



**ADDENDUM TRANSPORT NOTE 2**  
**PROPOSED REDEVELOPMENT (REF: 22/01971)**  
**LAND SOUTH OF ASCOT HIGH STREET**  
**ADL REF: 5235/AM/07A, 7<sup>th</sup> JULY 2023**

**Executive Summary**

ADL has prepared this Addendum Transport Note 2 (TN2) to address the developments and layout revisions made since the original Transport Assessment (TA) submission in May 2022 and subsequent Addendum and Technical Note's provided since. This report is provided for Royal Borough of Windsor and Maidenhead (RBWM) and in relation to live planning application ref. 22/01971, for the proposed redevelopment of land south of Ascot High Street.

ADL's TA was submitted in May 2022 supported by a Framework Travel Plan, Car Parking Management Strategy, Pedestrian Audit, and Construction Traffic Management Plan.

As noted, since the initial submission, ADL have provided further assessments / analysis in the form of an Addendum Transport Note (dated 15<sup>th</sup> December 2022), updated CPMS (dated 2<sup>nd</sup> December 2022), Technical Note (dated 16<sup>th</sup> December 2022) and letter response to RBWM (dated 15<sup>th</sup> December 2022) to respond to RBWM Highway Comments received and layout changes further to extensive dialogue between the Applicant and various stakeholders.

Most recently further to continued discussions with stakeholders, the scale of the development has further decreased from that originally submitted with fewer dwellings, reduction in commercial floor space and a consequential increase in number of on-site car parking spaces per dwelling. In addition, the proposals are now supported by a Road Safety Audit which has been undertaken at the behest of RBWM to audit the site access and the off-site highway improvements proposed.

The proposal provides an appropriate level of car parking to suit the needs of residents and visitors. This, the site's highly sustainable town centre location, proximity to public transport links, and comprehensive electric vehicle charging infrastructure will support the aspirations of the RBWM Environment and Climate Emergency Strategy and UK Government's Net Zero Strategy.

The reduction in dwellings results in an increased ratio of car parking spaces per dwelling which will further reduce the potential of on-site parking stress whilst adhering to the RBWM's maximum standards. Residents would take advantage of the 3 car club bays on site which are known to positively decrease car ownership. There would be no adverse overspill of resident cars into the local public parking, and the TRO amendments on Station Hill and Car Parking Management Strategy would prevent inappropriate parking (i.e., on verges, access roads etc.)

This Addendum TN2 provides an updated assessment of the proposals in their current form, and concludes that the revisions made to the proposal offer a betterment in transport and highways terms compared to the superseded schemes, and it is maintained that the proposal would not result in a severe residual impact on the road network or highway safety and therefore should not be refused on highways grounds, as per NPPF paragraph 111.

## 1.0 Introduction

1.1 ADL Traffic & Highways Engineering Ltd are appointed by London Square and Ascot Central Car Park Limited to prepare an Addendum Transport Note 2 (TN2) to support a planning application to redevelop land to the south of High Street Ascot to provide 2,070 sqm commercial and community floorspace (mix of uses within Use Classes E, F1 and F2) and 117 dwellings with associated parking, access, open space, landscaping and other associated works.

Note *This provides a reduction of 1,191sqm commercial/community floor space and 20 dwellings in comparison to the original planning submission in May 2022.*

1.2 The Royal Borough of Windsor and Maidenhead (RBWM) is the local planning authority and the local highway authority. The planning reference number is 22/01971.

1.3 ADL provided the following package of reports to support the planning application which were submitted to RBWM in May 2022:

- Transport Assessment (TA) – includes details of Pre-Application scoping work and consultation with RBWM Highways;
- Framework Travel Plan (FTP);
- Car Park Management Strategy (CPMS); and
- Preliminary Construction Traffic Management Plan (CTMP).

1.4 ADL's TA addressed the keys issues flagged at an early stage by Mr Melvin Andrews at Project Centre as part of the formal pre-application consultation with RBWM Highways, issued in February 2022. The following items were raised which have steered the design of the layout in transport terms: car parking provision, cycle parking provision, internal access arrangement, trip generation, and travel plan.

1.5 ADL's TA concluded:

*“Overall, the proposed development would not generate a severe traffic impact on the local highway network and therefore conforms to paragraph 111 of the National Planning Policy Framework (NPPF, 2021). Hence, the proposal should not be refused on highway grounds.*

1.6 The TA also concluded that proposed parking provision was appropriate for the scale of the development, considering the likely car parking demand, effect of car clubs, and falling within RBWM's adopted maximum parking standards (Parking Strategy, 2004) but reflective of the central location, and excellent accessibility to public transport services and local amenities / facilities which will encourage sustainable travel choices.

1.7 Since these reports were submitted, the proposed layout and schedule of accommodation has been revised in response to extensive consultation with local stakeholders, community groups and public consultees.

1.8 This Addendum TN2 assesses the most recent changes from a transport and highways perspective, demonstrating that the original conclusions from ADL's transport reports remain valid and/or the revisions result in a betterment to the superseded scheme.

1.9 This addendum report contains the following:

- Section 2.0 – summary of layout changes
- Section 3.0 – traffic impact assessment
- Section 4.0 – car parking assessment
- Section 5.0 – cycle parking assessment
- Section 6.0 – vehicle access arrangements
- Section 7.0 – pedestrian access arrangements
- Section 8.0 – clarification of how the development would tie in with RBWM's potential High Street improvement strategy
- Section 9.0 – summary and conclusions

## 2.0 Summary of Changes

### Schedule of Accommodation

2.1 The revised proposed site layout is provided as **Appendix 1.0**. The revised schedule of accommodation, compared to the original submission, the December submission and most current is summarised in Table 2A.

**Table 2A Schedule of Accommodation**

| Element      |              | Original Superseded (May 2022) | Revised Superseded (Dec 2022) | Revised Current (June 2023) | Difference         |            |
|--------------|--------------|--------------------------------|-------------------------------|-----------------------------|--------------------|------------|
| Residential  | Houses       | 2B4P Duplex                    | 2                             | 2                           | 0                  | -2         |
|              |              | 3B6P                           | 0                             | 0                           | 8                  | +8         |
|              |              | 4B7P                           | 14                            | 14                          | 12                 | -2         |
|              |              | 4B8P                           | 20                            | 20                          | 18                 | =          |
|              |              | <b>Sub Total</b>               | <b>36</b>                     | <b>36</b>                   | <b>38</b>          | <b>+2</b>  |
|              | Apartments   | 1B2P                           | 36                            | 32                          | 15                 | -21        |
|              |              | 2B3P                           | 29                            | 25                          | 19                 | -10        |
|              |              | 2B4P                           | 36                            | 44                          | 36                 | =          |
|              |              | 3B4P                           | 0                             | 0                           | 3                  | +3         |
|              |              | 3B5P                           | 0                             | 0                           | 6                  | +6         |
|              |              | <b>Sub Total</b>               | <b>101</b>                    | <b>101</b>                  | <b>79</b>          | <b>-22</b> |
| <b>Total</b> |              | <b>137</b>                     | <b>133</b>                    | <b>117</b>                  | <b>-20</b>         |            |
| Commercial   | Retail       | 1,084.5sqm                     | 996.9sqm                      | 962.0sqm                    | -122.5sqm          |            |
|              | Offices      | 1,989.9sqm                     | 1,258.7sqm                    | 829.2sqm                    | -1,160.7sqm        |            |
|              | Community    | 186.8sqm                       | 571sqm                        | 278.5sqm                    | +91.7sqm           |            |
|              | <b>Total</b> | <b>3,261.2sqm</b>              | <b>2,826.6sqm</b>             | <b>2,069.7sqm</b>           | <b>-1,191.5sqm</b> |            |

2.2 As shown in Table 2A, the scale of the development has decreased by a total of twenty dwellings and net decrease of 1,191.5sqm of commercial space (decrease in retail/office use but increase in community use).

2.3 How the change in the layout/schedule effects the traffic impact assessment is discussed in Section 3.0.

### Parking Provision

2.4 A plan of the revised car parking arrangement is provided as **Appendix 2.0** clearly showing the allocation of car parking across the site (including undercroft parking spaces) and shows the split between residential and commercial elements of the scheme. The parking provision is summarised in Table 2B.

**Table 2B Parking Provision**

|                                 | Original Superseded (May 2022) | Revised Superseded (Dec 2022) | Revised Current (June 2023) | Difference |
|---------------------------------|--------------------------------|-------------------------------|-----------------------------|------------|
| Allocated Spaces (Houses)       | 46                             | 42                            | 52                          | +6         |
| Unallocated Spaces (Apartments) | 59                             | 67                            | 54                          | -5         |
| Unallocated spaces (Houses)     | 18                             | 15                            | 16                          | -2         |
| <b>Residential Sub Total</b>    | <b>123</b>                     | <b>124</b>                    | <b>122</b>                  | <b>-1</b>  |
| Car Club                        | 3                              | 3                             | 3                           | =          |
| Unallocated Spaces (Commercial) | 6                              | 6                             | 6                           | =          |
| Community Centre/Parish Council | 0                              | 3                             | 2                           | +2         |
| <b>Total</b>                    | <b>132</b>                     | <b>136</b>                    | <b>133</b>                  | <b>+1</b>  |

2.5 Table 2B shows that the total number of parking spaces on site has increased to 133 spaces, of which 122 are for the residential element, six spaces are for the commercial element and two spaces are dedicated to the Parish Council. Three Car Club bays are also proposed on-site.

