
Ladds Garden Centre, Bath Road: Transport Statement Addendum

Ref: TW/BB/ITB210007-005B TN
Date: 21 January 2026

SECTION 1 Introduction

- 1.1 Westbourne Homes has appointed i-Transport LLP to provide highways and transportation advice in relation to a full planning application for a residential development of 19 homes at the site of the Ladds Garden Centre in Hare Hatch, Wokingham.
- 1.2 A planning application (Wokingham Borough Council Planning Ref: 252257) was submitted on 22 September 2025 and Wokingham Borough Council (WBC), in their role as the Local Highway Authority (and Planning Authority), provided a consultation response to the proposals (dated 9 October 2025). The full WBC consultation response is contained at **Appendix A**, and confirmed various matters including:
 - The proposed development traffic would not have an adverse impact on the local or wider highway network.
 - Subject to confirmation of visibility splays, the proposed access arrangements and pedestrian refuge island proposals are acceptable.
- 1.3 The consultation response also raised comments on aspects of the submitted Transport Statement and Site Layout, and this Transport Statement Addendum (TSA) provides the additional information and clarification requested by WBC to address their comments. The quantum of development remains unchanged, however amendments to the scheme proposals have been made where necessary and to address comments made by other disciplines.

SECTION 2 Access Considerations

2.1 Recorded Vehicle Speeds – A4 Bath Road

2.1.1 Within the consultation response, WBC Highways requested clarification as to how the 85th percentile vehicle speeds have been calculated along the A4 Bath Road.

2.1.2 The calculation of 85th percentile vehicle speeds has been undertaken in accordance with the guidance provided in DMRB CA 185 'Vehicle Speed Measurement', i.e.:

- Vehicle speeds were recorded within a neutral month (May 2025), through the commissioning of two Automatic Traffic Counter (ATC) surveys – one to the east and one to the west of the site access broadly at the extent of SSD, recording westbound and eastbound speeds respectively across a week long period.
- Vehicle speeds in daytime free flow conditions during non-peak periods were analysed, i.e. between 10:00 – 12:00 and 14:00 – 16:00.
- Vehicle speeds were analysed on weekdays only.

2.1.3 This analysis produced the observed 85th percentile vehicle speeds presented in Table 3.3 of the Transport Statement, which have been reproduced in **Table 2.1** for ease of reference.

Table 2.1: Observed Traffic Speeds – A4 Bath Road

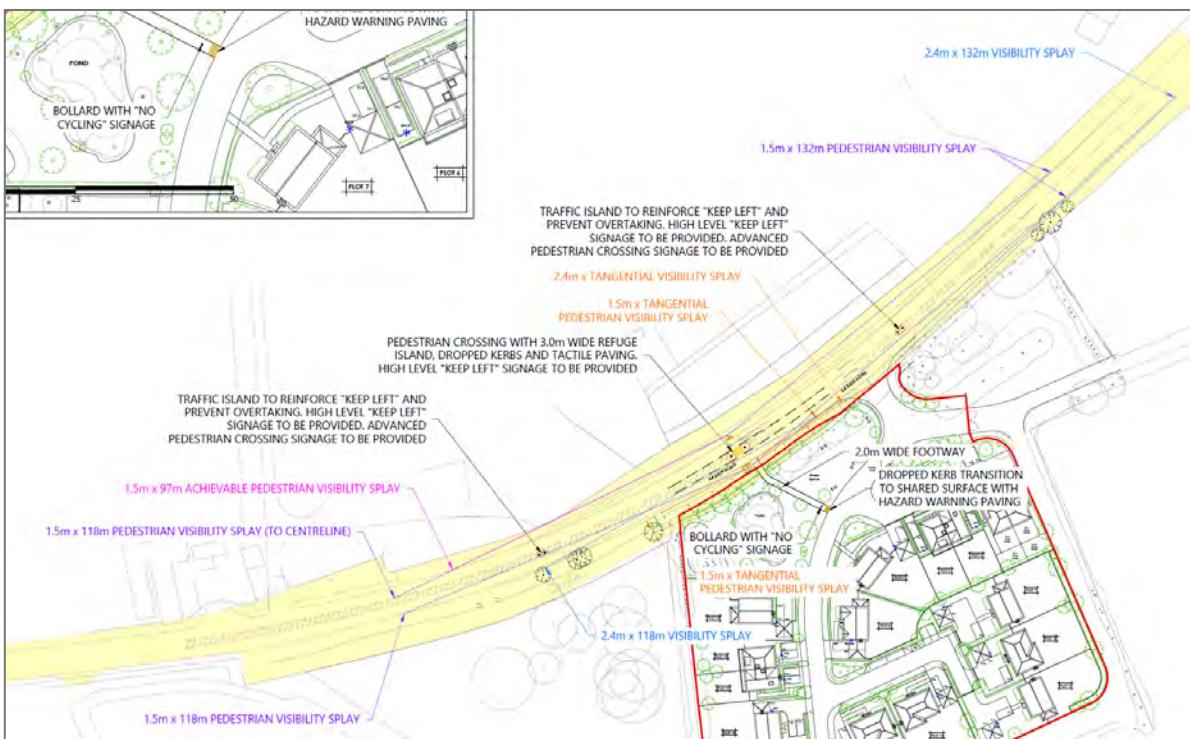
Direction	Vehicle Speeds (mph)	
	Average Speed	85 th Percentile Speed
Eastbound	40.2	43.9
Westbound	42.5	46.6

Source: Table 3.3 of the Transport Statement and Traffic Surveys

2.1.4 The 85th percentile vehicle speeds have therefore been calculated in accordance with national highways guidance and are appropriate for use at the proposed site access and pedestrian refuge island crossing respectively. Moreover, the resulting visibility splays (118m to the west, and 132m to the east) have been calculated using DMRB SSD parameters.

2.2 Visibility Splays

2.2.1 In response to comments made by WBC Highways, the visibility splays at the site access junction and the proposed refuge island crossing have been revised to assess visibility along the tangent of the bend on the A4 Bath Road. The revised visibility splays are presented on i-Transport drawing no. **ITB210007-GA-004F**, extracted at **Image 2.1**.

Image 2.1: Visibility Splays – Site Access and Proposed Refuge Island

Source: Extract of ITB210007-GA-004F

2.2.2 The drawing demonstrates that the tangential visibility splays can be delivered entirely within the public highway.

2.3 **Proposed Refuge Island**

2.3.1 To address comments raised by WBC Highways, the width of the proposed refuge island has been increased to 3.0m. At this width, the refuge island will provide sufficient protected space for a cyclist to wait before turning onto the A4 Bath Road and provides a material improvement for access onto/off the A4 Bath Road for cyclists at the proposed development.

2.3.2 The revised design for the proposed refuge island is presented in i-Transport drawing no. **ITB210007-GA-004F**, which is extracted as **Image 2.1**.

2.3.3 Additional swept path analysis has been undertaken to ensure that the widened refuge island will not hinder vehicle tracking for larger vehicles (i.e. HGVs) that currently use the A4 Bath Road. This additional swept path analysis is presented in i-Transport drawing no. **ITB210007-GA-010**.

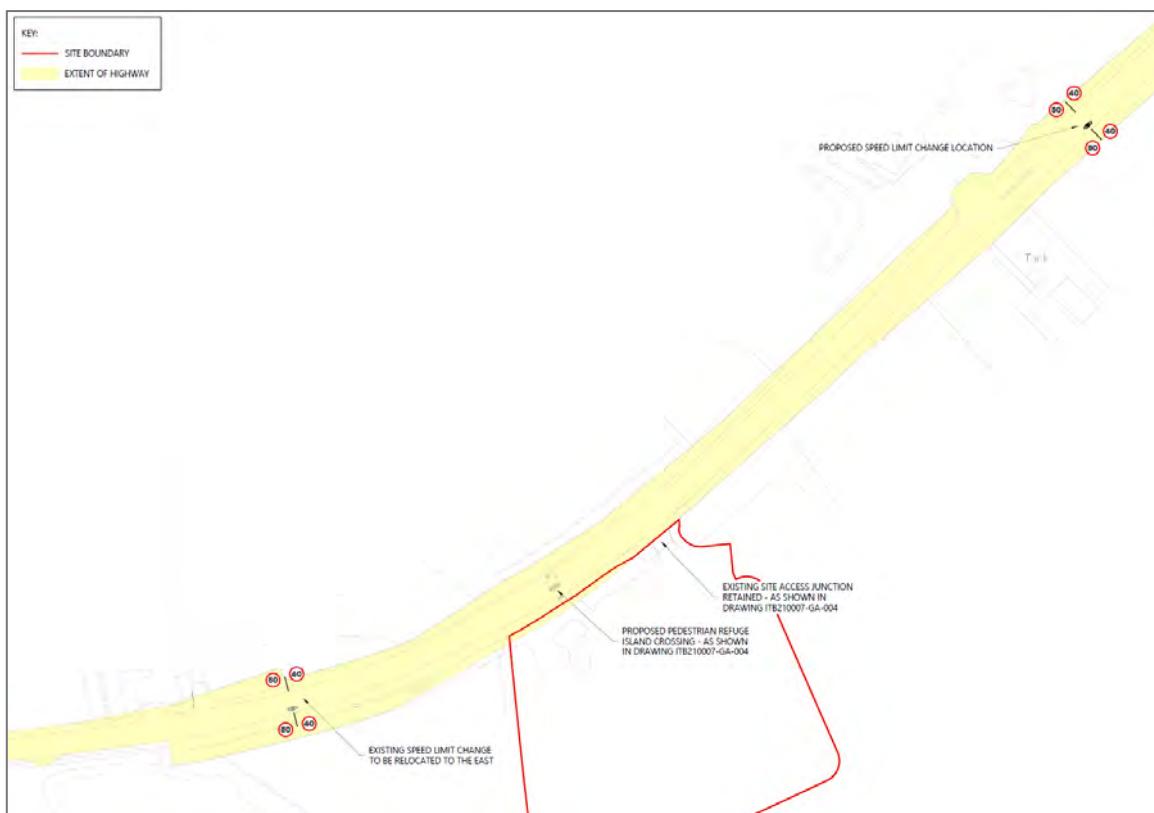
2.4 Amendment to Existing TRO on A4 Bath Road

2.4.1 As has been made clear within the evidence presented within Transport Statement, as well as the further evidence presented within this section of the TSA, the existing vehicle access arrangements are safe and suitable and will continue to provide safe and suitable access to the proposed residential development.

2.4.2 Notwithstanding this, the Applicant recognises that observed vehicle speeds along the A4 Bath Road in the vicinity of the site are well below the sign-posted 50mph speed limit and is advocating for the potential reduction in speed limit along this section of the A4 Bath Road. Whilst this speed limit change is not necessary to deliver a safe and suitable access arrangement to the proposed development, the Applicant is nonetheless willing to fund the amendment to the existing TRO to extend the 40mph speed limit east past the site access junction. This will provide a betterment to the existing street environment for pedestrians, as well as providing significantly improved conditions for on-street cycling and for general highway users.

2.4.3 An initial concept for how the 40mph speed limit amendment could be introduced along the A4 Bath Road is presented as **Image 2.2**. The funding contribution to amend the TRO can be secured within an appropriately worded obligation within the S106 Agreement.

Image 2.2: Concept Plan for the Relocation of the 40mph Speed Limit on A4 Bath Road



Source: Consultant's Drawing

2.5 **Road Safety Audit**

2.5.1 Stage 1 Road Safety Audits of the proposed access and refuge island designs were commissioned and submitted alongside the Transport Statement. WBC Highways has now requested that the details of the Road Safety Auditor's qualifications be provided to the LHA to demonstrate that the independent Auditor is suitably qualified.

2.5.2 The commissioned Stage 1 Road Safety Audits have therefore been re-provided as **Appendix B** of this TSA, with the Auditor's qualifications provided on Page 3 of these documents.

SECTION 3 Internal Site Layout

3.1 Adoption

- 3.1.1 It is not intended that the internal site access roads will be offered for adoption, and as such the roads will be maintained privately for the lifetime of the development. A Management Company will be established to ensure the internal streets are appropriately maintained.
- 3.1.2 The Applicant is willing to accept an appropriately worded obligation to this effect within the S106 Agreement.

3.2 Service Margin

- 3.2.1 As requested by WBC Highways, the proposed site layout has been amended to clearly indicate a 2m wide service margin where there is residential frontage. The amended site layout and associated service margin is presented in **Appendix C**.

3.3 Pedestrian/Cycle Connectivity

- 3.3.1 WBC Highways has suggested that the Applicant consider whether amendments should be made to the internal street network to improve connectivity to the south of the site.
- 3.3.2 To confirm, the route to the south of the site (onto Scarleths Lane) is not available as a general all-purpose connection and is provided as a dry means of escape during the event of a flood emergency.
- 3.3.3 Access for pedestrians/cyclists will therefore be to/from the north of the site, via the site access and proposed pedestrian route and refuge island on the A4 Bath Road. The internal shared surface street provides good connectivity to these access points for both pedestrians and cyclists, and on this basis, it is not necessary to amend the proposed site layout to introduce additional connections.

3.4 Swept Path Analysis

- 3.4.1 Swept path analysis of servicing vehicles, including a fire appliance and refuse vehicle, entering, circulating and egressing the site were provided within the Transport Statement. This analysis demonstrated that the largest vehicles that are likely to require regular access to the site can do so safely and effectively.
- 3.4.2 There will be a small amount of refuse vehicle body overhang in some areas of the development. However, this body overhang only occurs over areas of low-lying vegetation and therefore no revisions to the proposed road layout are required.

Additional Swept Path Analysis

3.4.3 At the request of WBC Highways, the following swept path analysis has been undertaken:

- i A fire appliance – using the larger 'DB32' vehicle.
- ii A refuse vehicle passing a large car within the proposed development.

Fire Appliance

3.4.4 The revised fire appliance swept path analysis is presented as i-Transport drawing no. **ITB210007-GA-003G**, an extract of which is presented as **Image 3.1**.

Image 3.1: Revised Fire Appliance Swept Path Analysis – DB32 Vehicle

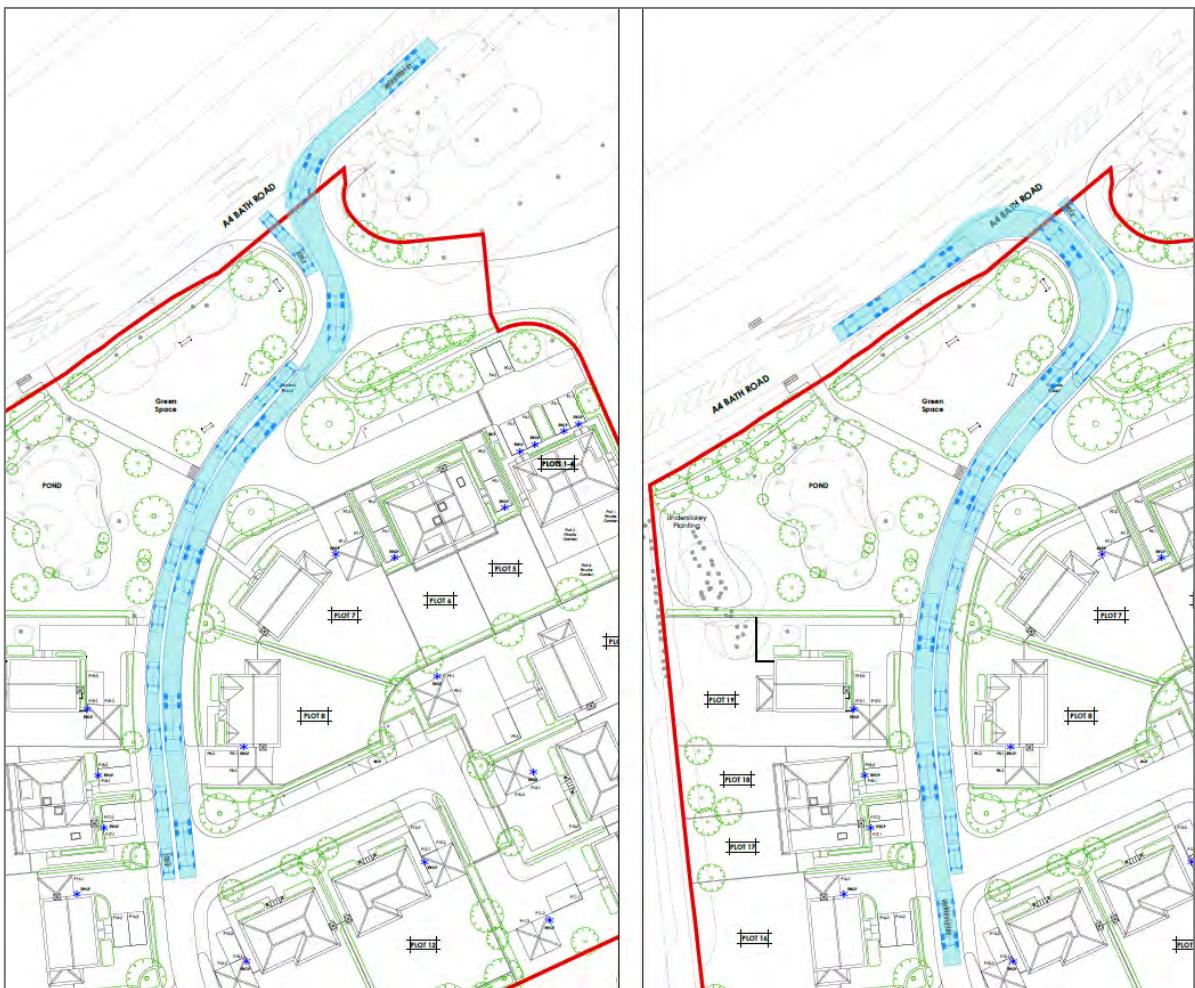


Source: Extract of drawing no. ITB210007-GA-003G

3.4.5 The swept path analysis demonstrates that the larger 'DB32' fire appliance is able to access, circulate and egress the site safely in a forward gear.

Refuse Vehicle

3.4.6 The additional swept path analysis of a refuse vehicle passing a large car within the development is presented as i-Transport drawing no. **ITB210007-GA-008A**, also presented as **Image 3.2**.

Image 3.2: Additional Swept Path Analysis – Refuse Vehicle and Large Car

Source: Extract of drawing no. ITB210007-GA-008A

3.4.7 Guidance within the Manual for Streets is clear that street layouts within new developments should not be dominated by the requirements of large service vehicles and that where traffic flows are low, it should be assumed that service vehicles are able to use the full width of available carriageway to manoeuvre¹.

3.4.8 Notwithstanding this, the swept path analysis demonstrates that a large car and refuse vehicle are able to pass simultaneously on access to the site from the A4 Bath Road, and along the length of the primary shared surface street within the proposed development.

3.4.9 The design of the internal site layout is therefore acceptable for the scale of development proposed and fully accords with the guidance set out in MfS.

