



APPENDICES



Appendix A

WBC Highway Comments

MEMORANDUM

From:	Gordon Adam Development Control		
Service	SDL Highways	App No:	242279
Address:	Land west of Old Wokingham Road and North and South of, Easthampstead Road, Wokingham, (Proposed SDL Extension).		
Proposal:	Outline application with all matters reserved except means of access for up to 180 dwellings and associated infrastructure including open space, play space, landscaping, SuDs and green infrastructure. Please note: The application has been submitted in relation to the area proposed as an extension to the South Wokingham SDL in the Local Plan Update(LPU).		
Type of Development:	Major Dwellings (10+)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
☐ No objection
☐ No objection subject to conditions (and reasons) **stated below**
☒ Request further information before determination as **stated below**
☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

1. Highways understands that this is an outline application for 180 houses as part of South Wokingham Extension.
2. This application is jointly submitted with application 241933 for up to 850 dwellings including a neighbourhood centre and planning application 242051 Byway 30
3. This proposed development as been included in the Local Plan Update.
4. This application is supported by an ES and TA which is welcome.
5. Highways would strongly recommend that a comprehensive assessment is carried out not only with the 850 homes but the 95 homes that are part of planning application 211033.

Parking

6. Even though this is an outline application, highways would require to see submitted a parking calculator based on an illustrative masterplan (IL-01 Rev

A) and housing mix to ensure that parking would be in line with Borough standards.

7. Once submitted and approved, highways would then and only then be able to recommend that parking could be included as a reserve matter.
8. It is welcome that visitor parking would be provided in line with borough standards.
9. All parking spaces would need to be 5m x 2.5m and for parallel spaces at least 6m x 2.5m, if parking courts are proposed there would need to be at least 6m behind the spaces for safe manoeuvring.
10. If garages would be proposed, the WBC minimum sizes of a single garage for parking are 6m x 3m.
11. The minimum width of a driveway would need to be 3.1m.
12. A development of this size would require a Car Parking Management Plan however, highways is content for this to be included as a reserve matter.

Cycle parking

13. Cycle parking will need to be delivered in line with Borough Standards.
14. Cycle parking for dwellings would either need to be in garages (internal dimensions 7m x 3m) or in sheds in rear gardens with direct access which has been proposed.
15. For flats, these would need to be in communal cycle stores that are overlooked and accessible. Each cycle space would need to be 2m x 0.9m.
16. Highways would also recommend that each flat has a Sheffield stand for visitors.

Electric Vehicle Charging

17. It is welcome that electric vehicle charging will be provided, these would need to be in line with Building Control Regulations Approved document S.

Access

18. It is proposed that the access into this site would be a single access from East Hampstead Road.
19. The access would be 6.5m wide to cater for a bus route which is welcome. There would be a 2m pavement to the north of the link road and a shared 3m cycle/pedestrian shared road which is welcome. This shared route would join the ped/cycle access to the north which is welcome.
20. As part of this development, there would be safeguarded a potential delivery of a site access link to Heathland Link Road via a signalised junction. Whilst the link is outside the red line boundary of the application and as delivery cannot be guaranteed, the s106 will secure the land and future delivery of this route.
21. In addition, there is proposed to be a shared cycle/pedestrian route north of the proposed access. This would join the proposed widened SDL footway to the Heathlands Link Road which is welcome.
22. Due to the level of proposed development on the site, highways would have expected to see an emergency access, however, the provision of the second

access would provide this and would need to be secured through a Grampian condition.

23. As this is an outline application with everything reserved apart from access, highways would have expected to see details of the proposed access into the next development.
24. Highways would recommend that a plan showing all the accesses is submitted stating where the safeguarded access is and where the access to Byway 30 is which is subject to its own planning application.

East Hampstead Road Closure

25. It is proposed that there would be a closure of Easthampstead Road for vehicular traffic.
26. Highways would require to see submitted a detailed plan showing the location of the proposed closure.
27. To the east of the closure, it is proposed that there would be a turning head whilst to the west the access to the SANG would be used as a turning head.
28. Swept paths of a car have been used for the eastern turning head. Highways would need to see swept paths of a refuse vehicle. Highways is of the opinion that the turning head would need to be bigger.
29. Swept paths of the SANG access being used as a turning head will also need to be provided.
30. Highways seeks clarification that the proposed closure and turning heads is part of the planning application for the larger application 241933.

Trip Rates and Distribution

31. It is welcome that the Borough's approved trip rates were used to assess the traffic from this proposed development.
32. It is welcome that the distribution of trips was taken from the Borough's strategic model.

Strategic Modelling

33. A transport scoping note for use of the Borough's strategic model was submitted and approved in August 2023. The applicant paid for the modelling and the modelling was passed to the applicant in November 2023.
34. The strategic modelling was carried out using WSTM4 and prior to the LPU modelling being available.
35. This site plus the one under planning application 241933 would need to be remodelled using the approved LPU model (WSTM5) which is expected to be available April/May 2025..

Junction Modelling

36. Junction modelling was carried out for the following junctions, namely: -
 - Site Access
 - Proposed Heathland Link Signalised Junction
 - Old Wokingham Road/Esthampstead Road Junction
 - Redlake Lane/Esthampstead Road Junction

- Easthampstead Road/Heathlands Link Junction
 - SWDR/Heathlands Link Road Junction
37. However, whilst traffic flow diagrams have been submitted, there were no plans showing the geometries nor were any junction modelling outputs submitted. These are required before any assessment of the junction modelling can be undertaken.
38. The junction modelling was only carried out for 2026, 2038 and 2038 with development. For existing junctions, highways would have expected to see the base year junction models created with actual flows.
39. A cumulative junction assessment was carried out on the following junctions, namely: -
- a) Site Access Junctions
 - b) Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout
 - c) Old Wokingham Road / Easthampstead Road Priority Junction
 - d) Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout
 - e) Heathlands Link / Easthampstead Road Signal Junction
 - f) Waterloo Road / William Heelas Way Roundabout
 - g) South Wokingham Distributor Road / Heathlands Link
 - h) South Wokingham Distributor Road / Easthampstead Road Signal Junction
 - i) South Wokingham Distributor Road / Tesco Access Roundabout
 - j) South Wokingham Distributor Road / Finchampstead Road Roundabout
 - k) Peacock Lane / Sparrowhawk Way Roundabout
 - l) Peacock Lane / Vigar Way / Webster Close Roundabout
 - m) Jennett's Park Roundabout
40. As stated previously no geometries and junction modelling output were submitted. These are required before the modelling can be assessed.
41. That being said, as there is a requirement to remodel the development using the LPU based strategic model (WSTM5) then the above junction models would need to be redone and submitted with all the supporting information..

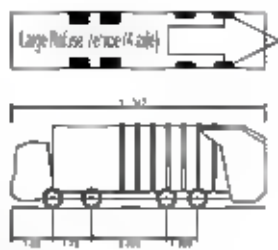
Visibility Splays

42. Drawing A218-014 Rev P3 has been submitted showing visibility splays of 2.4 x 120m which relates to a 40mph speed limit.
43. Clarification is required on the current speed limit on the road as it appears that the speed limit changes close to the proposed access 60mph to the south and 40mph to the north. Or is there speed reduction to 40mph part of the South Wokingham SDL approval.
44. There appears to be a tree that is within the visibility splay and a further assessment is required on whether or not there would be an impact on the visibility splays.

Swept paths

45. No swept paths for the proposed access onto Easthampstead Road have been submitted.

46. These are required and would need to be for vehicles of the following dimensions and would need to be for all movements, namely: -



Large Refuse Vehicle (4 axle)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Wall to Wall Turning Radius

11.347m
3.75m
3.75m
0.337m
2.121m
6.00s
14.30m



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

8.680m
2.190m
3.452m
0.337m
2.121m
6.00s
7.910m

47. In addition, as the access is designed for buses, swept paths of a large bus would need to be submitted.
48. Highways would also need to see swept paths for a refuse vehicle and a bus turning into the site with a large car waiting the depart.
49. Even though this is an outline application, highways would need to see the swept path of a refuse vehicle using the site roads and being able to pass a large car.

Pedestrian and Cycling

50. It is proposed that there would be a shared 3m wide cycle/pedestrian route from a widened pavement south of the proposed Heathlands Link Road.
51. It is also proposed that an access onto Byway 30 will be provided which is subject to its own separate planning application (242051) which is welcome.
52. All pavements through the site would need to be 2m wide.
53. As already mentioned above, there is proposed to be a link into Heathland Road Link. This will consist of 2m pavement on the west side and 3m shared cycle/pedestrian link on the east side which will tie into the route on the Heathlands Link Road.
54. The proposed signalised junction is proposed to have signalised crossing points.
55. Highways would expect that both developers of the South Wokingham Extension would develop a walking and cycling strategy to ensure the permeability of the site within and to routes outside the area including connecting with existing footpaths as well as those proposed as part of South Wokingham SDL.

Site Roads

56. Information on whether or not the site roads would be offered for adoption or not would need to be supplied. Whatever the case the road would need to be built to highway standards.
57. If the site roads are to be adopted, these would need to be delivered through s38 agreement with the Borough. The Borough would also require agreement on inspection fees and commuted sums. The adoption plans, fees and commuted sums would need to be included in the s106 agreement.

58. If the site roads are to remain private, this would also need to be included in a s106 agreement, including details of the management company set up to look after the maintenance of the roads, the Borough's inspection fee and the APC Bond.

59. Service margin would need to be provided to the following standards, namely:

-
- a. With frontages – 2m
- b. With lighting and no frontages – 1m
- c. With no lighting and no frontages – 0.5m

60. 2m wide pavements would need to be provided on the site roads.

61. Forward visibility splays would need to be provided at bends.

Buses

62. Due to its location south of the South Wokingham SDL, highways would expect that both developments that make up the south Wokingham extension to develop a bus strategy that follows on from the Approved South Wokingham SDL bus strategy.

63. Table 3.3 in the Transport Assessment sets out the current bus services.

64. Please note that bus route 124 operates 2 journeys a day which is set out in para 3.64.

65. There is no mention of the approved South Wokingham SDL Bus strategy.

Sustainability Assessment

66. Highways would have expected to see a sustainability assessment from this site to local services. However, as this site is part of the South Wokingham Extension this assessment is not required.

Road Safety Audit

67. A Road Safety Audit Stage 1 and Designer's comments would need to be submitted for the proposed vehicular and pedestrian/cycle accesses.

Servicing

68. All dwellings would need to be within the refuse carrying distance of 55m (30m for residents and 25m for operators) as set out in MfS.

Lighting

69. Highways would have expected a lighting strategy to have been submitted. This is required.

Framework Travel Plan

70. Due to the size of the development, highways would have expected a framework Travel Plan to have been submitted. This is required.

71. In lieu of a travel plan, highways would request a contribution of £612 per dwelling for MyJourney.

Construction Environmental Management Plan

72. Highways would have expected to see a framework Construction Environment Management Plan submitted with this outline application. This is required to be submitted.

S106 Contributions

73. MyJourney Contributions of £612 per dwelling.

74. Any other contributions that may arise for further assessment of the submission.

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:	10 th Feb 2025	Signed:	Gordon Adam
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Appendix B

Revised Drawings



KEY

- SITE BOUNDARY
- 2.4m X 120m VISIBILITY SPLAY
- VEGETATION TO BE REMOVED

PS	11.25	MINOR AMENDMENTS	TDM	JO
P4	04.25	ADDITIONAL NOTES FOLLOWING RSA	TDM	PJ
P3	07.23	MINOR AMENDMENTS TO CYCLEWAY	TDM	PJ
P2	02.23	MINOR AMENDMENTS	TDM	NB
P1	02.23	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked



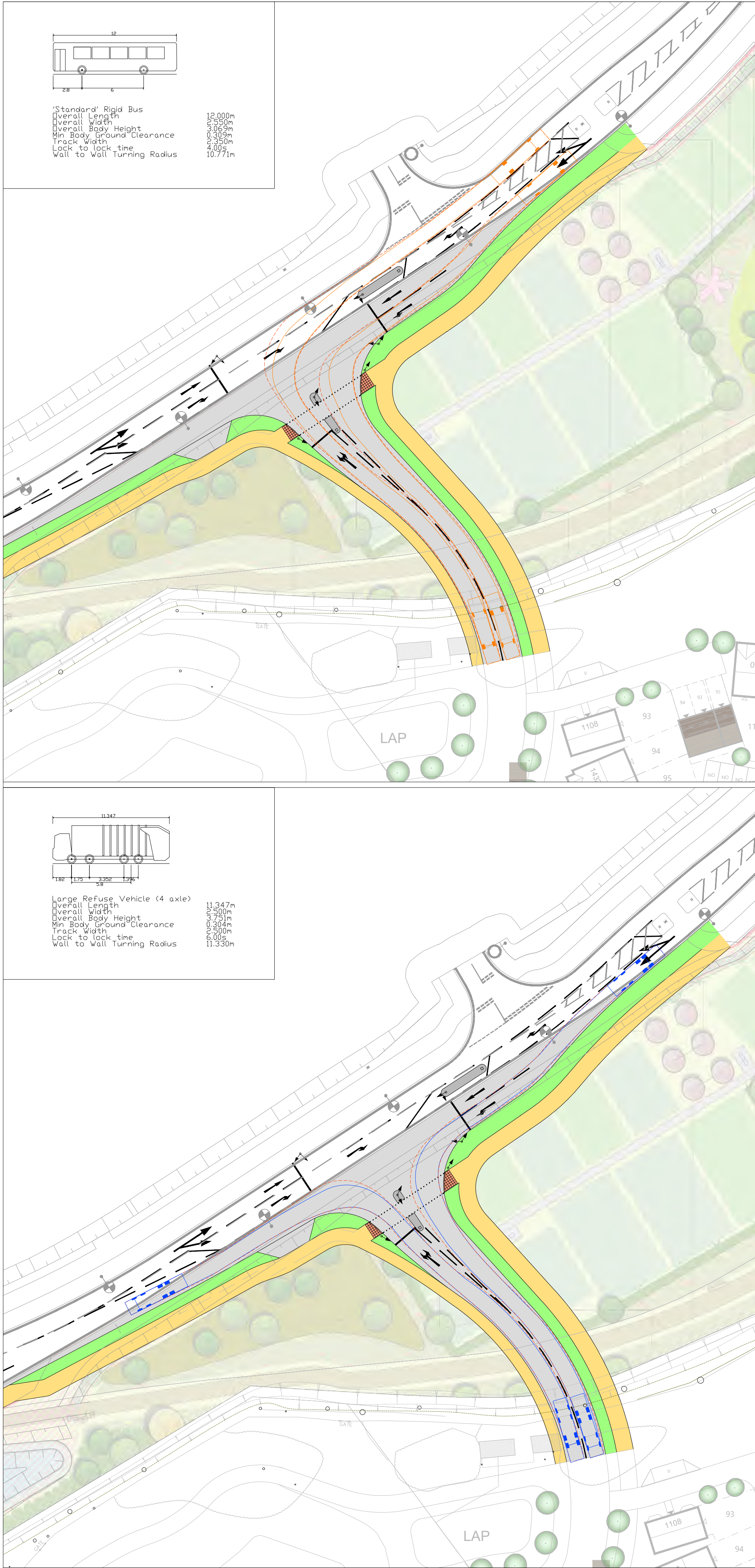
Client
**LIGHTWOOD STRATEGIC /
NICOLAS KING HOMES**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**MAIN WESTERN ACCESS
ALTERNATIVE LAYOUT
EASTHAMPS TEAD ROAD**

Status
PRELIMINARY

Scale 1:500 @ A2	Date FEB 2023	Drawn TDM	Checked NB
Drawing No A218-014	Revision P5		



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KEY

- SITE BOUNDARY
- JUNCTION INTERVISIBILITY ZONE
- CURRENT HEATHLANDS LINK DESIGN ALIGNMENT
- PROPOSED ACCESS WORKS FOR SWSDL EXTENSION SITE
- TPO TREES TO BE REMOVED
- T183
- T184