2.6 As a result of the reduced number of dwellings and commercial floorspace, the parking ratio has increased to 1.8 spaces per house, 0.7 spaces per apartment and 1.04 spaces per dwelling overall. This is assessed further in Section 4.0.

#### Vehicle Access Arrangements

2.7 As per the original layout, the site's vehicle access arrangements are as follows:

- Primary vehicular access via Station Hill for residential element via raised / traffic calmed priority junction, with tactile paving, and shared surface arrangement leading to the internal road network.
- Secondary vehicular access via Station Hill for undercroft parking at Block 2 via simple vehicle crossover.
- Vehicular access via High Street closed via retractable bollards but allowing access for pedestrians, cyclists, and horse riders as well as providing secondary emergency vehicle access.

2.8 Section 6.0 provides further detail of the primary access arrangement on Station Hill, following meetings with RBWM's Infrastructure Team, receipt of highway comments and undertaking of a Stage 1 Road Safety Audit.

### Pedestrian Access Arrangements

2.9 The proposal site continues to provide a highly permeable environment with choice, to encourage travel by walking / cycling and links to surrounding public transport interchanges. The revised layout includes the following changes with respect to pedestrian and cycle accessibility:

- Toucan crossing on Station Hill south of the site access to facilitate pedestrians and cyclists travelling to / from the south of the site.
- Additional detail regarding pedestrian accessibility via the Station Hill shared use access.

2.10 Section 7.0 provides further details on the pedestrian and cycle access arrangements.

### **3.0 Traffic Impact Assessment**

3.1 The trip generation, trip distribution and traffic impact assessment are provided in ADL's TA which supported the original submission, and this was based on traffic surveys undertaken in September 2021 and the now superseded schedule of accommodation. This provided an assessment for the future built / occupied year of 2027 (+5/6 years).

3.2 The TA demonstrated that the proposed development would generate an increase in vehicular traffic on Station Hill, however this is inevitable given that all residential traffic associated with the proposed development will use Station Hill to enter/exit the site.

3.3 The increase in vehicular traffic on neighbouring streets (apart from Station Hill link between the main access and roundabout with High Street) is well below the typical daily variation in traffic of +/-5%.

3.4 The junction capacity assessment undertaken within the TA shows the proposed development traffic would not result in severe increase in queues compared to 2027 Base scenario at the following junctions:

- Heatherwood Roundabout (between A329/A332)
- High Street/Station Hill Roundabout
- Winkfield Road/London Road/High Street Roundabout
- Junction between London Road and St George's Lane

- 3.5 The proposed site access arrangement was shown to operate well within theoretical capacity (i.e., RFC value of less than 0.85) in 2027 with no queuing on Station Hill or within the site.
- 3.6 At the request of RBWM Highways, an expansion of this work in the form of a Technical Note was provided in December 2022 providing additional junction capacity assessment scenarios for the 2021 Surveyed scenario (without proposals) and also for the 2033 Base and Total scenario which would reflect the end of the Borough Local Plan period and including the + 6 years from the 2027 'year of occupation' scenario *for completeness*. The assessment was based on the original quantum of development, and therefore accordingly reflected a robust test for the future performance of the road network and junctions given the reduction in dwellings.
- 3.7 The Technical Note maintained the conclusions of the TA, with the traffic impact below the typical daily fluctuation in traffic of +/-5%, and therefore imperceptible with negligible increases in vehicle queuing and delay.
- 3.8 RBWM have confirmed that they are satisfied that the development will not adversely affect the operation of the 3 surrounding strategic junctions.
- 3.9 Given the further decrease in the number of dwellings, and commercial/community floorspace, the conclusions drawn from the TA remain valid however the traffic impact will be less given the trip generation would be reduced due to the reduction in commercial floorspace and residential dwellings.

## 4.0 Car Parking Assessment

### Residential Car Parking Ratio

- 4.1 As stated in the TA, the proposed car parking provision was considered to be suitable given its adherence to the maximum parking standards set out in RBWM's Parking Strategy (2004); the predicted car ownership demand (taking into account Census car ownership data and impact of Car Club spaces); and providing a similar level of parking to the approved Heatherwood Hospital scheme (ref. 16/03115/OUT).
- 4.2 As shown in Table 2B the proposed parking provision has reduced for the residential element, by one space, providing 122 spaces. The ratio of parking spaces to dwellings has however increased, compared to the superseded schemes, as demonstrated in Table 4A.

**Table 4A Residential Parking Ratio**

|                   |                         | Original Superseded (May 2022)                 | Revised Superseded (Dec 2022)                  | Revised Current (June 2023)                    | Difference          |
|-------------------|-------------------------|--|--|--|---------------------|
| Houses            | Allocated               | 1.27 spaces per house<br>(46 ÷ 36 = 1.27)      | 1.31 spaces per house<br>(42 ÷ 32 = 1.31)      | 1.37 spaces per house<br>(52 ÷ 38 = 1.37)      | + 0.10 per dwelling |
|                   | Allocated & Unallocated | 1.78 spaces per house<br>(64 ÷ 36 = 1.78)      | 1.78 spaces per house<br>(57 ÷ 32 = 1.78)      | 1.79 spaces per house<br>(68 ÷ 38 = 1.79)      | + 0.01 per dwelling |
| Apartments        | Unallocated             | 0.58 spaces per apartment<br>(59 ÷ 101 = 0.58) | 0.66 spaces per apartment<br>(67 ÷ 101 = 0.66) | 0.68 spaces per apartment<br>(54 ÷ 79 = 0.68)  | + 0.10 per dwelling |
| Total Residential |                         | 0.89 spaces per dwelling<br>(123 ÷ 137 = 0.89) | 0.94 spaces per dwelling<br>(124 ÷ 133 = 0.93) | 1.04 spaces per dwelling<br>(122 ÷ 117 = 1.04) | + 0.15 per dwelling |

- 4.3 A total of 68 spaces are proposed for the 38 houses (52 allocated + 16 unallocated). This equates to an allocated parking ratio of 1.37 spaces per house, which is an 8% increase compared to the original superseded layout (1.27 spaces per house). When considering allocated and unallocated spaces, there are 1.79 spaces per house.
- 4.4 A total of 54 spaces are proposed for the 79 apartments on an unallocated basis. This equates to 0.68 spaces per apartment, which is a 17% increase compared to the superseded layout.



- 4.5 When considering all dwellings, the parking ratio has increase from 0.89 spaces per dwelling to 1.04 spaces per dwelling, which is a 17% increase. Therefore, the potential parking stress within the site is decreased by comparison to the superseded layout.

Adherence to RBWM Parking Strategy (2004)

- 4.6 Based on the current revised layout and RBWM’s maximum car parking standards, the maximum number of car parking spaces that can be provided on site is 139-140 spaces, as shown in Table 4B.

**Table 4B RBWM Residential Parking Standards: Areas of Good Accessibility**

|                   | Maximum Parking Standard | No. Units  | Maximum No. Spaces |
|-------------------|--------------------------|------------|--------------------|
| 1-bedroom units   | 0.5 space per unit       | 15         | 7-8                |
| 2-3-bedroom units | 1 space per unit         | 72         | 72                 |
| 4-bedroom units   | 2 spaces per unit        | 30         | 60                 |
| <b>Total</b>      |                          | <b>117</b> | <b>139-140</b>     |

- 4.7 The provision of 122 spaces therefore adheres to the maximum standards and equates to 87-88% of the maximum standard. The proposed parking provision is therefore closer to the maximum standard than previously proposed (79%). The proposed provision would therefore be acceptable on this basis. Paragraph 108 of National Planning Policy Framework states:

*“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.”*

Residential Parking Demand

- 4.8 Notwithstanding the maximum parking standards, the parking demand of the residential element with regard to Census 2011 dataset CT0103 for the Ascot and Cheapside ward is shown to be an average of 137 cars (assuming a mixture of affordable and owned outright dwellings) and a worst-case of 174 cars (if all owned outright).

- 4.9 As stated within the Car Club Annual Report (2021) by CoMoUK, each car club space on average in the UK reduces car ownership locally by 20 cars. Therefore, the residential parking demand is likely to be reduced by **20 x 3 Car Clubs = 60 spaces** as a result of introduction of the three Car Club spaces on-site. The net parking demand would therefore likely be between 77 – 114 cars only with respect to the census data, which the proposed parking provision of 122 residential car parking spaces would fully accommodate.
- 4.10 An explanatory note with regard to the car club spaces, what they are, and the benefits is provided as **Appendix 3.0**. The Car Club spaces will be secured by a planning obligation (S106) to ensure their funding and availability for a minimum period of time.
- 4.11 It is concluded that the revised residential parking provision would accommodate the likely car parking demand as per the superseded scheme, but also the potential parking stress would be lessened given the increase in parking spaces and reduction in dwellings.