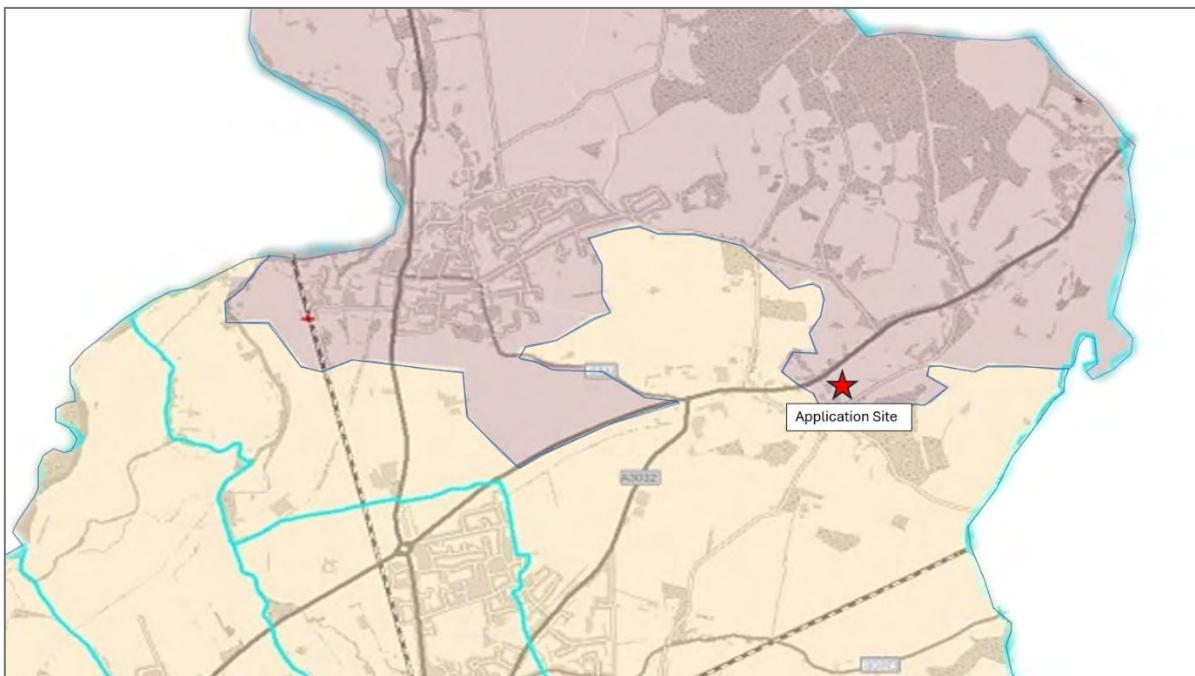
¹ Ref: Paragraph 6.8.1 of Manual for Streets

3.5 Car Parking

Parking Provision

3.5.1 With regards to the application of WBC's Parking Standards, the application site is located on the boundary between a 'Village' and a 'Town and Fringe' location, as shown on **Image 3.3**. On the basis of the below, a 'Village' location was selected for the calculation of the parking requirements for the proposed development.

Image 3.3: WBC Parking 'Boundaries' – WBC Parking Calculator Spreadsheet



Source: WBC's Parking Calculator Spreadsheet and Consultant's Drawings

3.5.2 Notwithstanding this, and at the request of WBC Highways, the proposed car parking provision has been amended to reflect a 'Town and Fringe' location, and therefore has been increased to include:

- Two additional visitor parking spaces (providing four in total); and
- Two unallocated parking spaces.

3.5.3 The unallocated parking spaces have been placed centrally within the proposed development to ensure that they are equally accessible for all residents.

3.5.4 On this basis, the level of car parking provision across the proposed development is in accordance with WBC standards.

Parking Dimensions

3.5.5 It can be confirmed that all proposed garages are provided with minimum dimensions of 3m x 6m, ensuring they are suitably sized to accommodate car parking as well as cycle parking.

3.5.6 All proposed car ports are provided with minimum dimensions of 2.6m x 5.2m. It is not necessary to provide all car ports at 3m widths, due to these spaces not being obstructed on all sides. Where car ports are proposed, and are obstructed on at least one side, additional widths have been provided (up to 3m) to ensure ease of opening of car doors.

3.5.7 On this basis, the proposed car parking dimensions are appropriate.

Driveway Lengths

3.5.8 Within their consultation response, WBC Highways requested that the following maximum driveway lengths are introduced for certain individual properties:

- 1 Plots 8, 17 and 18 – a driveway length of no longer than 8m.
- 2 Plots 12-14 – a driveway length of no longer than 13m.

3.5.9 At the request of WBC Highways, the driveways associated with the above properties have been reviewed and amended accordingly:

- i Plot 8 - driveway length amended to 8m
- ii Plot 17 – driveway length reviewed and confirmed to be no more than 8m
- iii Plot 18 - driveway length reviewed and confirmed to be no more than 8m
- iv Plot 12 – driveway length amended to 13m
- v Plot 13 – driveway length amended to 13m
- vi Plot 14 – driveway length reviewed and confirmed to be no more than 13m

3.5.10 The revised driveways are presented on the updated site layout drawing, contained at **Appendix C**.

3.6 Cycle Parking

3.6.1 It can be confirmed that the Applicant is willing to have the details of all cycle parking provision to be secured within an appropriately worded Condition.

3.7 Electric Vehicle Charging

3.7.1 At the request of WBC Highways, the location of all EV chargers provided for the proposed dwellings at the development have been included on the proposed site layout plan. This plan is contained at **Appendix C**.

3.8 Refuse Collection Strategy

3.8.1 WBC Highways state that the refuse collection strategies for the following Plots will need to be revised:

i Plot 11 – WBC Highways consider the waste carry/drag distance for residents to exceed the 30m threshold recommended within MfS

ii Plots 1 to 4 - WBC Highways reference a maximum 10m waste collection distance for flats/apartments.

3.8.2 The driveway length at Plot 11 has been reduced and a bin storage area (capable of housing two-wheeled bins) provided. These amendments ensure that the 30m waste carry/drag distance to the bin collection point is realistic and will not be exceeded for residents.

3.8.3 It can be confirmed that Plots 1-4 are Maisonettes and will be provided with their own two-wheeled bins (not four-wheeled eurobins) that will be stored within private gardens accessible to the rear of each property. To provide a clear route to manoeuvre these bins to the roadside for collection, minor amendments to the proposed footpath around the perimeter of the properties has been provided.

3.8.4 The revised waste collection arrangements are presented on i-Transport drawing no. **ITB210007-GA-002E**.

3.9 Construction Management Plan

3.9.1 The production of a detailed Construction Management Plan (CTMP) can be secured via condition and is not required at planning application stage. Regardless, a framework for the CTMP is presented below.

Framework CTMP

3.9.2 The purpose of the CTMP is to demonstrate that the impacts of construction traffic on the surrounding highway network are kept to a minimum by identifying the main construction stage issues and introducing appropriate mitigation measures to reduce interruption and delay to existing users of the local highway network in Hare Hatch and amenity issues to those near the site.

3.9.3 The main issues and measures that will be considered in the full CTMP are as follows:

Off-Site Issues

- Construction traffic type and volume.
- Management of construction traffic including access, routeing and turning.
- Period of construction and timing of works / deliveries to avoid sensitive periods.

On-Site Issues

- Site access arrangements and management during construction.
- Proposed storage areas, turning provision and contractor car parking provision.

Measures

- Measures to protect existing users of A4 Bath Road within the vicinity of the site.
- Other environmental control measures such as surface water management, tree protection measures, noise, dust and mud and ecological considerations.
- Enforcement of the CTMP.

3.9.4 The following principles will be adopted to ensure that construction at the site will occur in a safe, efficient and effective manner which minimises local impacts:

- The full CTMP will provide an estimate of construction traffic movements. It will also identify vehicle types, proposed phasing of the development, proposed access arrangements, vehicle routeing protocols and parking and unloading arrangements.
- Movements to and from the site will be managed to generally occur outside of the network peak periods and, wherever practicable, allocated delivery times will be secured, taking note of journey times to the site. This will minimise any impact these vehicles may have on the use of the local highway network within the vicinity of Hare Hatch.
- Construction materials will be sourced from local suppliers where practically possible in order to reduce the length of vehicle trips to the site.
- Companies selected by the appointed Contractor will be required to contact the Site Manager ahead of their delivery to ensure that sufficient space at the site is available. Deliveries will be received by a Banksman and the Site Manager and supported by a traffic marshal where/when necessary to safely route deliveries to the designated compound / storage areas.
- All traffic associated with construction will be instructed to park on-site where an area (large enough to accommodate necessary contractor vehicles) will be provided and maintained. No off-site parking will be permitted, and this will be monitored by the Site Manager.
- The area provided on-site for contractor vehicles will be large enough to ensure all vehicles can turn internally within the site. This will ensure all contractor vehicles can enter and egress the site in a forward gear.
- Effective wheel/body washing facilities will be used before vehicles egress the site.
- Dust suppression will be achieved by ensuring that all materials transported to/from the site are enclosed or fully sheeted. During dry periods at the site the surface will be dampened to control the generation of dust.

- Appropriate signage will be in place to ensure all users of the A4 Bath Road are aware of construction at the site and that no unauthorised access is permitted (**Image 3.4**)

Image 3.4: Construction Traffic Signs



- Appropriate hoarding will be in place around the site to ensure that the safety of all users on A4 Bath Road, incorporating any tree protection measures.
- The Site Manager will ensure that all contractors/operatives adhere to the CTMP, and its measures can be monitored by WBC as the LPA and LHA. The CTMP will set out how the community and key stakeholders will be consulted and engaged through the build period.

3.9.5 Whilst the full CTMP will be secured by Condition, this framework sets out the principles to ensure that any construction impacts on the local highway network in Hare Hatch are minimised. A comprehensive approach will be implemented to ensure that the number of construction traffic movements are kept to a minimum, dust and dirt generation is limited and the impacts on local residents of Hare Hatch are minimised as a priority.

SECTION 4 Sustainability Assessment

4.1 Accessibility and Availability of Local Facilities and Services

4.1.1 Within their consultation response, WBC Highways state that all closest day-to-day local facilities are located beyond an acceptable walking distance, and consider the 2km threshold stated within the Institution for Highways and Transportation (IHT) guidance document '*Guidelines for Providing for Journeys on Foot*' as being the most applicable reference for assessing pedestrian accessibility, and infer that this distance applies broadly, including for rural areas.

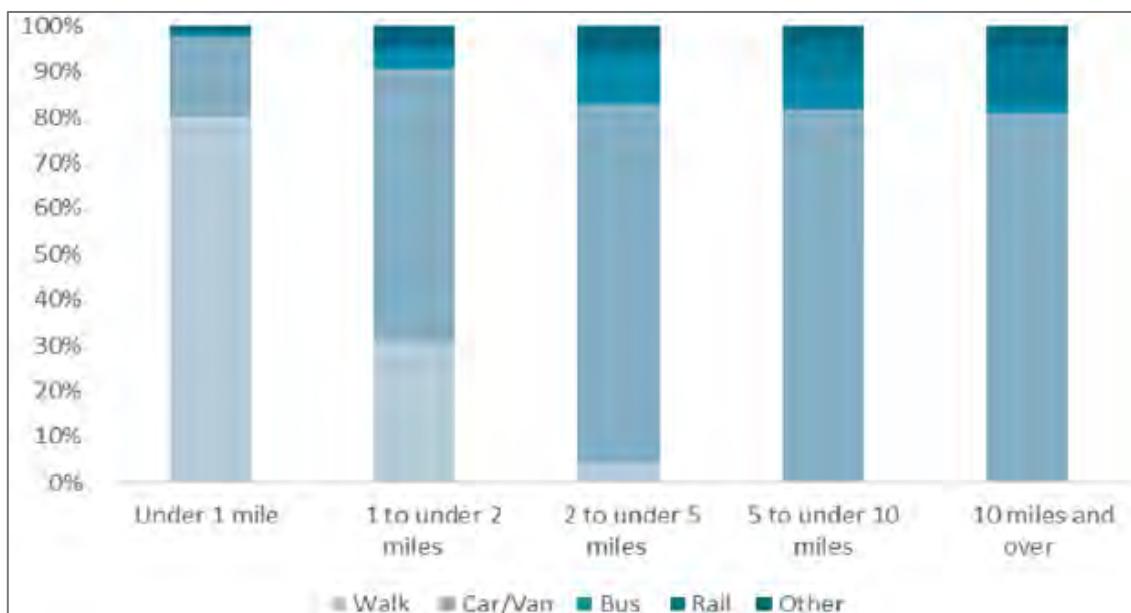
4.1.2 However, this does not take appropriate account of the guidance provided in Paragraph 110 of the National Planning Policy Framework (NPPF)², which recognises that the sustainability expectations of development in urban areas (such as Reading or Wokingham) will be different to those in more rural locations (such as the proposed development within Hare Hatch). This is an important distinction that means consideration of accessibility and sustainability must take account of the relative opportunities and local context which are inevitably lesser in more rural locations.

4.1.3 Rudimentary distance thresholds should therefore not be construed as hard and fast rules and should be applied with a degree of flexibility which recognises local context and how the opportunities to promote sustainable transport modes will vary by the type of development and its location. There is significant Appeal precedent that supports this approach, including a recent successful Appeal (July 2025) for a mixed-use development at Horsham Golf Club (Ref: APP/3355546).

4.1.4 Notwithstanding the above, results from the National Travel Survey (NTS)³ indicate that a sizeable proportion (some 30%) of walking trips occur at distances between 1 and 2 miles (reproduced as **Image 4.1**). This empirical data, when considered in combination with guidance provided in more recent publications (including LTN 1/20 and the Department for Transport's '*Gear Change*' document) serve to suggest that a distance of up to 2 miles / 3.2km is indeed an achievable walking distance for day-to-day journeys for some people, and is therefore an appropriate 'threshold' through which to assess the accessibility of the proposed development for journeys on foot in this context.

² As referenced in Paragraph 7.2.6 of the Transport Statement

³ As referenced within Image 5.5 of the Transport Statement

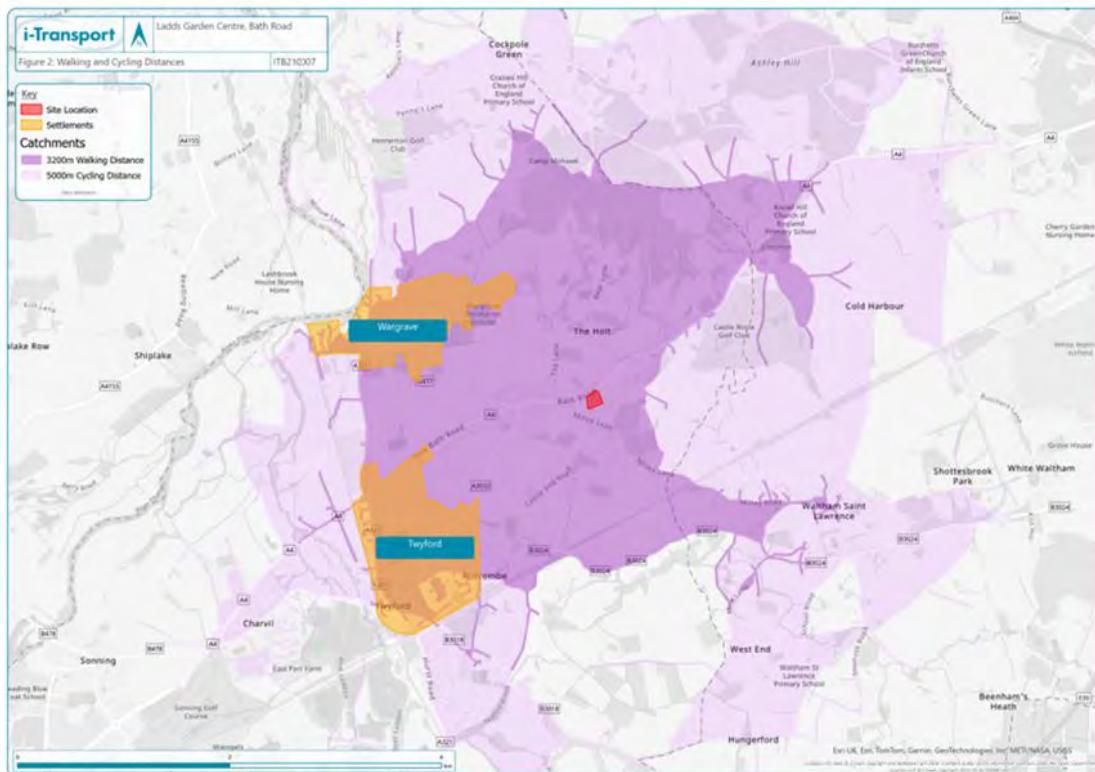
Image 4.1: Proportion of Trips per Year by Journey Purpose (all modes)

Source: Figure 5.5 of Transport Statement and National Travel Survey, England 2019

4.1.5 With reference to the above, and in response to WBC's comments on the proximity of the proposed development to local facilities and services that will provide for the day-to-day needs of residents, the proposed development site is located within 2km of the Robert Piggott C of E Junior School in nearby Wargrave (which is a distance that up to 80% of journeys will be undertaken on foot), as well as within 3.2km / 2 miles of the following additional local schools:

- Robert Piggott C of E Infant School (2,375m) – **Wargrave**
- Wargrave Pre-School (2,375m) – **Wargrave**
- Happy Hours Pre-School (2,775m) – **Twyford**
- Polehampton C of Infant School (2,775m) – **Twyford**
- Polehampton C of E Junior School (2,775m) – **Twyford**
- The Piggott C of E School (3,175m) – **Twyford**

4.1.6 The site is also located within 3.2km of the centres of nearby Wargrave and Twyford, which are higher order settlements that provide a range of key facilities and services to which people will be prepared to travel further. This is demonstrated visually in Figure 4 of the Transport Statement, which has been reproduced as **Image 4.2**.

Image 4.2: Walking and Cycling Catchments

Source: Figure 4 of the Transport Statement

4.1.7 Furthermore, the nearby multi-purpose Garden Centre's of Squire's Garden Centre and The Gardening Club are located c. 850m to the west of the proposed development site (and therefore within a short, less than 10-minute walk). Together these destinations provide:

- Two cafés
- Shopping opportunities which, amongst gardening essentials, include:
 - Homeware
 - Clothing
 - a Pet's Corner⁴.
- A Farm Shop, selling a range of fresh fruit and vegetables, meats, and other essentials including bread, milk and eggs (**Image 4.3**).