Rev	Date	Description	Drawn	Checked
P6	12.25	SWEPT PATHS ADDED	TDM	JO
P5	11.25	MINOR AMENDMENTS	TDM	JO
P4	09.25	UPDATED FROM TRANSPORT MODELLING	TDM	NB
P3	08.23	HEATHLANDS LINK UPDATED	TDM	NB
P2	07.23	FRAME UPDATES	TDM	PJ
P1	05.23	FIRST ISSUE	TDM	PJ

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Client: **LIGHTWOOD STRATEGIC / NICHOLAS KING HOMES**

Project: **SOUTH WOKINGHAM SDL EXTENSION**

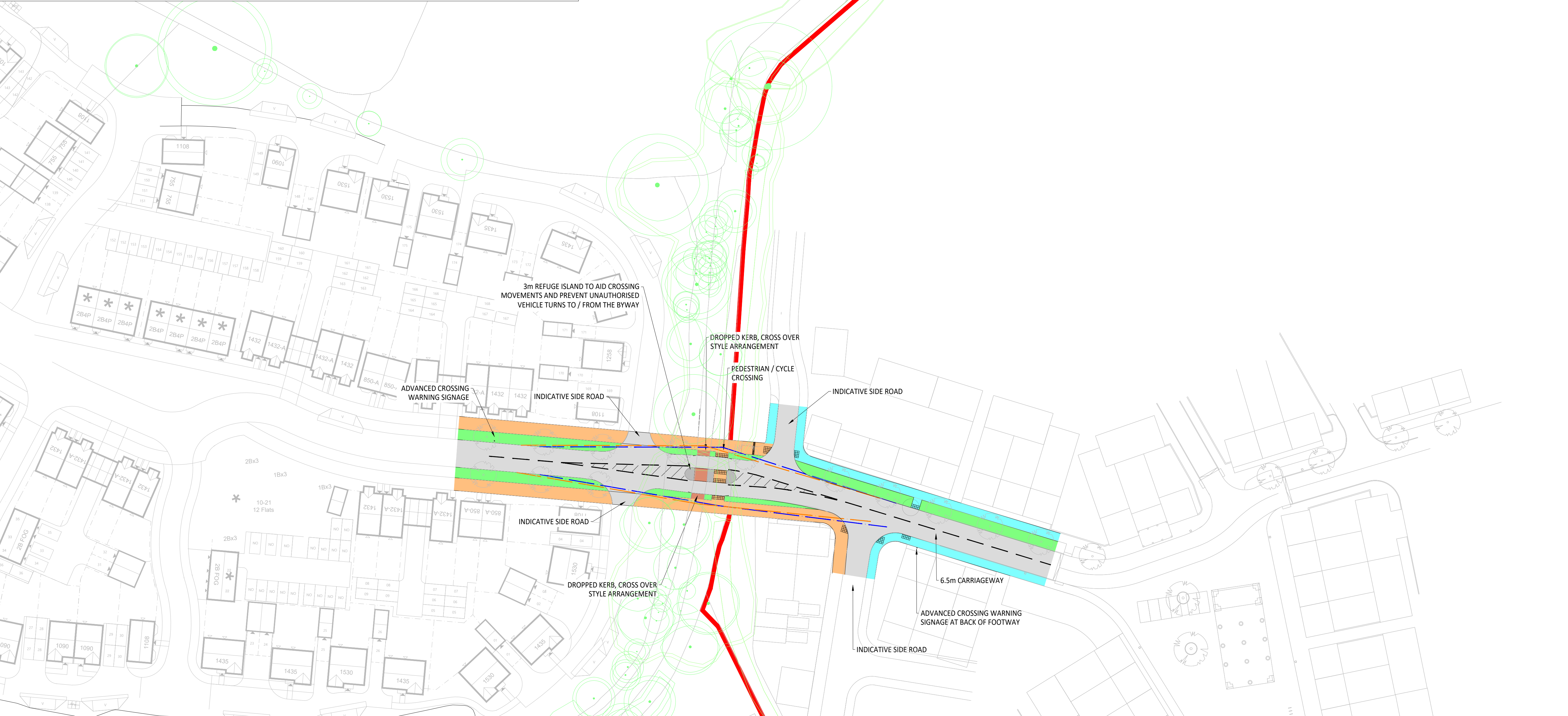
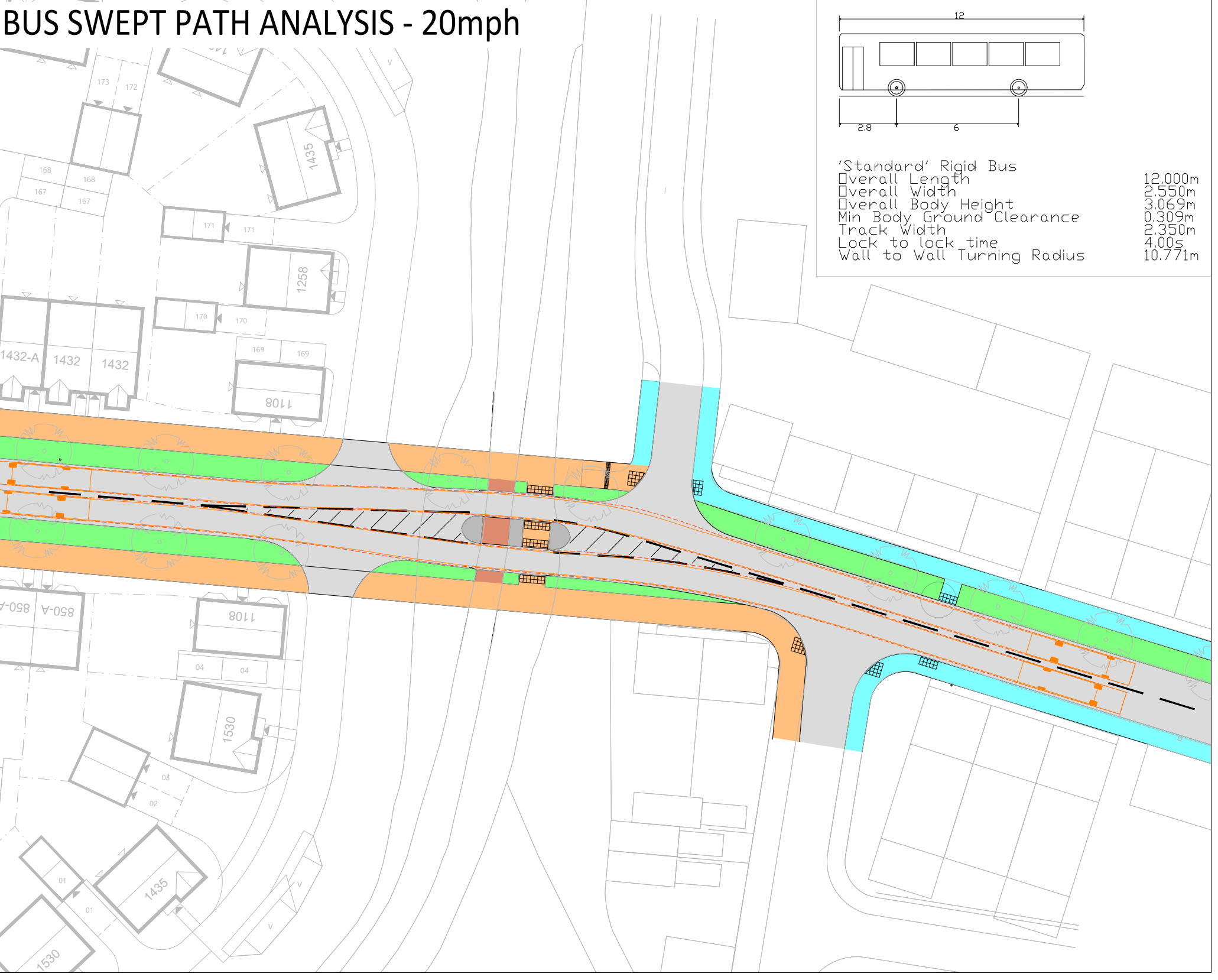
Title: **MAIN ACCESS FROM EASTHAMPSTEAD ROAD WITH SECONDARY SIGNALISED ACCESS FROM HEATHLANDS LINK**

Status: **PRELIMINARY**

Scale	Date	Drawn	Checked
1:500 @ A1	SEPT 2025	TDM	NB

Drawing No: **A218-019** Revision: **P6**

BUS SWEEP PATH ANALYSIS - 20mph



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KEY

- RED LINE BOUNDARY
- CARRIAGEWAY
- FOOTWAY / CYCLEWAY
- FOOTWAY
- VERGE
- BYWAY
- 2.4m X 43m VISIBILITY SPLAY

P6	12.25	SWEPT PATH ADDED	TDM	JO
P5	11.25	MINOR AMENDMENTS	TDM	JO
P4	04.25	MINOR AMENDMENTS FOLLOWING RSA	TDM	NB
P3	01.24	CARRIAGEWAY REALIGNED	TDM	NB
P2	01.24	LIGHTWOOD DETAIL ADDED	TDM	NB
P1	01.24	FIRST ISSUE	TDM	NB

Rev	Date	Description	Drawn	Checked

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Client
**NICHOLAS KING
LIGHTWOOD STRATEGIC**

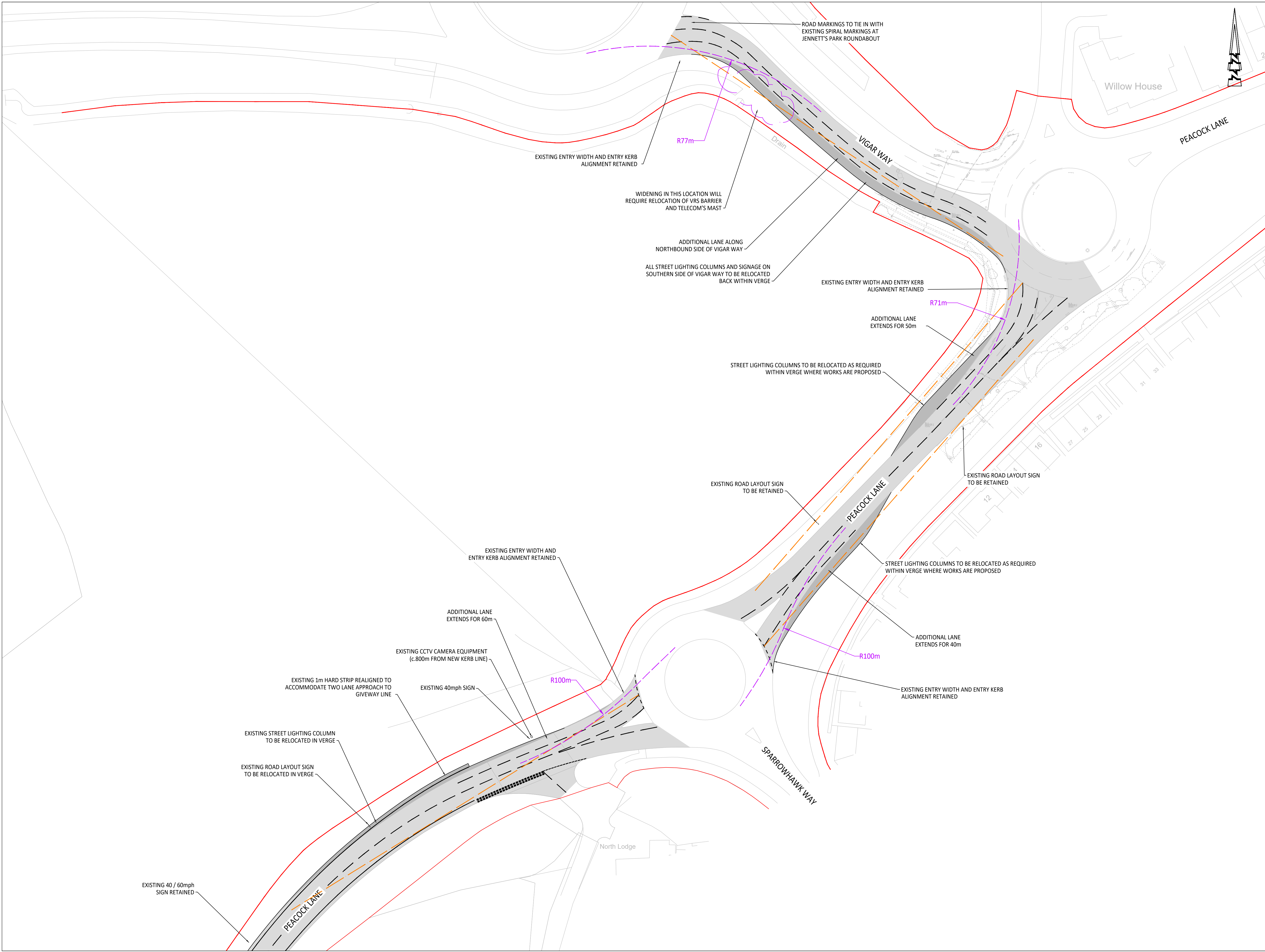
Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**PROPOSED BYWAY
CROSSING ARRANGEMENT**

Status
PRELIMINARY

Scale 1:500 @ A1	Date JAN 2024	Drawn TDM	Checked NB
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Drawing No A218-029	Revision P6
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KEY

- EXISTING CARRIAGEWAY
- PROPOSED CARRIAGEWAY
- HIGHWAY BOUNDARY
- 120m STOPPING SIGHT DISTANCE (40mph)
- ENTRY DEFLECTION PATH

P2	08.25	ADDITIONAL INFORMATION ADDED	TDM	NB
P1	01.24	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked



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Client

LIGHTWOOD STRATEGIC

Project

SOUTH WOKINGHAM
SDL EXTENSION
PRIORS FARM

Title

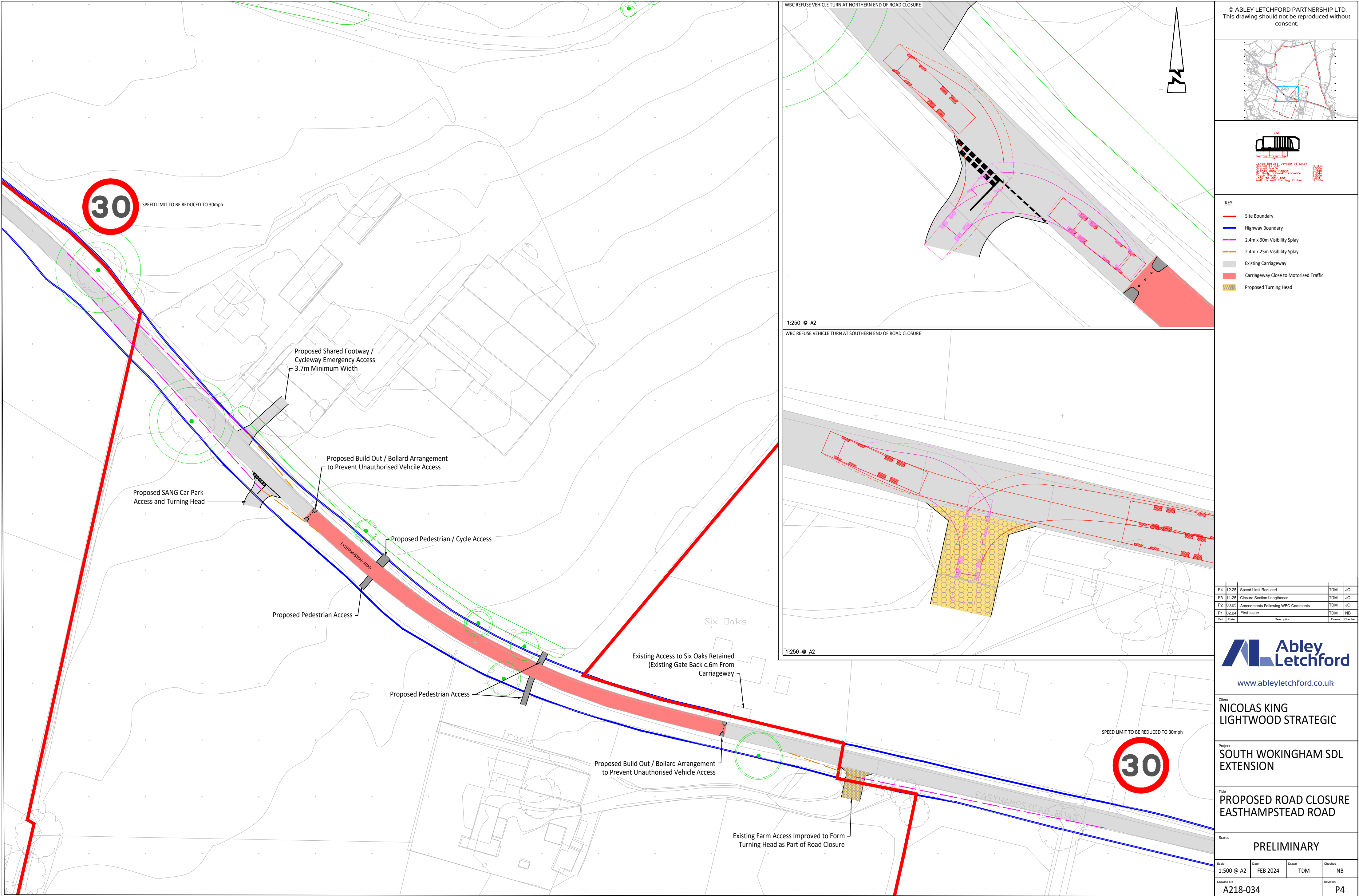
PROPOSED OFF-SITE
IMPROVEMENTS
PEACOCK WAY