#### Commercial Parking

- 4.12 Six unallocated parking spaces are proposed for staff of the commercial element (retail and offices), which is the same as previously proposed.
- 4.13 Given the reduction in office/retail floorspace, the parking ratio has increased, whilst adhering to RBWM's maximum standards.
- 4.14 No parking is proposed on site for customers/visitors of the commercial element. This is considered acceptable given the nature of the site's highly accessible location on High Street, within walking/cycling distance of a large residential catchment and the public transport links. The commercial car parking on-site is intended for staff of the office and retail elements with mobility issues and blue badge-holders. i.e., they are intended to serve those who would otherwise be unable to walk, cycle or use public transport.
- 4.15 RBWM Parking Strategy (2004) states:

***“Commercial developments in town centres well served by public transport can sustain new development with lower levels of parking. On this basis, commercial development with high public transport accessibility will have reduced maximum parking standards. In these circumstances, the occupier of the commercial site will be responsible for restraining staff parking in adjacent areas through implementation of a travel plan.”***

- 4.16 A Framework Travel Plan (FTP) supported the application submission, and will be conditioned and implemented by the occupiers of the retail / commercial units to encourage sustainable travel to / from the workplace by staff.
- 4.17 The results of the car parking surveys undertaken in the vicinity of the site demonstrate there is a significant reserve capacity of off-site parking available within 500m of the site. Given the proposed commercial GFA has been decreased, this conclusion remains valid.

*Highway Contribution for Traffic Regulation Order – Station Hill*

- 4.18 In addition to the off-street highway improvements which will be facilitated by this development and delivered via a Section 278 agreement, the Applicant has also agreed to provide a highway contribution for Station Hill traffic regulation order amendments.
- 4.19 The intention is that the highway contribution will enable RBWM to provide controls on the car parking which occurs on Station Hill south of the site access. At present, cars park on the east side of the road (inside of the bend) without any controls or restrictions. Therefore, the spaces are often utilised by users of Ascot Railway Station, avoiding the need to use the dedicated car park. The unrestricted parking is of around c.95m in length and is shown to accommodate up to around 16 cars (as shown on Google Streetview imagery dated May 2023) and cars are typically parked all day.
- 4.20 As discussed with RBWM, it is proposed to provide parking controls on the car parking on Station Hill to benefit the availability of short-stay car parking within Ascot facilitating the parking requirements of those using the High Street and the retail / commercial part of the proposed development.

- 4.21 In addition to changing the parking restrictions, ADL have provided a plan which recommends repositioning of the on-street car parking to the west side of Station Hill so that drivers are able to enter and exit their vehicles directly via the footway, rather than the current arrangement where cars are parked adjacent to the carriageway lanes. The amendment would also provide improved visibility between the parking areas and cars travelling on Station Hill.
- 4.22 This suggested improvement offers the opportunity for c.30 short-stay parking spaces and would therefore provide an overall increase of around 14 car parking spaces on Station Hill. In reality, the increase in parking spaces for short-stay car parking availability will be greater than this as the restrictions will also deter cars being parked in this location and left all day.
- 4.23 A drawing showing the proposal which is agreed in-principle with RBWM is included as **Appendix 4.0**. As noted, the Applicant is agreeable to covering the cost of the works via a Section 106 Agreement. For completeness, the car parking proposals on Station Hill were included in the scope of the Road Safety Audit notwithstanding that this will be ultimately delivered by RBWM.

#### *Additional Parking for the Parish Council*

- 4.24 It is currently shown that 2 dedicated car parking spaces are allocated to the Parish Council for the benefit of staff who would have use of some of the space within the commercial building.

#### *Electric Vehicle Charging*

- 4.25 The proposal will provide a comprehensive network of electric vehicle charging infrastructure to facilitate the uptake of cleaner vehicles. As stated within the TA, every house with allocated parking (52 allocated spaces) will be provided with an active electric vehicle charging point (EVCP). Hence, 52 allocated Active EVCP spaces will be provided.

- 4.26 Of the 70 unallocated parking spaces (16 for houses + 54 for flats), 20% would be provided with active charging provision and 80% would be provided with passive charging provision. Hence, 14 unallocated spaces would be Active EVCPs, and 56 would be Passive EVCPs.
- 4.27 The 6 commercial spaces will also be provided with EVCP provision with one being active (20%) and the remaining 5, passive (80%).

#### Car Parking Management Strategy

- 4.28 The car parking on site would be managed by a Car Parking Management Strategy (CPMS), which would be conditioned as part of any consent of the planning application.
- 4.29 The CPMS would ensure the ongoing control / management of parking within the site to ensure that parking occurs as intended within marked bays, with all non-parking areas to be kept clear at all times. Given it is a 'live' document, the CPMS has been revised to account for the changes in layout and parking provision and accompanies this Addendum TN2.
- 4.30 The CPMS has also been updated to include an explicit list of the breaches which will be enforced and the penalties and charging regime set in place.

#### Local and National Climate Emergency Strategy

- 4.31 RBMW declared an environment and climate emergency in June 2019, setting out the Council's intention to implement national policy and ensure net-zero carbon emissions are achieved by 2050.
- 4.32 In December 2020, the '**Environment and Climate Strategy 2020 – 2025**' was adopted which sets out how the borough will address the climate emergency across four key themes (Circular Economy, Energy, Natural Environment and Transport). The strategy sets a trajectory which seeks to achieve a 50% reduction in emissions by 2025. In terms of transport, the strategy states:

***“As a local authority, we will reduce the need for carbon intensive travel by encouraging walking and cycling as well as investing in digital infrastructure. We will create conditions for sustainable travel through the provision of infrastructure such as cycle routes and electric vehicle charging points and minimise air pollution impacts of road traffic by encouraging cleaner vehicles.”***

- 4.33 The proposed redevelopment of the Application site, by the nature of its location, is highly sustainable by facilitating walking and cycling, due to the proximity to existing local amenities and the commercial, retail and community uses proposed on site. This, and proximity to local bus stops on High Street and Ascot train station significantly reduce the need for residents to own cars, and/or travel by car for the majority of journeys.
- 4.34 The proposed car parking provision strikes a positive balance between the need for residents to be able to travel by car in borough whilst deterring the need to own a car in this location. This is supported by the provision of car clubs on-site which allow car club members to be able to access low-emission vehicles flexibly and affordably, as-and-when needed.
- 4.35 An appropriate level of car parking provision, as well as electric vehicle charging infrastructure (either active or passive) for all residential car parking spaces will assist RBWM achieve its aim of minimising air pollution impacts or road traffic by minimising car trips generally and facilitating the uptake of cleaner vehicles. The proposal is therefore positively supports RBWM’s Environment and Climate Strategy and the UK’s transition to Net Zero.
- 4.36 It is concluded that the proposed car parking arrangements are acceptable, because:
1. The provision adheres to the RBWM Parking Strategy (2004) maximum standards and provides 87-88% of the standard;
  2. The residential provision accommodates the predicted demand based on Census 2011 car ownership data and positive effect of car clubs to reduce car ownership locally;

3. There is sufficient reserve capacity of public off-site car parking for non-residents (i.e., staff/customers/visitors of offices/retail/community uses);
4. A contribution to improve the off-site car parking on Station Hill for non-residents is agreed in principle.
5. All on-site car parking spaces will be equipped with electric vehicle charging infrastructure (active or passive) to facilitate the uptake of cleaner vehicles;
6. The implementation of the Car Park Management Strategy will ensure that parking occurs as intended within marked bays, with all non-parking areas to be kept clear at all times; and
7. The proposal supports the aims and objectives of the RBWM Environment and Climate Emergency Strategy and UK Government's Net Zero Strategy.

## 5.0 Cycle Parking Assessment

### Residential

- 5.1 Table 5A summarises the proposed cycle parking provision for the residential element of the development.

**Table 5A Proposed Cycle Parking Provision**

| Element      | Type             | No. Spaces | Type of Cycle Parking   |
|--------------|------------------|------------|---|
| House        | Type A (4-bed)   | 16         | 2 x Sheffield Stands (4 spaces ) per dwelling   |
|              | Type B (4-bed)   | 24         | 2 x Sheffield Stands (4 spaces ) per dwelling   |
|              | Type C (4-bed)   | 28         | 2 x Sheffield Stands (2 spaces**) per dwelling<br><i>**due to positioning bordering fence</i> |
|              | Type D (3-bed)   | 8          | 1 x Sheffield Stand (2 spaces ) per dwelling  |
|              | Type E (3-bed)   | 4          | 1 x Sheffield Stand (2 spaces ) per dwelling  |
|              | Type F (3-bed)   | 4          | 1 x Sheffield Stand (2 spaces ) per dwelling  |
|              | <b>Sub-total</b> |            |   |
| Apartments   | Block 1          | 22         | 16 x BDS 2-tier + 3 Sheffield Stands (6 spaces)   |
|              | Block 2          | 39         | 26 x BDS 2-tier + 7 Sheffield Stands (13 spaces)  |
|              | Blocks 3 & 4     | 22         | 22 x BDS 2-tier   |
|              | Block 5          | 12         | 12 x BDS 2-tier   |
|              | Block 6          | 14         | 12 x semi-inclined + 1 Sheffield Stand (2 spaces)   |
|              | Block 7          | 14         | 12 x semi-inclined + 1 Sheffield Stand (2 spaces)   |
|              | <b>Sub-total</b> |            |   |
| <b>Total</b> |                  |            | <b>207 spaces</b>   |