⁴ A pet shop retail chain

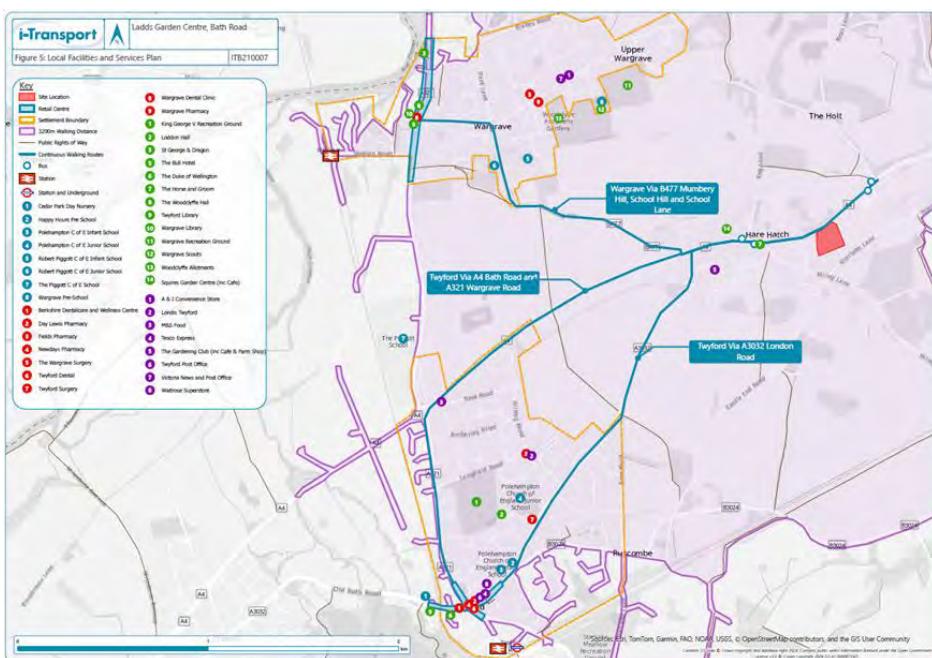
Image 4.3: Farm Shop within The Gardening Club (Garden Centre)



Source: Site Photograph

4.1.8 There are clear, defined and continuous walking routes to these available local facilities and services, as demonstrated on Figure 5 of the Transport Statement (reproduced as **Image 4.4**), ensuring there are genuine opportunities to access these facilities and services on foot within the context of the site's more rural location.

Image 4.4: Available Local Facilities and Existing Walking Routes

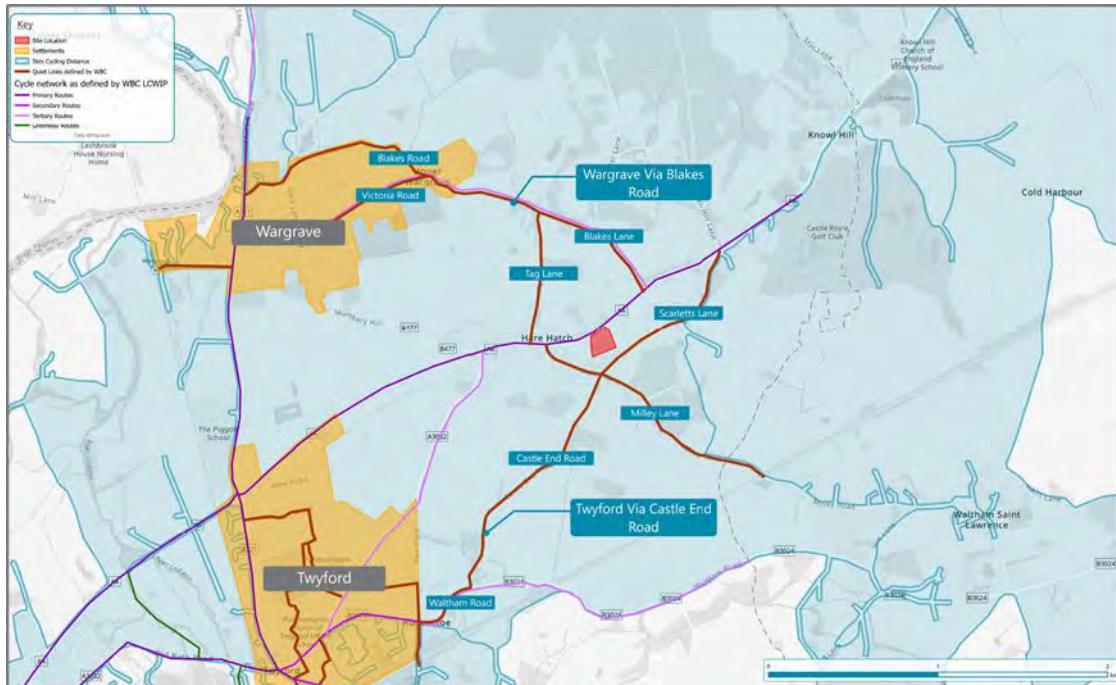


Source: Extract of Figure 5 of the Transport Statement

4.1.9 These local facilities and services are also located well within an achievable cycling distance for most people (8km)⁵, and cyclists at the proposed development will be required to cycle only short (less than 350m) distances along the A4 Bath Road before being able to access a network of 'Quiet Links' that provide access to the nearby settlements of Wargrave and Twyford respectively. These 'Quiet Links' are defined as being suitable for cycling by WBC's 'My Journey' campaign.

4.1.10 The network of available cycle routes (including WBC 'Quiet Links') within the vicinity of the proposed development were presented in Figure 3 of the Transport Statement, which has been re-produced in **Image 4.5**.

Image 4.5: Local Cycle Routes to Wargrave and Twyford and Cycle Catchment



Source: Extract of Figure 3 of the Transport Statement

4.1.11 Furthermore, and whilst not necessary to deliver safe and suitable access to the proposed development (see Section 2), the Applicant is nonetheless willing to fund the amendment to the existing TRO on the A4 Bath Road to extend the 40mph speed limit east past the site access junction. This will provide a betterment to the existing street environment for pedestrians, as well as providing significantly improved conditions for on-street cycling and for general highway users.

⁵ As set out in Section 5.4 of the Transport Statement

4.1.12 There are also genuine opportunities to travel by public transport to these local facilities and services, with the nearest bus stops located on either side of the A4 Bath Road, less than 280m from the site. The hourly 127 bus service is accessible from these bus stops, providing a valuable connection to key destinations including Maidenhead, Twyford and Reading, as well as several local schools and colleges.

4.1.13 Residents at the proposed development will therefore be provided genuine opportunities to travel for a range of journey purposes by active and more sustainable modes, given the type of development and its more rural location.

4.2 Making Efficient Use of Land – Brownfield Development

4.2.1 It is also important to note that the site currently comprises the existing Ladds Garden Centre and therefore constitutes brownfield development⁶, where the existing operation at the site is lawfully operating and could be intensified lawfully. On this basis, the principle of development at the site has already been established and it is that exiting use that provides the baseline for assessment.

4.2.2 In relation to brownfield development, the NPPF is clear in Paragraphs 124 and 125 in stating that the accommodation of assessed housing need should make "***as much use of possible or previously-developed or 'brownfield' land***" and that decisions should "***give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for should be approved unless substantial harm would be caused ...***".

4.2.3 Moreover, paragraph 5.2.35 of WBC's '*Sustainability Appraisal (September 2024)*' references the 'spatial strategy elements' of WBC's Local Plan and states that there is a "***clear need to maximise supply from brownfield (or previously developed land)***".

4.2.4 The fact the site comprises brownfield development should therefore be afforded substantial weight in planning terms, a matter that is addressed in the planning submissions by Woolf Bond.

4.2.5 Specific to the proposed development at the application site, the extant Garden Centre use is car intensive⁷, with existing customers being almost entirely reliant on the use of the private car to collect and transport goods (which are predominately bulky) to their homes. On this basis, there are minimal opportunities for the extant use at the site to be made more sustainable.

4.2.6 In contrast, the proposed residential development at the site will be significantly less car intensive than the extant Garden Centre use and will result in an overall net reduction in traffic movements across the

⁶ Also referred to as 'previously developed land'

⁷ As demonstrated within the analysis presented in Section 6 of the Transport Statement '*Traffic Impact*',

busiest periods of the day, as well as significantly less traffic over the duration of a typical weekend⁸. Producing less car-based movement is inherently a sustainable approach.

4.2.7 This is due to the significantly more sustainable nature of the proposed residential use in comparison to the extant use, which reflects the fundamental differences in travel patterns and opportunities between the two uses. Specific examples include the upward trends in home working, on-line shopping and on-line GP appointments⁹ that result in significantly less overall miles travelled by residents, as well the ability for residents to undertake some everyday journeys by means other than the private car (i.e. residents at the proposed development being able to buy everyday essentials within a short, less than 10-minute walk, from the site).

4.2.8 Considered together, the proposed residential use provides genuine opportunities for trips to be avoided entirely, or for a reasonably proportion of those that would otherwise be undertaken by the private to be replaced by more sustainable modes. Conversely, these same opportunities cannot be exploited by the extant Garden Centre use at the site, which is car intensive by nature.

4.3 **Summary – Policy Assessment**

4.3.1 Woolf Bond advise that WBC are presently unable to demonstrate a five-year housing land supply. In line with Paragraph 10 and 11 of the NPPF, the presumption in favour of sustainable development therefore applies. In these instances, permission should be granted for development proposals unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies of the NPPF and having particular regard to key policies including making effective use of land, i.e. using brownfield or previously developed land.

4.3.2 It has been demonstrated that residents of the proposed development will be afforded genuine opportunities to fulfil a range of everyday journey purposes by active or more sustainable modes of travel including, for example, shopping for everyday essentials. On this basis, sustainable transport opportunities will be prioritised within the context of the site's more rural location, in accordance with the principles of Paragraph 110 of the NPPF.

4.3.3 The application proposals comprise brownfield development,. The proposed residential use will be significantly less car intensive than the extant Garden Centre use, resulting in a net reduction in vehicular traffic, as well as significantly less overall miles travelled by the private car as a result of the

⁸ Ref: Section 6 of the Transport Statement 'Traffic Impact'

⁹ As evidenced in Section 5 of the Transport Statement

fundamental differences in travel patterns between the two uses. Compared to the car intensive extant use, the proposed residential use will provide genuine opportunities for trips to be avoided entirely, or for those that would otherwise be undertaken by the private to be replaced by more sustainable modes.

4.3.4 In this context, the development proposals therefore comprise sustainable development, complying with the requirements of the NPPF given the type of development and its location.

4.3.5 It is also relevant to consider the direction of national policy, with a consultation underway on a revised NPPF. Within that, it proposes a strengthening of the presumption in favour of sustainable development and addresses specifically the nature of developments that will be acceptable outside of settlements in Policy S5, where it considers that:

S5: Principle of development outside settlements

1. Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:

d. the redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential);

4.3.6 Whilst the NPPF draft is subject to change through the consultation, the policy direction is clear and the presumption that development of PDL will be supported is established. The scheme is exactly what the Government intends to be delivered and there are no adverse impacts of the development which would 'substantially' outweigh the scheme benefits.

SECTION 5 Conclusion

5.1 This report provides a response to the comments raised by WBC Highways within their consultation response to the Transport Statement submitted alongside the planning application for the development of 19 homes at the application site. The additional information provided within this TSA demonstrates:

- 1 The visibility splays at the site access and proposed refuge island crossing are appropriate and have been derived from observed 85th percentile vehicle speed data analysed in accordance with guidance in CA 185.
- 2 The applicant is willing to fund the amendment to the existing TRO along the A4 Bath Road to extend the 40mph speed limit east past the site, which will provide a significant betterment to the existing street environment for pedestrians and cyclists. This contribution can be secured within the S106 Agreement.
- 3 The design of the proposed internal site layout is appropriate and can comfortably accommodate the movements of larger vehicles, including a DB32 fire appliance and a refuse vehicle passing a large car.
- 4 The refuse collection arrangements for all proposed dwellings at the site are acceptable and have been designed in accordance with MfS guidance.
- 5 The proposed level of car, cycle and EV charging provision is acceptable and is in accordance with WBC parking guidance. The design of all driveways, garage and other on-plot car parking is also acceptable.
- 6 The principles of a detailed Construction Management Plan have been provided, which can be secured by Condition.
- 7 The application proposals comprise brownfield development, and the proposed residential use will be significantly less car intensive than the extant Garden Centre use, resulting in a net reduction in vehicular traffic as well as significantly less overall miles travelled by the private car. When assessed against prevailing national planning policy, and the presumption in favour of sustainable development that applies, the proposals therefore comprise sustainable development given the type of development and its location (Paragraph 110 of the NPPF).

5.2 There are therefore no reasons on highways or transport grounds why these proposals should not go ahead.

FIGURES

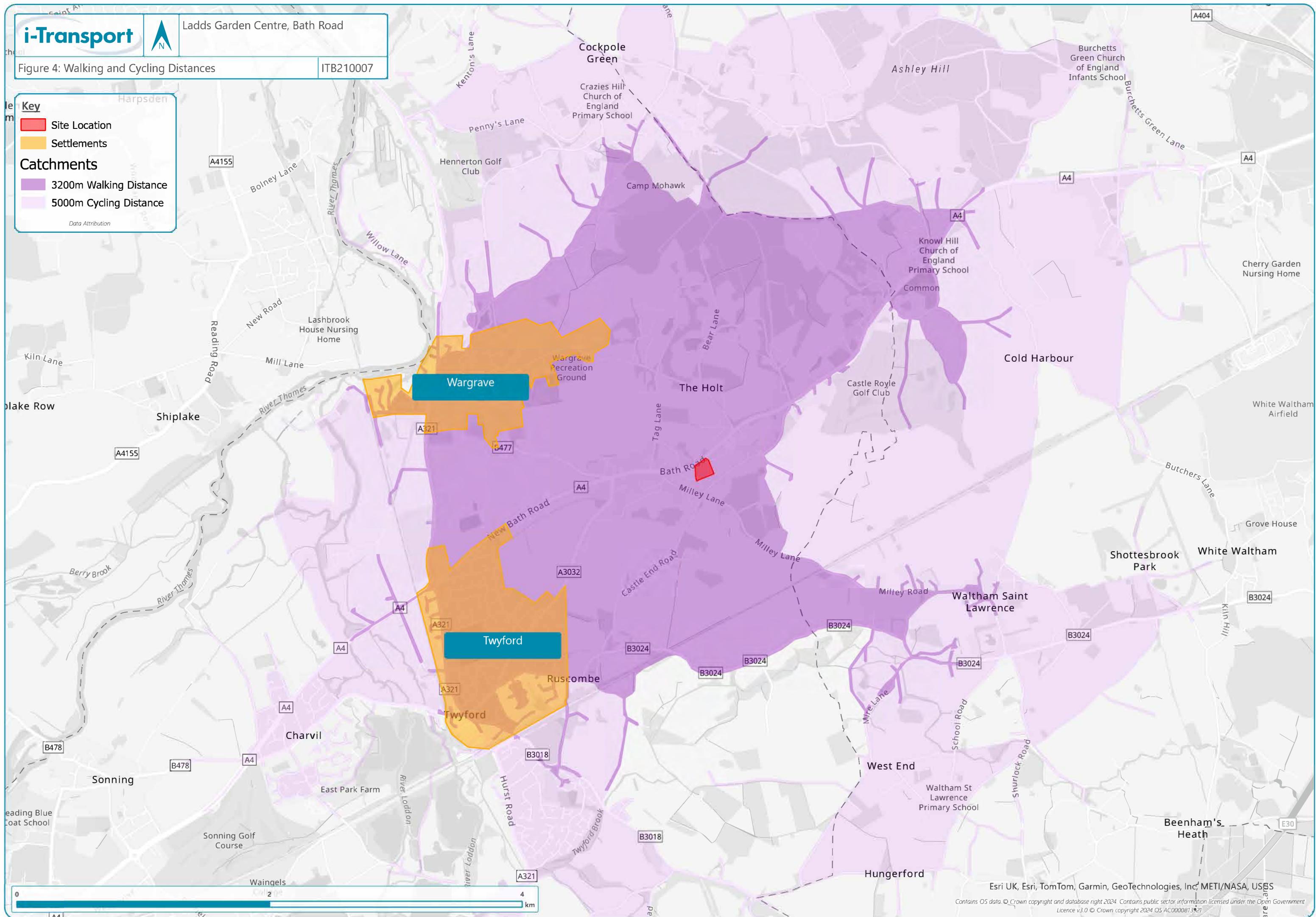
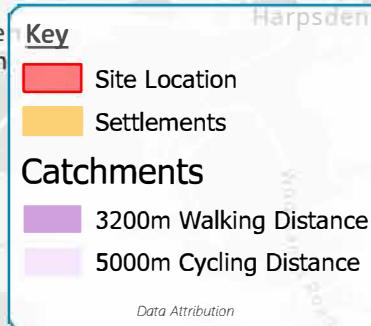


Figure 5: Local Facilities and Services Plan

ITB21000

Key

- Site Location
- Retail Centre
- Settlement Boundary
- 3200m Walking Distance
- Public Rights of Way
- Continuous Walking Routes

