



Stage 1 Completion of Preliminary Design Road Safety Audit

Incorporating Design Organisation Response to items raised

Old Forest Road, Winnersh

Proposed Site Access Arrangement onto Old Forest Road

On behalf of: **Stuart Michael Associates (SMA)**

Report Ref: 25036-3

Date: 19 May 2025

Courzons Ltd
23 Oaktree Drive
Hook
Hampshire
RG27 9RA

Email: office@courzons.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the express written consent of Courzons Ltd

Contents

Page

SECTION 1	DOCUMENT CONTROL	1
SECTION 2	INTRODUCTION	2
SECTION 3	SAFETY ISSUES RAISED AT PREVIOUS AUDITS.....	5
SECTION 4	ITEMS RAISED AT THIS STAGE 1 AUDIT	6
SECTION 5	AUDIT TEAM STATEMENT	14

Appendices

APPENDIX A	LIST OF ITEMS SUBMITTED FOR AUDITING	15
APPENDIX B	ITEM LOCATION PLAN	16
APPENDIX C	DRAWINGS ASSOCIATED WITH THE DESIGN ORGANISATION RESPONSE	17



SECTION 1 DOCUMENT CONTROL

Report Title:	Stage 1 Completion of Preliminary Design Road Safety Audit
Date:	May 25
Document reference and revision:	25036-3
Prepared by:	Courzons Limited
On behalf of the Overseeing Organisation:	Wokingham Borough Council
Design Organisation:	Stuart Michael Associates (SMA)
Project Sponsor:	Elstree Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Draft for Audit Team Review	ZB			7 th May 2025
1	Report finalised and issued to the Design Organisation	ZB	JJF	ZB	8 th May 2025
2	Report format amended to incorporate Design Organisation Response	ZB			8 th May 2025
3	Design Organisation Response Incorporated	James Pritchard on behalf of Stuart Michael Associates (SMA)			12 th May 2025

SECTION 2 INTRODUCTION

2.1 Background

2.1.1 This report has been prepared by Courzons Limited and describes a Stage 1 Completion of Preliminary Design Road Safety Audit of a proposal to form a new simple priority junction and access arrangement on the northern side of Old Forest Road in Winnersh for a proposed residential development comprised of 53 dwellings. The proposed access is to comprise of a bellmouth with 8 metre corner radii serving a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site and follows a 100° speed control bend with over-run area. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates at the speed control bend where an uncontrolled crossing is to be provided to allow the 2 metre wide footway to continue on the southern side around the bend into the application site. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to a 1.7 metres in the vicinity of a retained tree that is to be situated within the margin, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. An uncontrolled crossing is proposed on Old Forest Road to the north of the proposed access.

2.1.2 A number of existing trees are located either side of the proposed access road. The Audit Brief identifies that a couple of trees on the western side are to be removed while a couple are to have their canopies lifted to circa 4 – 5 metres from ground level, deadwooded and crown thinned.

2.1.3 This Stage 1 Completion of Preliminary Design Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team comprised:

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA, Road Safety / Highway Engineer – Courzons Limited

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency, Road Safety / Highway Engineer – Courzons Limited

-
- 2.1.4 The audit was carried out in accordance with GG 119 of The Design Manual for Roads and Bridges (DMRB).
- 2.1.5 The Road Safety Audit was undertaken during May 2025 in accordance with the Road Safety Audit Brief provided on Tuesday 6th May 2025 by the Design Organisation, Stuart Michael Associates (SMA), on behalf of the Project Sponsor, Elstree Land, and comprised an examination of the documents and other information provided, as is listed in **Appendix A**, as well as a site visit to put the proposals into context with the existing infrastructure. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme, therefore, any associated road safety concerns are only raised if considered fundamental. Furthermore, it has been confirmed that the illustrated visibility splays will be cleared and maintained clear of any vegetation and obstructions in excess of 600mm in height.
- 2.1.6 A site visit and inspection was undertaken by the Audit Team during the late morning on Friday 2nd May 2025 between 11am and 11:30am. The weather during the site visit was clear and overcast, the road surface was dry and visibility was good. Vehicular traffic to include cars and light goods vehicles were observed during the site visit. A number of pedestrians but no cyclists were also observed during the site visit.
- 2.1.7 The audit team have not been informed of any Departures from Standard (DfS) in the scheme subject to this Stage 1 Completion of Preliminary Design Road Safety Audit.
- 2.1.8 A scheme drawing illustrating where the locations of specific problems are referenced is included in **Appendix B**.
- 2.1.9 This Road Safety Audit has been compiled, only with regards to the safety implications for road users of the proposals presented in the supplied documentation. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals.
-

