

croudacehomes



A Planning Application by
**CROUDACE HOMES, VORTAL HOMES LIMITED AND
FALCON DEVELOPMENTS (SE) LIMITED**

In respect of
**Land North of School Road, Arborfield Cross,
WOKINGHAM**

Designer's Response

September 2024



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
-	Issue	TS	SMK	SMK	12 09 24
A	Revision ^a	MOK	SMK	SMK	16 09 24

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^a Minor amendments

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1 Introduction

- 1.1 Transport Planning Associates (**TPA**) has been commissioned by Croudace Homes, vortal homes limited and Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX. The location of the site is shown in **Figure 1.1**.



Figure 1.1 Site Location Plan

Source: ©OpenStreetMap contributors

- 1.2 To support the planning application, TPA commissioned Alpha Consultants to undertake a Stage 1 Road Safety Audit (**RSA**) of the proposed arrangement. The RSA was undertaken based upon the following documents:
- Scheme description/background (provided via email dated 14th August 2024);
 - Drawing No. 2305-083 PL01; and
 - Drawing No. 2305-083 SP01(B).
- 1.3 A full copy of the RSA is contained within **Appendix A** with the remainder of this report providing the Designer's Response to the problems identified.

2 Designers Response

Problem 1 – Proximity of proposed ramps could pose a risk to footway users

Problem

- 2.1 The description provided for the problem states that:

"It appears from the drawing that the crossing points indicated above will be immediately adjacent to the raised table ramps. Particularly at busier times, and given that there is a school nearby, pedestrians could be at risk of losing their footing and falling if walking too close to the ramp."

Recommendation

"It is recommended that the ramps are positioned a suitable distance from the crossing points, in order to provide a safe 'buffer' between the two."

Designer's response

- 2.2 Agreed, the proposed raised table ramps have been relocated circa 1m from the pedestrian crossing as shown in **Appendix B**.

Problem 2 – Provision for safe turning movements by larger vehicles

Problem

- 2.3 The description provided for the problem states that:

"Whilst a swept path analysis demonstrates that a larger refuse-type vehicle will be able to safely leave and enter the development site, this does not include any movements to/from the proposed priority junction. Although likely usage of the junction by larger vehicles is not known, there may be a risk to other road users, including pedestrians, if larger vehicles cannot safely negotiate the junction."

Recommendation

"It is recommended that further swept path analyses are undertaken in order to ensure that manoeuvres by the largest expected vehicle type can be safely accommodated within the proposed junction layout."

Designers Response

- 2.4 Whilst it is highly unlikely that a vehicle larger than a car would utilise the minor arm of the junction due to the existing bollards to the east on School Road and the limited turning space provided, swept path analysis has been undertaken for a refuse vehicle and is provided in **Appendix C**.

Problem 3 – Limited width of bay could increase risk of conflict between parked and passing vehicles.

Problem

- 2.5 The description provided for the problem states that:

"The width of the existing parking bay is relatively narrow at 2m, and it is possible that some wider or poorly parked vehicles could protrude into the carriageway. Whilst this is an existing bay, the proposed carriageway realignment and nearby junction could increase the risk of conflict between parked and passing vehicles."

Recommendation

"It is recommended that scope for widening the parking bay is investigated. Also see Problem 2.2 with regard to the likely path of passing vehicles."

Designers Response

- 2.6 The proposals seek to provide a parking bay which conforms with the existing provision (2m width) and should be sufficient given that School Road a no-through road beyond the proposed junction and therefore a very low volume of movements is expected. Notwithstanding this, as shown in **Appendix B**, a large car can fit fully within the 2m wide parking space.

