affiliate Institute of Highways Engineers Associate – Tutum Consulting Limited

1.4 The highway works subject to this audit report pertain to the details of the access road layout landscaping; traffic calming measures and footpaths that will serve the residential area referred to as Parcel 4&5 at Hogwood Farm.

1.5 The report has been carried out in general accordance with the General Principles and Scheme Governance Information, GG119 'Road Safety Audit' (Version 2.0.1).

1.6 All plans and documents provided for the Audit Teams consideration; as listed in Appendix A, were subject to a desktop study prior to the site visit. The location of the site is presented in Appendix B.

1.7 The Audit Team has examined and reported solely on the scheme as presented and has not examined or verified the designs adherence or compliance to any alternate criteria or standards.

1.8 A site visit during the hours of daylight was carried out by the Audit Team together on the Tuesday 24th June 2025 between the hours of 12:30pm and 13:00pm. Weather conditions during the site visit were sunny and the road surface was judged to be dry.

1.9 Traffic flows during the site visit were observed as being low, with low pedestrian or cycle movements observed.

1.10 The Audit Team has been selected owing to their independence from the Design Team/Organisation, and whose knowledge, competency and experience are relevant and appropriate for the scheme proposals subject to this audit report.

1.11 Unless general to the scheme, each problem has been identified with reference to key features as well as being marked on the problem identification plan presented in Appendix C.

1.12 All recommendations are made and balanced in context with the information provided and observations made from the site visit. They should not be regarded as a direct instruction to include, remove, or amend any scheme element. Responsibility for designing the scheme rests with the Design Organisation and as such the Audit Team accepts no design responsibility for any changes made to a scheme following the completion of this audit report.

1.13 The Overseeing Organisation should satisfy themselves that their procedures and policies have been followed, in addition to maintaining a formal record of the Audit process.

2.0 DEPARTURES FROM STANDARDS

2.1 The Audit Team have not been made aware of any departures from standards.

2.2 This Road Safety Audit has been prepared in general accordance with GG119 'Road Safety Audit'.

LOCAL HIGHWAY AUTHORITY – SPECIFIC REQUEST

2.3 It is understood from the Audit Brief that the Local Highway Authority requested specific consideration of the parking provision associated with plots 988 and 989. The Audit Team has reviewed this arrangement and, in our opinion, it does not give rise to any road safety concerns. The parking for these plots is located within a shared space environment where design speeds are limited to 15mph. Furthermore, the parking provision across the wider development is generally set away from the main spine roads, meaning drivers are likely to be accustomed to vehicles manoeuvring into and out of parking spaces within the carriageway.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

3.1 It is understood that the proposals subject to this report have not been subject to any previous Road Safety Audit and/or Assessment

4.0 ITEMS RAISED IN THIS ROAD SAFETY AUDIT

4.1 A total of six problems have been raised in connection with the scheme subject to this report and these are discussed below:

Problem 1

Location: Informal pedestrian crossing points – Site Wide

Summary: Risk of slips, trips and falls

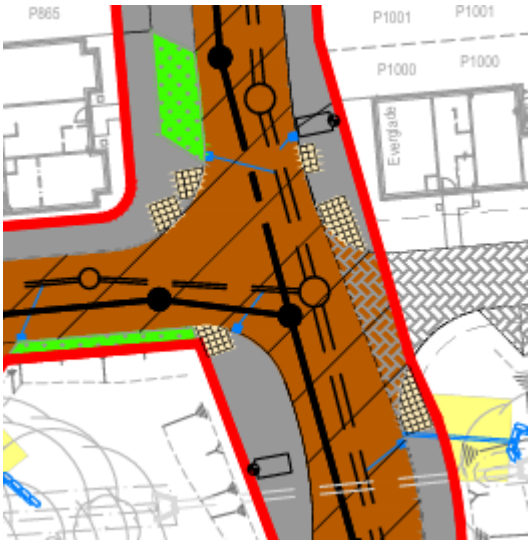
At the pedestrian crossing, tactile paving has been installed; however, the adjacent kerb is flush (0 mm upstand) with the carriageway. The absence of a kerb upstand removes a key physical cue used by visually impaired pedestrians to detect the edge of the footway