2.2 Design Organisation Response

2.2.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.2.2 The Design Organisation Response has been prepared by:

Name: James Pritchard

Position / Organisation: Principal Engineer, Stuart Michael Associates (SMA)

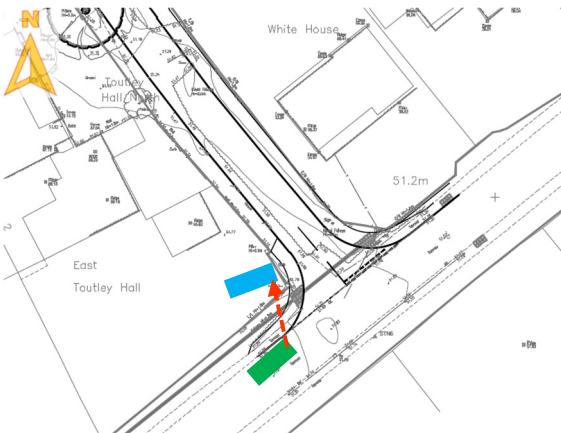
2.2.3 If applicable, any drawings or documents associated with the Design Organisation Response are listed at **Appendix C**.



SECTION 3 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 3.1** Courzons Limited have not been made aware of any previous road safety audits associated with the proposals that form the scope of this audit.

SECTION 4 ITEMS RAISED AT THIS STAGE 1 AUDIT

4.1	LOCAL ALIGNMENT
	No road safety concerns raised at this stage.
4.2	GENERAL
4.2.1	Problem
Location:	Old Forest Road – Access to East Toutley Hall
Summary:	Insufficient forward visibility to exiting vehicle
Four existing properties are currently served along the unmade track that is to be formalised as part of the proposed scheme. The scheme includes creation of a formal simple priority junction and access arrangement on the northern side of Old Forest Road as well as alterations to the existing driveway accesses. It is unclear from the scheme drawings provided with the Audit Brief if sufficient forward visibility is achievable between a northbound vehicle turning left into the proposed access and a vehicle exiting from the property known as East Toutley Hall. Insufficient forward visibility could result in a vehicle turning left into the proposed development failing to notice a vehicle exiting East Toutley Hall, which could lead to side impact collisions.	
Recommendation:	
It is recommended that sufficient forward visibility is achievable.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12 th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8 th May 2025.	
The proposed improved access arrangements provide a 2m margin between the proposed carriageway edge and boundary to East Toutley Hall which is a significant improvement over the existing situation and allows a car to pull forward to observe	

oncoming vehicles. A vehicle approaching from the west, turn left in, can see a vehicle waiting at the proposed drop kerbing East Toutley Hall at a 15m stopping sight distance around the bellmouth which equates to a MfS speed of 15mph.

4.2.2 Problem

Location: Old Forest Road – Access to East Toutley Hall

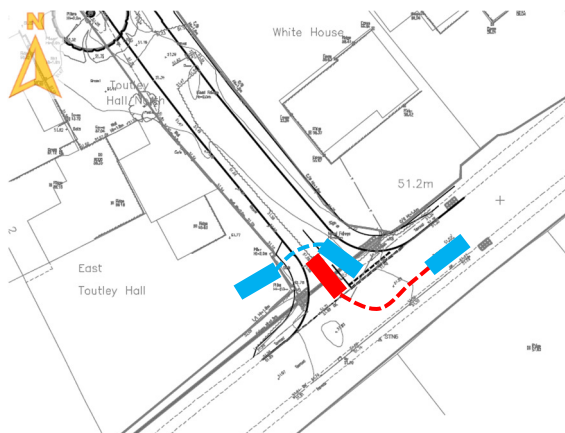
Summary: Insufficient space to accommodate expected vehicle manoeuvres