7 Twyford

- Wyford Surgery
- 8 Wargrave Dental Clinic
- 9 Wargrave Pharmacy

— Public Rights of Way Leisure

1 King George V Recreation Ground

90
SipTake Bus

 Station  Underground

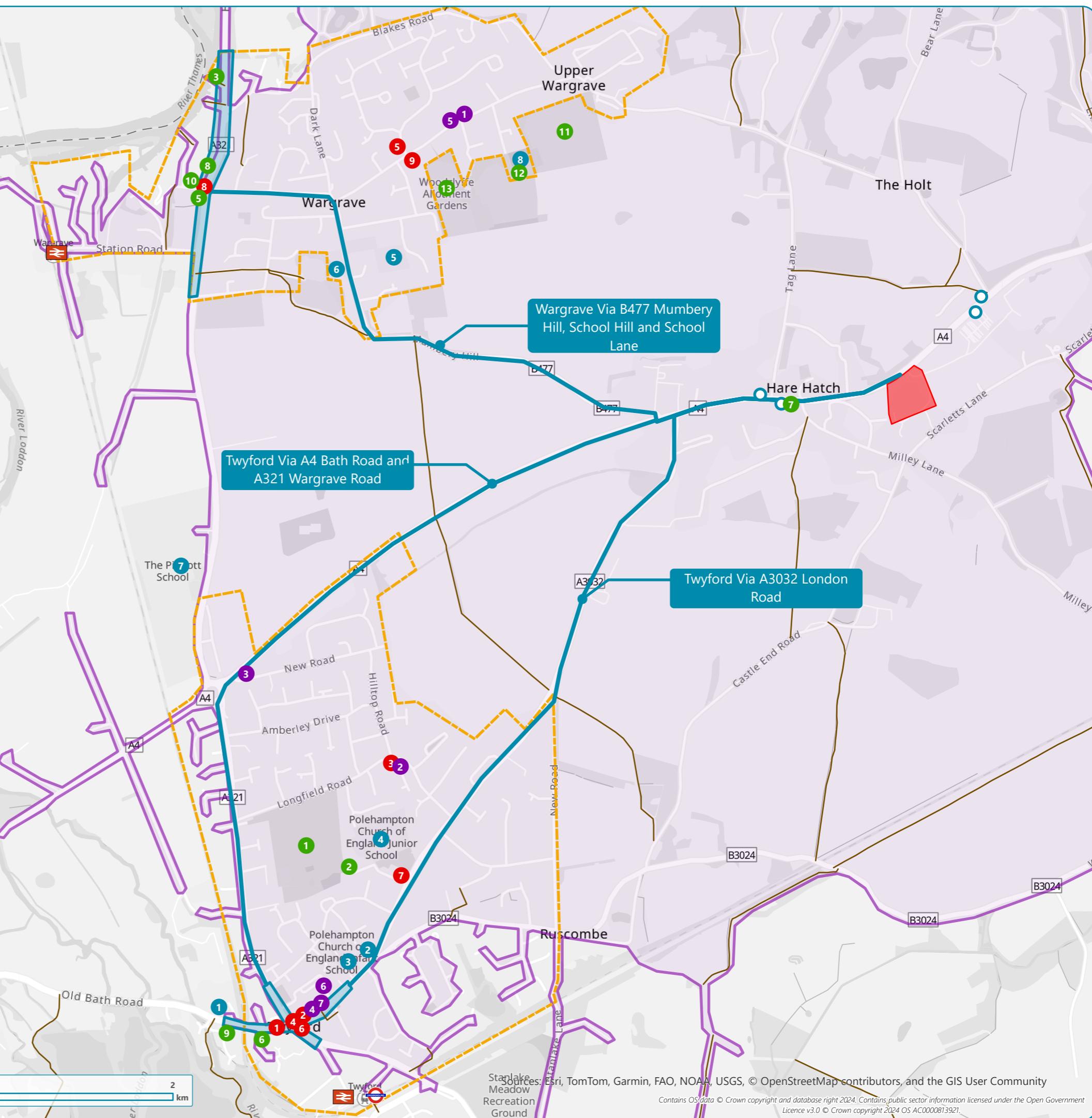
Education

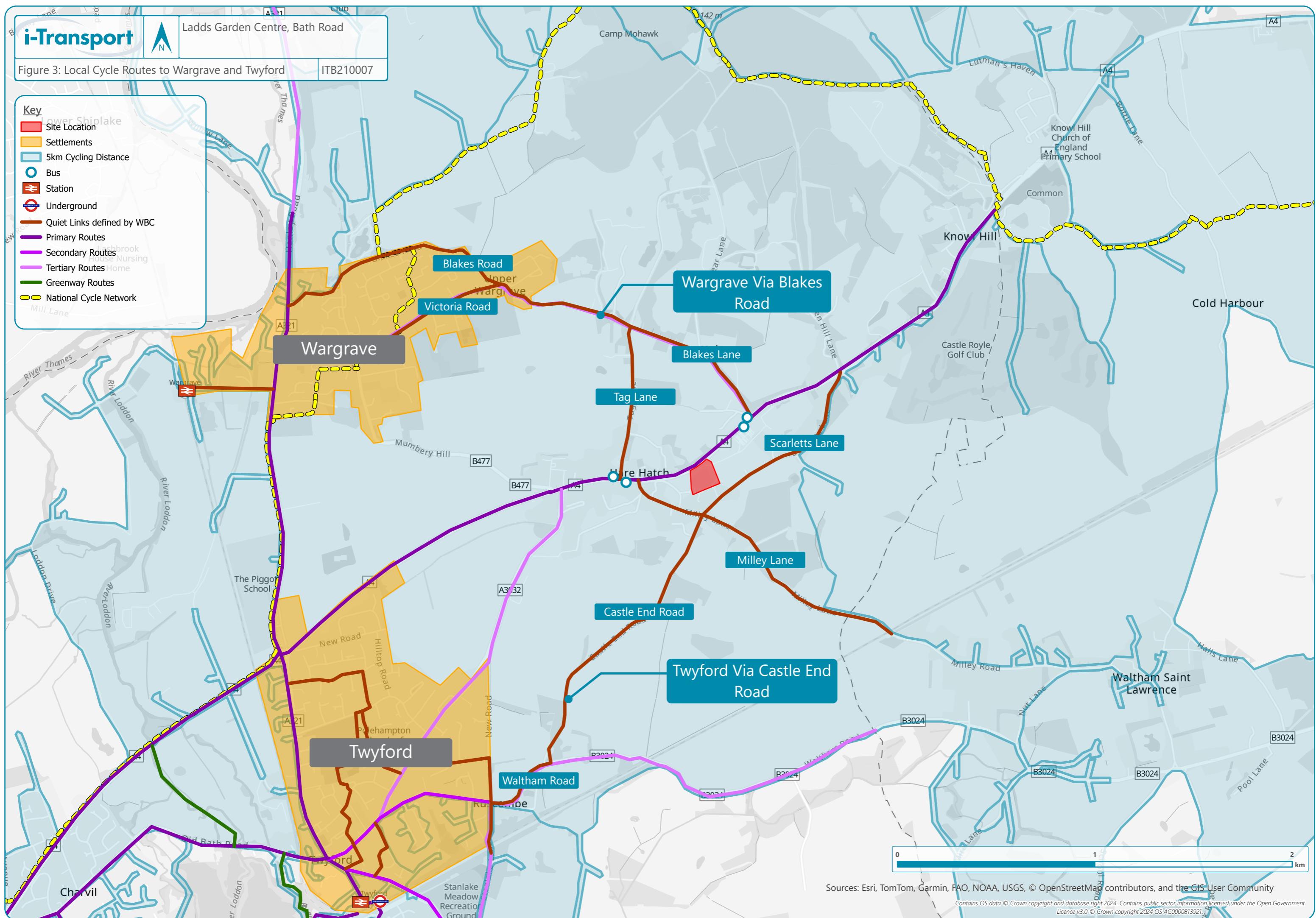
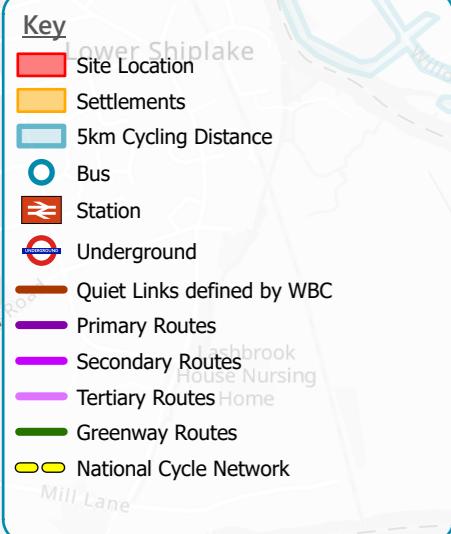
- 1 Cedar Park Day Nursery
- 2 Happy Hours Pre School
- 3 Polehampton C of E Infant School
- 4 Polehampton C of E Junior School
- 5 Robert Piggott C of E Infant School
- 6 Robert Piggott C of E Junior School
- 7 The Piggott C of E School
- 8 Wargrave Pre-School

Health

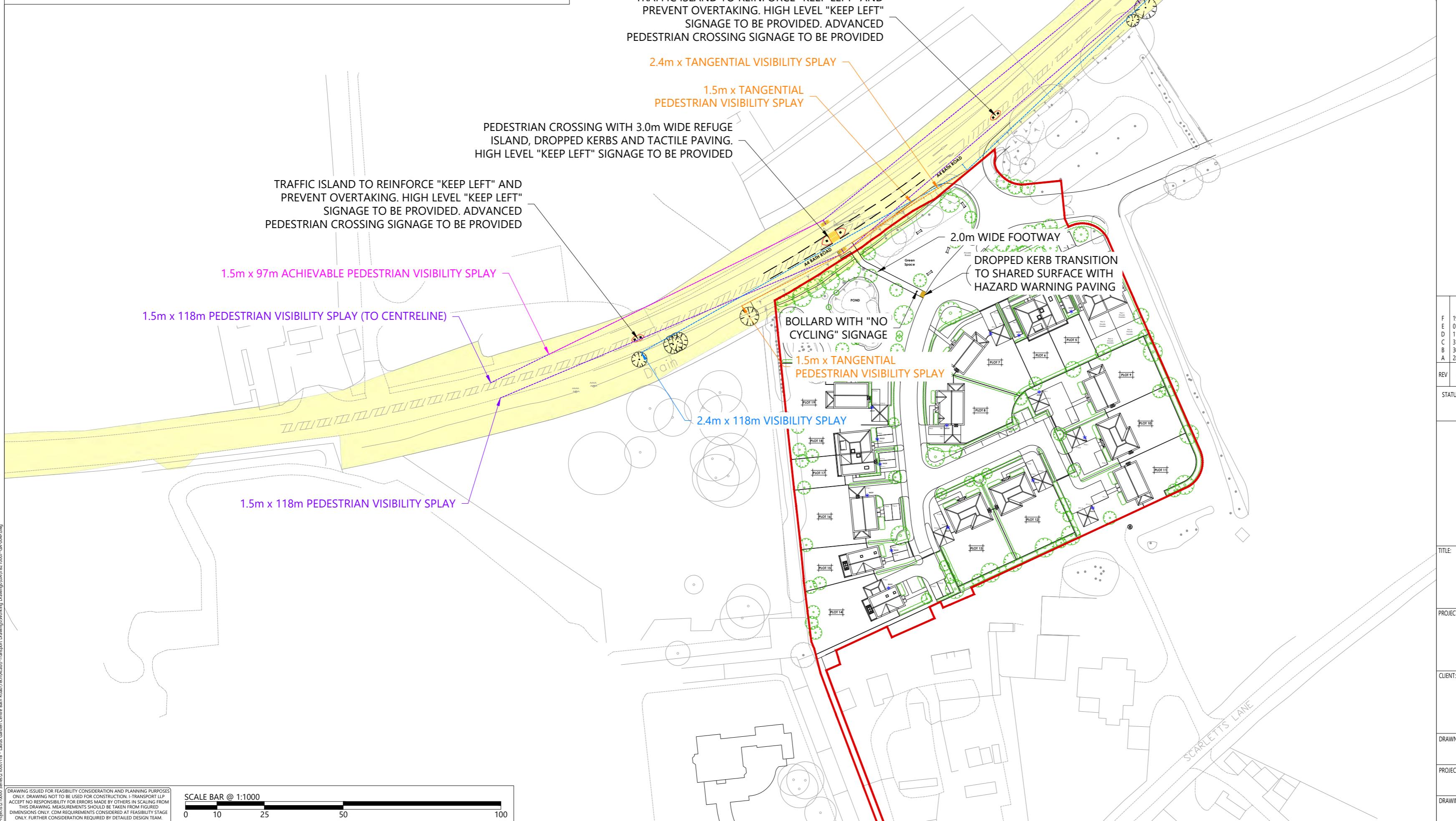
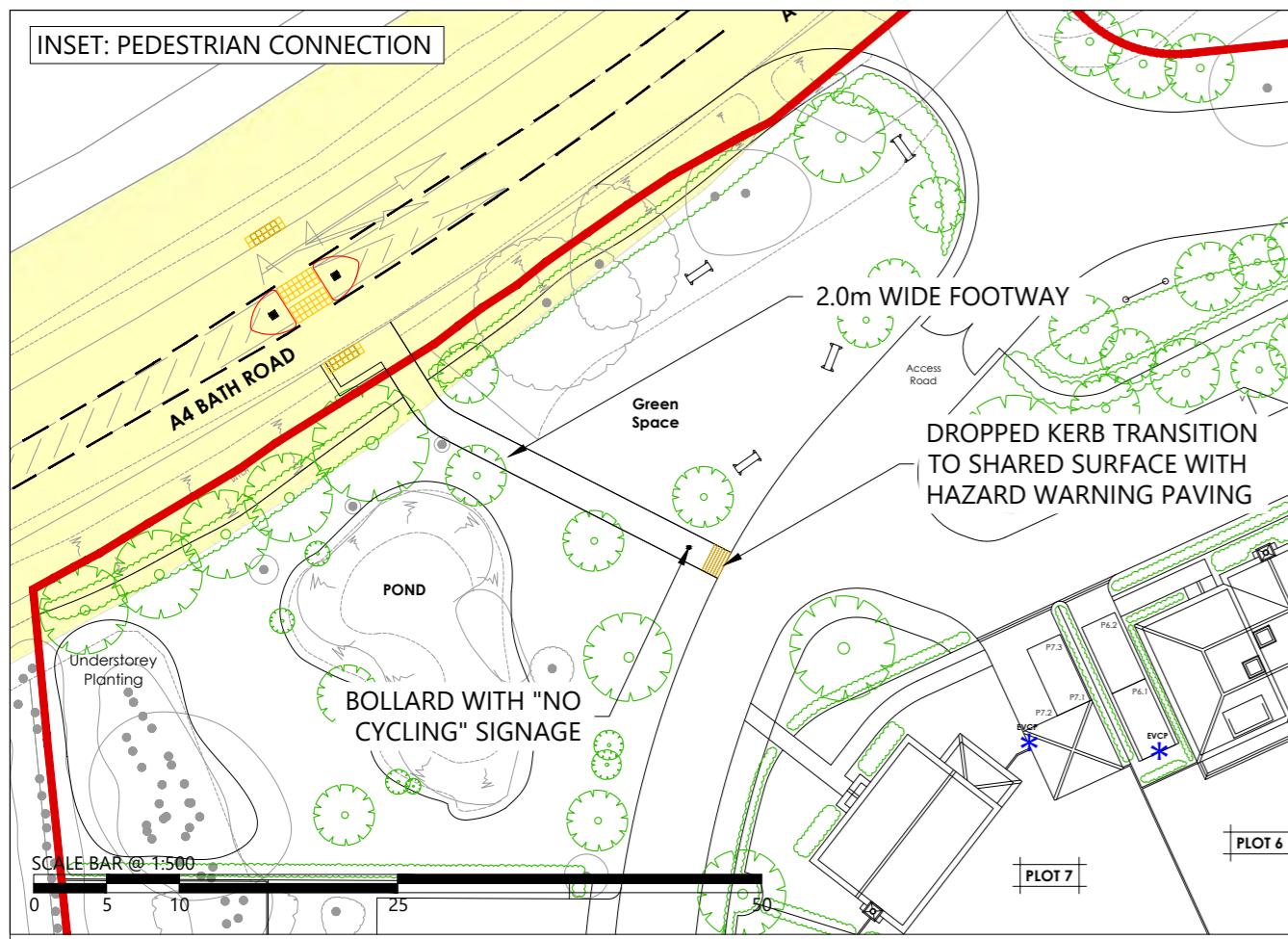
- 1 Berkshire Dentalcare and Wellness Centre
- 2 Day Lewis Pharmacy
- 3 Fields Pharmacy
- 4 Newdays Pharmacy
- 5 The Wargrave Surgery
- 6 Twyford Dental

Data Attribution





DRAWINGS



KEY:

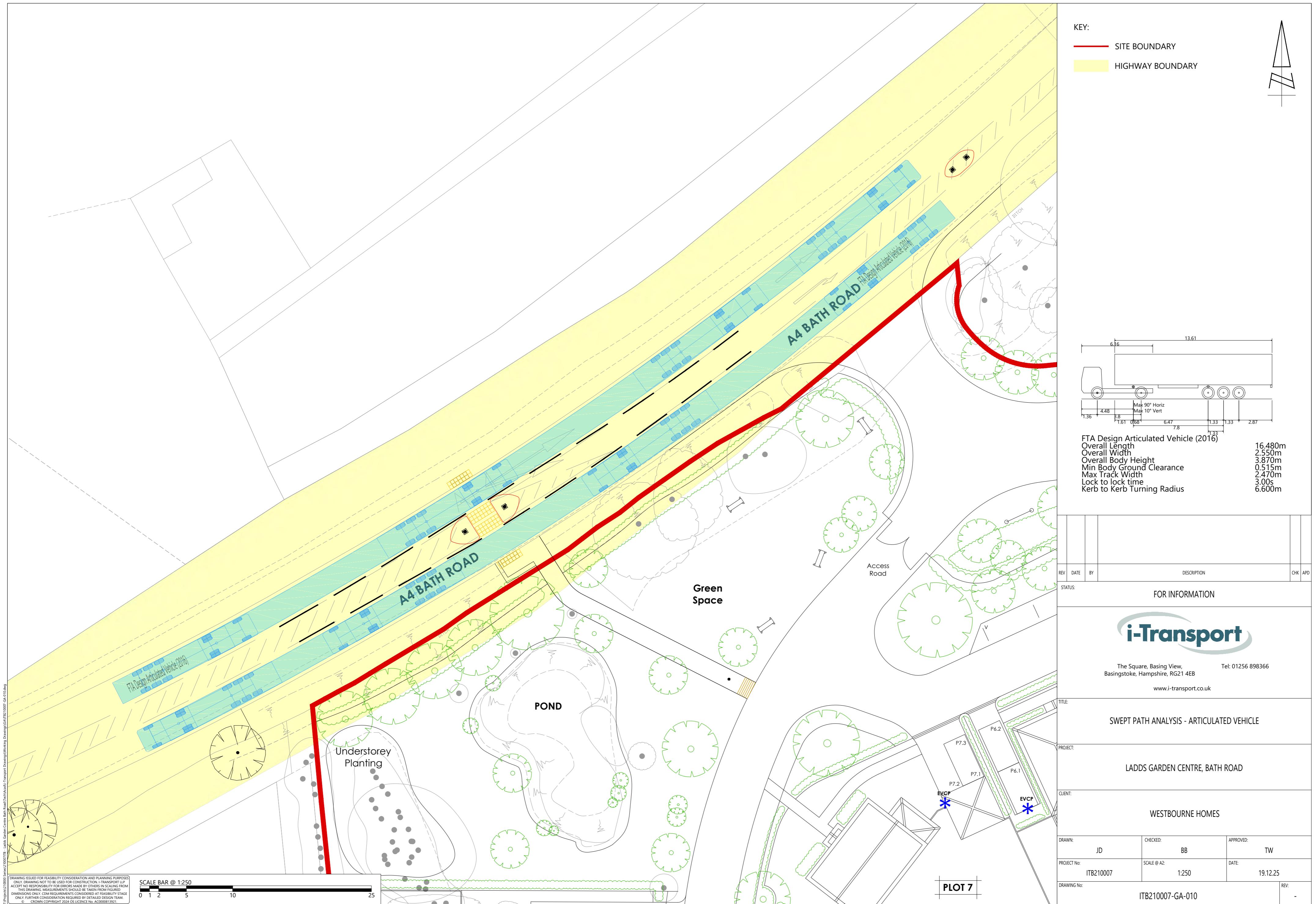
- SITE BOUNDARY** (Red line)
- HIGHWAY BOUNDARY** (Yellow line)