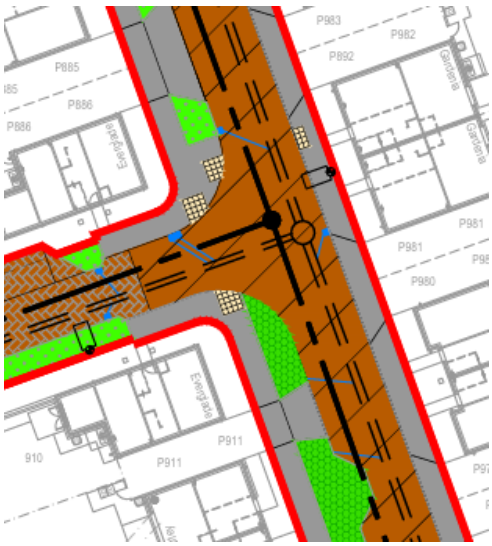
Tactile paving alone may not provide sufficient information to distinguish between the footway and the carriageway, particularly in environments with low noise levels or where tactile paving has become worn.

Additionally, a fully flush kerb increases the risk of surface water ponding on the tactile paving during wet weather. In icy or freezing conditions, this may lead to slips, falls, and potential injury to pedestrians, especially vulnerable users such as the elderly or mobility impaired.

Recommendation
It is recommended a positive kerb upstand of 6 mm kerb is used at the pedestrian crossing to provide a detectable edge for visually impaired users. Additionally, ensure appropriate drainage falls are incorporated to prevent ponding on the tactile paving and reduce the risk of slips in cold weather conditions.

Problem 2





Location: Junction of four roads (with tactile paving shown at all four corners)

Summary: Pedestrian to vehicle collisions

The alignment of the pedestrian crossing points at the arms of the junctions are staggered with each crossing aligned diagonally in relation to each other. This may encourage pedestrians to change direction mid-crossing and may cause confusion to pedestrians with visual impairments.

The pedestrian crossings are also located at the mouth of the junction, at its widest point, which in our experience, directing pedestrians across the mouth of a junction, as opposed to inset, leads to poor implementation of tactile paving with often small sections of paving becoming dislodged or damaged over time resulting in a trip hazard for pedestrians.

Recommendation
It is recommended the pedestrian crossing are aligned to provide straight, continuous routes across the carriageway in accordance with Inclusive Mobility (DfT) and Manual for Streets to minimise confusion, in particular for those who are visually impaired.

Problem 3

Location: Site Wide

Summary: Steep and unexpected gradients could result in pedestrian trips and falls

No interfacing levels between the adopted roads and external landform are provided. Steep level differences could lead to pedestrian falls resulting in injury.

Recommendation
It is recommended that interfacing landform levels are checked adjacent to the adopted highway, to ensure no significant change in levels are apparent that would result in the likelihood of falls occurring. Where this occurs, levels should be regraded, or fences / barriers installed to prevent such incidents occurring.

Problem 4

Location: Road Number 1

Summary: Increased risk of pedestrian and vehicle collisions

Road 1 within the development is approximately 70m in length from P881 to its junction with Road 13. With only a small build-out to control vehicle speeds to 20mph. The straight alignment and absence of significant speed-reducing measures may encourage higher approach speeds, particularly in the absence of speed enforcement or strong visual cues to slow drivers down.

Recommendation
It is recommended that additional horizontal and/or vertical measures are proposed to attain a design speed of 20mph.

Problem 5

Location: Road 2

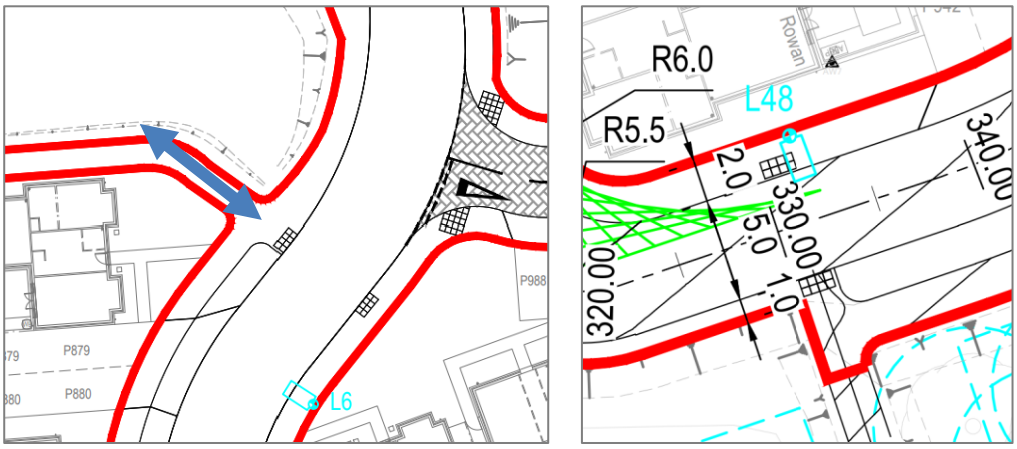
Summary: Risk of junction pull out type collisions as a result of vehicles reversing out onto the highway as turning facilities have not been provided.