APPENDIX A

Proposed Highway Alterations Associated with Development off School Road, Arborfield Cross

Stage 1 Road Safety Audit

September 2024

**Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH**

**info@alpha-consultants.co.uk
www.alpha-consultants.co.uk**



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2. Items resulting from this Road Safety Audit
3. Audit Team Statement

Appendices

- A. Problem Location Plan

Project / Document Details	
Date:	02/09/2024
Document reference and revision:	AC/TPA/0209243
Prepared by:	Alpha Highway Consultants Limited
Client	Croudace Homes
Design Organisation:	Transport Planning Associates Limited
Overseeing Organisation:	Wokingham Borough Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out during August/September 2024 at the request of the design organisation, Transport Planning Associates Limited, 1 Giltspur Street, London EC1A 9DD.
- 1.2 The Road Safety Audit relates to proposed highway alterations/access arrangements associated with residential development off School Road, Arborfield Cross, Berkshire.
- 1.3 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit took place at the offices of Alpha Consultants during August/September 2024 and included an examination of the following documents:
- Drawing No. 2305-083 PL01
 - Drawing No. 2305-083 SP01 B
- 1.5 The Audit Team visited the site together on the afternoon of 23 August 2024. During the site visit the weather was sunny and dry. The surfaces were also dry.
- 1.6 The terms of reference of the Audit are as described in GG 119 (formerly HD 19/15).
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

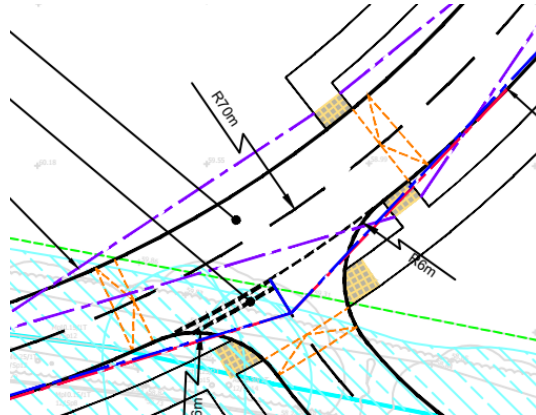
2. Items raised at this Road Safety Audit

WALKING, CYCLING AND HORSE RIDING

2.1 Problem

Location: Proposed crossing points

Summary: Proximity of proposed ramps could pose a risk to footway users



Description:

It appears from the drawing that the crossing points indicated above will be immediately adjacent to the raised table ramps. Particularly at busier times, and given that there is a school nearby, pedestrians could be at risk of losing their footing and falling if walking too close to the ramp.

Recommendation:

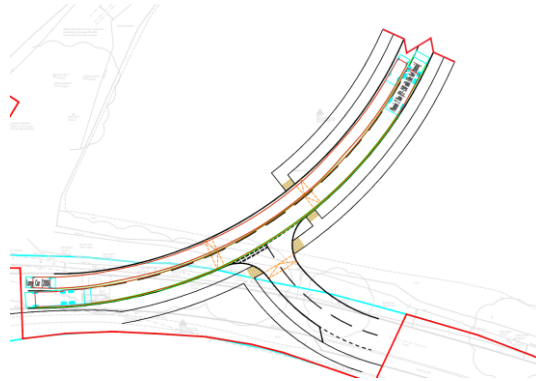
It is recommended that the ramps are positioned a suitable distance from the crossing points, in order to provide a safe 'buffer' between the two.

LOCAL ALIGNMENT

2.2 Problem

Location: New priority junction

Summary: Provision for safe turning movements by larger vehicles



Description:

Whilst a swept path analysis demonstrates that a larger refuse-type vehicle will be able to safely leave and enter the development site, this does not include any movements to/from the proposed priority junction. Although likely usage of the junction by larger vehicles is not known, there may be a risk to other road users, including pedestrians, if larger vehicles cannot safely negotiate the junction.

Recommendation:

It is recommended that further swept path analyses are undertaken in order to ensure that manoeuvres by the largest expected vehicle type can be safely accommodated within the proposed junction layout.

2.3 Problem

Location: Existing parking bay on School Road

Summary: Limited width of bay could increase risk of conflict between parked and passing vehicles



Description:

The width of the existing parking bay is relatively narrow at 2m, and it is possible that some wider or poorly parked vehicles could protrude into the carriageway. Whilst this is an existing bay, the proposed carriageway realignment and nearby junction could increase the risk of conflict between parked and passing vehicles.