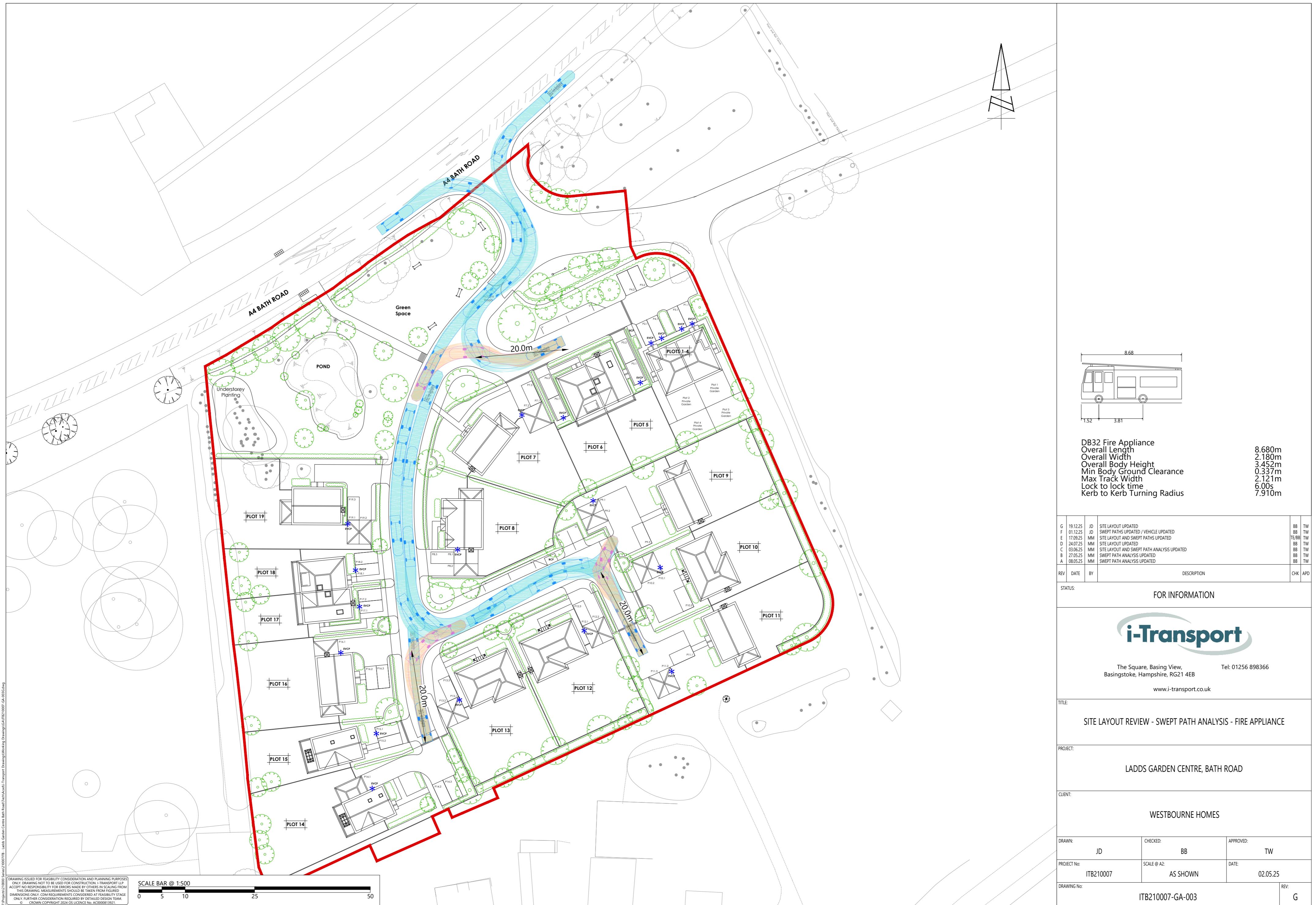
REV	DATE	BY	DESCRIPTION	CHK	APD
F	19.12.25	JD	ARRANGEMENT UPDATED	BB	TW
E	01.12.25	JD	ARRANGEMENT UPDATED	BB	TW
D	11.09.25	MM	SITE LAYOUT UPDATED	TE/BB	TW
C	31.07.25	MM	SITE LAYOUT UPDATED	BB	TW
B	30.06.25	JD	RSA COMMENTS INCORPORATED	BB	TW
A	28.05.25	MM	PEDESTRIAN VISIBILITY SPLAYS UPDATED	BB	TW
STATUS: FOR INFORMATION					
 <p>The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk</p>					
TITLE: POTENTIAL PEDESTRIAN CONNECTION					
PROJECT: LADDS GARDEN CENTRE, BATH ROAD					
CLIENT: WESTBOURNE HOMES					
DRAWN: JD		CHECKED: BB		APPROVED: TW	
PROJECT No: ITB210007		SCALE @ A2: 1:1000 AND 1:500		DATE: 02.05.25	
DRAWING No: ITB210007-GA-004					
REV: F					

Project ID: ITB210007 Series: 2020/07B Author: i-Transport Ltd Date: 02/05/2025 Drawing: ITB210007-GA-004

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWINGS ARE NOT BE USED FOR CONSTRUCTION OR TRAVEL PURPOSES. ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. DRAWINGS ARE NOT TO SCALE. DRAWINGS ARE SUBJECT TO CHANGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC000081921

SCALE BAR @ 1:1000 0 10 25 50 100







Large Refuse Vehicle (4 axle)

Overall Length: 11.347m

Overall Width: 2.500m

Overall Body Height: 3.751m

Min Body Ground Clearance: 0.304m

Track Width: 2.500m

Lock to lock time: 6.00s

Wall to Wall Turning Radius: 11.330m

Estate Car

Overall Length: 4.710m

Overall Width: 1.804m

Overall Body Height: 1.442m

Min Body Ground Clearance: 0.207m

Max Track Width: 1.756m

Lock to lock time: 4.00s

Kerb to Kerb Turning Radius: 5.950m

A 19.12.25 JD SITE LAYOUT UPDATED

BB TW

REV DATE BY

DESCRIPTION

CHK APD

STATUS:

FOR INFORMATION

i-Transport

The Square, Basing View, Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE: SITE LAYOUT REVIEW - SWEEP PATH ANALYSIS - REFUSE VEHICLE & ESTATE CAR

PROJECT: LADDS GARDEN CENTRE, BATH ROAD

CLIENT: WESTBOURNE HOMES

DRAWN: JD

CHECKED: BB

APPROVED: TW

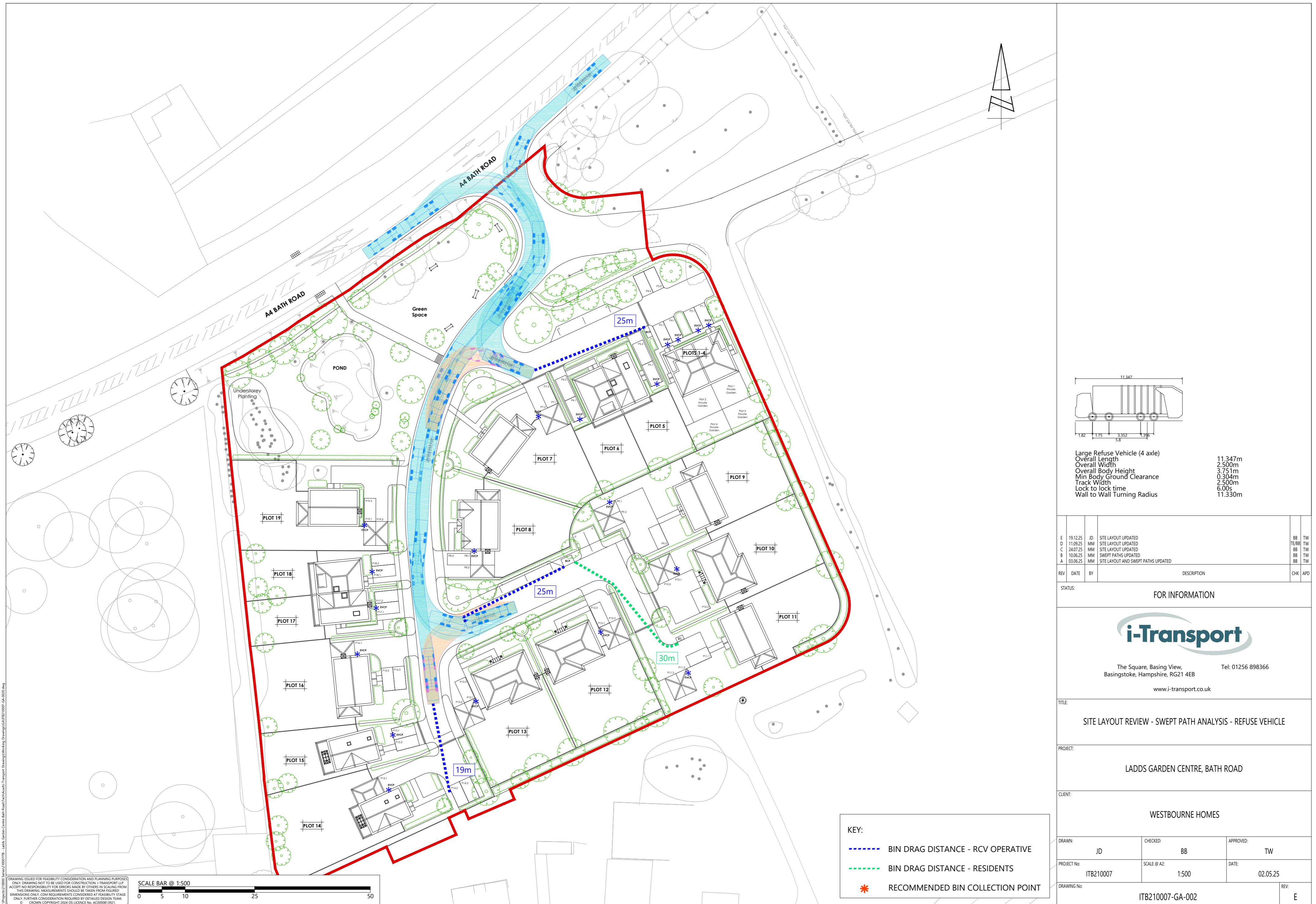
PROJECT No: ITB210007

SCALE @ A2: 1:500

DATE: 04.12.25

DRAWING No: ITB210007-GA-008

REV: A



APPENDIX A. WBC HIGHWAYS CONSULTATION RESPONSE

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	252257
Address:	Ladds Garden Village, Bath Road, Hare Hatch, Wokingham, RG10 9SB.		
Proposal:	Full application for the proposed erection of 19no. dwellings with associated landscaping and access following demolition of existing buildings.		
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

The applicant proposes to demolish the existing garden centre and erect 19 no. dwellings, which includes 2 no. dwellings with two habitable rooms, 2 no. dwellings with 3 habitable rooms, 2 no. dwellings with five habitable rooms, 9 no. dwellings with six habitable rooms and 4 no. dwellings with seven habitable rooms.

The existing vehicular access will be retained with proposed widening and improvement works on crossing points.

Traffic Impacts

Traffic flows have been assessed in the Transport Statement, which is welcomed. TRICS data has been used for the proposed trip rates.

While the Highways would have expected the approved trip rates in WBC transport model (WSTM4) to be used for assessment, the proposed trip generation of 10 and 9 two-way movements in the AM and PM peak, respectively, is mostly similar to the total trip generation by applying the approved trip rates, which can be acceptable for this instance.

Sustainability

Sustainability assessment has been included in the transport statement with actual walking and cycling distance from the mid-point of the site, which is welcomed.

Walking

There are very limited local facilities within acceptable walking distance from the site. All closest day-to-day local facilities are located beyond the acceptable walking distance (with majority of these local facilities to be over 2km), making the site an unsustainable location for housing development.

It is noted that Gear Change, published by the DfT, has been referenced. The document states that in urban areas, more than 40% of journeys were under 2 miles and that such journeys are perfectly suited to cycling and walking.

However, the document does not suggest that 2 miles should be taken as a benchmark for an acceptable walking distance. It would be a misinterpretation to conclude that most day-to-day journeys of up to 2 miles (3.2 km) represent a reasonable or 'maximum' walking distance.

With reference to Image 5.5 of the Transport Statement, the proportion of walking trips decreases significantly from around 80% for journey distances under 1 mile to 30% for journey distances between 1 and 2 miles, with car use becoming the dominant mode of travel.

The Highways therefore consider the walking distances set out in the IHT's Guidelines for Providing for Journeys on Foot to be the most applicable reference for assessing pedestrian accessibility. These distances are understood to apply broadly, including within rural areas and for journeys such as commuting and school travel.

Cycling

Cyclists are typically reliant on cycling in the road, which the LTN1/20 defines these as 'mixed traffic' conditions.

The speed limit along the site frontage is 50mph. While the applicant proposes to contribute to the reduction on this section of the A4 Bath Road to 40mph, 'mixed traffic' conditions with speed limits of 40mph and 50mph are considered as "Provision suitable for few people and will exclude most potential users and/or have safety concerns". The applicant has acknowledged the A4 Bath Road is not designed for cyclist.

If the applicant would consider cycling to be the major sustainable travel mode, appropriate protection from motor traffic on highways shall be proposed along the A4 Bath Road according to Figure 4.1 of LTN 1/20.

Alternatively, the applicant shall consider diverting the cyclist traffic onto 'quiet lane' to the south of the site. The applicant will have to provide survey data results to justify the proposals, works to improve the cycling environment and to propose measures to ensure low traffic flows and speed can be retained.

Public Transport

The nearest bus stops at Hare Hatch Grange are circa 400m from the mid-point of the site, which is within acceptable walking distance. The bus stops in both

directions are served by routes 127, 227 and 227A. However, not frequently than hourly services are currently available. Late evening and Sunday services are also not available, which does not meet the requirement for good public transport services.

Summary

While a new pedestrian refuge island crossing on the A4 Bath Road is welcomed, the distance to local facilities and the frequency of bus services are not attractive for considering sustainable travel mode.

Based on the information currently available, the Highways unlikely support this proposal due to unsustainable location. However, if this proposal would be approved on tilted balance, other required details for the proposal are listed below.

Access

The site will utilise the existing access onto the A4 Bath Road, and two pedestrian accesses onto the A4 are also proposed. A new pedestrian refuge island is proposed on the A4 Bath Road, to the west of the site access.

Traffic Data

The details in summary table in Table 3.3 does not align with the traffic survey data provided in Appendix A. It is uncertain how the 85th percentile speeds in Table 3.3 have been derived. Clarification is required.

Table 3.3: Observed Traffic Flows and Speeds – A4 Bath Road

Direction	Traffic Volumes		Vehicle Speeds (mph)	
	Morning Peak (0800-0900)	Evening Peak (1700-1800)	Average Speed	85 th Percentile Speed
Eastbound	733	581	40.2	43.9
Westbound	572	837	42.5	46.6
		Eastbound		Westbound
Total	57716		58567	
Mean Speed	40.2		42.6	
85%	44.7		48.2	
		Eastbound		Westbound
Total	57443		58092	
Mean Speed	41.8		42.5	
85%	47.1		47.8	

It is stated that the 85th percentile speeds along the site frontage have been assessed by speed surveys, and the assessed visibility splays of 2.4m x 118m (SSD for 43.9mph) and 2.4m x 132m (SSD for 46.6mph) have been provided to the west and east of the junction, respectively, from the proposed access onto the A4 Bath Road.

However, given the 85th percentile speeds along the site frontage would be in between 44.7mph and 47.1mph for EB and in between 47.8mph and 48.2mph for WB, the assessed visibility splays are unlikely to be sufficient. Revision is required.

Meanwhile, as the site access is located at a bend and does not cover the intervisibility with the proposed crossing point, the visibilities along the tangent to the bend shall be assessed, to ensure that the required SSD on the nearside edge of the carriageway can be provided. The sightlines shall be across land within the applicant's control or highway land, and shall be clear of obstructions to visibility exceeding 0.6m in height.

Pedestrian Refuge Island

To improve pedestrian and cyclist safety, the Highways will welcome the proposal of extending the existing 40mph speed limit zone to cover the site frontage. The applicant is invited to provide further details for the proposed speed reduction.

A Stage 1 RSA has been carried out, which the LHA would have expected a Road Safety Audit Brief Report (Prior to completion of the Stage 1 RSA) to be agreed as required by DMRB GG119. The details of the auditor's qualifications shall also be submitted to the LHA to demonstrate the independent auditor is suitably qualified.

While the applicant has accepted the RSA recommendation to provide a splitter island within the taper to the east of the right turn lane, the proposed pedestrian visibility on the southern side of the A4 Bath Road to the east has not been assessed properly, in particular when the A4 Bath Road observes a high percentage of HGV traffic.

The applicant is expected to measure the intervisibility (to the east) at the proposed crossing point on the southern side of the A4 Bath Road along the tangent to the bend.

As stated in the 'Sustainability' section, if the applicant would consider cycling to be the major sustainable travel mode, appropriate protection from motor traffic on highways shall be proposed along the A4 Bath Road according to Figure 4.1 of LTN 1/20. The proposed width of the shared use refuge island shall also increase to a minimum of 3m.

Internal Access Road

Information on whether or not the primary site roads will be offered for adoption will need to be supplied. Whatever the case, the road will need to be built to highway standards. If the site roads are to remain private, this will also need to be included in a s106 agreement. Any S106 will need to include an obligation that the site road will be maintained as a private road in perpetuity.

The internal roads are proposed to be shared surface with a minimum width of 5.5m along the primary access road to accommodate two-way traffic, with reduced width of 4.2m wide for Plots 10-11 and 14-15, which are welcomed.

A 2m service margin shall be provided on both sides of the road where development is being proposed, to align with the borough's highway design guidance.

While the swept path analysis for fire tender has been submitted to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of any dwelling, the applicant is expected to assess with the following adopted dimensions for fire tender:



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	7.910m

Pedestrian accesses are solely provided onto the A4 Bath Road along the northern boundary. While the applicant proposed that the internal roads will be shared surfacing, this is no direct internal pedestrian/cycling route for the future occupiers to access to the pedestrian accesses from the south of the site, Plots 9-12 in particular. The applicant is therefore required to improve the connectivity within the site.

The applicant may wish to consider providing a 3m wide shared footpath/cycle path between Plots 6 and 7 to improve the connectivity within the site.

Given the application red line has been extended to Scarlests Lane, the applicant may also wish to explore the opportunity to provide a cyclist access onto Scarlests Lane if it justifies for a 'quiet lane' for cycling. The access road shall be designed in accordance with the requirements in LTN 1/20.

Parking

According to the WBC Car Parking Standards, the demand of parking for residential dwelling is subject to the numbers of habitable rooms. Each parking space shall have minimum dimensions of 5.0m x 2.5m, and the minimum internal sizes of a single garage/carport for parking to be 6m x 3m. The minimum dimensions for parallel parking space are 6m x 2.5m.

The proposed 6.5m wide aisle width for Plots 1-4 will be sufficient for vehicle manoeuvring at forwards gear, which is welcomed.

The applicant has provided a parking assessment for Village location, with 46 allocated parking (including 16 carport bays and 2 garage bays) and three unallocated visitor parking. However, the proposed site is classified as Town and Fringe location. The proposed numbers of habitable rooms also not aligned with the submitted floor plans.

The Highways have reassessed the parking requirements based on the submitted floor plans, which will require 4 visitor parking spaces and 2 unallocated parking. The proposed unallocated/visitor parking provisions are insufficient.

As provisions of unallocated parking can affect the efficiency of the use of spaces and layout of the development, and allows the changes in car ownership between individual dwellings over time, additional capacity within private driveway will not serve the same purpose. Reallocation of parking provision is required.

The proposed dimensions of the driveway parking spaces are acceptable. However, the applicant shall review the dimensions of all carports and garages with minimum internal sizes of 6m x 3m for single bay parking.

Meanwhile, to prevent additional parking that obstruct the access road, the Highways recommend reducing the driveway length for Plots 8, 17 and 18 to no more than 8m, Plots 12-14 for to no more than 13m, measured from the carriageway edge.

EV Charging Points

Each new dwelling will be expected to provide a minimum of one EV Charging Point under the Building Regulations (Approved Document S). It is confirmed that all homes at the site will be provided with an EVCP, which is welcomed.

However, the applicant is required to indicate the position of EVCP on the revised parking plan.