Status

FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A1	JAN 2024	TDM	NB

Drawing No	Revision
A218-030	P2



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KEY

- Site Boundary
- Highway Boundary
- 2.4m x 90m Visibility Splay
- 2.4m x 25m Visibility Splay
- Existing Carriageway
- Carriageway Close to Motorised Traffic
- Proposed Turning Head

P4	12.25	Speed Limit Reduced	TDM	JO
P3	11.25	Closure Section Lengthened	TDM	JO
P2	03.25	Amendments Following WBC Comments	TDM	JO
P1	02.24	First Issue	TDM	NB
Rev	Date	Description	Drawn	Checked

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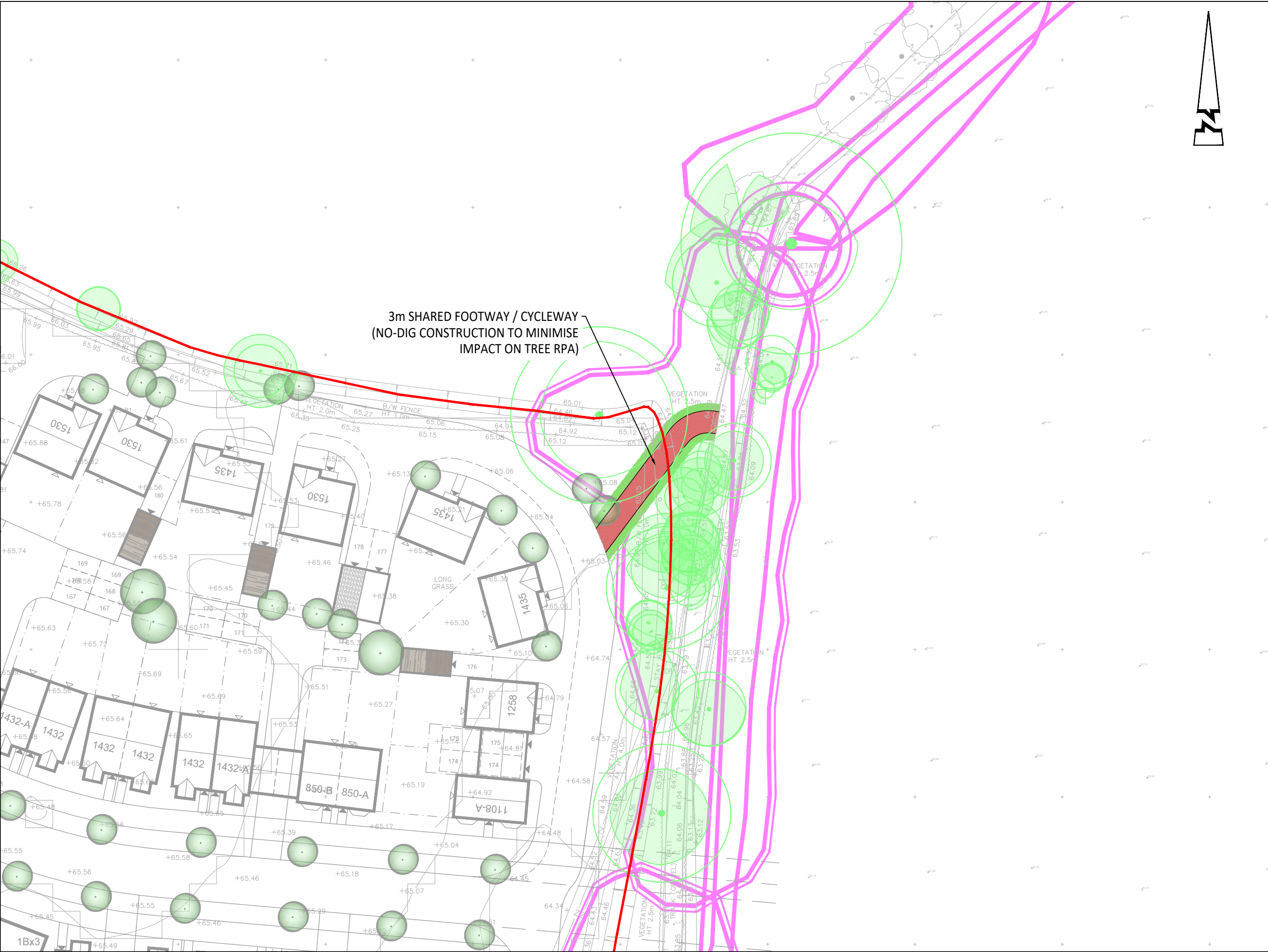
Client
**NICOLAS KING
LIGHTWOOD STRATEGIC**

Project
**SOUTH WOKINGHAM SDL
EXTENSION**

Title
**PROPOSED ROAD CLOSURE
EASTHAMPSTEAD ROAD**

Status
PRELIMINARY

Scale 1:500 @ A2	Date FEB 2024	Drawn TDM	Checked NB
Drawing No A218-034			Revision P4



3m SHARED FOOTWAY / CYCLEWAY
(NO-DIG CONSTRUCTION TO MINIMISE
IMPACT ON TREE RPA)

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KEY

- APPLICATION BOUNDRY
- SHARED FOOTWAY / CYCLEWAY
- VERGE
- ROOT PROTECTION ZONE



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Client

NICHOLAS KING

Project
SOUTH WOKINGHAM SDL
EXTENSION

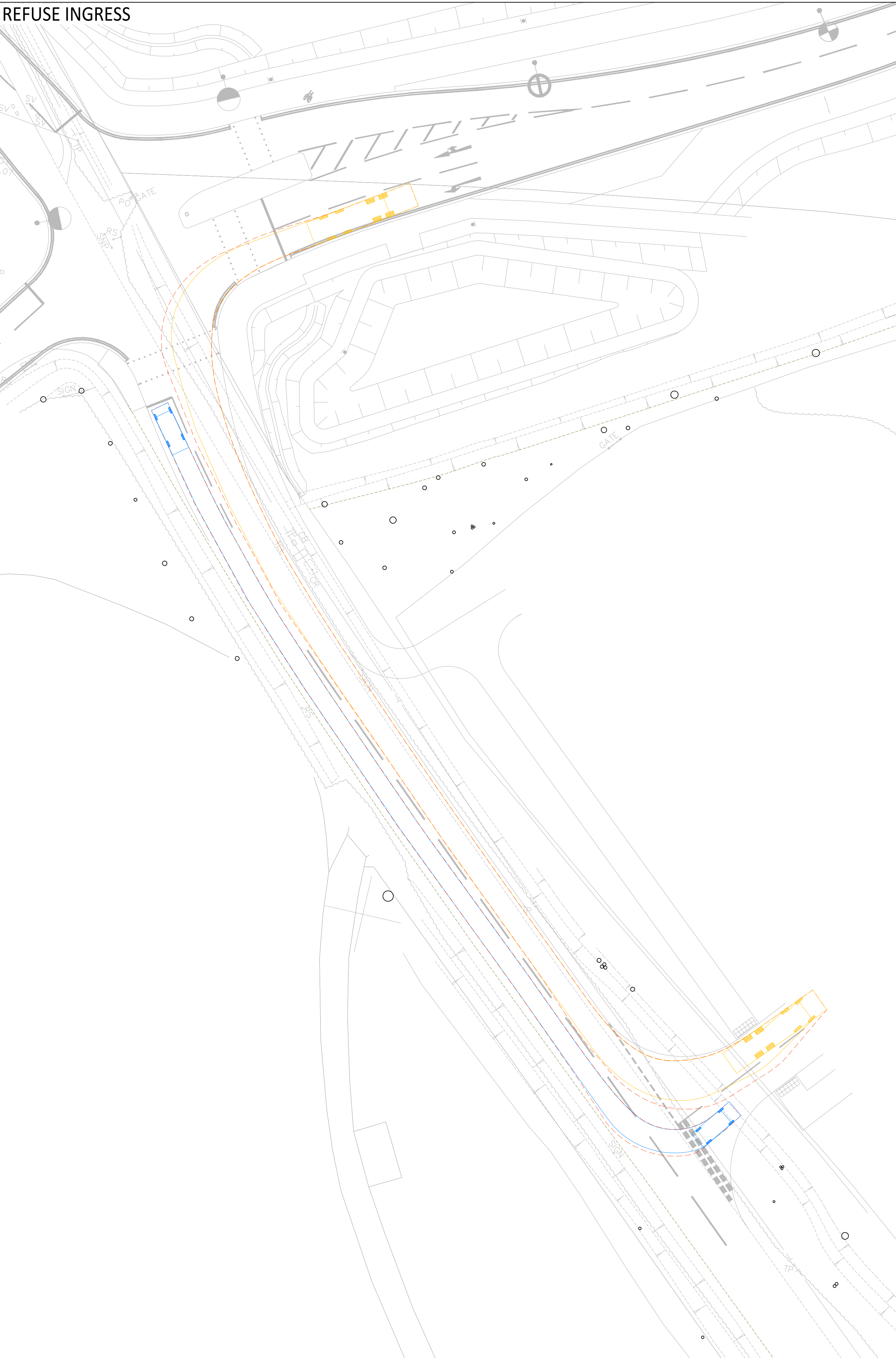
Title
PROPOSED PEDESTRIAN /
CYCLE ACCESS TO BYWAY

Status
PRELIMINARY

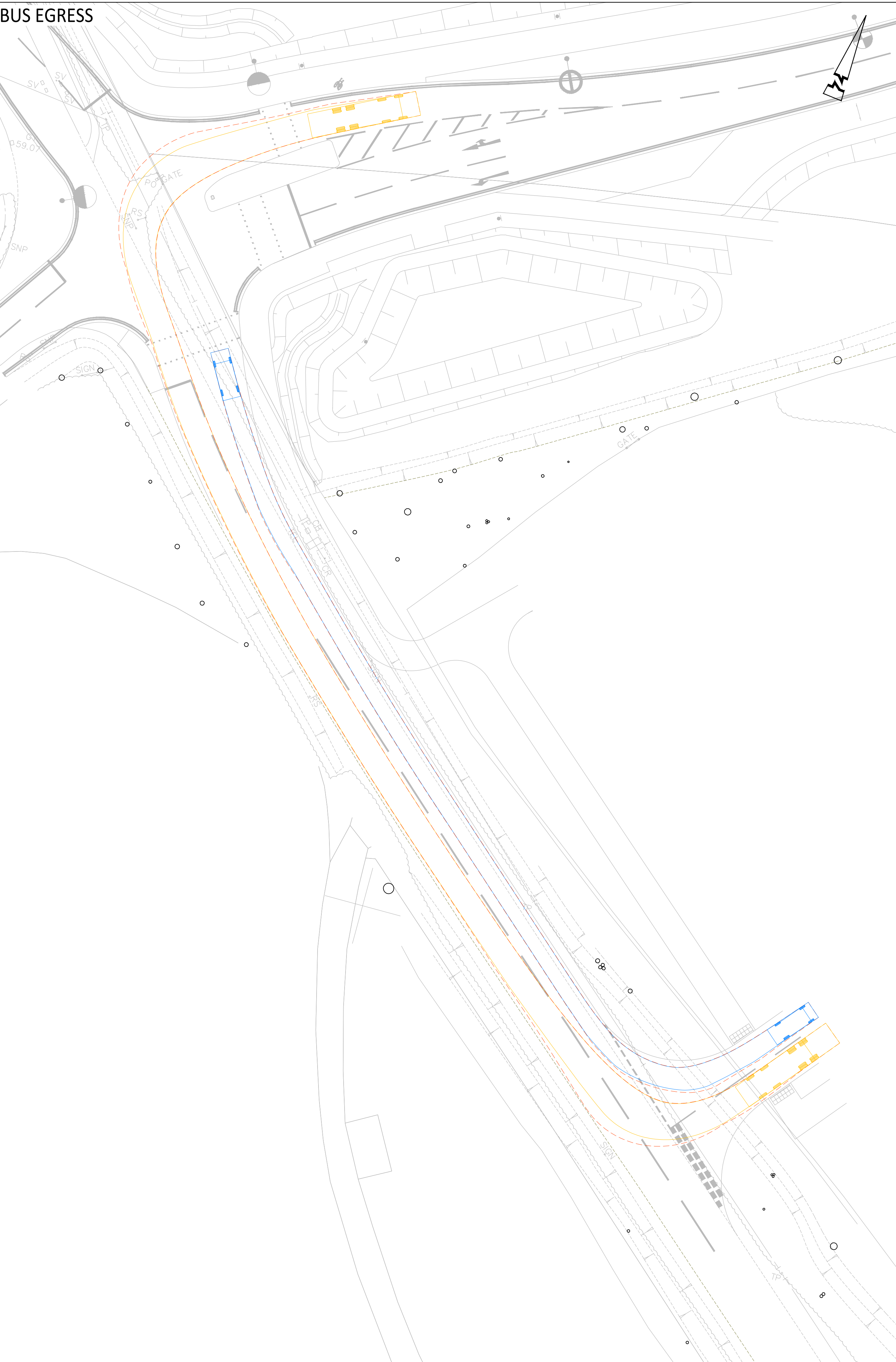
Scale	Date	Drawn	Checked
1:500 @ A3	MARCH 2024	TDM	NB

Drawing No	Revision
A218-038	P2

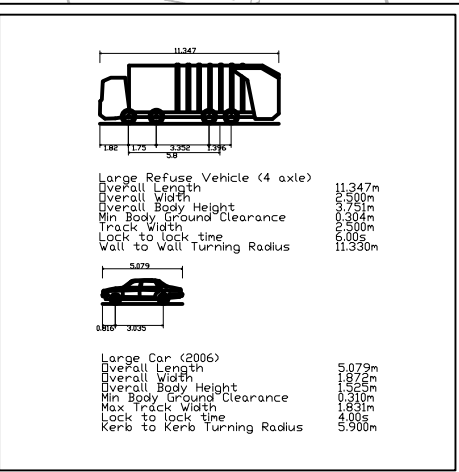
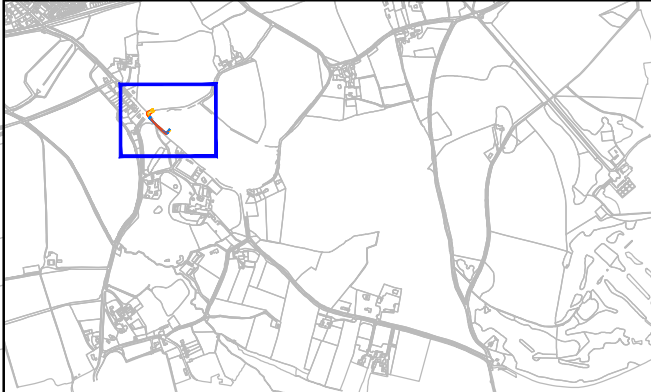
REFUSE INGRESS