The absence of a designated turning facility at the end of Road 2 could result in vehicles reversing a distance of 50m in a shared space environment and onto the main spine road through the development. Vulnerable road users, such as pedestrians and cyclists, will be at increased risk due to reduced driver awareness. Driver visibility of oncoming vehicles at the junction will also be reduced as a result of a vehicle leaving in a reverse gear risking junction pull out type collisions.

Recommendation
It is recommended that formal turning facilities appropriate for the largest vehicle requiring regular access are provided.

Problem 6

Location: Pedestrian crossings to the north of P879 and South of Plot 942



Summary: Risk of pedestrian stepping unawares into the highway carriageway

Where the tactile paving is too shallow, visually impaired pedestrians with larger strides, or those moving at speed, may overstep the tactile surface current positioned inline, without receiving the necessary tactile cue, and step out into the highway carriageway unexpectedly, increasingly the risk of being struck by a vehicle

Recommendation
It is recommended that the tactile paving is extended to a minimum depth of 1.2m for these inline crossings in accordance with current standards and guidance to ensure effective warning for all users, especially those with visual impairments.

"End of Safety Comments"

5.0 AUDIT TEAM STATEMENT

5.1 We, the undersigned, certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

Audit Team Leader: Simon Prescott
MIHE, National Highways Certificate of Competence

Director – Tutum Consulting Limited

[redacted] ..... Dated: 17th July 2025

Audit Team Member: Priya Thompson
Affiliate Institute of Highways Engineers

Associate – Tutum Consulting Limited

[redacted] ..... Dated: 17th July 2025

Appendix A –Drawing and Documents Reviewed

Documents Reference	Title/Description
C86557-JNP-66-XX-RP-1010 P01	Stage 1 Road Safety Audit Brief