Cycle Provisions

According to the WBC Parking Standards, one cycle parking allocation will be required per dwelling for three or less habitable rooms, two will be required for dwelling with 4-5 habitable rooms and three will be required for dwelling with 6+ habitable rooms.

While it is stated in the Transport Statement that the proposed development includes cycle parking in sheds in rear garden, or garages where presents, there is no mention of where the cycle parking spaces will be provided on the site plan. Direct access to the rear garden, cycle store or garage of suitable sizes (7m x 3m) shall be indicated for cycle storage. It can be conditioned if the cycle parking details are not provided in this proposal.

Refuse Collection Strategy

While it is uncertain if the proposed site roads will offer for adoption or remain private, the applicant has submitted the swept path for refuse vehicles entering and leaving the site with refuse vehicle of adopted dimensions, which is welcome. The Highways will therefore assume council refuse collection will be applicable for this site.

The Highways also expect to review swept paths showing that a refuse vehicle and a large can pass each other.

It is relevant to note that the vehicle body and chassis of the refuse vehicle will overrun the edge of the carriageway at Plot 13. Minor revision on road alignment will be expected.

According to Manual for Streets, the maximum carrying distances for households (30m) and refuse collection operators (25m) from the collection point. Such standards will apply to all plots within the site and shall be measured from the dwelling. The proposed carrying distance of 30m for Plot 11 has been measured from the centre of the driveway. The proposed refuse collection arrangement along the shared drive for Plots 9-13 likely have to be revised.

Meanwhile, with reference to WBC's Waste and recycling Guidance Notes for Developers, the distance between the bin store for flats and the parked refuse vehicle shall be no more than 10 metres. The proposed carrying distance for Plots 1-4 is not acceptable.

To avoid overspilling of wastes and recyclables to the driveway, the required area of the proposed bin store shall be confirmed with the council's Cleaner & Greener team.

Framework Construction Management Plan

A framework plan is expected to be submitted along with the planning application. This is required.

Summary

The Highways can unlikely support the proposal due to unsustainable location.

Conditions & Reasons (if required)			
Date:	9/10/2025	Signed:	JP

APPENDIX B. STAGE 1 ROAD SAFETY AUDITS

Road Safety Audit Report

Incorporating Stage 1 Completion of Preliminary Design



Proposed Pedestrian Refuge Island along the A4 Bath Road Hare Hatch

Client:
i-Transport

Client reference:
ITB210007

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 1

Job no	RSA-25-055	Issue no	1	Date	June 2025
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-055-1				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2025
Document reference and revision:	RSA-25-055-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wokingham Borough Council
Design Organisation:	i-Transport
Project Sponsor:	Westbourne Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			13 th June 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	25 th June 2025

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Signs, Markings and Lighting	
5.0	Audit Team Statement	10

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of highway works at an existing priority access as well as a proposed uncontrolled crossing and refuge island along the A4 Bath Road in Hare Hatch. The proposed highway works consist of providing corner radii at an existing priority access that takes the form of a vehicular crossover with dropped kerbs along the edge of the A4 Bath Road. The proposed refuge is to be 2.0 metres deep and 2.0 metres wide protected by physical islands both sides which are to benefit from reflective keep left bollards. The refuge island is to be accommodated within an existing area of central hatching that is 2.6 metres wide, as measured off the scheme drawing, and precedes the direct taper of a right turn lane associated with the former Ladds Garden Village. The A4 Bath Road accommodates a footway to the north and grass verge to the south. The scheme illustrates that the proposed pedestrian link to the south of the uncontrolled crossing, is to be formed in-line with the uncontrolled crossing. It is understood that the proposals are to be provided as part of a redevelopment of the former Ladds Garden Village to provide 19 homes. It is noted that it is proposed to retain some of the existing light industrial / commercial land uses that are also accessed via the associated priority access.

2.2 The Audit Brief identifies that the proposals are subject to one Departure from Standard (DfS) that relates to the level of visibility that is achievable to eastbound traffic, for a pedestrian attempting to cross the A4 Bath Road from the existing footway on the northern side of the carriageway. It is understood that a visibility splay of 118 metres is required in accordance with observed 85th percentile speeds. However, that 118 metre splay is only achievable to the road centreline with visibility to the channel line limited to 97 metres. This DfS has been fully assessed within this Stage 1 Road Safety Audit and any road safety concerns raised if necessary.

2.3 This Road Safety Audit was undertaken during June 2025 in accordance with the Road Safety Audit Brief provided on the 13th June 2025 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Westbourne Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and are therefore only raised within this document if fundamental to the scheme. Further, it is identified that any existing features within the proposed splays will be removed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:

Audit Team Leader

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

Audit Team Member

Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

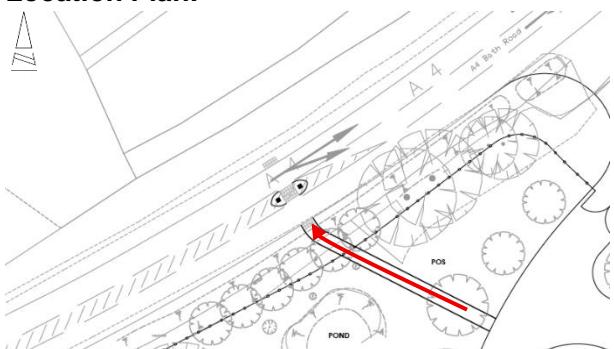
2.5 The A4 Bath Road is well known by the Audit Team who have travelled along the carriageway and visited the Garden Village numerous times but the site visit associated with this assessment was undertaken during the afternoon of Wednesday 25th June between the hours of 10:50 and 11:30. This site visit involved walking and driving around the local highway network for a total 40-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visits was overcast, the road surface was dry and visibility was good. No pedestrians but a number of cyclists were observed during the site visits. Vehicular traffic was also observed to include powered two wheeled vehicles, cars, passenger service vehicles and light as well as heavy goods vehicles.

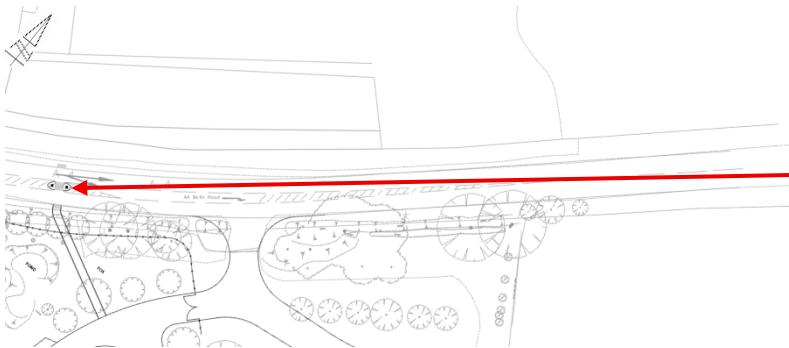
2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the current scheme.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	A4 Bath Road
Summary:	Proposed footpath is in-line with the uncontrolled crossing
Acc Type:	Vehicle to pedestrian type collision
<p>The A4 Bath Road is subject to a 50mph speed limit in the vicinity of Ladds Garden Village but observes 85th percentile speeds of 43.9mph and 46.6mph in an eastbound and westbound directions respectively. A right turn lane is present to allow access to Ladds Garden Village without having an impact on the free flow of eastbound traffic travelling along the primary route. The proposals include the provision of corner radii at the existing priority access as well as an uncontrolled crossing point that is to be provided immediately to the west of the existing right turn lane which is proposed to allow access between the site and the existing footway network to the north of the carriageway. The scheme drawing illustrates that the uncontrolled crossing is to benefit from two rows of tactile paving and that the footpath connection between the proposed redevelopment and uncontrolled crossing point is to be straight in alignment with a marginal bend and in-line. Pedestrians should stop at the edge of the A4 Bath Road to become aware of approaching traffic and only attempt to cross when it is safe to do so. Nevertheless, the Audit Team have concerns that pedestrians particularly the visually impaired, could step over the proposed tactile paving and unknowingly enter the carriageway or approach at pace and attempt to cross the carriageway without looking. A pedestrian not stopping to become aware of approaching traffic could step into the path of a vehicle leading to a vehicle to pedestrian type collision.</p>	
<p>RECOMMENDATION:</p> <p>It is recommended that the uncontrolled crossing point is offset from the approach and that the depth of tactile warning is increased if necessary.</p>	
<p>Location Plan:</p>  	

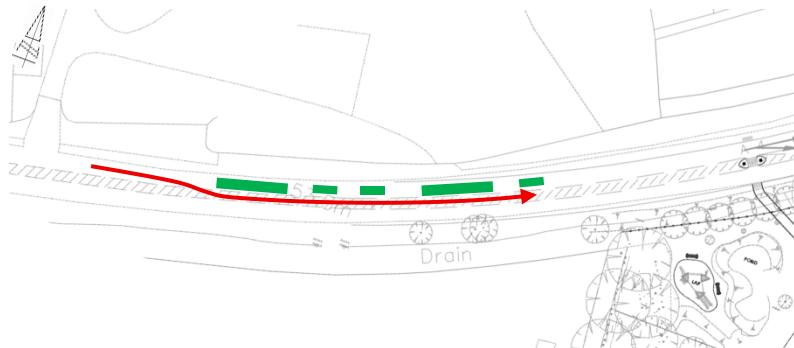
A.2	GENERAL
A.2.1	PROBLEM
Location:	A4 Bath Road
Summary:	Westbound motorists may not become aware of the proposed island at a safe distance
Acc Type:	Vehicle to pedestrian and / or loss of control type collision
<p>The A4 Bath Road is subject to a 50mph speed limit and follows a bend as it passes the western frontage of Ladds Garden Village. A right turn lane is formed within the carriageway to allow access to the Garden Village, which is 2.6 metres wide and formed with a taper to the east. The proposals include the provision of a pedestrian refuge island within the area of central hatching immediately to the west of the right turn lane. The scheme drawing illustrates that a 132 metre visibility slay is achievable to the east of the uncontrolled crossing point and therefore it is clear that westbound motorists will have visibility to the physical island in accordance with 85th percentile speeds. The Audit Team have concerns, however, that due to the bend in the road, the proposed keep left bollards won't be facing approaching westbound traffic and therefore the entire reflective face will not be clearly visible. As such, westbound motorists may not become aware of the physical island at a safe distance, particularly during the hours of darkness which could lead to a vehicle colliding with the physical island and a vehicle to pedestrian or loss of control type collision.</p>	
<p>RECOMMENDATION:</p> <p>It is recommended that a splitter island is provided within the taper to the east of the right turn lane which will be directly in front of and therefore clearly visible to westbound motorists.</p>	
<p>Location Plan:</p>  	
A.2.2	PROBLEM
Location:	A4 Bath Road
Summary:	Eastbound motorists may not become aware of the proposed island at a safe distance
Acc Type:	Vehicle to pedestrian and / or loss of control type collision
<p>The A4 Bath Road is subject to a 40mph speed limit within the village of Hare Hatch where a number right turn lanes are accommodated to allow access to amenities and properties off both sides of the carriageway. Those right turn lanes are separated by areas of central hatching to form consistent eastbound and westbound lane widths. The carriageway follows a bend towards</p>	

the eastern end of the village where the speed limit of the road changes from 40mph to 50mph, circa 160 metres to the west of the priority access and just circa 115 metres before the right turn lane associated with Ladds Garden Village. The proposals include the provision of an uncontrolled crossing point immediately to the west of the right turn lane associated with the Ladds Garden Village. Measurements have been taken from the scheme drawing and it has been determined that an eastbound motorist should be able to see the proposed refuge island from a point 139 metres in advance of the feature provided vegetation is cleared and maintained as indicated. This distance exceeds the stopping sight distance of a vehicle travelling at the 85th percentile speed recorded as well as that associated with the 40mph speed limit at that location. The Audit Team have concerns, however, that eastbound motorists may attempt to utilise the existing central hatched area to overtake slow moving vehicles and that the physical island will not be clearly visible due to its proposed location, around a left hand bend. Motorists not becoming aware of the proposed physical island at a safe distance could collide with the physical island leading to a vehicle to pedestrian or loss of control type collision.

RECOMMENDATION:

It is recommended that a series of physical islands are provided within the central hatching along the A4 Bath Road within Hare Hatch and extending to the proposed refuge island.

Location Plan:



A.2.3	PROBLEM
Location:	A4 Bath Road
Summary:	Motorists may not become aware of the proposed island at a safe distance
Acc Type:	Vehicle to pedestrian and / or loss of control type collision

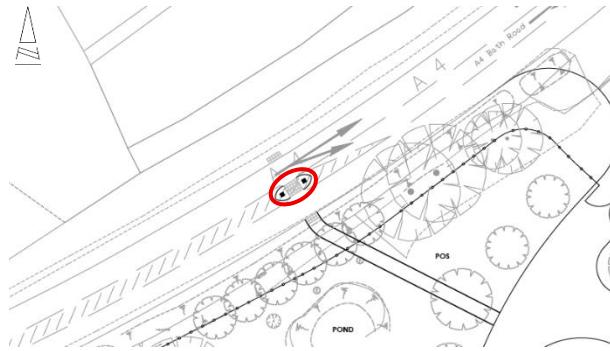
The A4 Bath Road observes a high percentage of HGV's as well as other high sided vehicles and accommodates a number of traffic islands that benefit from keep left bollards as well as illuminated high level signs. The proposals include the provision of an uncontrolled crossing point that benefits from a refuge island. The scheme drawings illustrate that keep left bollards are to be installed on the physical islands, however, no high level signage is proposed. The Audit Team have concerns that motorists following high sided vehicles will not become aware of the proposed physical island

at a safe distance and may attempt to overtake which could lead to a vehicle colliding with the island and a loss of control type collisions.

RECOMMENDATION:

It is recommended that illuminated high-level keep left signage is provided.

Location Plan:



A.3	JUNCTIONS
<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i>	
A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	A4 Bath Road
Summary:	Intervisibility between a pedestrian and eastbound motorist is limited
Acc Type:	Vehicle to pedestrian type collision

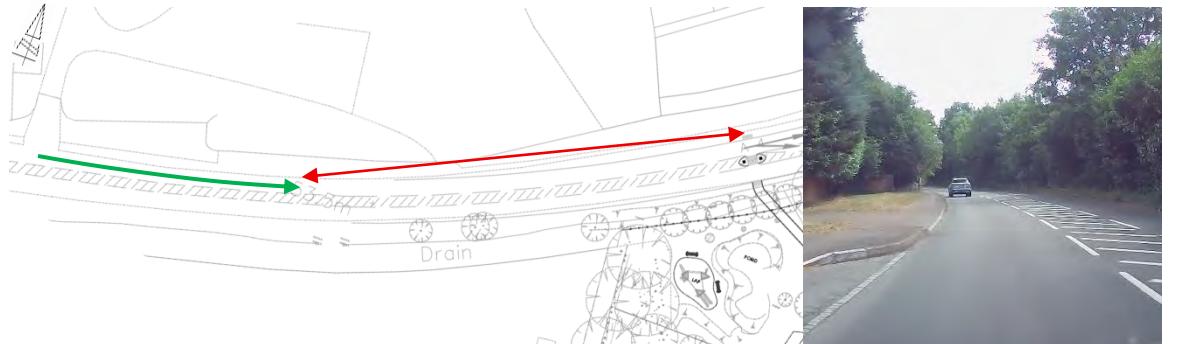
The A4 Bath Road that is subject to street lighting in proximity to the village of Hare Hatch where a 40mph speed limit is present which increases to 50mph for eastbound traffic, at a point circa 160 metres to the west of the priority access and 115 metres before the right turn lane associated with Ladds Garden Village. The characteristics of the A4 Bath Road appear to change at the existing change in speed limit becoming more rural in nature with foliage both sides of the carriageway. The proposals include the provision of an uncontrolled crossing point immediately to the west of the existing right turn lane associated with the Ladds Garden Village, at a location immediately adjacent to an existing street lighting column. The scheme drawing illustrates that visibility slays in accordance with 85th percentile speeds are achievable from each crossing point, however, the 118 metre splay to the west of the northern uncontrolled crossing point extends to the road centreline rather than the channel line. It is noted that a splay of 97 metres is achievable to the channel line. The Audit Brief identifies that all visibility splays are to be cleared and maintained clear of obstructions and that the 118 metre splay to the road centre line represents a Departure from Standard (DfS), as the splay should extend to the nearside channel line. The proposed uncontrolled crossing benefits from a refuge and therefore users cross each 3.5 metre lane individually. As stated within Chapter 6 of Traffic Signs Manual, a lower walking speed of 1.0m/s is utilised to calculate timings for crossings which when applied to the lane width, would

mean that a pedestrian is expected to be within the carriageway for 3.5 seconds. This is increased to 4.4 seconds when based on UCL research which identified that the average walking pace of an elderly pedestrian aged over 65 is 0.8m/s. It can be determined that an eastbound vehicle approaching the proposed uncontrolled crossing at the 85th percentile speed observed of 43.9mph, will take 5 seconds to travel the 97 metres. It is therefore clear that, provided the visibility splays illustrated are maintained clear, a pedestrian should have an adequate level of visibility to cross the 3.5 metre eastbound lane based on 85th percentile approach speed. It is noted, however, that traffic could legally travel at speeds in excess of the 85th percentile speed recorded which would render the achievable level of visibility insufficient. An eastbound motorist approaching a pedestrian who is crossing the eastbound lane will have clear visibility of the pedestrian within the carriageway ahead even during the hours of darkness, due to the presence of street lighting column, and should therefore adjust their speed accordingly. The Audit Team have concerns, however, that the route characteristics of the A4 Bath Road are to remain unchanged and rural in nature. Eastbound motorists are unlikely to expect a pedestrian to cross the carriageway at this location which could lead to heavy braking and loss of control type collisions.

RECOMMENDATION:

It is recommended that appropriate warning signs are provided.

Location Plan:

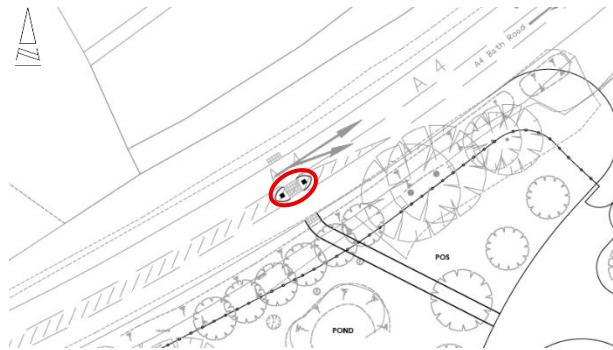


A.4.2	PROBLEM
Location:	A4 Bath Road
Summary:	Proposed refuge is inadequate to accommodate cyclists
Acc Type:	Vehicle to cyclist type collision
<p>The A4 Bath Road observes a traffic flow of circa 17,000 vehicles per day with circa 1500 vehicles observed in each direction during the peak hours, ref: ATC data provided in the Audit Brief. The proposals include the provision of an uncontrolled crossing point along the A4 Bath Road that is to benefit from a refuge island that is to provide a 2 metre by 2 metre refuge. The proposed refuge will allow pedestrians to each lane of traffic individually and therefore sufficient gaps should be available. The proposed uncontrolled crossing is primarily for pedestrians linking the existing footway to the north with a proposed footpath to the south. The Audit Team have concerns,</p>	

however, that cyclists particularly child cyclists travelling between the site and destinations to the east or from destinations to the west and the site, may attempt to utilise the uncontrolled crossing. It is noted that the 2 metre by 2 metre refuge may not be adequate to accommodate a bicycle which could encroach into the through lanes and could be struck by passing traffic leading to a vehicle to cyclist type collision.