BUS EGRESS



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P2	11.25	Minor Updates	TDM	JO
P1	03.25	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked



Client

NICHOLAS KING HOMES

Project SOUTH WOKINGHAM SDL EXTENSION

Title

SWEPT PATH ANALYSIS
REFUSE ACCESS
EASTHAMPSTEAD ROAD

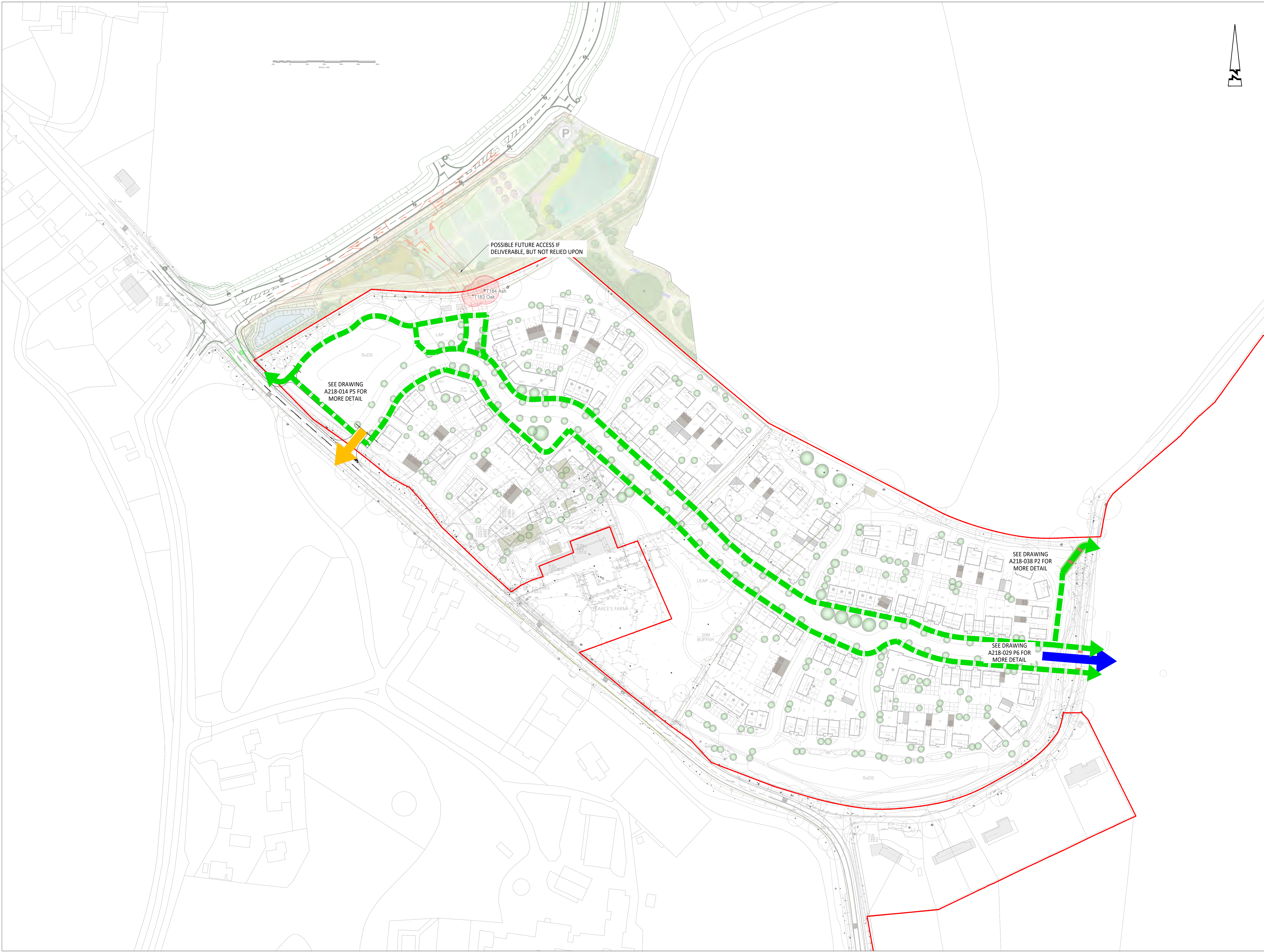
Status **FOR INFORMATION**

Scale 1:500 @ A1	Date MARCH 2025	Drawn TDM	Checked NB
Drawing No A218-046			Revision P2



Appendix C

Active Travel Context Plan



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KEY

- SITE BOUNDARY
- PRIMARY ACCESS
- SECONDARY ACCESS
- ACTIVE TRAVEL ROUTES

P1	12.25	FIRST ISSUE	TDM	PJ
Rev	Date	Description	Drawn	Checked

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Client

LIGHTWOOD STRATEGIC /
NICHOLAS KING HOMES

Project

SOUTH WOKINGHAM
SDL EXTENSION

Title

ACCESS STRATEGY

Status

PRELIMINARY

Scale	Date	Drawn	Checked
1:1000 @ A1	DEC 2025	TDM	JO

Drawing No	Revision
A218-054	P1



Appendix D

Road Safety Audit Reports



PEARCES FARM

DESIGNERS RESPONSE

NICHOLAS KING HOMES

15 DECEMBER 2025





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Date:	15 December 2025
Document Reference:	A218-R036

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2.0 Safety Issues Raised in this Stage 1 Road Safety Audit 2

Appendices

- Appendix A – Stage 1 Road Safety Audit
- Appendix B - Drawings Submitted for Safety Audit
- Appendix C - Drawings Incorporating Designer's Response



1.0 Introduction

1.1 Commission

- 1.1.1 This report has been compiled by Abley Letchford as a Designer's Response to the Stage 1 Road Safety Audit undertaken by Avon Traffic & Safety Services Ltd.
- 1.1.2 This report has been compiled by the Designer, Tom Moloney, on behalf of Nicholas King Homes.
- 1.1.3 Audit recommendations have been taken directly from the original Audit for ease of reference.
- 1.1.4 Where a safety audit recommendation is accepted, this report details the actions proposed to comply with the recommendations. Where a safety audit recommendation is rejected, this report details the justification for rejection.
- 1.1.5 This Designer's Response is to be regarded as the formal Safety Audit Exception Response if required and where applicable.



2.0 Safety Issues Raised in this Stage 1 Road Safety Audit

2.1 PROBLEM

Location

2.1.1 New access

Summary

2.1.2 Risk of junction collisions

Visibility from the access is restricted by vegetation (see photos above), which will increase the risk of an emerging vehicle being struck by a passing vehicle

Recommendation

2.1.3 Cut back and maintain vegetation to achieve the required visibility

Designer's Response

2.1.4 *Vegetation will be cut back as appropriate and maintained to ensure visibility is achievable.*

2.2 PROBLEM

Location

2.2.1 New access – southeastern visibility splay

2.2.2 Summary

2.2.3 Risk of junction collisions

The visibility in this direction has been given as 120 metres, which is appropriate for speeds up to 70 kph. However, the road in this direction is subject to a National Speed Limit, so vehicle speeds are likely to be significantly higher, meaning a longer visibility distance may be appropriate

Recommendation

2.2.4 Carry out speed measurements on this length of road and establish the correct visibility distance. Alternatively, arrange for the existing 40 mph speed limit to be extended further to the southeast to reduce vehicle speeds on the approach to the access.

Designer's Response

2.2.5 *While there is scope for the provision of a 2.4m x 215m visibility splay (60mph) to the east at the proposed junction, it should be noted that as part of the SDL wider works, a new 4-arm signalised junction is proposed at the Easthampstead Road / Heathlands Road junction.*

2.2.6 *As part of this, forward visibility to the proposed signal heads is to be provided commensurate with a 40mph design speed, which extends past the location of the proposed site access.*

2.2.7 *As such, access would be located within a 40mph zone, to which the proposed 120m visibility has been designed.*



2.3 PROBLEM

Location

- 2.3.1 New access road

Summary

- 2.3.2 Risk of vehicle/pedestrian collisions

No footway is indicated on the northwest side of the new access road. The auditors were unsure of the context of the development to the north of Easthampton Road, however, if there is a desire for pedestrians to walk on this side of the access road, they may choose to walk in the carriageway, where they will be at risk of being struck by vehicles

Recommendation

- 2.3.3 Provide a footway to the north-west side of the access road if considered appropriate

Designer's Response

- 2.3.4 *The proposed development layout is currently under review and has yet to be finalised in detail. However, at this outline stage, the land on the northern edge of the access road is to be used as a balancing pond.*
- 2.3.5 *As part of the pedestrian and cycle access strategy, a 3m shared route is provided at the northern corner of the site, as well as a crossing point over the access road and continuation along its southern edge.*
- 2.3.6 *As such, it is considered that the provision of a footway on the northwest site of the access road is not required.*

2.4 PROBLEM

Location

- 2.4.1 Street furniture in the verge, northwest of new access

Summary

- 2.4.2 Risk of cycles colliding with street furniture
- 2.4.3 An existing power pole and two utility cabinets will obstruct the proposed shared use path if left in place

Recommendation

- 2.4.4 Relocate Street furniture out of the path.

Designer's Response

- 2.4.5 The relocation of existing street furniture will be taken into consideration as part of the access works.



Appendices



Appendix A – Stage 1 Road Safety Audit

Road Safety Audit – Easthampstead Road (draft)

Stage: 1

Location: Easthampstead Road, Wokingham

Site: Proposed new vehicle access and footway improvements

ATSS Ref: 250312

Client Ref: A218

Date: 30 March 2025



Project Details

Report Title:	Stage 1 road safety audit,
Date:	30 March 2025
Document reference and revision:	250312 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Abley Letchford Partnership Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Thomas Moloney	Abley Letchford Partnership Ltd	25 March 2025
Team leader	Nick Jeanes	Team Leader	
Team Member	Darren Cox	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	30 March 2025
Final report issued by			
Designer's response issued by			

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Abley Letchford Partnership Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to create a priority junction on Easthampton Road a short distance south-east of the existing junction with Heathlands Road. The scheme includes construction of a 3.0 metre wide shared use path from the Heathlands Road junction.
- 1.2 The RSA Brief was supplied by Abley Letchford Partnership Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Peregrine Roose, Abley Letchford Partnership Ltd.
- 1.3 Easthampton Road is an unclassified road between the south east of Wokingham and Crowthorne. At the audit site it is straight and level, and displays a rural character, being lined by trees with no footways or street lighting. The speed limit at the proposed access is National Speed Limit, changing to 40 mph a short distance to the north.
- 1.4 The audit team members are:

Nick Jeanes	–	Team Leader
Darren Cox	–	Team Member
- 1.5 The audit took place during March 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 12.00 and 12.30 on Friday 28 March when the weather conditions were dry and sunny with a dry road. Vehicle flows were moderate and speeds appeared commensurate with the speed limits (40 mph and national speed limit). No pedestrians or cyclists were observed.
- 1.6 Data from Crashmap.org show that there has been one reported collision involving injury, in the 5 years 2019-2023 inclusive, in the vicinity of the proposals. This occurred in May 2024 to the south of Heathlands Road, involved 2 cars in a nose-to-tail collision, and resulted in a slight injury. Three other collisions occurred at the Heathlands Road/Easthampton Road junction, all resulting in slight injuries.
- 1.7 No existing/predicted vehicle flows or speed data have been supplied.
- 1.8 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.9 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.10 Documents and drawings examined in this safety audit are listed at Appendix A.

1.11 General views of site



View looking south-east on Easthampton Road. The new access will be on the left (arrowed)



View looking north-west on Easthampton Road. The new access will be on the right (arrowed)



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

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

2.1 Problem

Location – New access

Summary – Risk of junction collisions

Visibility from the access is restricted by vegetation (see photos above), which will increase the risk of an emerging vehicle being struck by a passing vehicle

Recommendation – Cut back and maintain vegetation to achieve the required visibility

2.2 Problem

Location – New access – south-eastern visibility splay

Summary – Risk of junction collisions

The visibility in this direction has been given as 120 metres, which is appropriate for speeds up to 70 kph. However, the road in this direction is subject to National Speed Limit, so vehicle speeds are likely to be significantly higher, meaning a longer visibility distance may be appropriate

Recommendation – Carry out speed measurements on this length of road and establish the correct visibility distance. Alternatively, arrange for the existing 40 mph speed limit to be extended further to the south-east, to reduce vehicle speeds on the approach to the access

2.3 Problem

Location – New access road

Summary – Risk of vehicle/pedestrian collisions

No footway is indicated on the north-west side of the new access road. The auditors were unsure of the context of the development to the north of Easthampton Road, however if there is a desire for pedestrians to walk on this side of the access road, they may choose to walk in the carriageway where they will be at risk of being struck by vehicles

Recommendation – Provide a footway to the north-west side of the access road if considered appropriate

2.4 Problem

Location – Street furniture in verge, north-west of new access

Summary – Risk of cycles colliding with street furniture

An existing power pole and two utility cabinets will obstruct the proposed shared use path if left in place



Recommendation – Relocate street furniture out of the path

3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Nick Jeanes MCIHT; MSoRSA; NH Cert. Comp.
Director

Signed:

Date:

Audit Team Member:

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

Signed:

Date:

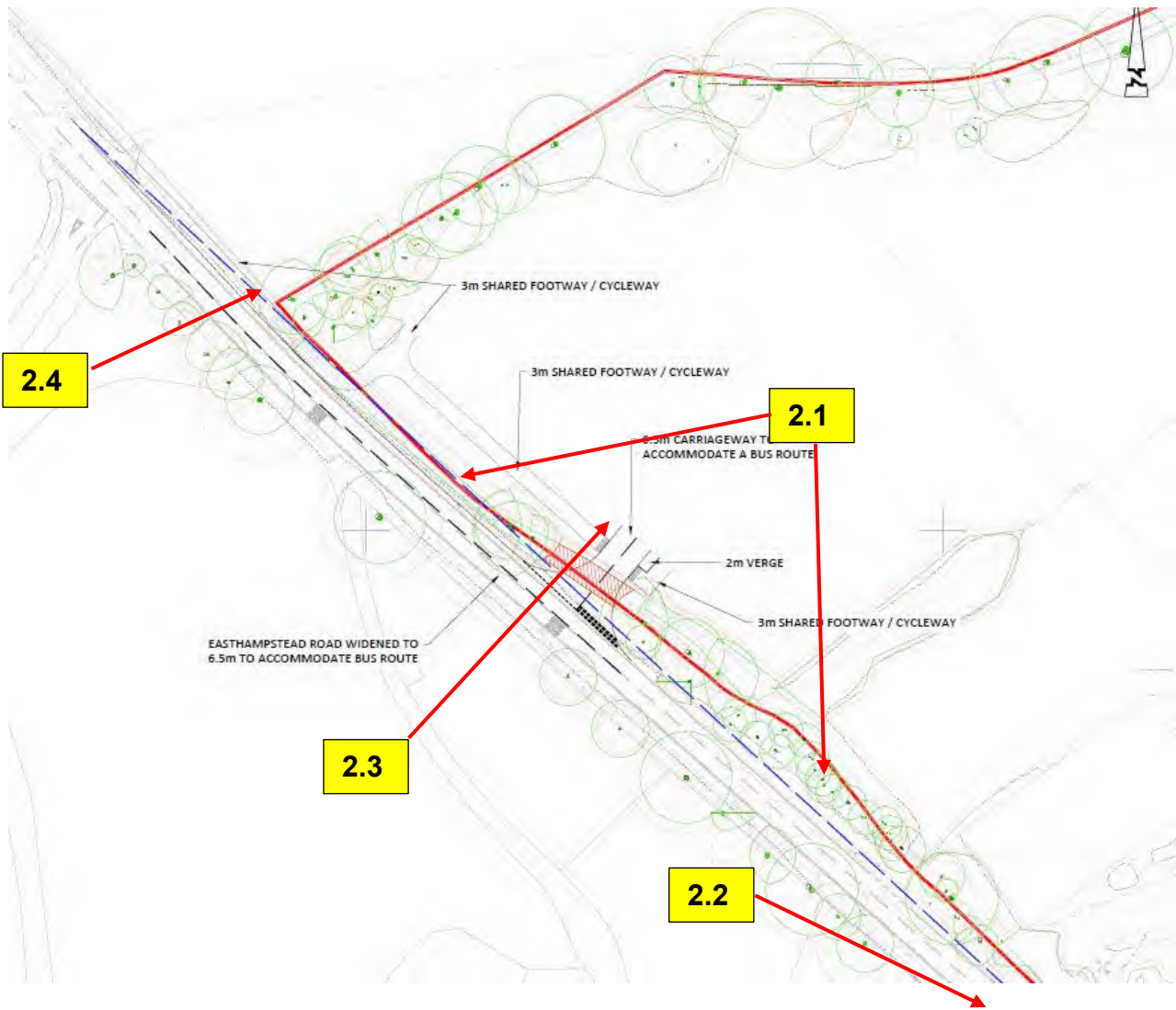
Appendix A: Information Utilised in this Stage 1 Road Safety Audit