Recommendation:

It is recommended that scope for widening the parking bay is investigated. Also see Problem 2.2 with regard to the likely path of passing vehicles.

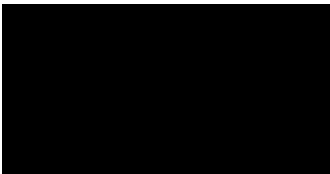
3. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:

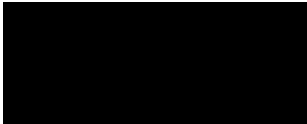


Date: 2 September 2024

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:



Date: 2 September 2024

Appendix A

Problem Location Plan

A3
**ORIGINAL
PLOT SIZE**

Tertiary Street:
Dwellings: Up to 200 (maximum 100 in a cul-de-sac)
Carriageway width: minimum 5.0m subject to parking and road layout
Footways: 2m minimum on one or both sides
Cycle Facilities: Normally cycling with traffic
Service Margins: Generally 2m (minimum) on either side of the carriageway
Junction Radii: 6m
Target Max Speed: 15-20mph
Junction Sightlines: 2.4m X 25m (minimum)
Accesses: Some direct accesses

- Raised junction enabling level crossings and providing a continuation of the existing traffic calming scheme
- Priority given to the primary movement on School Road
- Forward visibility (25m) to proposed pedestrian crossing in accordance with Manual for Streets requirements for a 20mph road
- Visibility splay from proposed junction (25m) in accordance with Manual for Streets requirements for a 20mph road
- Site Boundary assumed to abut the Highway Boundary
- SJA Trees buffer used as control point

Existing footway widened to a minimum of 2m

Existing traffic calming feature to be removed

Visibility splay provided to the tangent with the kerb

Existing on-street parking retained

Visibility splay provided to the tangent with the kerb

SJA Trees buffer used as control point

2.1, 2.1, 2.2, 2.3

INDICATIVE

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JOB NO: 2305-083	DRAWING NO: PL01	REVISION: -
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APPENDIX B

ORIGINAL
PLOT SIZE

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NOTES:

Site Boundary	=	
Highway Boundary (Interpreted)	=	
Proposed Kerb	=	
Proposed footway edging	=	
Proposed ramps	=	
Proposed uncontrolled tactile paving	=	
Visibility splay (20mph = 2.4m X 25m)	=	
Visibility splay (Tangent)	=	
Forward visibility splay (20mph = 25m)	=	
Drivers Viewpoint	=	

- Arrangement based on a Tertiary Street in accordance with Wokingham Borough Council's Living Streets: A Highways Guide for Developers in Wokingham;
- Subject to levels and required embankments determined by detailed design.

References:

- Based on Encompass Surveys Topographical Survey 'ENC/020524/3336-S1';
- Highway Boundary interpreted from Wokingham Borough Council plan dated 29/03/2023;
- Arboricultural data based on SJA Tress drawing number 'SJA TCP 24183-011';
- Site Boundary based on Marrons drawing number '2522477.4'

B	16/09/24	Changes to client name	MOK	SMK	SMK
A	12/09/24	Amendments following Stage 1 RSA	CYK	SMK	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:

CRLOUDACE HOMES, VORTAL HOMES LTD AND FALCON DEVELOPMENTS (SE) LT

PROJECT:

LAND NORTH OF SCHOOL
ROAD, ARBORFIELD CROSS,
WOKINGHAM

TITLE:

PROPOSED SITE ACCESS ARRANGEMENT

STATUS:

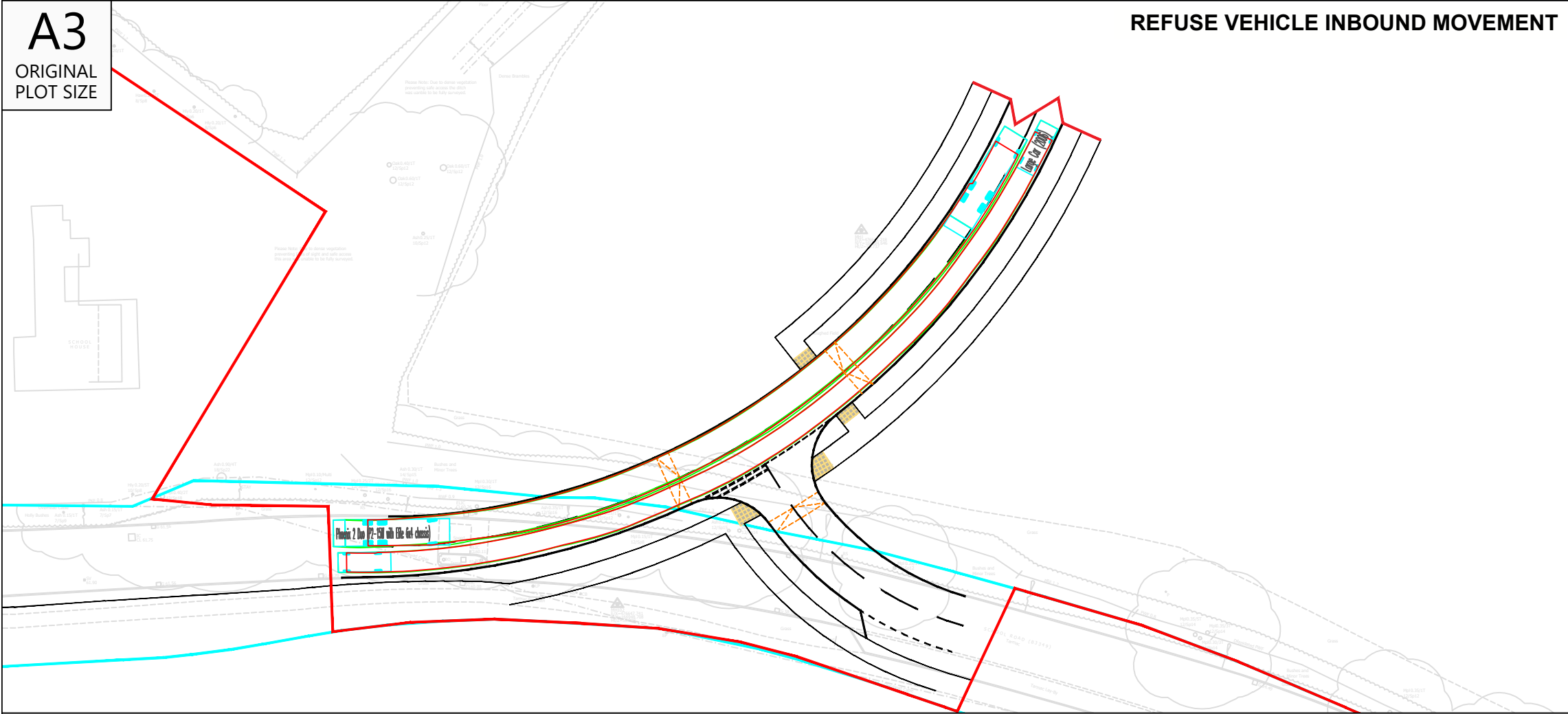
FOR INFORMATION

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JOB NO: 2305-083		DRAWING NO: PL01		REVISION: B



INDICATIVE

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REFUSE VEHICLE INBOUND MOVEMENT

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NOTES:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

D	16/09/24	Changes to client name	MOK	SMK	SMK
C	11/09/24	Amendments following Stage 1 RSA	CYK	SMK	SMK
B	14/08/24	Updated to reflect new logo and updated red line	TS	SMK	DE
A	18/06/24	Revised client logo	MOK	SMK	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