Four existing properties are currently served along the unmade track that is to be formalised as part of the proposed scheme. The scheme includes creation of a formal simple priority junction and access arrangement on the northern side of Old Forest Road as well as alterations to the existing driveway accesses. It is unclear if, following the potential alterations to the East Toutley Hall access, located some 7 metres north of the proposed give-way line, sufficient space is available to fully accommodate a vehicle at the give-way line having exited East Toutley Hall without the rear of the vehicle encroaching the opposing lane. The rear end of a vehicle overhanging into the adjacent lane of traffic will not be expected by vehicles entering the proposed development and is likely to lead to sideswipe or side impact type collisions.

Recommendation:

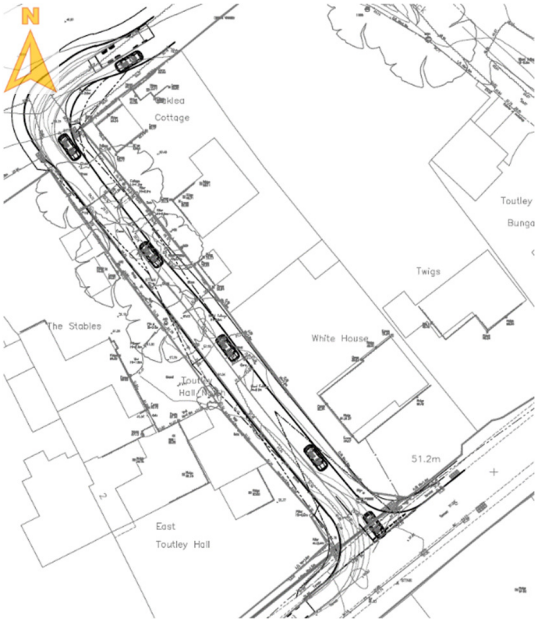
It is recommended that sufficient space is available to fully accommodate a vehicle having exited East Toutley Hall without the rear of the vehicle encroaching the opposing lane.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 12th May 2025.

Vehicle tracking for a large car has been undertaken to show how a car can exit East Toutley Hall access and wait at the give-way line without encroaching over the opposing lane, drawing 7365.002A refers.

4.2.3	Problem
Location:	Scheme
Summary:	Insufficient space to accommodate expected vehicle manoeuvres
The scheme includes the provision of a proposed access on the northern side of Old Forest Road that allows access to a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates upon entering the wider application site, where an uncontrolled crossing is to be provided and the 2 metre wide footway continues on the southern side of the access road. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to 1.7 metres in the vicinity of a retained tree, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. Swept path analyses of an 11.35 metre long Refuse / Recycling Collection Vehicle (RCV) navigating northbound along the access road while passing cars travelling in the opposite direction have been provided, however, not for the vehicles traveling in the opposite direction. The Audit Team have concerns vehicles take different lines when travelling in different directions and that there may be insufficient space to accommodate a RCV travelling southbound while cars travel in the opposite direction, which could lead to front / sideswipe type collisions.	
Recommendation:	
It is recommended that the scheme allows for all expected manoeuvres.	
Location Plan:  	

DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 12th May 2025.

Agree, a vehicle swept path manoeuvre for a refuse vehicle has been added to drawing 7365.002A to show how this type of large vehicle can pass a car travelling in the opposite direction.

4.3 JUNCTIONS

No road safety concerns raised at this stage.