\*BDS = Bike Dock Solutions (<https://www.bikedocksolutions.com/>)

- 5.2 Table 5A shows that is proposed to provide each of the houses with either one or two Sheffield stands (two or four cycle parking spaces, respectively) per dwelling within the curtilage of each property. This equates to 2.2 cycle parking spaces per house on average. Table 5A also shows that the 79 apartments will be provided with 123 cycle parking spaces in secure cycle stores hence providing 1.6 cycle parking spaces per apartment.
- 5.3 Based on RBWM's Parking Strategy, residential standards are set at one cycle parking place per dwelling. The proposed cycle provision therefore achieves almost double the standard (207 spaces for 117 dwellings) and therefore demonstrates the Applicants commitment to encouraging uptake of sustainable travel.
- 5.4 As well as achieving an acceptable quantum of cycle parking, the cycle stores would be secure, covered and well-lit to ensure that the cycle parking facilities are attractive to residents. This is conducive to encouraging and facilitating residents to own a bicycle, use the facilities and travel by cycle.
- 5.5 It is also noted that the cycle parking provision includes a mix of Sheffield and 2-tier cycle stands to ensure that there is suitable cycle parking to facilitate non-standard bicycles and those who may have difficulty accessing the 2-tier racks.

#### Commercial

##### *Office Element;*

- 5.6 For the office element of the development, it is proposed to provide a secure cycle store within Block 2 with 5 x BDS 2-tier racks (10 spaces).
- 5.7 RBWM's Parking Strategy states that commercial sites require a ratio of at least one cycle park per ten employees – based on 829.2sqm of office space, up to around 60-80 employees could be expected (based on the Employment Density Guide, 2015 for B1a use), and therefore 10 cycle parking spaces would exceed the standard.



*Retail Element;*

- 5.8 The retail element will be provided with a minimum of 12 cycle parking spaces (6 Sheffield cycle stands) situated centrally between Blocks 1 and 2. This exceeds the minimum of one space per 250 sqm (for staff) plus one space per 125 sqm (for customers/visitors).

*Community Use Element;*

- 5.9 There are 24 cycle spaces available in the form of double tier racks within the area at the west of the site, between Blocks 1 and 2 for community use. A further 4 stands (for 8 spaces) at the north of the site and 4 long-stay cycle lockers at the east of the site near the Block 3 intended for staff associated with the community use building.
- 5.10 The proposed level of cycle parking provision throughout the site will encourage bicycle usage.
- 5.11 Further details of cycle parking facilities, if required, can be provided by inclusion of an appropriately worded condition.

**6.0 Vehicle Access Arrangements**

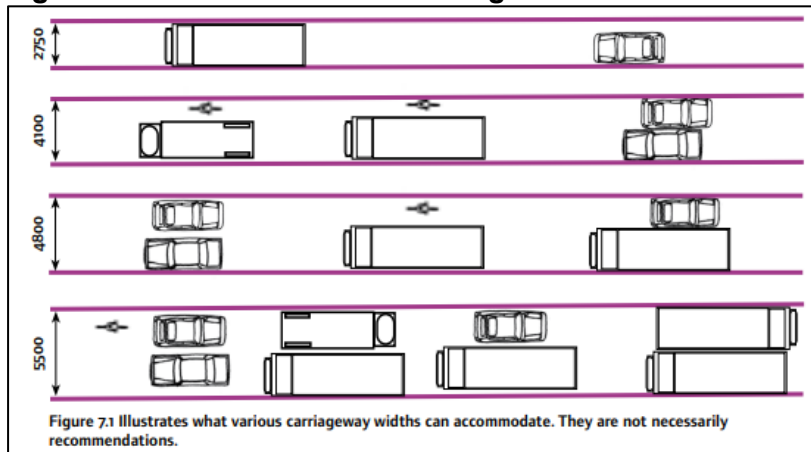
- 6.1 Vehicular access to the site is to be gained via access on Station Hill. A plan of the access is provided as **Appendix 5.1**. Further details of the access have been provided following consultation with RBWM's Infrastructure Team.

*Junction Arrangement*

- 6.2 The access would be a simple priority T-Junction on Station Hill, at the same location as the existing access to the south of the Ascot Fire Station.
- 6.3 The site access achieves visibility splays of 2.4m x 68m to the south and 2.4m x 73m to the north, as per Manual for Streets sight stopping distance calculator based on the 85<sup>th</sup> percentile speeds recorded on Station Hill in September 2021.

- 6.4 In addition to the previous access drawing, the kerb radii of the junction is reduced from 8.0m to 6.0m, with bollard protection on either side, which acts a traffic calming measure encouraging reduced speeds for vehicles entering or exiting the site. The dropped kerb crossover arrangement would be maintained for Ascot Hill House access, just to the south of the site access.
- 6.5 For completeness, vehicle tracking for an 11.3m refuse vehicle is included as **Appendix 5.2** demonstrating the vehicle being able to enter and exit the site in a forward gear.
- 6.6 The access would be a raised table, with ramps where the access road meets Station Hill and the zebra crossing across the access road internally, approximately 50m east of Station Hill. Appropriate road markings would indicate where the carriageway raises. This section of the access road would be a shared use arrangement for all users.
- 6.7 The raised table arrangement acts as a traffic calming measure for vehicles entering and exiting the site. As shown in **Appendix 5.1**, brick herringbone has been shown indicatively as the surfacing material, which will promote a traffic calmed environment.
- 6.8 The minimum width of the access road would be 5.5m, with full height kerbing on both sides. As shown in Figure 5A (Figure 7.1 extracted from Manual for Streets), 5.5m wide carriageway can comfortably accommodate the two-way movement of vehicles, including larger vehicles such as large cars (e.g., range rovers), light goods vehicles (e.g., long wheelbase vans) and heavy goods vehicles:

**Figure 6A Manual for Streets Figure 7.1**



- 6.9 As part of the revisions, it is proposed to provide a flush or upstand 0.7m wide demarcated footway on the southern side of the access to accommodate pedestrians travelling along the access road, without compromising vehicle movement.
- 6.10 This arrangement would be similar to that implemented to the Madeira Walk (off Larch Avenue) and Linnett Drive (off Silwood Road) site accesses for the Sunninghill Park development in Sunninghill – see below. These accesses serve the development which comprises 168 dwellings, and a care community of 103 units. Note the ramped entry, demarcated, but flush / upstand footway and change in surfacing materials.

**Figure 6A Sunninghill Park Access (Madeira Walk)**



**Figure 6B Sunninghill Park Access (Linnett Park)**



6.11 The design concept of shared space accesses with change in surface materials which by design provide a traffic calmed environment and promote a feeling of place less intimidating to pedestrians is well implemented in Ascot with similar access arrangements at Seymour Drive (off the A329) which serves the Brompton Gardens development.

**Figure 6C Brompton Gardens Access (Seymour Drive)**



- 6.12 When a pedestrian is walking along the access road, there would be an available width of 4.8m, which is sufficient to accommodate the two-way movement of vehicles as shown in **Appendix 5.1** which shows a Land Rover Defender passing a Mercedes Sprinter Van alongside a pedestrian.

### Road Safety Audit

- 6.13 It has been requested by RBWM that the Applicant's commission an independent Road Safety Audit for the access arrangements, and other proposed off-site highway improvements.
- 6.14 ADL commissioned the Stage 1 Road Safety Audit, which was completed by TMS Consultancy and provided to ADL on 20<sup>th</sup> June 2023.
- 6.15 The Safety Audit and Designer Response are appended to this Addendum TN2 as **Appendix 6.1 and 6.2**, respectively.
- 6.16 All raised problems are resolved via explanation / justification, additional plans and/or to be covered and addressed during the Technical Approval (S278) process.

## **7.0 Pedestrian Access Arrangements**

- 7.1 As noted previously, there are several pedestrian access points for the site from High Street on the northern side of the site, and Station Hill on the western side of the site. These links are aided by proposals to provide a new traffic signal (Toucan) crossing point on Station Hill.
- 7.2 The existing network of paths internally through the site are to be broadly maintained as part of the proposed layout, with an emphasis on providing a permeable space for pedestrians, cyclists and horse riders.
- 7.3 A plan of the primary and secondary access points and routes for pedestrians and cyclists is provided as **Appendix 7.0**.

- 7.4 As shown in **Appendix 7.0**, the primary pedestrian and cycle routes across the site would be between the main length of north-south access road on the eastern side of the site where the majority of the residential frontages / entrances are situated. In these locations, dedicated off-street footways are provided.
- 7.5 The footpath on both sides of this section of road lead to Ascot High Street, either at the northeast corner of the site, or diagonally across the parkland area towards the centre of the site's High Street frontage, whilst also linking with the retail area between Block 1 and 2.