Drawings:

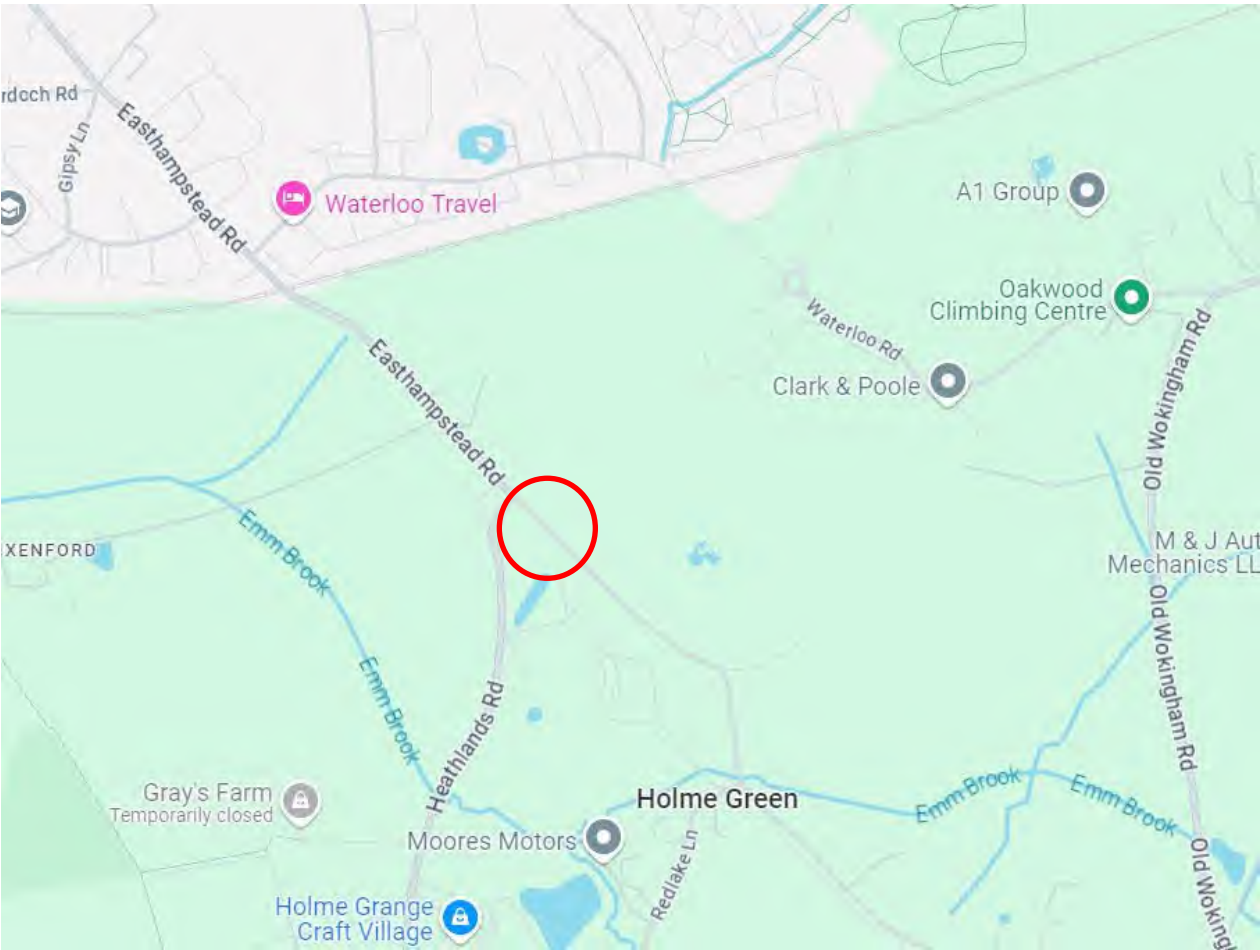
A218 - 014 P3 NK Access Easthampstead Road

SK02.4.1G Project EIA Illustrative Masterplan RFS

Appendix B: Key Plan showing Audit Problems

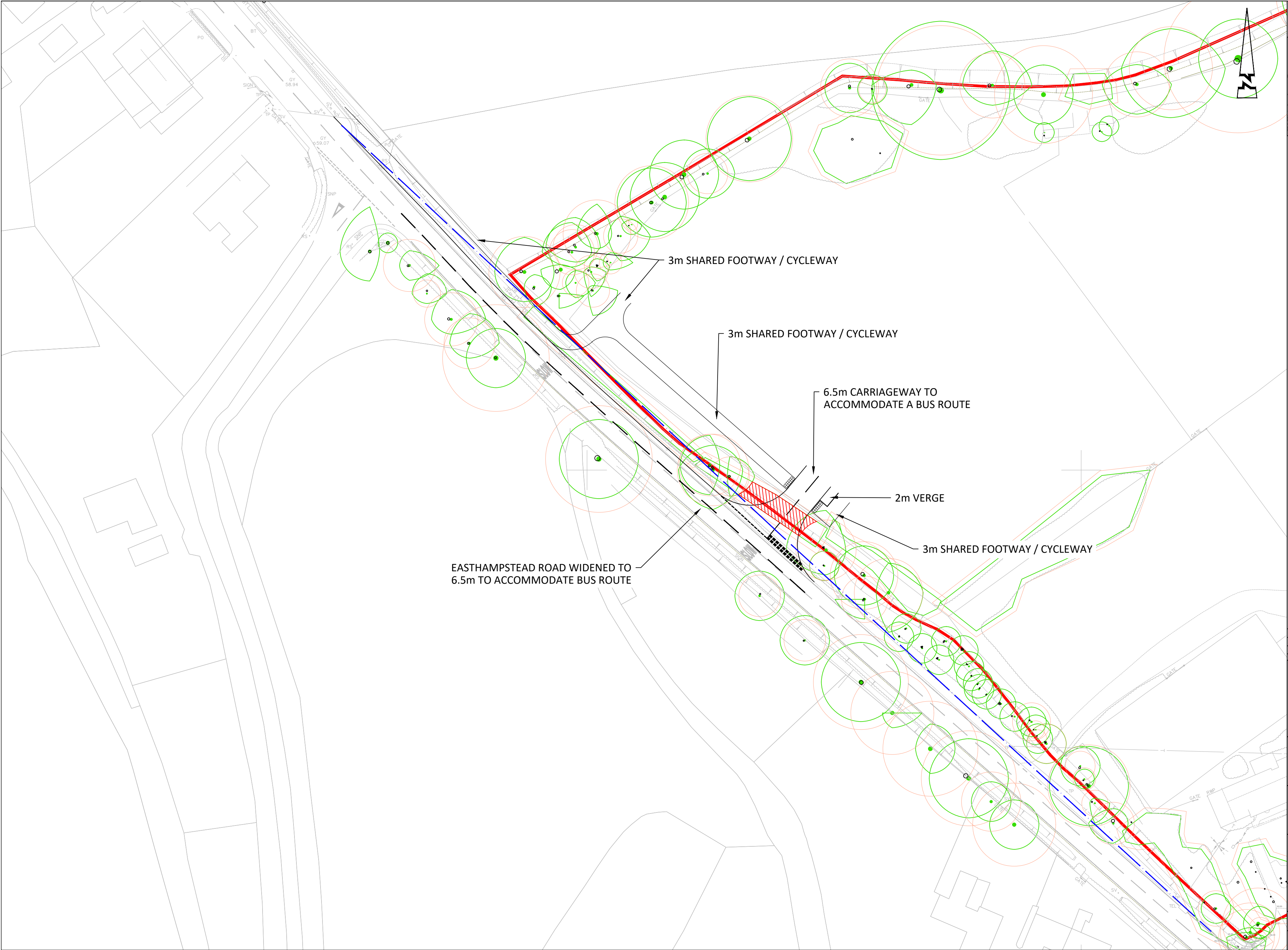


Appendix C – Site location plan





Appendix B - Drawings Submitted for Safety Audit



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KEY

- SITE BOUNDARY
- 2.4m X 120m VISIBILITY SPY
- VEGETATION TO BE REMOVED

P3	07.23	MINOR AMENDMENTS TO CYCLEWAY	TDM	PJ
P2	02.23	MINOR AMENDMENTS	TDM	NB
P1	02.23	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked

AL

P

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Client

LIGHTWOOD STRATEGIC / NICOLAS KING HOMES

Project

**SOUTH WOKINGHAM
SDL EXTENSION**

Title

**MAIN WESTERN ACCESS
ALTERNATIVE LAYOUT
EASTHAMPTSTEAD ROAD**

Status

PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A2	FEB 2023	TDM	NB
Drawing No	A218-014		P3



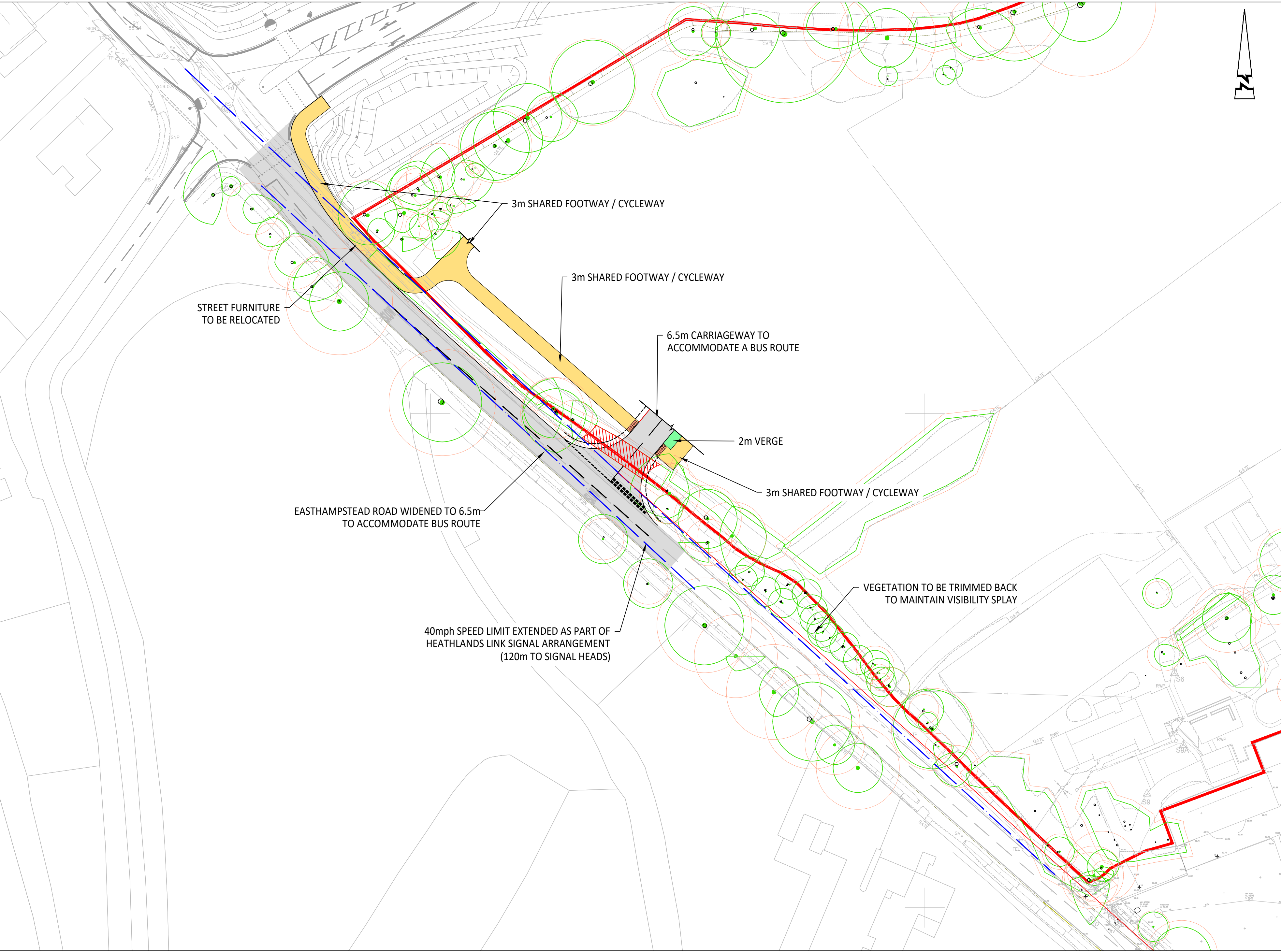
Appendix C - Drawings Incorporating Designer's Response



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KEY	
	SITE BOUNDARY
	2.4m X 120m VISIBILITY SPLAY
	VEGETATION TO BE REMOVED



PS	11.25	MINOR AMENDMENTS	TDM	JO
P4	04.25	ADDITIONAL NOTES FOLLOWING RSA	TDM	PJ
P3	07.23	MINOR AMENDMENTS TO CYCLEWAY	TDM	PJ
P2	02.23	MINOR AMENDMENTS	TDM	NB
P1	02.23	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked

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Client
**LIGHTWOOD STRATEGIC /
NICOLAS KING HOMES**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**MAIN WESTERN ACCESS
ALTERNATIVE LAYOUT
EASTHAMPSSTEAD ROAD**

Status
PRELIMINARY

Scale 1:500 @ A2	Date FEB 2023	Drawn TDM	Checked NB
Drawing No A218-014			Revision P5



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DESIGNERS RESPONSE

NICHOLAS KING HOMES

15 DECEMBER 2025





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Date:	15 December 2025
Document Reference:	A218-R037

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- Appendix A – Stage 1 Road Safety Audit
- Appendix B – Drawings Submitted for Safety Audit
- Appendix C – Drawings Incorporating Designers Response



1.0 Introduction

1.1 Commission

- 1.1.1 Abley Letchford has compiled this report as a Designer's Response to the Non-Motorised Audit undertaken by Avon Traffic & Safety Services Ltd.
- 1.1.2 This report has been compiled by Tom Moloney, the Designer, on behalf of Nicholas King Homes.
- 1.1.3 Audit recommendations have been taken directly from the original Audit for ease of reference.
- 1.1.4 Where a safety audit recommendation is accepted, this report details the actions proposed to comply with the recommendations. Where a safety audit recommendation is rejected, this report details the justification for rejection.
- 1.1.5 This Designer's Response is to be regarded as the formal Safety Audit Exception Response if required and where applicable.



2.0 Safety Issues Raised in this Stage 1 Road Safety Audit

2.1 Problem

Location

- 2.1.1 Traffic signal-controlled junction

Summary

- 2.1.2 Risk of vehicle/pedestrian and vehicle/cycle collisions

No provision has been made for pedestrians or cyclists to cross the 'main' (south-west to north-east) route. The auditors were concerned that pedestrians, especially, may try to use the island to the northeast of the junction to cross. Without the use of a controlled crossing, they would be at risk of being struck by passing vehicles.

Recommendation

- 2.1.3 Assess the potential desire for pedestrians and/or cyclists to cross the 'main' route at the junction and provide an appropriate facility if deemed necessary.