4.4 NON-MOTORISED USER PROVISION

4.4.1 Problem

Location: Old Forest Road – Proposed Footway / Access for Oaklea Cottage

Summary: Steep footway crossfall / vehicular access

The scheme includes the provision of a proposed access on the northern side of Old Forest Road that serves a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates upon entering the wider application site, where an uncontrolled crossing is to be provided and the 2 metre wide footway continues on the southern side of the access road. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to a 1.7 metres in the vicinity of a retained tree, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. The scheme drawings indicate that a section of the access road within the vicinity of retained trees, located in proximity of the access to Oaklea Cottage, is to be of raised 'no-dig' permeable construction, raised circa 250mm above RPA's and tapered down to existing property boundaries. No proposed level details have been provided at this stage, however, the Audit Team have concerns that the proposed footway on the northern side could accommodate a steep crossfall in excess of 1 in 33 / 3%. A steep crossfall will be uncomfortable for many pedestrians, to include the infirm / mobility impaired, and may result in users of wheeled devices veering towards the driveway and non-motorised users sliding sideways during freezing conditions, which could lead to falls and personal injuries.

Recommendation:

It is recommended that an appropriate crossfall is provided.

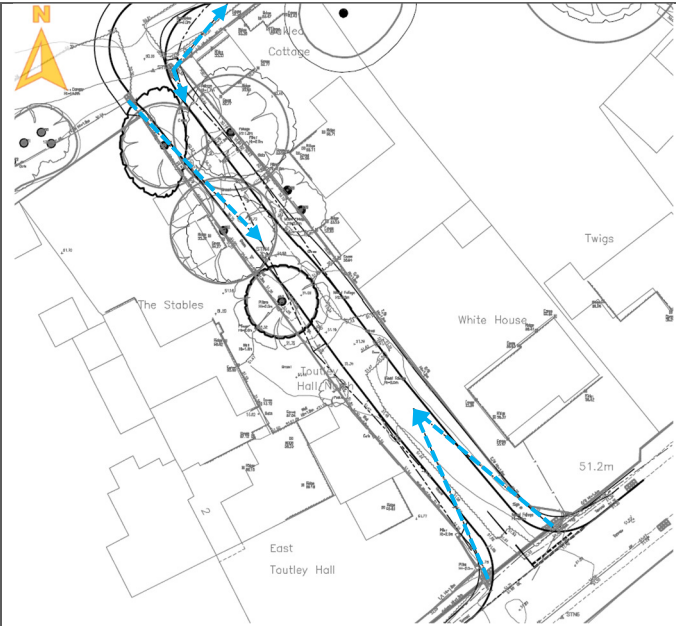
Location Plan:



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.

The drawing has been amended to show a continuous section of low height kerbing where the ‘no dig’ section is located to reduce the crossfall. Precise details regarding levels and kerbing information will be provided at the detail design stage.

4.4.2	Problem
Location:	Proposed Access Road Uncontrolled Crossing Points
Summary:	Insufficient intervisibility between a user attempting to cross and approaching vehicles
The scheme includes the provision of a simple priority access arrangement on the northern side of Old Forest Road, with associated uncontrolled crossing at the bellmouth and a further uncontrolled crossing along the access road as it enters the wider application site. The scheme drawings provided with the Audit Brief illustrate various visibility splays at the proposed uncontrolled crossing points, however, it is unclear if a sufficient ‘x’ distance has been utilised. An insufficient ‘x’ distance could limit intervisibility between a user attempting to cross and approaching vehicles, which may result in a non-motorised user entering the carriageway into the path of a vehicle when it is unsafe to do so, leading to a vehicle to non-motorised user collision.	
Recommendation:	
It is recommended that suitable intervisibility between vehicles and users attempting to cross at the uncontrolled crossing points is achievable.	
Location Plan:	



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.

Agree, pedestrian intervisibility has been added to drawing 7365.001A.