Station Hill – Secondary Pedestrian Access

- 7.6 The Station Hill shared access would provide a secondary route for pedestrians who are travelling to/from Ascot Train Station or South Ascot and so would the route at the west of the site between Ascot Wood and the Station Hill access. The volume of pedestrians using these routes are not considered likely to be significant, with the majority of pedestrian trips likely to walk through the park or via the main throughfare at the east part of the site where the residential frontages are positioned. Hence, these secondary routes are suitable for shared use with appropriate change in materials, surfacing and demarcation.
- 7.7 As shown in **Appendix 5.1**, a flush 0.7m area at the south side of the Station Hill access has been demarcated so that any pedestrians using this secondary route walk along the south side of the access road, and with the demarcation, any drivers on the access are aware of the pedestrian area.
- 7.8 The DfT's Inclusive Mobility (2021) report states that "*Someone who does not use a walking aid can walk along a passageway less than 700mm wide*". The provision of flush 0.7m pedestrian area is therefore considered to be acceptable for the majority of pedestrians, and simultaneously accommodate two-way vehicle movement.
- 7.9 The access junction and access road has been designed to create a traffic calmed, shared use environment, where vehicle entering or exiting the site are travelling at very low speeds. This is supported by paragraph 7.2.9 of Manual for Streets:

*“In the absence of a formal carriageway, the intention is that motorists entering the area will tend to drive more cautiously and negotiate the right of way with pedestrians on a more conciliatory level.”*

7.10 The lack of formal footway-carriageway segregation therefore supports a low-speed environment, favourable to pedestrians. As shown in **Appendix 5.1**, the distance between footway on Station Hill and the formal footway within the site is only 31m. Hence, a pedestrian would only be walking along the shared surfacing section for 22 seconds (based on 1.4m/s walking speed) which is not considered significant travel time considering the likely quantum of traffic using the site access, and the speeds they will be travelling within this traffic calmed environment.

7.11 As the 0.7m footway would be flush with the carriageway, those with visual impairment or reduced mobility would be able to travel along the access road without hindrance. As motorists would be travelling slowly and visibility along the access road is good, it is considered safe for these road users.

7.12 A shared surface road is also provided at the western part of the site, through the mews to provide a traffic calmed area. This will also be raised speed table provided with herringbone surfacing, and a flush demarcated footway on the east side of the surface.

7.13 It is recognised within Manual for Streets paragraph 7.2.10 that:

*“...shared surfaces can cause problems for some disabled people. People with cognitive difficulties may find the environment difficult to interpret. In addition, the absence of a conventional kerb poses problems for blind or partially-sighted people, who often rely on this feature to find their way around. It is therefore important that shared surface schemes include an alternative means for visually-impaired people to navigate by.”*

7.14 As noted previously, the site is highly permeable and therefore provides several alternative means of walking / cycling between the site and the surrounding facilities / amenities as shown in **Appendix 7.0**.

7.15 In light of the above, the proposed Station Hill access arrangement and shared surfacing within the site is acceptable.

## 8.0 RBWM High Street Improvement Scheme

8.1 Meetings have been held between the Applicant planning team and RBWM's Infrastructure Team to discuss the proposal site context in relation to the High Street Improvement Works.

8.2 RBWM have advised that the concept proposals for Ascot High Street are ongoing, however they would not be reliant on the proposal site with all options considered thus far reliant only on the existing public highway extents.

8.3 On this basis, the revised site layout plans have omitted any indicative High Street proposals to avoid complicating the RBWM consultation process. The drawings instead show the existing High Street arrangement being retained, including retention of all existing on-street parking.

8.4 As shown in **Appendix 8.0**, the blue hatched area (public highway extents) will be unaffected by the proposals and the Applicant would be agreeable to provide further land dedication to the Highway Authority to enable a minimum 3.0m off-street footway/cycleway (or as the Council sees fit) to further benefit the High Street improvement works.

8.5 The land that the Applicant could dedicate to highway is shown indicatively as an orange hatch within the Appendix, however it should be noted the Applicant is open to discussions and working with RBWM as necessary to facilitate the highway improvements however possible.

## 9.0 Summary and Conclusions

9.1 ADL are appointed by London Square and Ascot Central Car Park Ltd to prepare this Addendum Transport Note 2 to summarise the transport and highways implications of the most recent layout changes related to the proposed redevelopment of land to the south of Ascot High Street.



- 9.2 The revisions to the layout result in a decrease to 117 residential dwellings and a further reduction to commercial floorspace.
- 9.3 It is demonstrated that the conclusions drawn from the traffic impact assessment and junction capacity assessments in ADL's TA and former Technical work remain valid (i.e., no severe residual impact) owing to the trip generation decreasing as the scale of development has decrease. Hence, the impact would be less than the superseded layout.
- 9.4 The ratio of parking has increased as a result of the revised layout, decreasing the likelihood of any potential parking stress associated with the proposal within the site. The residential element of proposal provides car parking at 87-88% of the maximum standard, notwithstanding the car club spaces. The proposal would accommodate the anticipated car parking demand with respect to the site highly sustainable location, census car ownership assessment, and supported by the committed mitigation measures including 3 car club spaces, Travel Plan, Car Park Management Strategy and exceeding of cycle parking provision for residents.
- 9.5 A greater level of detail has been provided regarding the Station Hill access arrangements, including how the access road into the site would be acceptable. The design of the access in terms of geometry and materials would result in a low-speed environment, which is favourable to all users and accommodates the two-way movement of vehicles.
- 9.6 A plan of the primary and secondary access points and routes across the site have been provided. It shows the site is permeable for pedestrian and cyclist movement associated with High Street and Station Hill.
- 9.7 Following discussions with RBWM's Infrastructure Team, further clarification has been provided as to how the proposed development would not detrimentally impact, and potentially benefit the High Street Improvement Works via dedication of private land within the Applicants control.

- 9.8 A Stage 1 Road Safety Audit has been commissioned and accompanies this Addendum TN2 alongside ADL's designer response.
- 9.9 It is summarised that the revised layout offers a significant improvement compared to the superseded layouts and is a betterment in transport and highways terms.
- 9.10 In light of the above, it is concluded that the proposed development would not result in a severe residual impact on the road network or highway safety and therefore should not be refused on highways grounds, as per NPPF paragraph 111.

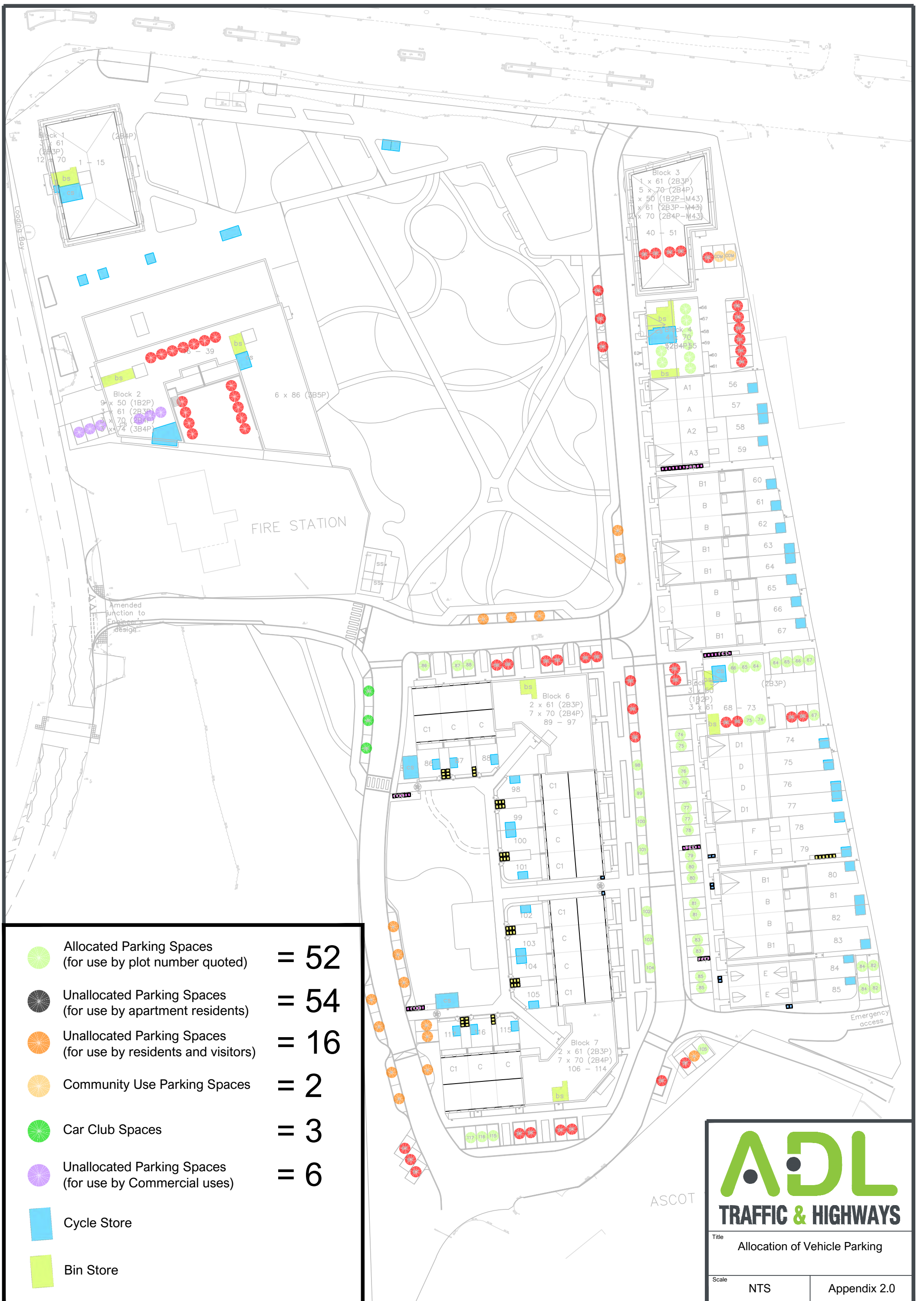
**PROPOSED SITE LAYOUT**



**APPENDIX 1.0  
PROPOSED SITE LAYOUT**

extension to ascot high street

**ALLOCATION OF VEHICULAR PARKING**



-  Allocated Parking Spaces (for use by plot number quoted) = 52
-  Unallocated Parking Spaces (for use by apartment residents) = 54
-  Unallocated Parking Spaces (for use by residents and visitors) = 16
-  Community Use Parking Spaces = 2
-  Car Club Spaces = 3
-  Unallocated Parking Spaces (for use by Commercial uses) = 6
-  Cycle Store
-  Bin Store