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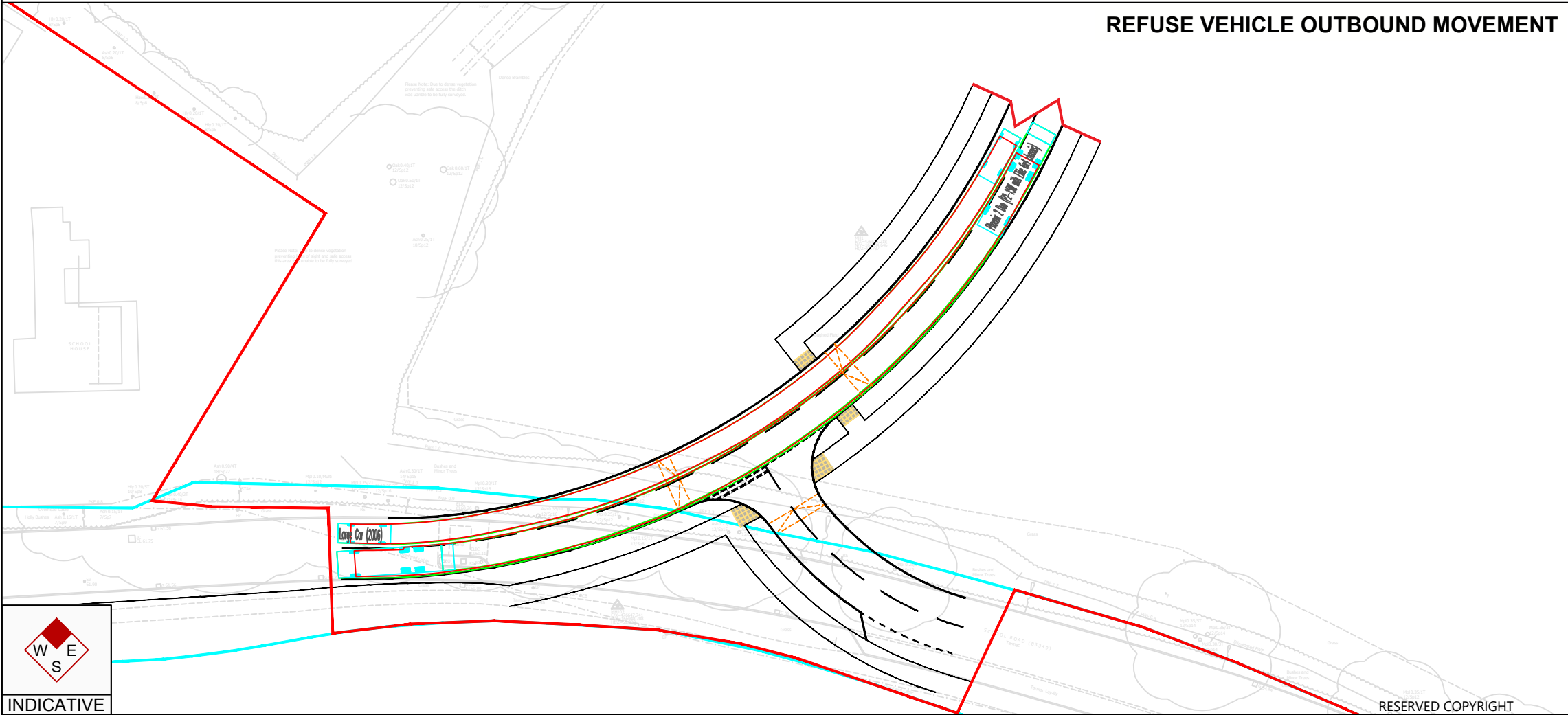
CLIENT:
CROUDACE HOMES, VORTAL HOMES LTD AND FALCON DEVELOPMENTS (SE) LTD

PROJECT:
LAND NORTH OF SCHOOL
ROAD, ARBORFIELD CROSS,
WOKINGHAM

TITLE:
SWEPT PATH ANALYSIS OF A
REFUSE VEHICLE PASSING A
LARGE CAR

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 04/06/24	DRAWN: MOK	CHECKED: SMK	APPROVED: SMK
JOB NO: 2305-083	DRAWING NO: SP01	REVISION: D		