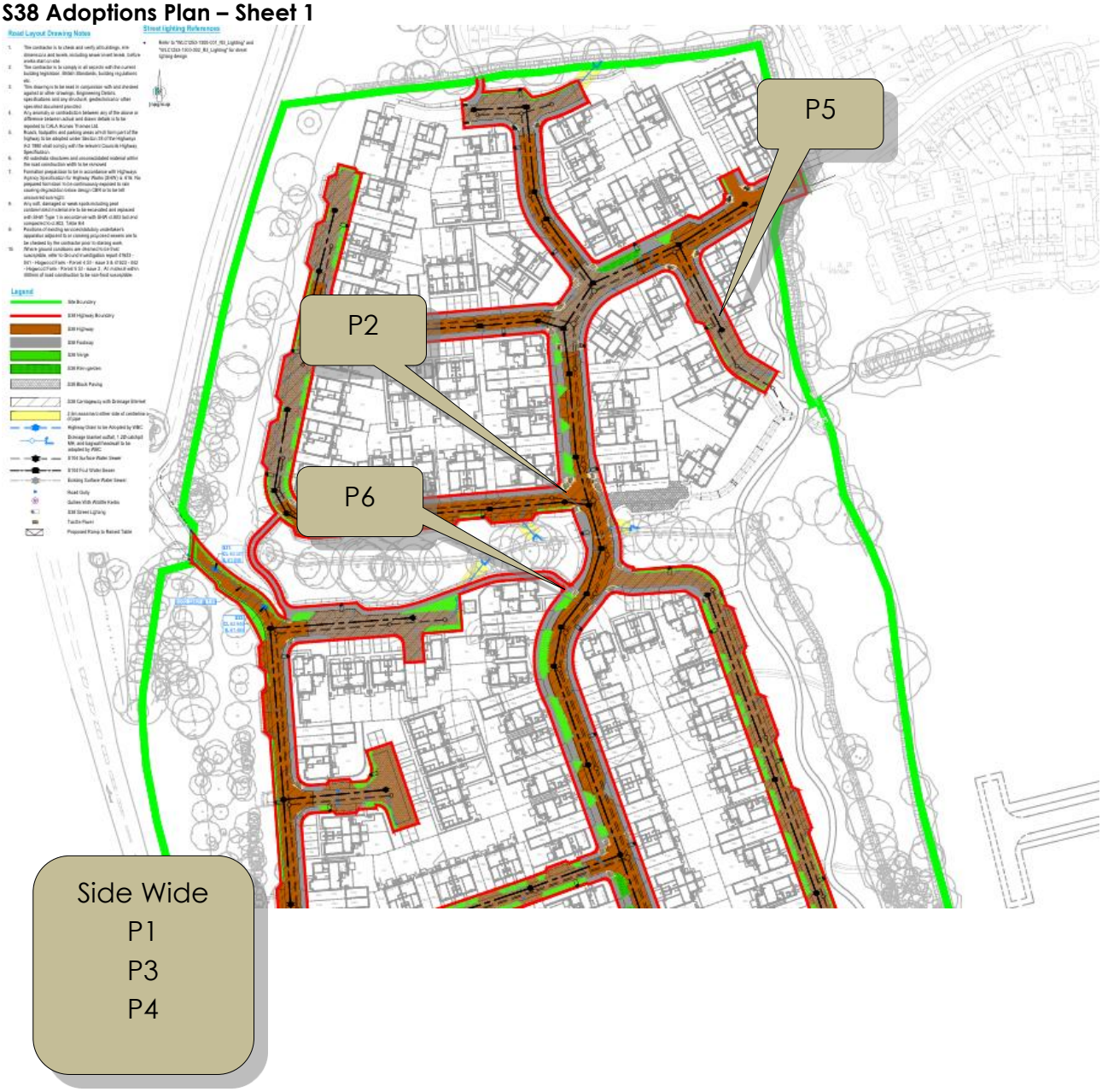
Drawing Reference	Title/Description
00382-1002-C-LOC P01	Site Location Plan
00382-1100-C-ENG P05	Engineered Site Layout Sheet 1 of 2
00382-1101-C-ENG P04	Engineered Site Layout Sheet 2 of 2
00382-1103-C-ADP P02	S38 Adoption Plan (Sheet 1 of 2)
00382-1104-C-ADP P02	S38 Adoption Plan (Sheet 2 of 2)
00382-1105-C-GEO C03	Highway Geometry Plan (Sheet 1 of 2)
00382-1106-C-GEO C02	Highway Geometry Plan (Sheet 2 of 2)
00382-1107-C-LIN C02	Lining and Signing Plan (Sheet 1 of 2)
00382-1108-C-LIN C01	Lining and Signing Plan (Sheet 2 of 2)
00382-1109-C-AFP C02	Adoptable External Finishes Plan (Sheet 1 of 8)
00382-1110-C-AFP C02	Adoptable External Finishes Plan (Sheet 2 of 8)
00382-1111-C-AFP C03	Adoptable External Finishes Plan (Sheet 3 of 8)
00382-1112-C-AFP C03	Adoptable External Finishes Plan (Sheet 4 of 8)
00382-1113-C-AFP C02	Adoptable External Finishes Plan (Sheet 5 of 8)
00382-1114-C-AFP C02	Adoptable External Finishes Plan (Sheet 6 of 8)
00382-1115-C-AFP C01	Adoptable External Finishes Plan (Sheet 7 of 8)
00382-1116-C-AFP C02	Adoptable External Finishes Plan (Sheet 8 of 8)
00382-1117-C-SPA P02	Refuse Vehicle SPA Sheet 1 of 2
00382-1118- C-SPA P02	Refuse Vehicle SPA Sheet 2 of 2
00382-1122- C-AFP P02	Overland Flood Routing Plan
00382-1122- C-RSL C03	Road and Drainage Long sections (Sheet 1 of 3)
00382-1123- C-RSL C04	Road and Drainage Long sections (Sheet 2 of 3)
00382-1124- C-RSL C04	Road and Drainage Long sections (Sheet 3 of 3)
00382-1125- C-DET C02	S38 Construction Details (Sheet 1 of 4)
00382-1126- C-DET C02	S38 Construction Details (Sheet 2 of 4)
00382-1127- C-DET C02	S38 Construction Details (Sheet 3 of 4)
00382-1128- C-DET C02	S38 Construction Details (Sheet 4 of 4)

Appendix B – Location Plan

[Source: what3words /// The simplest way to talk about location

Appendix C – Problem Identification Plan

S38 Adoptions Plan – Sheet 1



S38 Adoptions Plan – Sheet 2

TRANSPORT PLANNING | TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

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