**ADL**  
**TRAFFIC & HIGHWAYS**

Title  
Allocation of Vehicle Parking

Scale  
NTS

Appendix 2.0

**CAR CLUB EXPLANATORY NOTE**

## CAR CLUB EXPLANATORY NOTE

PROPOSED REDEVELOPMENT  
LAND SOUTH OF ASCOT HIGH STREET

(RBWM PLANNING REF: 22/01971)



### WHAT IS PROPOSED?



The Applicant has committed to provide up to three Car Club spaces on-site (as shown). This is likely to significantly reduce the car ownership level of the development.

Car Club Annual Report (2021) by CoMoUK states that each car club helps in removing 20 cars. Therefore, the residential parking demand is likely to be reduced by 20 x 3 Car Clubs = 60 as a result of introduction of the Car Club spaces.

The residents and staff on site will be provided with a three-year Car Club membership to discourage car ownership and reduce vehicle trips associated with the development.

This could be secured via a S106 agreement.

### WHAT IS A CAR CLUB?

Car clubs offer their members access to vehicles flexibly and affordably, as-and-when needed.

Car clubs typically offer cars (and sometimes vans) for hire by the hour, which can be booked at short notice or in advance. Vehicles can be picked up from the parking space where they are based, and returned there when you're done. Car clubs usually have websites and apps which show where vehicles are available and when, and allow self-service booking. Some car clubs also support booking by telephone.

There is normally a simple fee based on how long you have the vehicle and how far you drive, which is inclusive of fuel, insurance and any other costs (but check the specific terms and conditions with the car club you're using when making your booking). There may be a membership fee too, paid monthly or annually, to be a member of the car club.

The council is working to attract car clubs to the borough and current car clubs in the area can be found on the CoMoUK website. ([www.como.org.uk](http://www.como.org.uk)) The accredited providers of car clubs are Co-Wheels, Enterprise, UbeeQo, Zipcar, Co-cars and hiyacar.

Some benefits of car club spaces in addition to on average 20 cars **less cars on the road** per car club space, is 27% **less carbon dioxide emissions** for the average car club car compared to the average UK car - *all car club cars are Low Emission Zone and Clean Air Zone compliant*, and 73% of users agree that car club **membership saved them money** compared to owning a car.

(sourced from [www.rbwm.gov.uk/home/transport-and-streets/motoring/demand-cars-and-vans/car-clubs](http://www.rbwm.gov.uk/home/transport-and-streets/motoring/demand-cars-and-vans/car-clubs))



**PROPOSED STATION HILL CAR PARKING**

Emergency vehicle access only (bollarded)


New Loading Bay

Dropped kerb / crossover access to undercroft car parking for commercial + residential

Proposed Site Access in existing location - to be traffic calmed, shared surface with 0.7m demarcation south side of access for pedestrians

Proposed Toucan Crossing and associated footway

Proposed additional public on-street car parking (via S106 contribution)



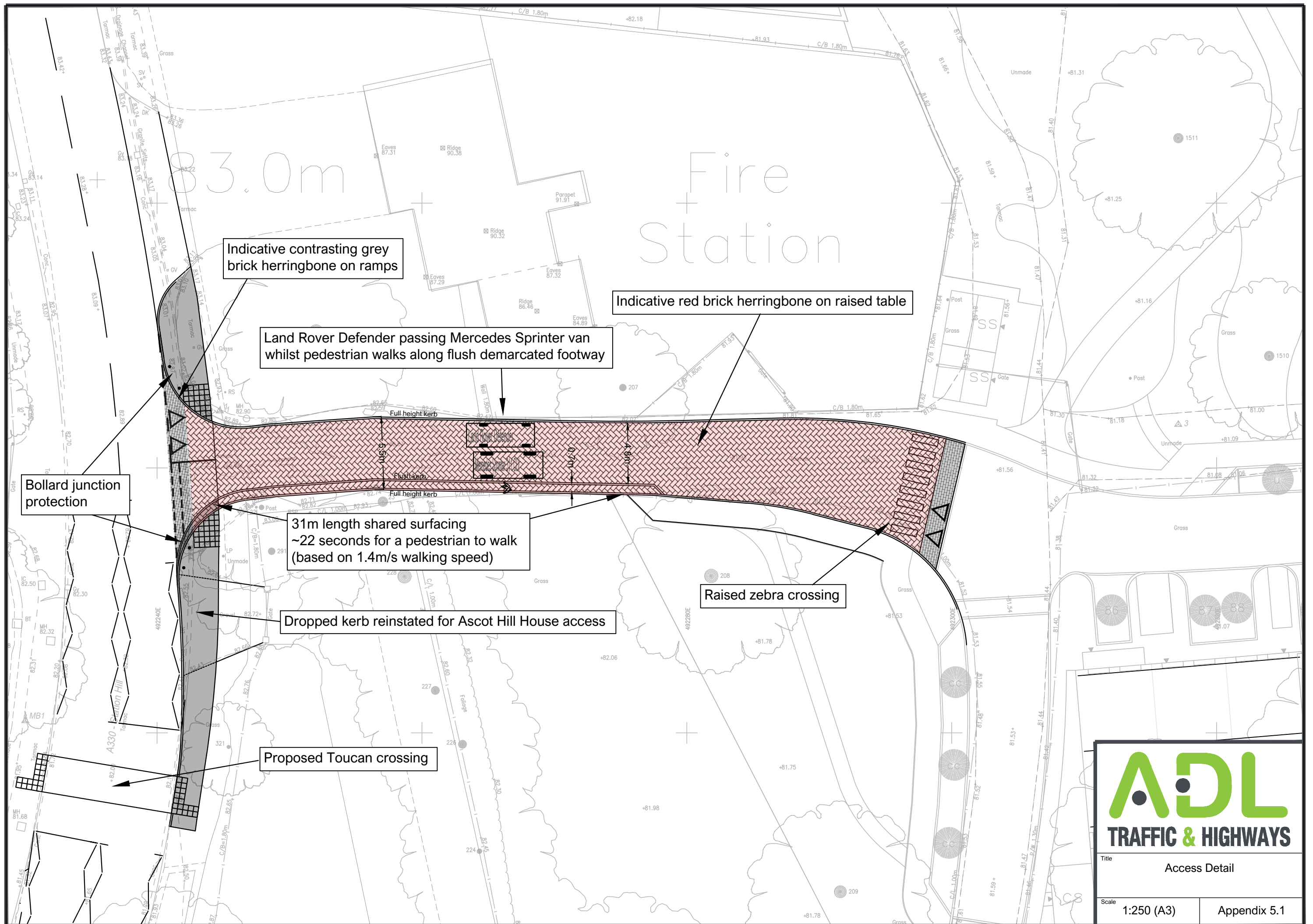
**ADL**  
TRAFFIC & HIGHWAYS

Title  
Proposed Station Hill Car Parking (S106)  
(and S278 Highway Works)

Scale  
1:1000 (A3) | Appendix 4.0

**STATION HILL ACCESS PROPOSALS**

- 5.1 Access Detail
- 5.2 Vehicle Tracking – 11.3m Refuse Vehicle



Indicative contrasting grey brick herringbone on ramps

Indicative red brick herringbone on raised table

Land Rover Defender passing Mercedes Sprinter van whilst pedestrian walks along flush demarcated footway

Bollard junction protection

31m length shared surfacing  
~22 seconds for a pedestrian to walk  
(based on 1.4m/s walking speed)

Raised zebra crossing

Dropped kerb reinstated for Ascot Hill House access

Proposed Toucan crossing



Title  
Access Detail

Scale  
1:250 (A3)

Appendix 5.1



**STAGE 1 ROAD SAFETY AUDIT**

|     |                               |
|-----|-------------------------------|
| 6.1 | TMS Stage 1 Road Safety Audit |
| 6.2 | ADL Designer Response         |



safer roads for everyone

## Station Hill / High Street, Ascot, Berkshire

### Road Safety Audit Stage 1

on behalf of ADL Traffic & Highways  
Engineering Limited

**TMS reference no:** 17844  
**Date:** 20<sup>th</sup> June 2023

**APPENDIX 5.1  
TMS STAGE 1 ROAD  
SAFETY AUDIT**

---

## Station Hill / High Street, Ascot, Berkshire

### Road Safety Audit Stage 1

---

#### 1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the Section 278 works associated with a proposed mixed-use development off Station Hill / High Street, Ascot, Berkshire, on behalf of ADL Traffic & Highways Engineering Limited. The audit was carried out on 20<sup>th</sup> June 2023 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

#### **Audit Team Leader**

Lee Williams – BSc (Hons), MIHE  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

#### **Audit Team Member**

Neal Roderick – BEng (Hons), MCIHT  
Highways England Approved RSA Certificate of Competency  
Engineer, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Andy Miles of ADL Traffic & Highways Engineering Limited.