Designer's Response

- 2.1.4 *Consideration of a crossing point in this location was initially given during the design process; however, due to geometric constraints between the signalised arrangement and priority junction to the northeast, as well as swept path requirements for buses turning in and out of the proposed development, a crossing in this location resulted in a very 'cramped' arrangement with no separation between the stop line and the priority controlled right turn lane. This could also lead to an increase in potential 'false' signal situations (as raised by Problem 2.4).*

The proposed layout of the Heathlands Link features 3m verges and 3m shared footways/cycleways along both sides of the carriageway, with numerous crossing points along its length.

Also to consider is that most of the walking and cycling journeys generated by the development are expected to head northeast towards Wokingham and vice versa. As such, the desire to cross in this location is unlikely to be significant. The presence of 3m verges along both sides of the link would also help to dissuade inappropriate crossing of the carriageway via the traffic separation island, as there is no obvious path to the kerb edge or landing point on the opposite side.

Given this context, the provision of a crossing at the junction to the northern side of the Heathlands Link is not considered to be necessary.

2.2 Problem

Location

- 2.2.1 2.0 metre footway on south side of 'main' route, between traffic signal-controlled junction and Easthampton Road

Summary

- 2.2.2 Risk of cycle/pedestrian conflicts



There are shared-use paths both west and east of this 2.0-metre-wide footway. It is likely that cyclists, especially in a westbound direction, will use this path rather than crossing the 'main' route twice to use the path on the north side. In doing so, they will create conflicts with pedestrians using the path.

Recommendation

- 2.2.3 Make this length of path a 3.0m wide shared-use path.

Designers' Response

- 2.2.4 Agreed, 2m footway has been widened to a 3m shared footway/cycleway by reducing the proposed verge to 2m.

2.3 Problem

Location

- 2.3.1 Traffic signal-controlled junction

Summary

- 2.3.2 Risk of vehicles colliding with a poorly parked vehicle

No parking bay for signals maintenance vehicles has been indicated. Maintenance vehicles attending the site are likely to park half on the footway, obstructing the footway, constituting an obstacle to passing vehicles, and possibly obstructing sightlines.

Recommendation

- 2.3.3 Provide a parking bay for signals maintenance vehicles.

Designers' Response

- 2.3.4 *Agreed Maintenance Bay Added*

2.4 Problem

Location

- 2.4.1 Traffic signal-controlled junction, central islands

Summary

- 2.4.2 Risk of vehicles striking central islands

No bollards have been indicated on the islands. Vehicles may risk striking the islands in hours of darkness or during inclement weather when visibility is reduced.

Recommendation

- 2.4.3 Provide illuminated or reflective bollards at either end of the islands.

Designers' Response

- 2.4.4 *Agreed, details for the lighting and signage strategy for the junction would be provided at the detailed design stage. For the application, indicative bollards have been shown on the access arrangement.*



2.5 Problem

Location

- 2.5.1 Right turn lane for SDL access, east of signalled junction

Summary

- 2.5.2 Risk of junction collisions

Drivers waiting to turn right in this right turn lane will be very close to the signalled junction and will have a view of the signal displays. There is a risk that they may believe they are under signal control when they are not and may think it is safe to turn right on a green signal when it is not. No signal phasing details have been supplied with the audit documents, so the auditors could not establish whether this would be an issue or not.

Recommendation

- 2.5.3 Assess the risk of drivers in the right turn lane being given a false signal and take appropriate mitigating measures if deemed necessary.

Designers' Response

- 2.5.4 *While there may be an occasional risk of an inattentive driver mistaking this priority-controlled right turn as being signal-controlled, this risk would be minimised by ensuring signals are only visible from the stop line, which the arrangement does by only providing signals for the eastern arm on the nearside edge of the carriageway.*

As can also be seen on the proposed junction arrangement, the right turn lane is physically separated from the stop line of the signal junction by a kerbed traffic island approximately 10m in length (c.2 car lengths). As such, the right turn lane is divorced from the signal arrangement, and thus, the risk of such incidents occurring is considered to be low.

2.6 Problem

Location

- 2.6.1 Westbound approach to signals, straight ahead lane

Summary

- 2.6.2 Risk of vehicles ignoring a red signal

There does not appear to be a secondary signal for westbound traffic on the central island. Westbound drivers going ahead may not see a red signal at the primary signal head if there is a large vehicle in the left turn lane, increasing the risk of them going ahead and striking a vehicle turning right across their path.

Recommendation

- 2.6.3 Provide a secondary signal on the central island.

Designer's Response

- 2.6.4 *A secondary signal head has already been provided on the centre island of the southern arm.*



In addition, the stop line has been moved back c.2m to minimise the risk of large vehicles blocking drivers' sight to the signal head when in the right-hand lane.



Appendices



Appendix A – Stage 1 Road Safety Audit

Road Safety Audit – Heathlands Link Road Signals (draft)

Stage: 1

Location: Heathlands Link Road, Wokingham

Site: Proposed 3-way signalled junction

ATSS Ref: 250313

Client Ref: A218

Date: 30 March 2025



Project Details

Report Title:	Stage 1 road safety audit, Heathlands Link Road Signals
Date:	30 March 2025
Document reference and revision:	250312 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Abley Letchford Partnership Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Thomas Moloney	Abley Letchford Partnership Ltd	26 March 2025
Team leader	Nick Jeanes	Team Leader	
Team Member	Darren Cox	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	30 March 2025
Final report issued by			
Designer's response issued by			

Avon Traffic & Safety Services Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Avon Traffic & Safety Services Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Abley Letchford Partnership Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to construct a 3 - way traffic signal controlled junction on the proposed Heathlands Link Road, as part of a major residential development.
- 1.2 The RSA Brief was supplied by Abley Letchford Partnership Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Peregrine Roose, Abley Letchford Partnership Ltd. No details of the signal phasing have been provided.
- 1.3 The site is currently in a green field, generally level. The site is a short distance north east of Easthampstead Road, opposite Heathlands Road. A four-way signalled junction is proposed at the junction of Easthampton Road and Heathlands Road, however it is not within the scope of this audit.
- 1.4 The audit team members are:
- | | | |
|-------------|---|-------------|
| Nick Jeanes | – | Team Leader |
| Darren Cox | – | Team Member |
- 1.5 The audit took place during March 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 11.45 and 12.00 on Friday 28 March when the weather conditions were dry and sunny with a dry road. Vehicle flows were moderate and speeds appeared commensurate with the speed limit. No pedestrians or cyclists were observed.
- 1.6 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.7 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.8 Documents and drawings examined in this safety audit are listed at Appendix A.

1.11 General views of site



Views looking north-east from Easthampton Road/Heathlands Road junction, towards the audit site

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

2.1 Problem

Location – Traffic signal controlled junction

Summary – Risk of vehicle/pedestrian and vehicle/cycle collisions

No provision has been made for pedestrians or cyclists to cross the 'main' (south-west – north-east) route. The auditors were concerned that pedestrians, especially, may try to use the island to the north-east of the junction to cross. Without the use of a controlled crossing they would be at risk of being struck by passing vehicles

Recommendation – Assess the potential desire for pedestrians and/or cyclists to cross the 'main' route at the junction, and provide an appropriate facility if deemed necessary

2.2 Problem

Location – 2.0 metre footway on south side of 'main' route, between traffic signal controlled junction and Easthampton Road

Summary – Risk of cycle/pedestrian conflicts

There are shared use paths both west and east of this 2.0 metre wide footway. It is likely that cyclists, especially in a westbound direction, will use this path, rather than crossing the 'main' route twice to use the path on the north side. In doing so they will create conflicts with pedestrians using the path

Recommendation – Make this length of path a 3.0 metre wide shared use path

2.3 Problem

Location – Traffic signal controlled junction

Summary – Risk of vehicles colliding with a poorly parked vehicle

No parking bay for signals maintenance vehicles has been indicated. Maintenance vehicles attending the site are likely to park half on the footway, obstructing the footway, constituting an obstacle to passing vehicles, and possibly obstructing sightlines

Recommendation – Provide a parking bay for signals maintenance vehicles

2.4 Problem

Location – Traffic signal controlled junction, central islands

Summary – Risk of vehicles striking central islands

No bollards have been indicated on the islands. Vehicles may risk striking the islands in hours of darkness or during inclement weather when visibility is reduced

Recommendation – Provide illuminated or reflective bollards at either end of islands

2.5 Problem

Location – Right turn lane for SDL access, east of signalled junction

Summary – Risk of junction collisions

Drivers waiting to turn right in this right turn lane will be very close to the signalled junction and will have a view of the signal displays. There is a risk that they may believe they are under signal control when they are not, and may think it is safe to turn right on a green signal when it is not. No signal phasing details have been supplied with the audit documents, so the auditors could not establish whether this would be an issue or not

Recommendation – Assess the risk of drivers in the right turn lane being given a false signal and take appropriate mitigating measures if deemed necessary

2.6 Problem

Location – Westbound approach to signals, straight ahead lane

Summary – Risk of vehicles ignoring a red signal

There does not appear to be a secondary signal for westbound traffic on the central island. Westbound drivers going ahead may not see a red signal at the primary signal head if there is a large vehicle in the left turn lane, increasing the risk of them going ahead and striking a vehicle turning right across their path

Recommendation – Provide a secondary signal on the central island

3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Nick Jeanes MCIHT; MSoRSA; NH Cert. Comp.
Director

Signed:

Date:

Audit Team Member:

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

Signed:

Date:

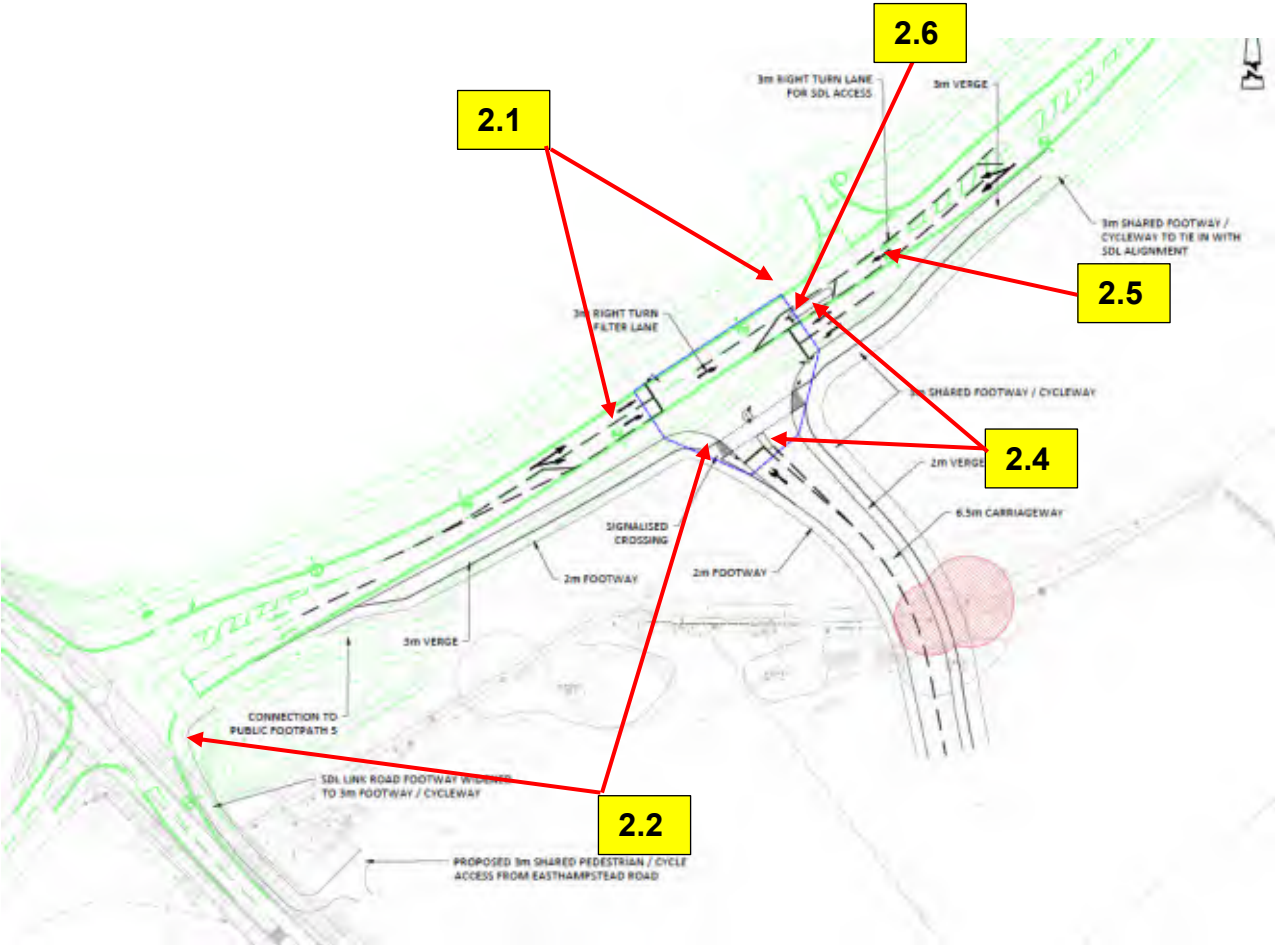
Appendix A: Information Utilised in this Stage 1 Road Safety Audit

Drawings:

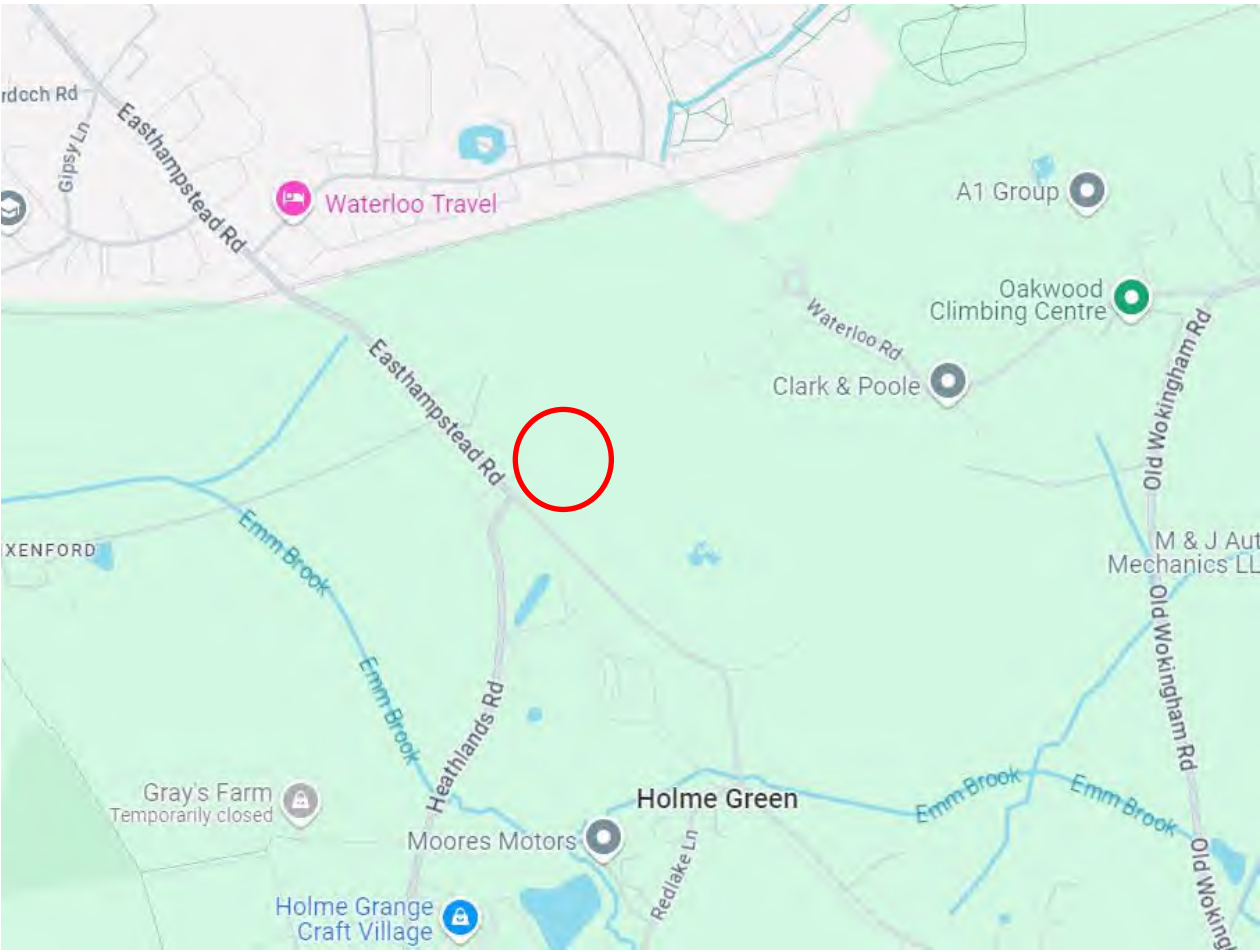
A218 - 019 P3 NK Access Signals

SK02.4.1G Project EIA Illustrative Masterplan RFS

Appendix B: Key Plan showing Audit Problems



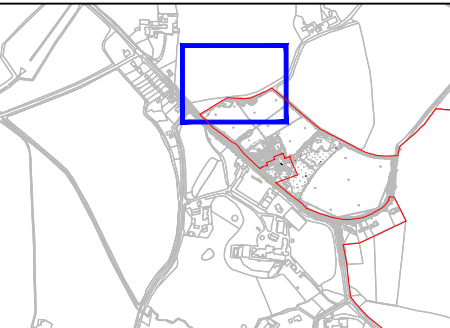
Appendix C – Site location plan





Appendix B – Drawings Submitted for Safety Audit

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- KEY**
- SITE BOUNDARY
 - JUNCTION INTERVISIBILITY ZONE
 - CURRENT HEATHLANDS LINK DESIGN ALIGNMENT
 - PROPOSED ACCESS WORKS FOR SWSOL EXTENSION SITE
 - TREES TO BE REMOVED