4.4.3	Problem
Location:	Proposed Access Road Uncontrolled Crossing Points
Summary:	Insufficient intervisibility between a user attempting to cross and approaching vehicles
The scheme includes the provision of a simple priority access arrangement on the northern side of Old Forest Road, with associated uncontrolled crossing at the bellmouth and a further uncontrolled crossing along the access road as it enters the wider application site. The scheme drawings provided with the Audit Brief illustrate various visibility splays at the proposed uncontrolled crossing points, however, the ‘y’ aspect of some of the visibility splays appear to be offset a distance from the channel line. The Audit Team have concerns a motorcyclist / cyclist, who travel closer to the channel line, may not be seen. Limited intervisibility between a user attempting to cross and approaching vehicle may result in a non-motorised user entering the carriageway into the path of approaching vehicle when it is unsafe to do so, leading to a vehicle to non-motorised user collision.	
Recommendation:	
It is recommended that suitable intervisibility between vehicles and users attempting to cross at the uncontrolled crossing points is achievable.	
Location Plan:	



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.

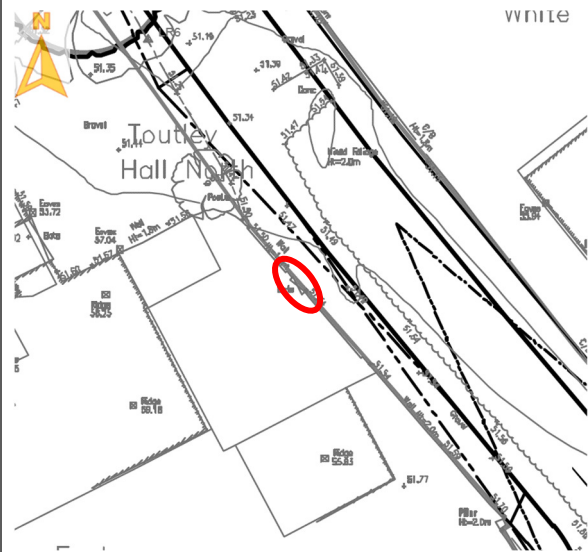
Agree, driver and pedestrian intervisibility has been added to drawing 7365.001A.

4.4.4	Problem
Location:	Proposed Access Road – Segregated pedestrian access for East Toutley Hall
Summary:	Provision of full height kerbs will restrict pedestrian access

The scheme includes the provision of a proposed access on the northern side of Old Forest Road that serves a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates upon entering the wider application site, where an uncontrolled crossing is to be provided and the 2 metre wide footway continues on the southern side of the access road. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to a 1.7 metres in the vicinity of a retained tree, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. At the time of the site visit it was observed that an existing pedestrian gate is present on the southern side of the carriageway leading to East Toutley Hall. There is a concern full height kerbs will restrict access at the location of the gate and that pedestrians attempting to negotiate where full height kerbs are present could lead to trips and falls, leading to personal injuries.

Recommendation:

It is recommended that an uncontrolled crossing with associated dropped kerbs and tactile paving is provided and where appropriate levels of intervisibility are achievable.

Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.	
Agree, drop kerbing has been added to drawing 7365.001A.	
4.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No road safety concerns raised at this stage.

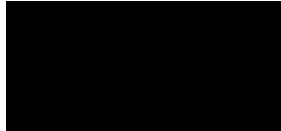
SECTION 5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA

Signed:



Position: Road Safety / Highway Engineer

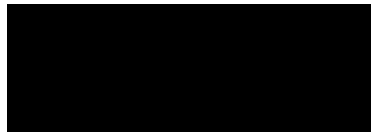
Organisation: Courzons Limited

Date: 19th May 2025

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA
Certificate of Competency

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 19th May 2025



APPENDIX A LIST OF ITEMS SUBMITTED FOR AUDITING

List of items examined as part of this Stage 1 Completion of Preliminary Design Road Safety Audit

Documents

Document Reference	Document Title
7365	Stage 1 Road Safety Audit Brief

APPENDIX B ITEM LOCATION PLAN



APPENDIX C DRAWINGS ASSOCIATED WITH THE DESIGN ORGANISATION RESPONSE

Drawings

Drawing Reference	Drawing Title
7365.001A	Proposed Access Arrangements
7365.002A	Autotrack Swept Paths



Specialists in Road Safety Engineering