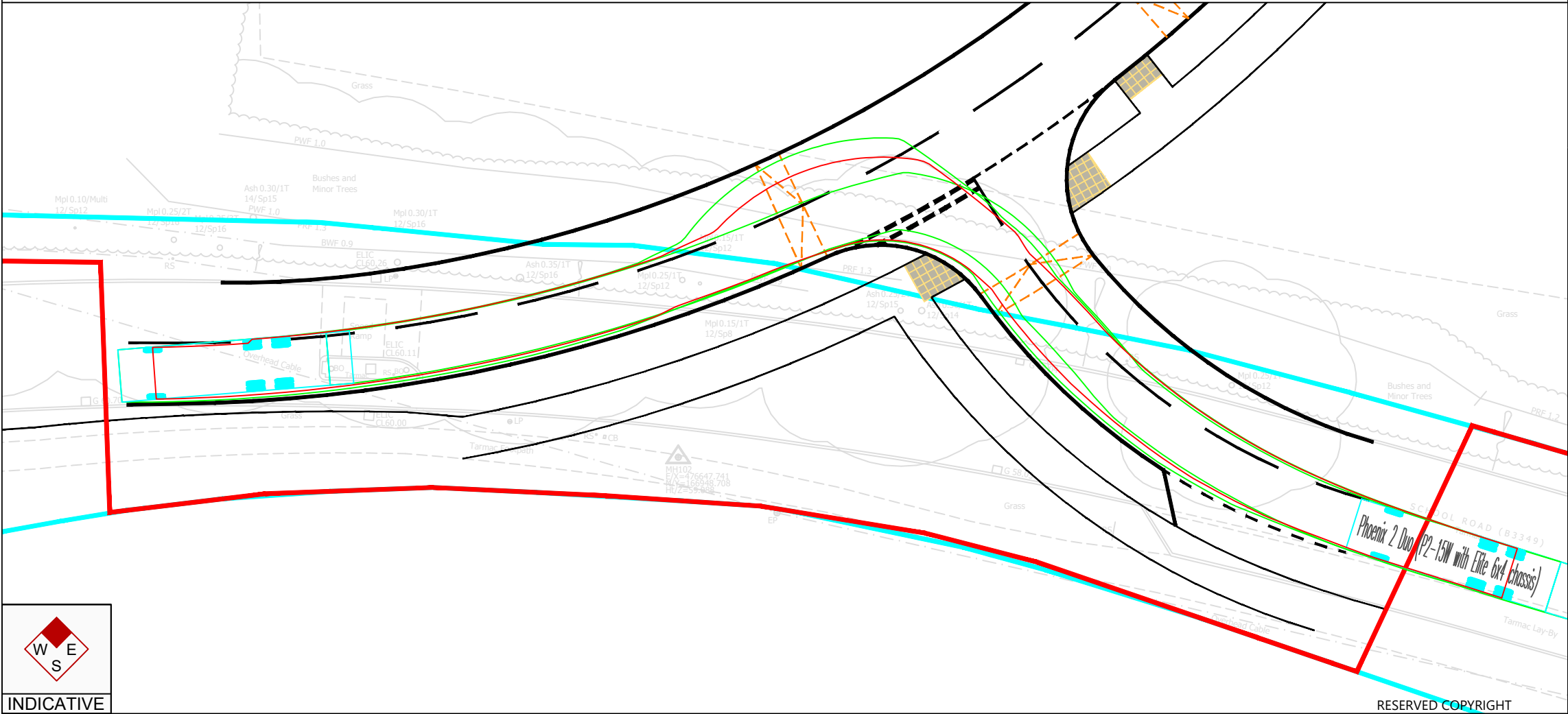
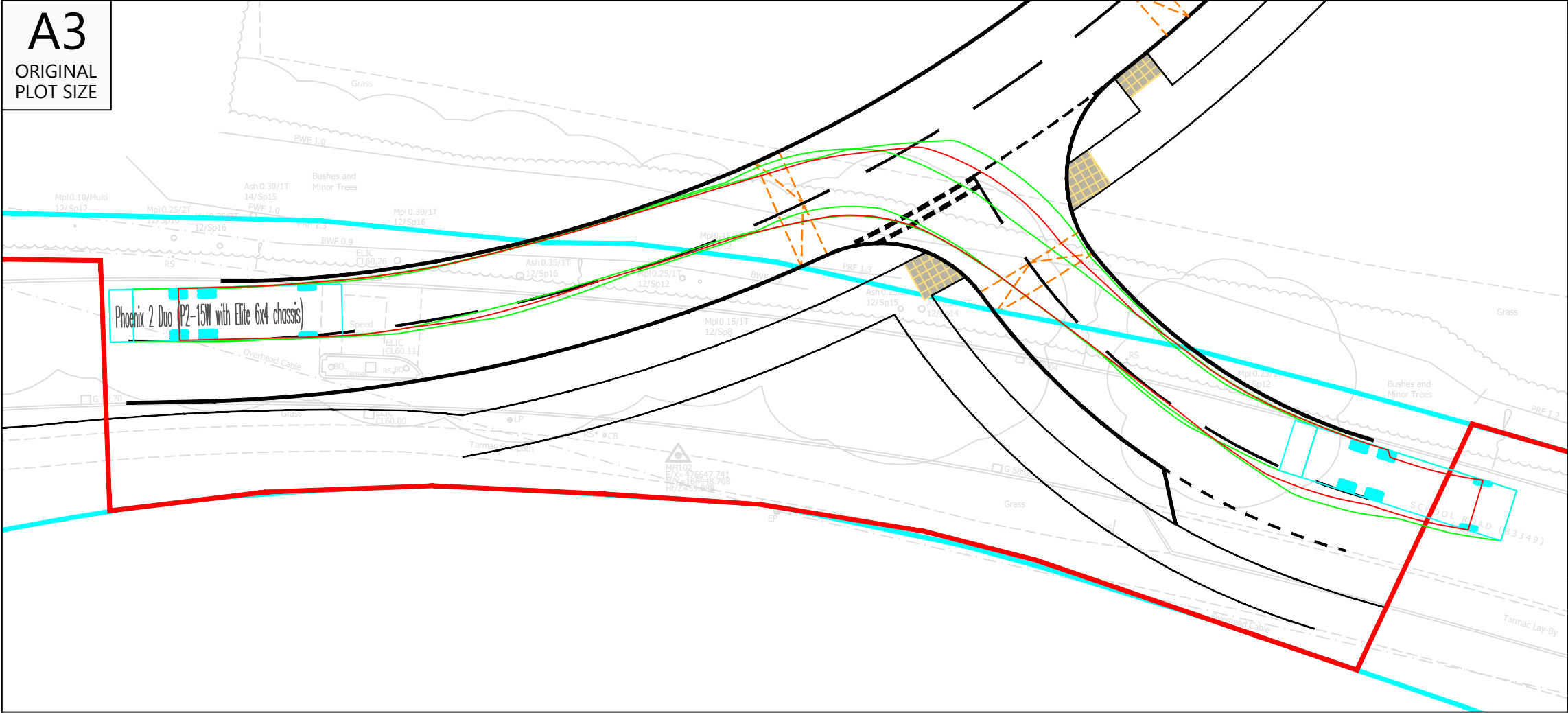
REFUSE VEHICLE OUTBOUND MOVEMENT

INDICATIVE

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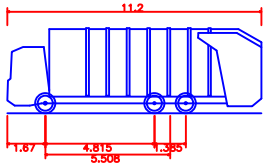
APPENDIX C

A3
ORIGINAL
PLOT SIZE



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NOTES:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 1.67m
Overall Body Height 4.815m
Min Body Ground Clearance 1.395m
Track Width 5.508m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

A	16/09/24	Changes to client name	MOK	SMK	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:
CROUDACE HOMES, VORTAL HOMES LTD AND FALCON DEVELOPMENTS (SE) LTD

PROJECT:
LAND NORTH OF SCHOOL
ROAD, ARBORFIELD CROSS,
WOKINGHAM

TITLE:
SWEPT PATH ANALYSIS OF A
REFUSE VEHICLE ON
SCHOOL ROAD

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 09/09/24	DRAWN: CYK	CHECKED: SMK	APPROVED: SMK
JOB NO: 2305-083	DRAWING NO: SP03	REVISION: A		

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