P3	08.23	HEATHLANDS LINK UPDATED	TDM	PJ
P2	07.23	FRAME UPDATES	TDM	PJ
P1	05.23	FIRST ISSUE	TDM	PJ
Rev	Date	Description	Drawn	Checked

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Client
**LIGHTWOOD STRATEGIC /
NICHOLAS KING HOMES**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**MAIN WESTERN ACCESS
PREFERRED ARRANGEMENT
HEATHLANDS LINK ROAD**

Status
PRELIMINARY

Scale 1:500 @ A2	Date MAY 2023	Drawn TDM	Checked NB
Drawing No A218-019	Revision P3		

3m RIGHT TURN LANE
FOR SDL ACCESS

3m VERGE

3m SHARED FOOTWAY /
CYCLEWAY TO TIE IN WITH
SDL ALIGNMENT

3m RIGHT TURN
FILTER LANE

3m SHARED FOOTWAY / CYCLEWAY

2m VERGE

6.5m CARRIAGEWAY

SIGNALISED
CROSSING

2m FOOTWAY

2m FOOTWAY

3m VERGE

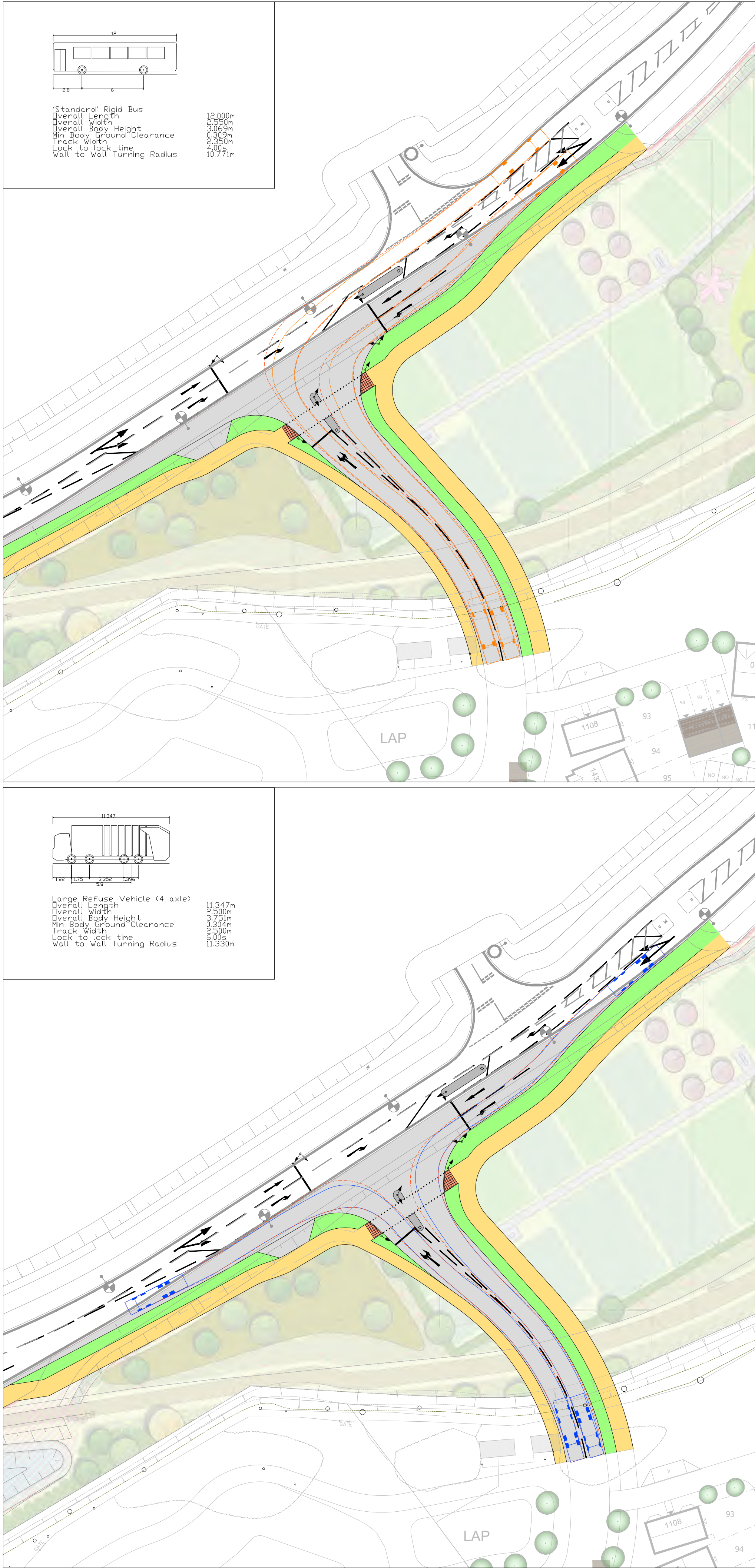
CONNECTION TO
PUBLIC FOOTPATH 5

SDL LINK ROAD FOOTWAY WIDENED
TO 3m FOOTWAY / CYCLEWAY

PROPOSED 3m SHARED PEDESTRIAN / CYCLE
ACCESS FROM EASTHAMPSTEAD ROAD



Appendix C – Drawings Incorporating Designers Response



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KEY

- SITE BOUNDARY
- JUNCTION INTERVISIBILITY ZONE
- CURRENT HEATHLANDS LINK DESIGN ALIGNMENT
- PROPOSED ACCESS WORKS FOR SWSDL EXTENSION SITE
- TPO TREES TO BE REMOVED
- T183
- T184

Rev	Date	Description	Drawn	Checked
P6	12.25	SWEPT PATHS ADDED	TDM	JO
P5	11.25	MINOR AMENDMENTS	TDM	JO
P4	09.25	UPDATED FROM TRANSPORT MODELLING	TDM	NB
P3	08.23	HEATHLANDS LINK UPDATED	TDM	NB
P2	07.23	FRAME UPDATES	TDM	PJ
P1	05.23	FIRST ISSUE	TDM	PJ

Abley Letchford
www.ableyletchford.co.uk

Client: **LIGHTWOOD STRATEGIC / NICHOLAS KING HOMES**

Project: **SOUTH WOKINGHAM SDL EXTENSION**

Title: **MAIN ACCESS FROM EASTHAMPSTEAD ROAD WITH SECONDARY SIGNALISED ACCESS FROM HEATHLANDS LINK**

Status: **PRELIMINARY**

Scale	Date	Drawn	Checked
1:500 @ A1	SEPT 2025	TDM	NB

Drawing No: **A218-019** Revision: **P6**



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PEARCES FARM, SOUTH WOKINGHAM

DESIGNERS RESPONSE

NICHOLAS KING HOMES

15 DECEMBER 2025





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Date:	15 December 2025
Document Reference:	A218-R038

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1.0 Introduction

1.1 Commission

- 1.1.1 Abley Letchford has compiled this report as a Designer's Response to the Non-Motorised Audit undertaken by Avon Traffic & Safety Services Ltd.
- 1.1.2 This report has been compiled by Tom Moloney, the Designer, on behalf of Nicholas King Homes.
- 1.1.3 Audit recommendations have been taken directly from the original Audit for ease of reference.
- 1.1.4 Where a safety audit recommendation is accepted, this report details the actions proposed to comply with the recommendations. Where a safety audit recommendation is rejected, this report details the justification for rejection.
- 1.1.5 This Designer's Response is to be regarded as the formal Safety Audit Exception Response if required and where applicable.



2.0 Safety Issues Raised in this Stage 1 Road Safety Audit

2.1 Problem

Location

2.1.1 Central refuge island

Summary

2.1.2 Risk of vehicles striking the central island

No bollards have been indicated on either end of the island. Vehicles may risk striking the island in hours of darkness or during inclement weather when visibility is reduced.

Recommendation

2.1.3 Provide illuminated or reflective bollards at either end of the island.

Designers' Response

2.1.4 *Agreed; details for the lighting and signage strategy for the junction would be provided at the detailed design stage. Indicative bollards have been shown on the access arrangement.*

2.2 Problem

Location

2.2.1 Central refuge island

Summary

2.2.2 Risk of vehicles striking central island

The proposed hatching runs directly into the island, i.e., it does not direct vehicles around the island. Vehicles may risk striking the island in hours of darkness or during inclement weather when visibility is reduced.

Recommendation

2.2.3 Offset the hatching 300 mm from the island sides so it directs vehicles around the island.

Designers' Response

2.2.4 *Agreed; road markings redrawn to provide 300mm offset from kerb.*

2.3 Problem

Location

2.3.1 Transition from footway to shared use path, north-east of island

Summary

2.3.2 Risk of pedestrian/cycle collisions

There is no indication of the transition on the proposals. Pedestrians may not understand that they are entering a shared use path, increasing the risk of conflicts with cycles.



Recommendation

- 2.3.3 Provide corduroy tactile paving and appropriate path signage at this point.

Designers' Response

- 2.3.4 *Agreed; corduroy paving provided.*

2.4 Problem

Location

- 2.4.1 Pedestrian crossing point to east of site

Summary

- 2.4.2 Risk of pedestrian confusion

No tactile paving has been indicated at this crossing, so pedestrians with a sight impairment will not be able to establish where the footway terminates, and the carriageway begins. Also, the post for the crossing warning sign appears to conflict with the crossing point.

Recommendation

- 2.4.3 Provide appropriate tactile paving and ensure the signpost does not conflict with or obstruct the crossing

Designers' Response

- 2.4.4 *Agreed; tactile paving provided.*

2.5 Problem

Location

- 2.5.1 Central refuge island

Summary

- 2.5.2 Risk of large vehicles colliding with island

No swept path drawings have been supplied. The auditors were concerned that large vehicles such as refuse collection trucks may have difficulty pulling out of the side roads either side of the island and passing it safely.

Recommendation

- 2.5.3 Provide swept path drawings to show that large vehicles can turn out of the side roads and negotiate the island safely

Designers' Response

- 2.5.4 *The side roads have been shown indicatively based upon the emerging masterplan, which is to be determined in detail at Reserved Matters. A swept path analysis of the layout will be undertaken as a part of RM application with appropriate adjustments to ensure vehicle movements are accommodated.*



2.6 Problem

Location

- 2.6.1 Advance warning signs – both locations

Summary

- 2.6.2 Risk of signs being struck by passing vehicles

The auditors were concerned that the signs, especially the eastern one, may be mounted too close to the kerb edge, where they would be at risk of being struck by passing vehicles.

Recommendation

- 2.6.3 Ensure the sign edges are a minimum of 450 mm back from the kerb edge. The eastern post should be sited at the back of the footway, so it doesn't constitute an obstacle to pedestrians.

Designers' Response

- 2.6.4 *Agreed, signs located as required.*

2.7 Problem

Location

- 2.7.1 Trees - general

Summary

- 2.7.2 Risk of pedestrian/vehicle and cycle/vehicle collisions

Trees have been indicated along both sides of the road. On the north side, especially, these would appear to obstruct the sightlines of pedestrians and cyclists waiting on the north side of the central refuge island crossing and also of pedestrians on the north side of the pedestrian crossing further east, increasing the risk of them being struck by a passing vehicle.

Recommendation

- 2.7.3 Ensure trees do not obstruct sightlines.

Designers' Response

- 2.7.4 *The landscaping proposals are currently indicative only. The detailed planting strategy will ensure appropriate visibility is maintained at the crossing.*

2.8 Problem

Location

- 2.8.1 Cycle routes to the east of the site

Summary

- 2.8.2 Risk of cycle/pedestrian collisions

The shared-use paths on both sides of the road do not continue eastwards; however, there is no provision for eastbound cyclists to join the carriageway, so they are likely to continue east on the footways, where they will conflict with pedestrians.



Recommendation

- 2.8.3 Consider how eastbound cycles will continue eastward once the shared use paths terminate and make appropriate provisions.

Designers' Response

- 2.8.4 *Corduroy paving has been added to the proposed crossing arrangement to indicate the shared footway/cycleway is terminating.*

Cyclists can use the crossing to continue their journey along the southern side of the carriageway or transition to cycling on the carriageway as they travel eastbound.



Appendices



Appendix A – Stage 1 Road Safety Audit

Road Safety Audit –Byway Crossing, Holme Green Lane (draft)

Stage: 1

Location: Holme Green Lane, Wokingham

Site: Proposed refuge island for pedestrian and cycle crossing

ATSS Ref: 250314

Client Ref: A218

Date: 30 March 2025



Project Details

Report Title:	Stage 1 road safety audit, Byway Crossing, Holme Green Lane
Date:	30 March 2025
Document reference and revision:	250314 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Abley Letchford Partnership Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Thomas Moloney	Abley Letchford Partnership Ltd	26 March 2025
Team leader	Nick Jeanes	Team Leader	
Team Member	Darren Cox	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	30 March 2025
Final report issued by			
Designer's response issued by			

Avon Traffic & Safety Services Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Avon Traffic & Safety Services Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Abley Letchford Partnership Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to construct a 3.0 metre wide central refuge island on a distributor road within a proposed residential development, to aid the crossing of pedestrians and cycles. The crossing is situated approximately at the north east end of the existing Holme Green Lane. The proposals include provision of shared use paths either side of the crossing.
- 1.2 The RSA Brief was supplied by Abley Letchford Partnership Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Peregrine Roose, Abley Letchford Partnership Ltd.
- 1.3 The proposed crossing is within the large development area, so is currently in an open, generally level, field.
- 1.4 The audit team members are:
- | | | |
|-------------|---|-------------|
| Nick Jeanes | – | Team Leader |
| Darren Cox | – | Team Member |
- 1.5 The audit took place during March 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 12.00 and 12.15 on Friday 28 March when the weather conditions were dry and sunny. The site was not actually accessible, being a green field site, therefore this audit is essentially a desk-top exercise.
- 1.6 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.7 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.8 Documents and drawings examined in this safety audit are listed at Appendix A.