RECOMMENDATION:

It is recommended the depth of the refuge is increased to accommodate a cyclist.

Location Plan:

A.5

SIGNS, MARKINGS AND LIGHTING

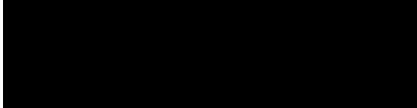
No Road Safety Concerns regarding SIGNS, MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

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

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed: 

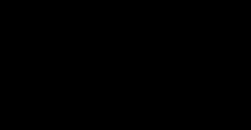
Position: Road Safety / Highway Engineer

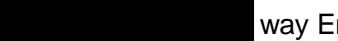
Organisation: Fenley Road Safety Limited

Date: 25th June 2025

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: 

Position:  way Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2025

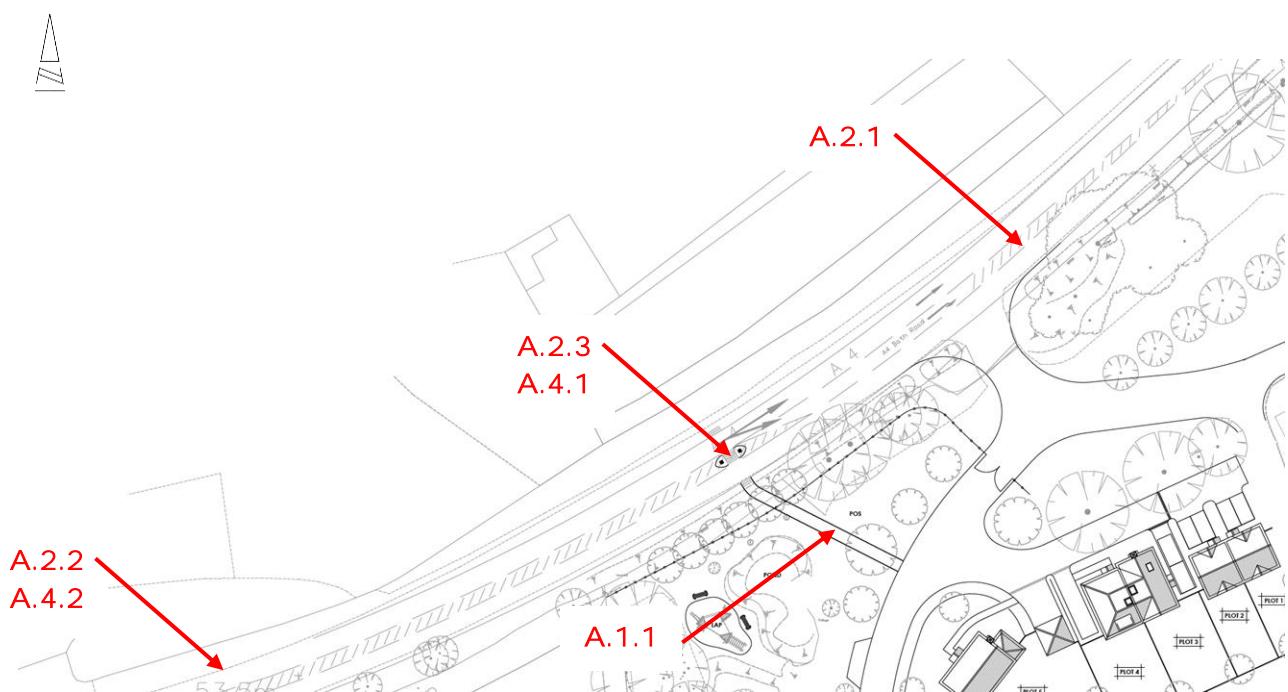
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB210007-003	-	Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB210007-GA-004	A	Potential Pedestrian Connection

Appendix A2

Item Location Plan



fenley

Road Safety Audit Report

Incorporating Stage 1 Completion of Preliminary Design



Proposed on-site Street at the redevelopment of
Ladds Garden Village along the
A4 Bath Road
Hare Hatch

Client:
i-Transport

Client reference:
ITB210007

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 1

Job no	RSA-25-069	Issue no	1	Date	June 2025
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-069-1				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2025
Document reference and revision:	RSA-25-069-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wokingham Borough Council
Design Organisation:	i-Transport
Project Sponsor:	Westbourne Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			13 th June 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	25 th June 2025

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Signs, Markings and Lighting	
5.0	Audit Team Statement	6

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of the proposed on-site street at the redevelopment of Ladds Garden Village along the A4 Bath Road in Hare Hatch. The proposed on-site street is to be served via a gated entrance off the existing access and is to consist of a shared surface cul-de-sac that is mostly 5.5 metres wide. A 2.0 metre grass margin is to be provided on both sides to allow for visibility splays as well as services and for pedestrians to step onto if required. It is understood that the proposals are to serve the just 19 homes that vary in size.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during June 2025 in accordance with the Road Safety Audit Brief provided on the 13th June 2025 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Westbourne Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and are therefore only raised within this document if fundamental to the scheme. Further, it is identified that any existing features within the proposed splays will be removed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:

Audit Team Leader

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

Audit Team Member

Zane Beswick MCIHT, MSoRSA
Road Safety / Highway Engineer

2.5 The A4 Bath Road is well known by the Audit Team who have travelled along the carriageway and visited the Garden Village numerous times but the site visit associated with this assessment was undertaken during the afternoon of Wednesday 25th June between the hours of 10:50 and 11:30. This site visit involved walking and driving around the local highway network for a total 40-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visits was overcast, the road surface was dry and visibility was good. No pedestrians but a number of cyclists were observed

during the site visits. Vehicular traffic was also observed to include powered two wheeled vehicles, cars, passenger service vehicles and light as well as heavy goods vehicles.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the current scheme.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	On-site Street
Summary:	Pedestrians within the shared surface street may not be clearly visible
Acc Type:	Vehicle / cyclist to pedestrian type collision
	<p>The scheme drawings provided with the Audit Brief, identify that the on-site street is to consist of shared surface carriageway that is adequate to accommodate the swept path of a refuse / recycling collection vehicle but at this stage, does not illustrate that any street lighting is to be provided. The Audit Team understand that the proposed redevelopment is to accommodate just 19 homes which are expected to generate up to just 10 two-way vehicular movements during the peak hours and that speeds are expected to be low, however, there are concerns that any pedestrians within the carriageway may not be clearly visible which could lead to a vehicle / cyclist to pedestrian type collisions.</p>
	RECOMMENDATION:
	It is recommended that an appropriate level of lighting is provided within the proposed redevelopment.
	Location Plan:
	 
A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i>

A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	On-site footpath link
Summary:	Pedestrians may walk into the shared surface street unaware of the potential for traffic
Acc Type:	Vehicle / cyclist to pedestrian type collision
	<p>The scheme proposals include the provision of a footpath link that is to connect between the proposed redevelopment and a proposed uncontrolled crossing point along the A4 Bath Road which is to facilitate pedestrian access to and from the existing footway to the north. The proposed uncontrolled crossing point is to accommodate tactile paving to warn pedestrians of the live carriageway, however, it is noted that no measures are provided to highlight the change in route characteristics where the proposed footpath meets the on-site shared surface street. The Audit Team have concerns that a pedestrian may enter the on-site carriageway unaware of the potential for vehicular and cyclist traffic which could lead to a vehicle / cyclist to pedestrian type collision.</p>
	RECOMMENDATION:
	<p>It is recommended that appropriate measures are provided to highlight the transition between the proposed footpath and on-site share surface street.</p>
	Location Plan: 
A.5	SIGNS, MARKINGS AND LIGHTING
	<p><i>No Road Safety Concerns regarding SIGNS, MARKINGS AND LIGHTING have been raised at this stage</i></p>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

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

Audit Team Leader

Name: [REDACTED] *HE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed: [REDACTED]

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2025

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: [REDACTED]

Position: [REDACTED] way Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2025

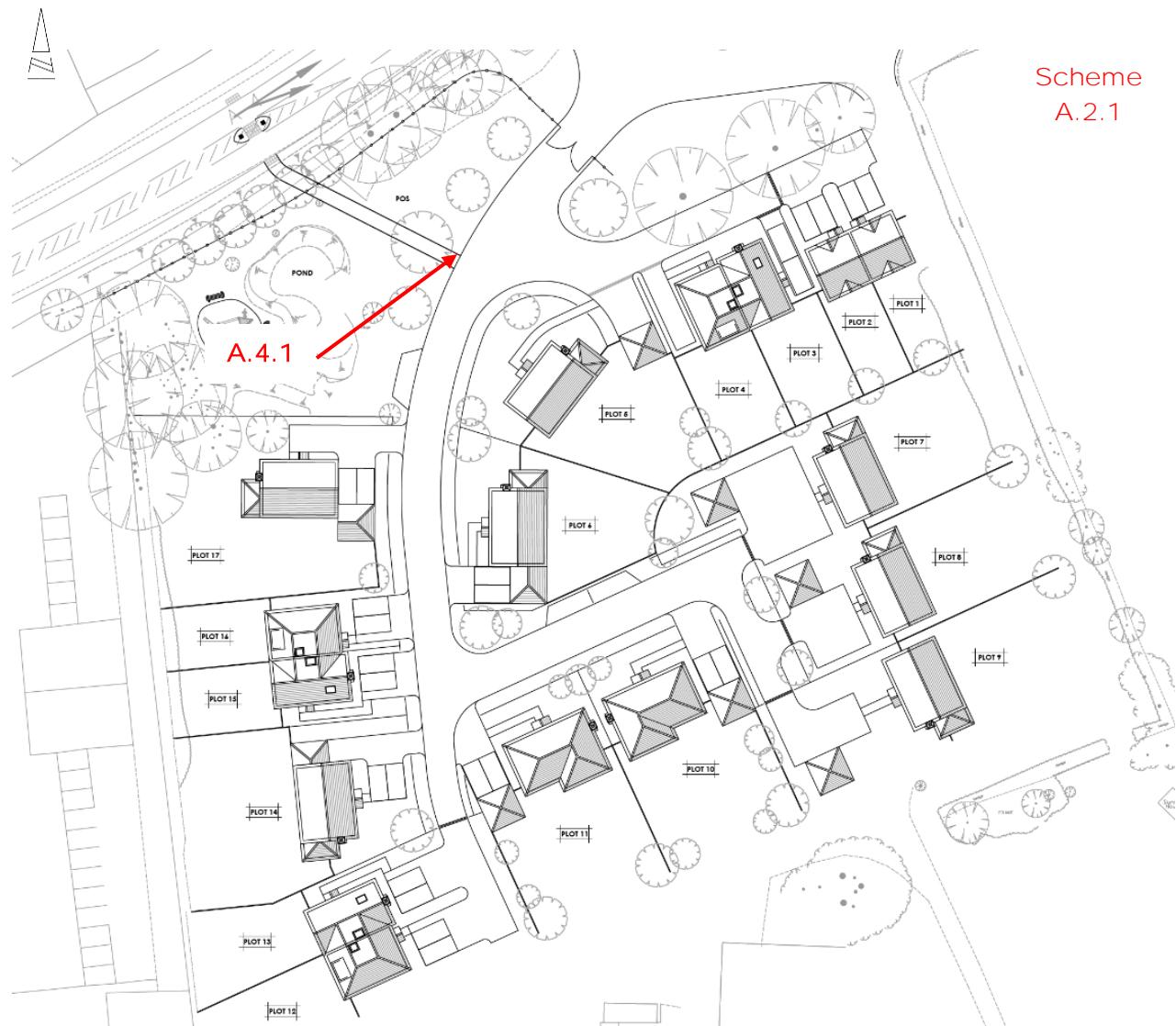
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB210007-002	-	Stage 1 Road Safety Audit Brief
<u>Dwg No.</u>		<u>Rev</u>	<u>Title</u>
ITB210007-GA-002		B	Site Layout Review – Swept Path Analysis – Refuse Vehicle
ITB210007-GA-003		C	Site Layout Review – Swept Path Analysis – Fire Appliance

Appendix A2

Item Location Plan



fenley

Technical Note

Project No: ITB21007
Project Title: Ladds Garden Centre, Bath Road
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: TW/BB/ITB210007-004 TN
Date: 2 July 2025

SECTION 1 SUMMARY

- 1.1.1** Westbourne Homes has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for a residential development comprising 19 new homes at the site of the Ladds Garden Centre in Hare Hatch, Wokingham.
- 1.1.2** Access to the proposals will be provided by the existing priority junction onto the A4 Bath Road, with an associated right-turn lane. The highway works will comprise a short length of footway along the southern side of the A4 Bath Road and a new pedestrian refuge island crossing to facilitate pedestrian access to the existing footway on the northern side of the carriageway.
- 1.1.3** A Stage 1 RSA has been undertaken of the proposed pedestrian refuge island crossing by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.

ROAD SAFETY AUDIT RESPONSE

1.2 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	July 2025
Document Reference and Revision:	RSA-25-055-1
Prepared by:	Fenley Road Safety
On behalf of:	i-Transport

1.3 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Ladds Garden Centre, Bath Road
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Ben Burrows
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	02/07/2025
Approved by (Overseeing Organisation)	
Name:	TBC – WBC Highways
Position:	TBC
Signed:	TBC
Organisation:	TBC
Date:	TBC

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	Wokingham Borough Council
RSA Team:	Fenley Road Safety
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

Table F.4: RSA Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>1: The A4 Bath Road is subject to a 50mph speed limit in the vicinity of Ladds Garden Village but observes 85th percentile speeds of 43.9mph and 46.6mph in an eastbound and westbound directions respectively. A right turn lane is present to allow access to Ladds Garden Village without having an impact on the free flow of eastbound traffic travelling along the primary route. The proposals include the provision of corner radii at the existing priority access as well as an uncontrolled crossing point that is to be provided immediately to the west of the existing right turn lane which is proposed to allow access between the site and the existing footway network to the north of the carriageway. The scheme drawing illustrates that the uncontrolled crossing is to benefit from two rows of tactile paving and that the footpath connection between the proposed redevelopment and uncontrolled crossing point is to be straight in alignment with a marginal bend and in-line. Pedestrians should stop at the edge of the A4 Bath Road to become aware of approaching traffic and only attempt to cross when it is safe to do so. Nevertheless, the Audit Team have concerns that pedestrians particularly the visually impaired, could step over the proposed tactile paving and unknowingly enter the carriageway or approach at pace and attempt to cross the carriageway without looking. A pedestrian not stopping to become aware of approaching traffic could step into the path of a vehicle leading to a vehicle to pedestrian type collision.</p>	<p>The uncontrolled crossing point is offset from the approach and that the depth of tactile warning paving is increased if necessary.</p>	<p>Accepted – the design has been amended to offset the crossing point from the approach. The revised arrangements are shown on drawing no. ITB210007-GA-004B</p>	<p>-</p>	

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>2: The A4 Bath Road is subject to a 50mph speed limit and follows a bend as it passes the western frontage of Ladds Garden Village. A right turn lane is formed within the carriageway to allow access to the Garden Village, which is 2.6 metres wide and formed with a taper to the east. The proposals include the provision of a pedestrian refuge island within the area of central hatching immediately to the west of the right turn lane. The scheme drawing illustrates that a 132 metre visibility slay is achievable to the east of the uncontrolled crossing point and therefore it is clear that westbound motorists will have visibility to the physical island in accordance with 85th percentile speeds. The Audit Team have concerns, however, that due to the bend in the road, the proposed keep left bollards won't be facing approaching westbound traffic and therefore the entire reflective face will not be clearly visible. As such, westbound motorists may not become aware of the physical island at a safe distance, particularly during the hours of darkness which could lead to a vehicle colliding with the physical island and a vehicle to pedestrian or loss of control type collisions.</p>	<p>It is recommended a splitter island is provided within the taper to the east of the right turn lane which will be directly in front of and therefore clearly visible to westbound motorists</p>	<p>Accepted – the design has been amended to provide a splitter island within the taper to the east of the right-turn lane, with associated "keep left" signage. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. ITB210007-GA-004B.</p>	<p>-</p>	<p>-</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>3: The A4 Bath Road is subject to a 40mph speed limit within the village of Hare Hatch where a number right turn lanes are accommodated to allow access to amenities and properties off both sides of the carriageway. Those right turn lanes are separated by areas of central hatching to forming consistent eastbound and westbound lane widths. The carriageway follows a bend towards the eastern end of the village where the speed limit of the road changes from 40mph to 50mph, circa 160 metres to the west of the priority access and just circa 115 metres before the right turn lane associated with Ladds Garden Village. The proposals include the provision of an uncontrolled crossing point immediately to the west of the right turn lane associated with the Ladds Garden Village. Measurements have been taken from the scheme drawing and it has been determined that an eastbound motorist should be able to see the proposed refuge island from a point 139 metres in advance of the feature provided vegetation is cleared and maintained as indicated. This distance exceeds the stopping sight distance of a vehicle travelling at the 85th percentile speed recorded as well as that associated with the 40mph speed limit at that location. The Audit Team have concerns, however, that eastbound motorists may attempt to utilise the existing central hatched area to overtake slow moving vehicles and that the physical island will not be clearly visible due to its proposed location, around a left hand bend. Motorists not becoming aware of the proposed physical island at a safe distance could collide with the physical island leading to a vehicle to pedestrian or loss of control type collisions.</p>	<p>It is recommended that a series of physical islands are provided within the central hatching along the A4 Bath Road within Hare Hatch and extending to the proposed refuge island.</p>	<p>Accepted – the design has been amended to introduce a physical island on approach to the proposed pedestrian refuge island crossing from the west, with associated "keep left" signage and warning signage for the upcoming crossing. Approaching traffic from the west will have clear visibility to the new island, as demonstrated on drawing no. ITB210007-GA-005, ensuring they are aware of the upcoming crossing and that there will be no overtaking within vicinity of the crossing. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. ITB210007-GA-004B.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>4: The A4 Bath Road observes a high percentage of HGV's as well as other high sided vehicles and accommodates a number of traffic islands that benefit from keep left bollards as well as illuminated high level signs. The proposals include the provision of an uncontrolled crossing point that benefits from a refuge island. The scheme drawings illustrate that keep left bollards are to be installed on the physical islands, however, no high level signage is proposed. The Audit Team have concerns that motorists following high sided vehicles will not become aware of the proposed physical island at a safe distance and may attempt to overtake which could lead to a vehicle colliding with the island and a loss of control type collisions.</p>	<p>It is recommended that illuminated high-level keep-left signage is provided</p>	<p>Accepted – the design has been amended to provide high-level "keep left" signage at the proposed refuge island crossing, as well as at the newly proposed splitter islands which are visible on approach to the proposed crossing from the east and west. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. ITB210007-GA-004B.</p>		

5. The A4 Bath Road that is subject to street lighting in proximity to the village of Hare Hatch where a 40mph speed limit is present which increases to 50mph for eastbound traffic, at a point circa 160 metres to the west of the priority access and 115 metres before the right turn lane associated with Ladds Garden Village. The characteristics of the A4 Bath Road appear to change at the existing change in speed limit becoming more rural in nature with foliage both sides of the carriageway. The proposals include the provision of an uncontrolled crossing point immediately to the west of the existing right turn lane associated with the Ladds Garden Village, at a location immediately adjacent to an existing street lighting column. The scheme drawing illustrates that visibility slays in accordance with 85th percentile speeds are achievable from each crossing point, however, the 118 metre splay to the west of the northern uncontrolled crossing point extends to the road centreline rather than the channel line. It is noted that a splay of 97 metres is achievable to the channel line. The Audit Brief identifies that all visibility slays are to be cleared and maintained clear of obstructions and that the 118 metre splay to the road centre line represents a Departure from Standard (DfS), as the splay should extend to the nearside channel line. The proposed uncontrolled crossing benefits from a refuge and therefore users cross each 3.7 metre lane individually. As stated within Chapter 6 of Traffic Signs Manual, a lower walking speed of 1.0m/s is utilised to calculate timings for crossings which when applied to the lane width, would mean that a pedestrian is expected to be within the carriageway for 3.7 seconds. This is increased to 4.63 seconds when based on UCL research which identified that the average walking pace of an elderly pedestrian aged over 65 is 0.8m/s. It can be determined that an eastbound vehicle approaching the proposed uncontrolled crossing at the 85th percentile speed observed of 43.3mph, will take 5 seconds to travel

		<p>It is recommended that appropriate warning signs are provided</p> <p>Accepted – the design has been amended to provide appropriate warning signage for the approaching pedestrian crossing at the newly provided splitter islands to the east and west respectively. This will ensure motorists are aware of the presence of the pedestrian crossing. The details of the signage to be provided will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. ITB210007-GA-004B.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>the 97 metres. It is therefore clear that, provided the visibility splays illustrated are maintained clear, a pedestrian should have an adequate level of visibility to cross the 3.7 metre eastbound lane based on 85th percentile approach speed. It is noted, however, that traffic could legally travel at speeds in excess of the 85th percentile speed recorded which would render the achievable level of visibility insufficient. An eastbound motorist approaching a pedestrian who is crossing the eastbound lane will have clear visibility of the pedestrian within the carriageway ahead, even during the hours of darkness due to the presence of street lighting column, and should therefore adjust their speed accordingly. The Audit Team have concerns, however, that the route characteristics of the A4 Bath Road are to remain unchanged and rural in nature. Eastbound motorists are unlikely to expect a pedestrian to cross the carriageway at this location which could lead to heavy braking and loss of control type collisions.</p>				

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>6. The A4 Bath Road observes a traffic flow of circa 17,000 vehicles per day with circa 1500 vehicles observed in each direction during the peak hours, ref: ATC data provided in the Audit Brief. The proposals include the provision of an uncontrolled crossing point along the A4 Bath Road that is to benefit from a refuge island that is to provide a 2 metre by 2 metre refuge. The proposed refuge will allow pedestrians to each lane of traffic individually and therefore sufficient gaps should be available. The proposed uncontrolled crossing is primarily for pedestrians linking the existing footway to the north with a proposed footpath to the south. The Audit Team have concerns, however, that cyclists particularly child cyclists travelling between the site and destinations to the east or from destinations to the west and the site, may attempt to utilise the uncontrolled crossing. It is noted that the 2 metre by 2 metre refuge may not be adequate to accommodate a bicycle which could encroach into the through lanes and could be struck by a passing traffic leading to a vehicle to cyclist type collision.</p>	<p>It is recommended the depth of the refuge island is increased to accommodate a cyclist</p>	<p>Acknowledged – the proposed refuge island crossing is designed for pedestrians and provides a connection to the existing footway on the northern side of the A4 Bath Road. The crossing is not for use by cyclists given that it does not provide a connection to a designated off-carriageway cycle route. To ensure the proposed crossing is not utilised by cyclists, the design has been amended to introduce a bollard on the footpath leading to the crossing within the site and associated 'no cycling' signage. The details of the signage to be used will be confirmed at the detailed design stage. The revised arrangements are shown on drawing no. ITB210007-GA-004B.</p>		

1.4 Design Organisation and Overseeing Organisation Statements

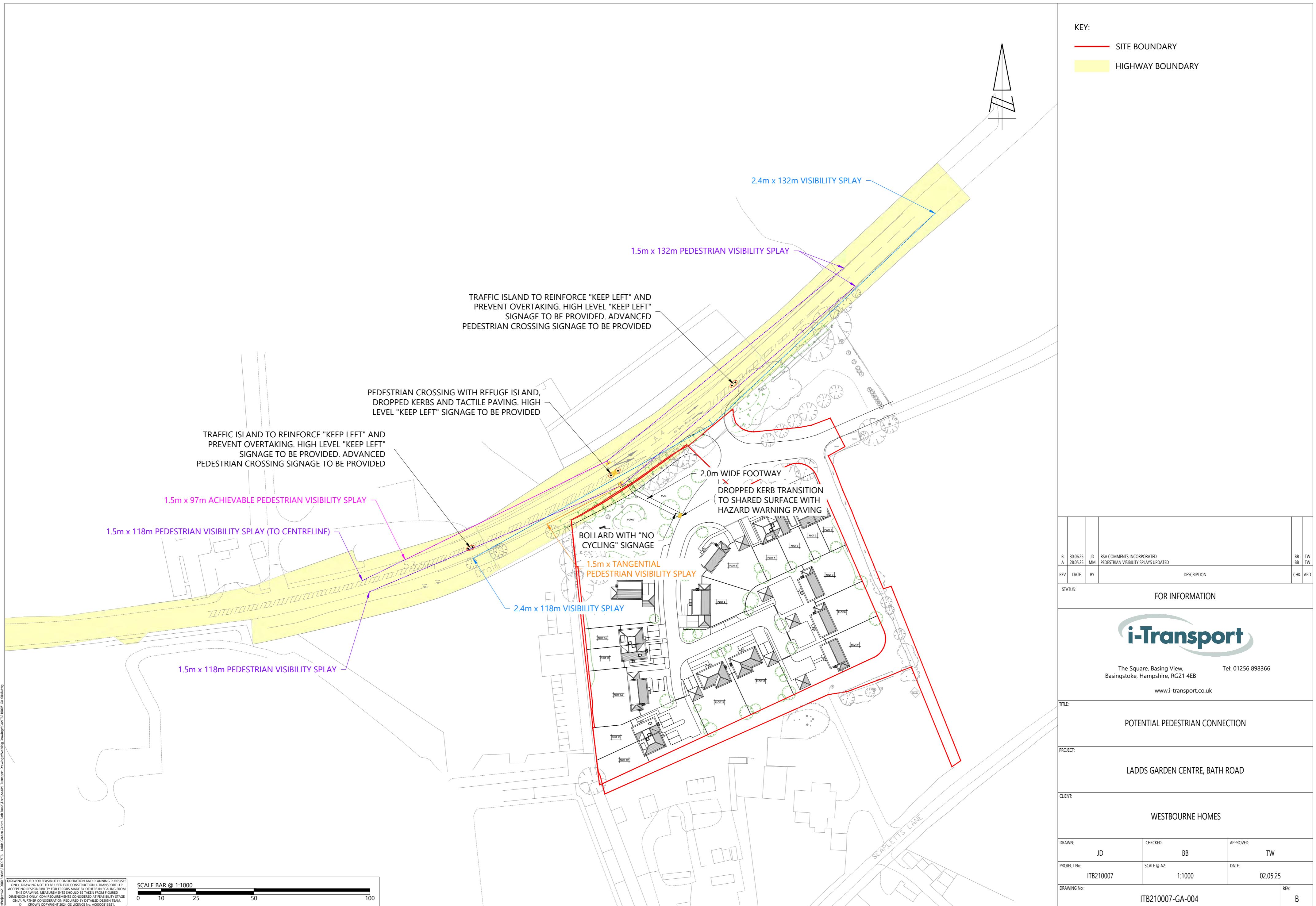
Table F.5: Design Organisation Statement

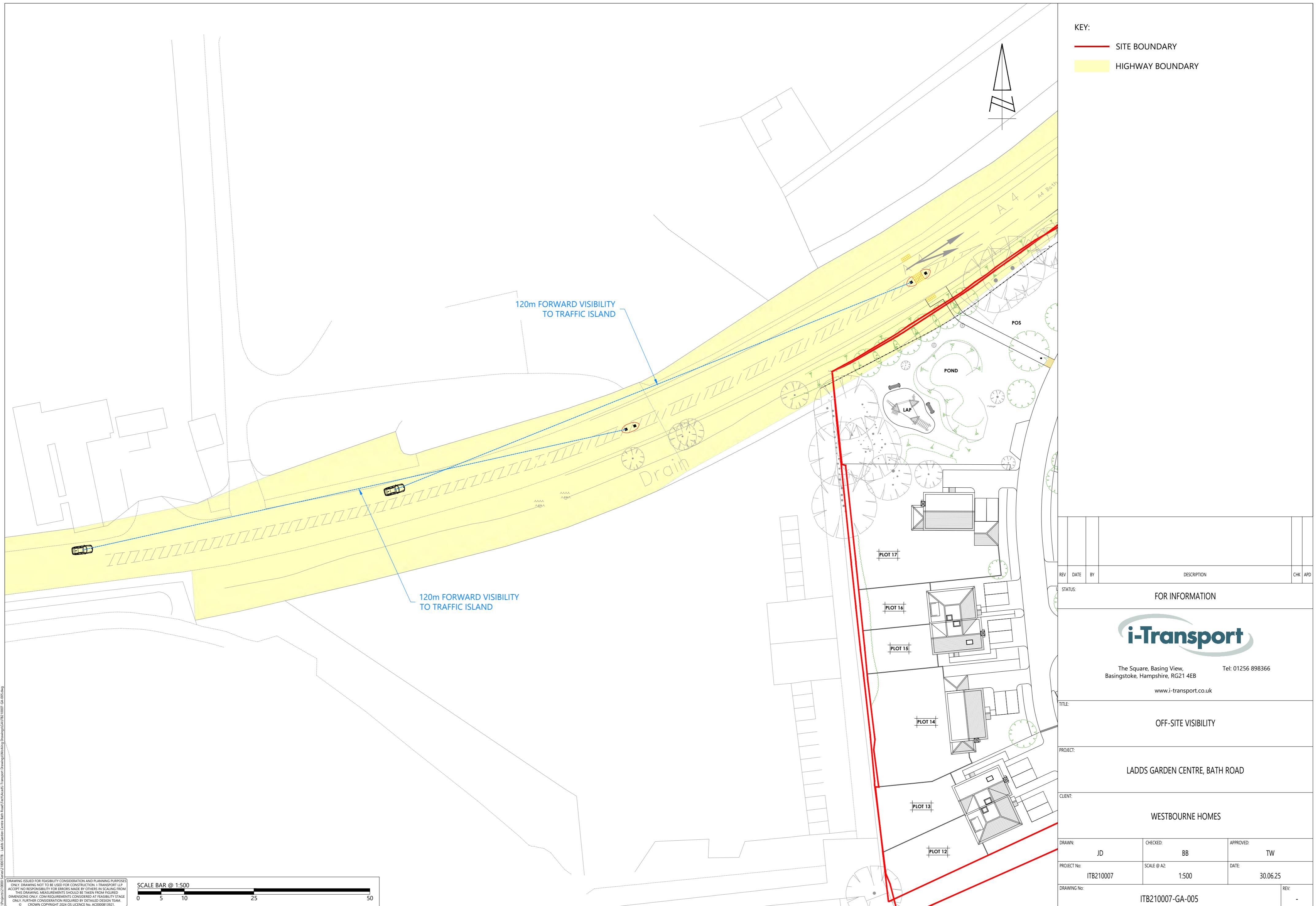
On behalf of the Design Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Burrows
Signed:	[Redacted]
Position:	Associate
Organisation:	i-Transport LLP
Date:	02/07/2025

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	TBC
Signed:	TBC
Position:	TBC
Organisation:	Wokingham Borough Council
Date:	TBC

DRAWINGS





Technical Note

Project No: ITB21007
Project Title: Ladds Garden Centre, Bath Road
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: TW/BB/ITB210007-004 TN
Date: 2 July 2025

SECTION 1 SUMMARY

- 1.1.1** Westbourne Homes has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for a residential development comprising 19 new homes at the site of the Ladds Garden Centre in Hare Hatch, Wokingham.

- 1.1.2** The development proposals include a permeable layout of shared surface streets, and a Stage 1 RSA has been undertaken of the proposed internal site layout by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.

ROAD SAFETY AUDIT RESPONSE

1.2 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	July 2025
Document Reference and Revision:	RSA-25-069-1
Prepared by:	Fenley Road Safety
On behalf of:	i-Transport

1.3 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Ladds Garden Centre, Bath Road
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Ben Burrows
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	02/07/2025
Approved by (Overseeing Organisation)	
Name:	TBC – WBC Highways
Position:	TBC
Signed:	TBC
Organisation:	TBC
Date:	TBC

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	Wokingham Borough Council
RSA Team:	Fenley Road Safety
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

Table F.4: RSA Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>1: The scheme drawings provided with the Audit Brief, identify that the on-site street is to consist of shared surface carriageway that is adequate to accommodate the swept path of a refuse / recycling collection vehicle but at this stage, does not illustrate that any street lighting is to be provided. The Audit Team understand that the proposed redevelopment is to accommodate just 19 homes which are expected to generate up to just 10 two-way vehicular movements during the peak hours and that speeds are expected to be low, however, there are concerns that any pedestrians within the carriageway may not be clearly visible which could lead to a vehicle / cyclist to pedestrian type collisions</p>	<p>It is recommended that an appropriate level of lighting is provided within the redevelopment.</p>	<p>Accepted – an appropriate scheme of lighting will be provided. The details of the lighting strategy will be confirmed at the detailed design stage.</p>	<p>-</p>	<p>-</p>
<p>2: The scheme proposals include the provision of a footpath link that is to connect between the proposed redevelopment and a proposed uncontrolled crossing point along the A4 Bath Road which is to facilitate pedestrian access to and from the existing footway to the north. The proposed uncontrolled crossing point is to accommodate tactile paving to warn pedestrians of the live carriageway, however, it is noted that no measures are provided to highlight the change in route characteristics where the proposed footpath meets the on-site shared surface street. The Audit Team have concerns that a pedestrian may enter the on-site carriageway unaware of the potential for vehicular and cyclist traffic which could lead to a vehicle / cyclist to pedestrian type collision.</p>	<p>It is recommended that appropriate measures are provided to highlight the transition between the proposed footpath and shared surface area.</p>	<p>Accepted – the design has been amended to provide corduroy hazard warning paving at the transition between the proposed footpath and the shared surface street. This will clearly highlight the transition to all users. The revised arrangements are shown on drawing no. ITB210007-GA-004B.</p>	<p>-</p>	<p>-</p>

1.4 Design Organisation and Overseeing Organisation Statements

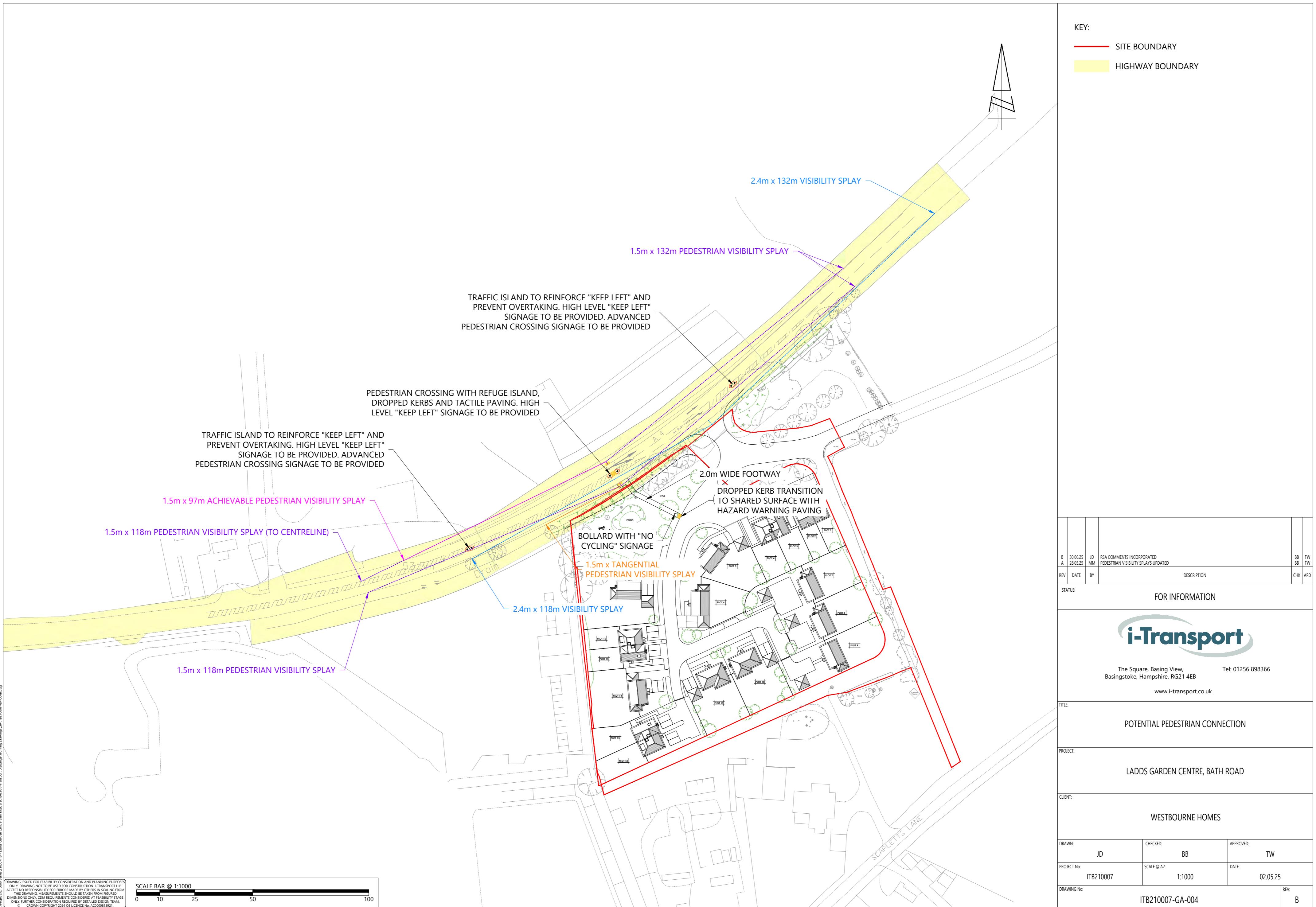
Table F.5: Design Organisation Statement

On behalf of the Design Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Burrows
Signed:	[Redacted]
Position:	Associate
Organisation:	i-Transport LLP
Date:	02/07/2025

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	TBC
Signed:	TBC
Position:	TBC
Organisation:	Wokingham Borough Council
Date:	TBC

DRAWINGS



APPENDIX C. UPDATED SITE LAYOUT