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

2.1 Problem

Location – Central refuge island

Summary – Risk of vehicles striking central island

No bollards have been indicated on either end of the island. Vehicles may risk striking the island in hours of darkness or during inclement weather when visibility is reduced

Recommendation – Provide illuminated or reflective bollards at either end of the island

2.2 Problem

Location – Central refuge island

Summary – Risk of vehicles striking central island

The proposed hatching runs directly into the island, i.e. it does not direct vehicles around the island. Vehicles may risk striking the island in hours of darkness or during inclement weather when visibility is reduced

Recommendation – Offset the hatching 300 mmm from the island sides so it directs vehicles around the island

2.3 Problem

Location – Transition from footway to shared use path, north-east of island

Summary – Risk of pedestrian/cycle collisions

There is no indication of the transition on the proposals. Pedestrians may not understand that they are entering a shared use path, increasing the risk of conflicts with cycles

Recommendation – Provide corduroy tactile paving and appropriate path signage at this point

2.4 Problem

Location – Pedestrian crossing point to east of site

Summary – Risk of pedestrian confusion

No tactile paving has been indicated at this crossing, so pedestrians with a sight impairment will not be able to establish where the footway terminates, and the carriageway begins. Also, the post for the crossing warning sign appears to conflict with the crossing point

Recommendation – Provide appropriate tactile paving, and ensure the sign post does not conflict with or obstruct the crossing

2.5 Problem

Location – Central refuge island

Summary – Risk of large vehicles colliding with island

No swept path drawings have been supplied. The auditors were concerned that large vehicles such as refuse collection trucks may have difficulty pulling out of the side roads either side of the island and passing it safely

Recommendation – Provide swept path drawings to show that large vehicles can turn out of the side roads and negotiate the island safely

2.6 Problem

Location – Advance warning signs – both locations

Summary – Risk of signs being struck by passing vehicles

The auditors were concerned that the signs, especially the eastern one, may be mounted too close to the kerb edge, where they would be at risk of being struck by passing vehicles

Recommendation – Ensure the sign edges are a minimum of 450 mm back from the kerb edge. The eastern post should be sited at the back of the footway so it doesn't constitute an obstacle to pedestrians

2.7 Problem

Location – Trees - general

Summary – Risk of pedestrian/vehicle and cycle/vehicle collisions

Trees have been indicated along both sides of the road. On the north side, especially, these would appear to obstruct the sightlines of pedestrians and cyclists waiting on the north side of the central refuge island crossing, and also of pedestrians on the north side of the pedestrian crossing further east, increasing the risk of them being struck by a passing vehicle

Recommendation – Ensure trees do not obstruct sightlines

2.8 Problem

Location – Cycle routes to east of site

Summary – Risk of cycle/pedestrian collisions

The shared use paths on both sides of the road do not continue eastwards, however there is no provision for eastbound cyclists to join the carriageway, so they are likely to continue east on the footways where they will be in conflict with pedestrians

Recommendation – Consider how eastbound cycles will continue eastward once the shared use paths terminate, and make appropriate provisions

3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Nick Jeanes MCIHT; MSoRSA; NH Cert. Comp.
Director

Signed:

Date:

Audit Team Member:

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

Signed:

Date:

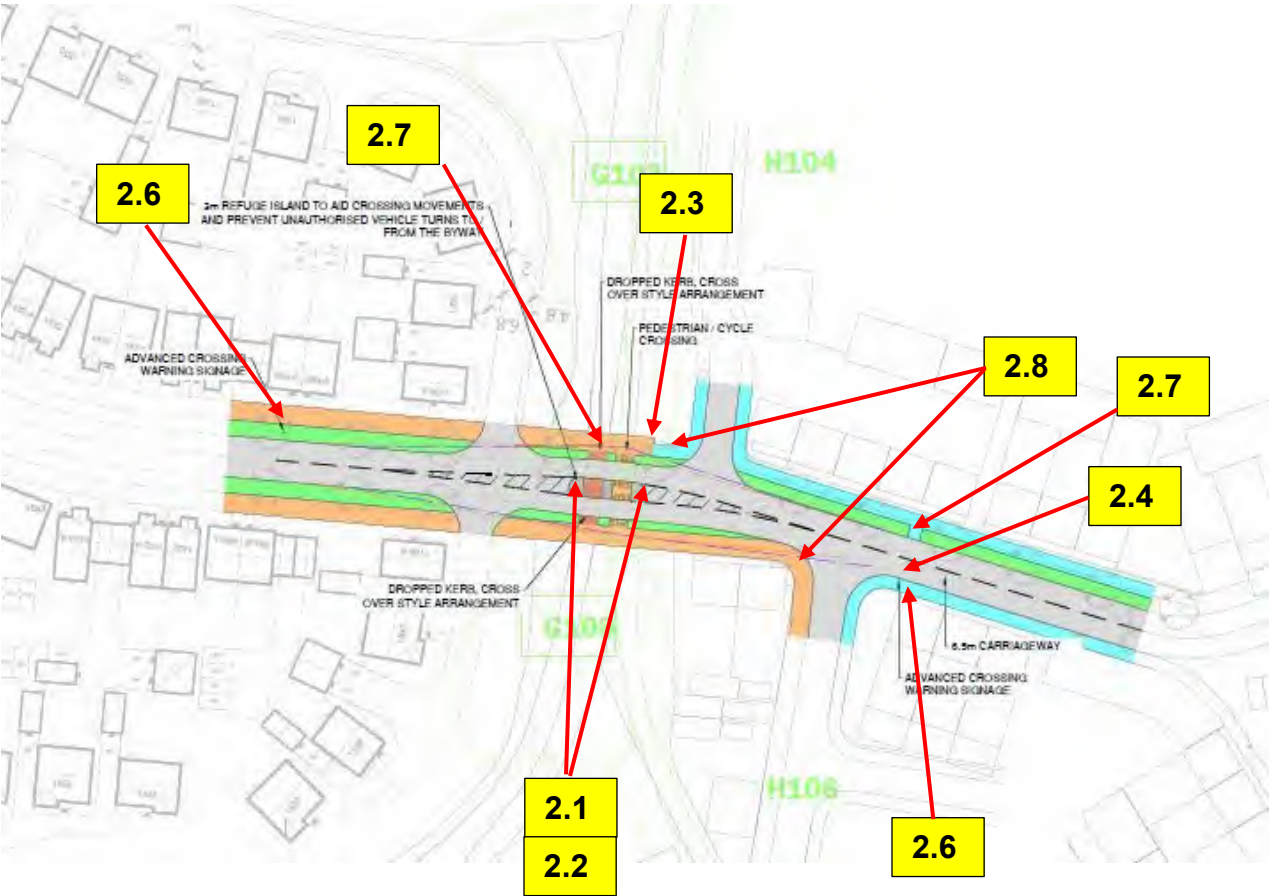
Appendix A: Information Utilised in this Stage 1 Road Safety Audit

Drawings:

A218-029 P3 - Byway Crossing Arrangments

SK02.4.1G Project EIA Illustrative Masterplan RFS

Appendix B: Key Plan showing Audit Problems

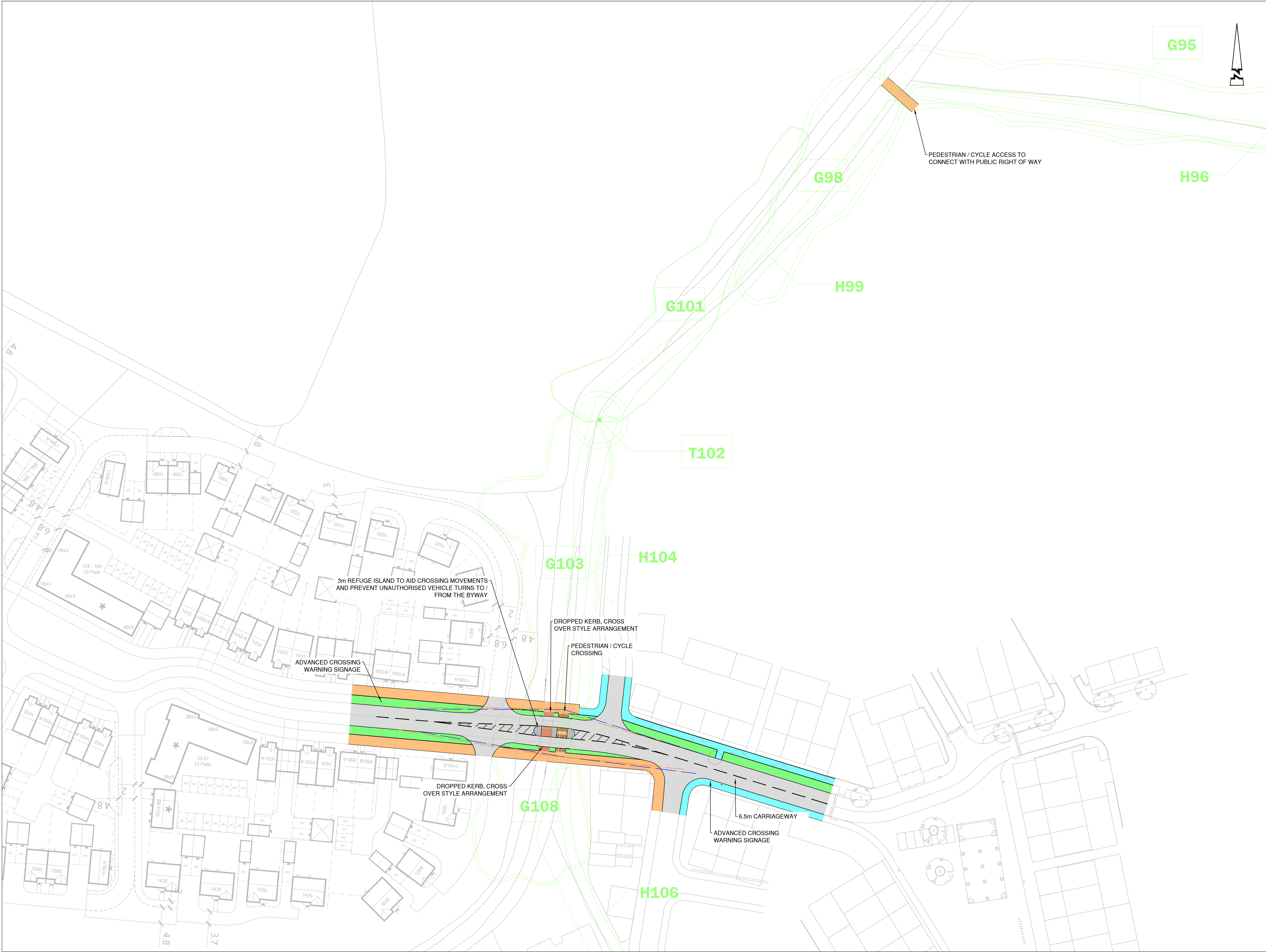


Appendix C – Site location plan





Appendix B – Drawings Submitted for Safety Audit



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KEY

- CARRIAGEWAY
- FOOTWAY / CYCLEWAY
- FOOTWAY
- VERGE
- BYWAY
- 2.4m X 43m VISIBILITY SPLAY

P3	01.24	CARRIAGEWAY REALIGNED	TDM	NB
P2	01.24	LIGHTWOOD DETAIL ADDED	TDM	NB
P1	01.24	FIRST ISSUE	TDM	NB

Rev	Date	Description	Drawn	Checked

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**NICHOLAS KING
LIGHTWOOD STRATEGIC**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**PROPOSED BYWAY
CROSSING ARRANGEMENT**

Status
PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A1	JAN 2024	TDM	NB

Drawing No	Revision
A218-029	P3



Appendix C – Drawings Incorporating Designers Response

BUS SWEEP PATH ANALYSIS - 20mph

12

2.8

6

'Standard' Rigid Bus

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Wall to wall Turning Radius

12.000m

2.550m

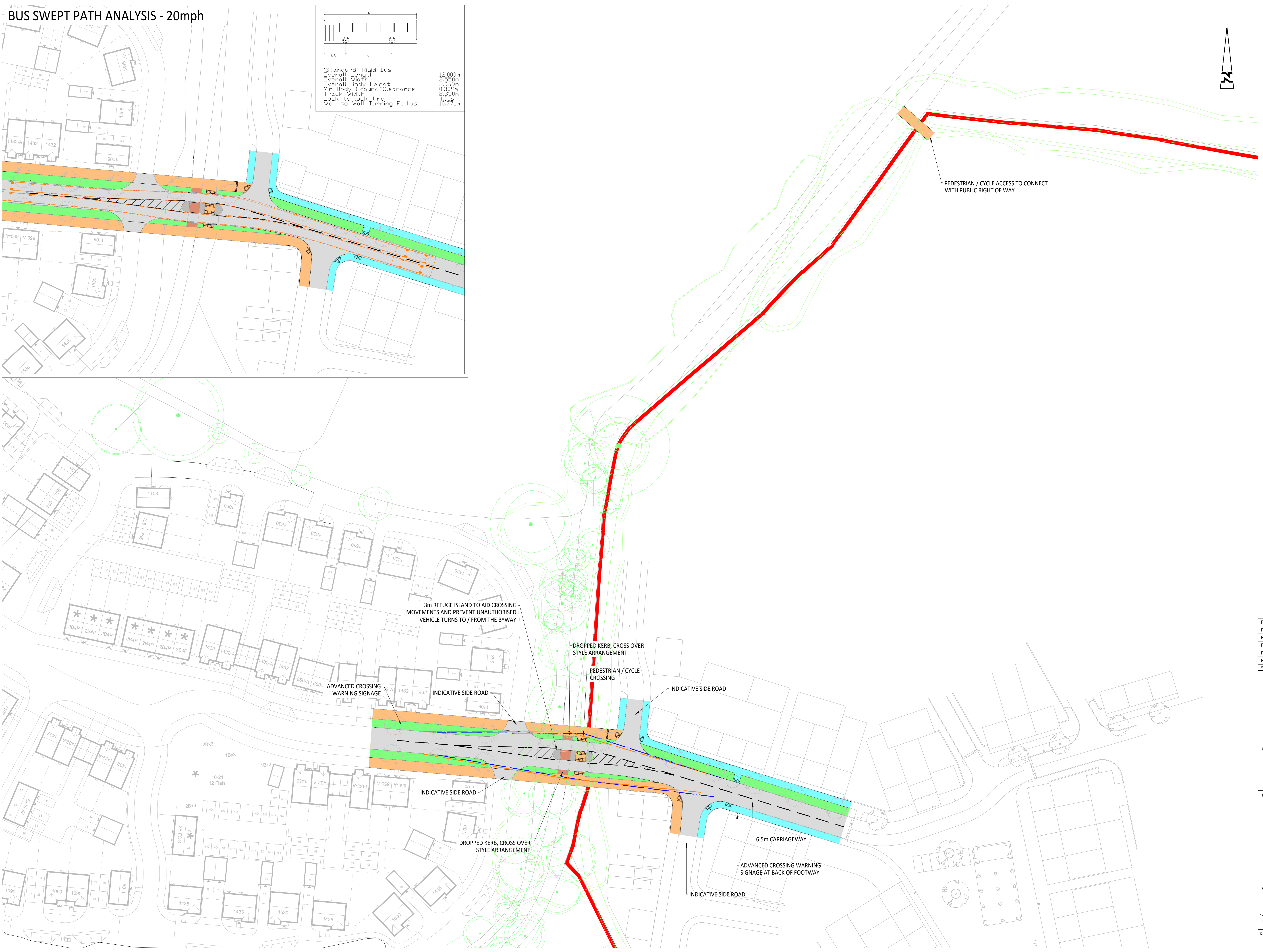
3.069m

0.309m

2.350m

4.00s

10.771m



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KEY

- RED LINE BOUNDARY
- CARRIAGEWAY
- FOOTWAY / CYCLEWAY
- FOOTWAY
- VERGE
- BYWAY
- 2.4m X 43m VISIBILITY SPLAY

P6	12.25	SWEPT PATH ADDED	TDM	JO
P5	11.25	MINOR AMENDMENTS	TDM	JO
P4	04.25	MINOR AMENDMENTS FOLLOWING RSA	TDM	NB
P3	01.24	CARRIAGEWAY REALIGNED	TDM	NB
P2	01.24	LIGHTWOOD DETAIL ADDED	TDM	NB
P1	01.24	FIRST ISSUE	TDM	NB

Abley Letchford

www.ableyletchford.co.uk

Client
**NICHOLAS KING
LIGHTWOOD STRATEGIC**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**PROPOSED BYWAY
CROSSING ARRANGEMENT**

Status
PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A1	JAN 2024	TDM	NB
Drawing No A218-029			Revision P6



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