1.4 The site was visited by the Audit Team on Monday 19<sup>th</sup> June 2023 at 1.30pm. The weather was fine and dry. Traffic flows were moderate. Pedestrian and cycle flows were low to moderate.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119. The 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 design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.



- 1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.
- 1.8 The scheme consists of the Section 278 works associated with a mixed use development off of Station Hill / High Street, Ascot, including a priority junction access off Station Hill, utilising an existing vehicle crossover, with a new dropped crossing with tactile paving. Also included is a proposed Toucan crossing south of the access, proposed additional on-street parking on western side of Station Hill and a new loading bay north of the junction access. An emergency vehicle (bollarded) access is proposed onto the High Street. The existing speed limit for Station Hill is 30mph by virtue of Street Lighting.
- 1.9 **Road Safety Audit Response Report**

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

## **2. Items resulting from this Stage 1 Audit**

### **2.1 PROBLEM**

Location – Dropped crossing at access road off Station Hill

Summary: Increased risk of pedestrians being struck by traffic

The dropped crossing point with tactile paving is proposed to be installed at the widest section of the junction bell mouth. This will result in pedestrians having greater exposure to vehicles turning in and out of the access which increases the risk of collisions to pedestrians, in particular those with physical and sensory impairments due to the rise and use of electric / silent running road vehicles such as cars, vans, E bikes and E scooters.

#### **RECOMMENDATION**

The dropped crossing should be inset into the side road as close as possible to the right-angled crossing of the carriageway as per the new Guidance on the Use of Tactile Paving Surfaces.

## 2.2 PROBLEM

Location – Street lighting column, south of the priority access

Summary: Risk of collisions at night if conflict points are not sufficiently illuminated at night.

The street lighting column just south of the priority junction access is located within a tree canopy. Therefore, the proposed site access junction and controlled crossing may not be suitably illuminated at night. If so, there could be an increased risk of collisions involving turning vehicles at the junction and pedestrians using the controlled crossing if the conflict points are poorly lit.



Lighting Column within tree canopy

## RECOMMENDATION

The street lighting column should be relocated, and the street lighting levels should be measured and improvements carried out if necessary to ensure the new junction and controlled crossing will be suitably illuminated.

## 2.3 PROBLEM

Location – Proposed Toucan Crossing

Summary: Increased risk of late braking and pedestrians being struck whilst using the proposed Toucan crossing

Dense overhanging foliage from the trees on the northbound approach to the proposed Toucan crossing could obstruct forward visibility of the traffic signal heads which could result in late braking and rear end shunt type collisions or pedestrians being struck by traffic whilst crossing. This problem could be exacerbated if parking is permitted on the western side of Station Hill, as forward visibility to the traffic signal heads could be obstructed by high sided vehicles parked on side of the carriageway.



Forward visibility to signal heads could be obstructed by dense foliage

## RECOMMENDATION

The tree foliage should be cut right back to ensure that sufficient forward visibility to the traffic signals can be achieved. Parking should not be permitted within the visibility splay of the traffic signal heads.

## 2.4 PROBLEM

Location – Station Hill in general

Summary: Increased risk of collisions involving all road users

There is a significant problem with errant parking on Station Hill in the vicinity of the proposed works. Errant parking increases the risks to all road users for reasons such as intervisibility being obstructed or pedestrians being forced into the carriageway to pass parked vehicles.



Errant parking on Station Hill

## RECOMMENDATION

It should be ensured that all parking restrictions within the vicinity of the scheme are covered by enforceable Traffic Regulation Orders and are clearly visible to road users.

### 3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119.

#### **Audit Team Leader**

Lee Williams – BSc (Hons), MIHE  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

Signed



Date 20<sup>th</sup> June 2023

#### **Audit Team Member**

Neal Roderick – BEng (Hons), MCIHT  
Highways England Approved RSA Certificate of Competency  
Engineer, TMS Consultancy

Signed



Date 20<sup>th</sup> June 2023

#### **TMS Consultancy**

Unit 36, Business Innovation Centre  
Binley Business Park  
Harry Weston Road  
Coventry, CV3 2TX



+ 44 (0)24 7669 0900



info@tmsconsultancy.co.uk



www.tmsconsultancy.co.uk

## Appendix A

### Documents Examined:

5235 Pedestrian Audit Report (April 2022).pdf  
5235 TA (May 2022) - Final 2.pdf  
5235-48 Summary of Public Highway Improvements (1).pdf  
5235-48 Summary of Public Highway Improvements.pdf  
111903-LSQ-01-A - Presentation Planning Layout .pdf  
Ascot High Street Addendum TN (Dec 2022) [adl ref 5235].pdf  
Ascot High Street CPMS (Dec 2022) [adl ref 5235].pdf  
Ascot High Street Technical Note (Dec 2022) [adl ref 5235].pdf  
Draft supplementary Highway Comments 22 01971.docx  
RSA1 - Checklist of Information Required - ADL completed 09.06.23.docx  
Site Location.pdf

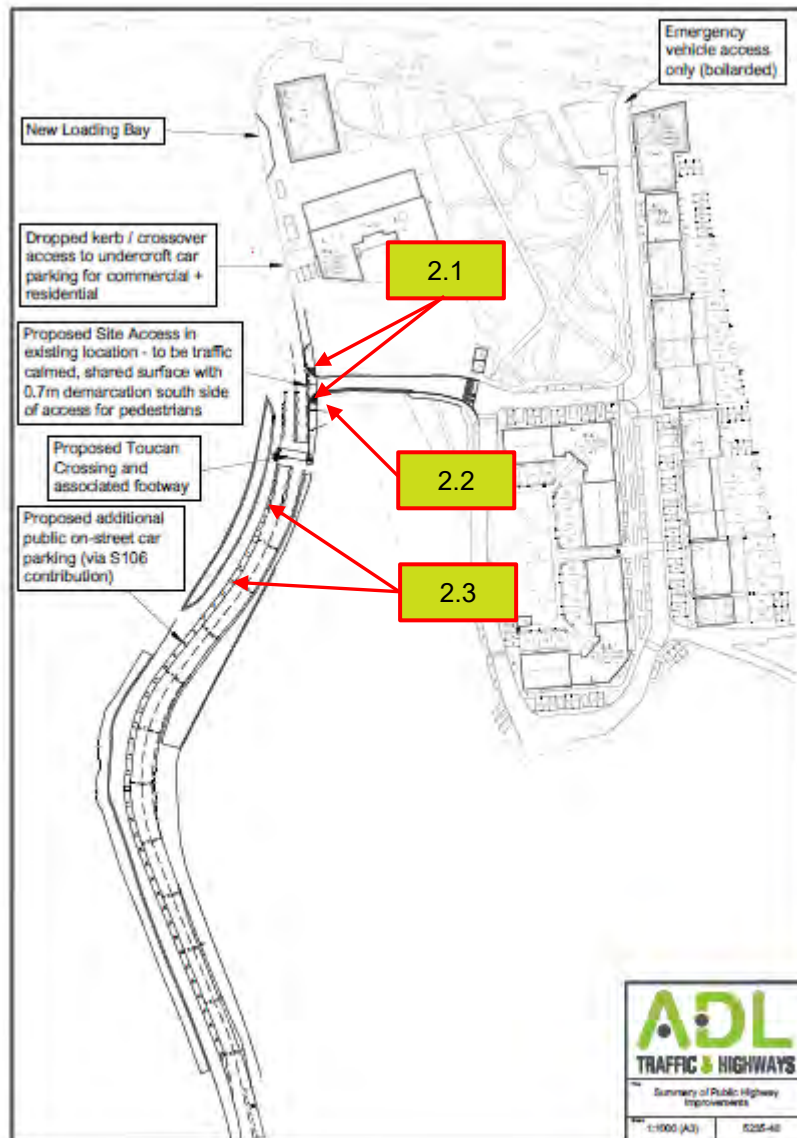
## Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:







**DESIGNER'S RESPONSE TO  
STAGE 1 ROAD SAFETY AUDIT**

**LAND SOUTH OF ASCOT HIGH STREET  
ASCOT**

**Client:** London Square and Ascot Central Car Park Ltd

**Reference:** ADL/AM/5235/28A

**Date:** June 2023

Prepared in accordance with Appendix F of GG119 Rev 2

## PROJECT DETAILS

### Document Details

|  |  |
|--|--|
| <b>Report Title</b>                    | Designer's Response to Stage 1 Road Safety Audit |
| <b>Date</b>                            | 28/06/2023                                       |
| <b>Document Reference and Revision</b> | ADL/AM/5235/28A                                  |
| <b>Prepared By:</b>                    | ADL Traffic and Highways Engineering Ltd         |
| <b>On behalf of</b>                    | Royal Borough of Windsor and Maidenhead          |

### Authorisation Sheet

|                     |  |
|---------------------|--|
| <b>Project:</b>     | Proposed Site Access and Highway Improvements, Station Hill, Ascot |
| <b>Report Title</b> | Designers Response to Stage 1 Road Safety Audit                    |
| <b>Prepared by:</b> |  |
| <b>Name</b>         | Andy Miles   |
| <b>Position</b>     | Principal Transport Planner  |
| <b>Signed</b>       | <i>AC Miles</i>  |
| <b>Organisation</b> | ADL Traffic & Highways Engineering Ltd                             |
| <b>Date</b>         | 28 <sup>th</sup> June 2023   |
| <b>Approved by:</b> |  |
| <b>Name</b>         | Michael Tucker   |
| <b>Position</b>     | Principal Highway Engineer   |
| <b>Signed</b>       | <i>M. Tucker</i>   |
| <b>Organisation</b> | ADL Traffic & Highways Engineering Ltd                             |
| <b>Date</b>         | 28 <sup>th</sup> June 2023   |

## CONTENTS

|   | <b>Page No</b> |
|---|----------------|
| <b>1.0 INTRODUCTION</b>                   | <b>1</b>       |
| 1.1 Background to Road Safety Audit       |                |
| 1.2 Key Personnel                         |                |
| <b>2.0 ROAD SAFETY AUDIT DECISION LOG</b> | <b>2</b>       |
| <b>3.0 STATEMENTS</b>                     | <b>5</b>       |

## 1.0 INTRODUCTION

### 1.1 Background to Road Safety Audit

- 1.1.1 The scheme consists of amended site access and highway improvement works on Station Hill, Ascot which are proposed for the redevelopment of land south of Ascot High Street to provide 2,070 sqm commercial and community floorspace (mix of uses within Use Classes E, F1 and F2) and 117 dwellings with associated parking, access, open space, landscaping and other associated works.
- 1.1.2 As part of the planning process and discussions with RBWM, a Stage 1 Road Safety Audit has been requested and prepared.
- 1.1.3 The RSA was undertaken in accordance with GG119 by TMS Consultancy and this Designer's Response has been prepared in line with the template provided at Appendix F of GG119.

### 1.2 Key Personnel

- 1.2.1 The following organisations were involved in the preparation of the safety audit.

**Table 1A Key Personnel**

|                                |   |
|--------------------------------|---|
| <b>Overseeing Organisation</b> | <p>Ellis Gee / Melvin Andrews / Simon Lymn</p> <p><b>Royal Brough of Windsor and Maidenhead</b></p> <p>Ellis Gee <a href="mailto:Ellis.Gee@RBWM.gov.uk">Ellis.Gee@RBWM.gov.uk</a><br/>         Melvin Andrews <a href="mailto:Melvin.Andrews@Projectcentre.co.uk">Melvin.Andrews@Projectcentre.co.uk</a><br/>         Simon Lymn <a href="mailto:Simon.Lymn@RBWM.gov.uk">Simon.Lymn@RBWM.gov.uk</a></p> |
| <b>RSA Team</b>                | <p>Lee Williams – BSc (Hons), MIHE<br/> <b>Principal Engineer, TMS Consultancy</b><br/>         Highways England Approved RSA Certificate of Competency</p> <p>Neal Roderick – BEng (Hons), MCIHT<br/> <b>Engineer, TMS Consultancy</b><br/>         Highways England Approved RSA Certificate of Competency</p>  |
| <b>Design Organisation</b>     | <p>Andy Miles<br/> <b>ADL Traffic &amp; Highways Engineering Ltd</b><br/> <a href="mailto:Andy@adltraffic.co.uk">Andy@adltraffic.co.uk</a></p>  |

## 2.0 ROAD SAFETY AUDIT DECISION LOG

- 2.1 This section considers the matters raised in the audit, utilising the same numbering as the audit document.

### Audit Reference 2.1

|   |
|---|
| <p><b>RSA Problem:</b></p> <p><b>Location:</b> Dropped crossing at access road off Station Hill</p> <p><b>Summary:</b> Increased risk of pedestrians being struck by traffic</p> <p>The dropped crossing point with tactile paving is proposed to be installed at the widest section of the junction bell mouth. This will result in pedestrians having greater exposure to vehicles turning in and out of the access which increases the risk of collisions to pedestrians, in particular those with physical and sensory impairments due to the rise and use of electric / silent running road vehicles such as cars, vans, E bikes and E scooters.</p> |
| <p><b>RSA Recommendation:</b></p> <p>The dropped crossing should be inset into the side road as close as possible to the right-angled crossing of the carriageway as per the new Guidance on the Use of Tactile Paving Surfaces.</p>  |
| <p><b>Design Organisation Response:</b></p> <p>The dropped kerb and tactile paving is provided at the narrowest point possible, at the back of footway, inset 1.2m from the edge of carriageway. This is the furthest point in to the site access with respect to the public highway that the crossing can be provided. To inset the crossing into the site access further, the design would be reliant on 3d party land.</p> <p>Notwithstanding this, as shown in Attachment 1, the crossing distance is only 7.45m which would take only 6 seconds to cross based on a typical walking speed of 1.2m/s. This is reasonable, and not excessive.</p>      |
| <p><b>Overseeing Organisation Response:</b></p>   |
| <p><b>Agreed RSA Action:</b></p>  |

## Audit Reference 2.2

**RSA Problem:**

**Location:** Street lighting column, south of the priority access

**Summary:** Risk of collisions at night if conflict points are not sufficiently illuminated at night.

The street lighting column just south of the priority junction access is located within a tree canopy. Therefore, the proposed site access junction and controlled crossing may not be suitably illuminated at night. If so, there could be an increased risk of collisions involving turning vehicles at the junction and pedestrians using the controlled crossing if the conflict points are poorly lit.

**RSA Recommendation:**

The street lighting column should be relocated, and the street lighting levels should be measured and improvements carried out if necessary to ensure the new junction and controlled crossing will be suitably illuminated.

**Design Organisation Response:**

Street lighting design to be considered as part of the Technical Approval and Section 278 Agreement associated with the detailed design of site access and off-site highway works.

**Overseeing Organisation Response:**

**Agreed RSA Action:**

### Audit Reference 2.3

**RSA Problem:**

Location: Proposed Toucan Crossing

Summary: Increased risk of late braking and pedestrians being struck whilst using the proposed Toucan crossing

Dense overhanging foliage from the trees on the northbound approach to the proposed Toucan crossing could obstruct forward visibility of the traffic signal heads which could result in late braking and rear end shunt type collisions or pedestrians being struck by traffic whilst crossing. This problem could be exacerbated if parking is permitted on the western side of Station Hill, as forward visibility to the traffic signal heads could be obstructed by high sided vehicles parked on side of the carriageway.

**RSA Recommendation:**

The tree foliage should be cut right back to ensure that sufficient forward visibility to the traffic signals can be achieved. Parking should not be permitted within the visibility splay of the traffic signal heads.

**Design Organisation Response:**

Traffic signal heads will be within the public highway at the edge of carriageway and therefore the Council maintenance of hedges and tree foliage is for RBWM to maintain.

Forward visibility splays of 73m are shown in both directions within Attachment 2, in accordance with the recorded vehicle speeds, and demonstrate visibility to the signals to be achievable within the public highway.

The drawing provided by ADL (see Appendix 4.0 of ADL's Addendum TN2) indicatively showed 38 new short-stay car parking spaces on Station Hill to benefit the available car parking for the retail / commercial in the local area. This will ultimately be delivered by RBWM, with the Applicant making a S106 highway contribution for the changes.

Notwithstanding this, it is apparent from Attachment 2 that to avoid the forward visibility splay, 6 spaces at the northern end would need to be removed meaning that the number of spaces would reduce to 32.

**Overseeing Organisation Response:**

**Agreed RSA Action:**



## Audit Reference 2.4

|  |
|--|
| <p><b>RSA Problem:</b></p> <p>Location: Station Hill in general</p> <p>Summary: Increased risk of collisions involving all road users</p> <p>There is a significant problem with errant parking on Station Hill in the vicinity of the proposed works. Errant parking increases the risks to all road users for reasons such as intervisibility being obstructed or pedestrians being forced into the carriageway to pass parked vehicles.</p>   |
| <p><b>RSA Recommendation:</b></p> <p>It should be ensured that all parking restrictions within the vicinity of the scheme are covered by enforceable Traffic Regulation Orders and are clearly visible to road users.</p>  |
| <p><b>Design Organisation Response:</b></p> <p>The 'errant parking' will be resolved by the TRO amendments which RBWM would implement as a result of the Applicant's S106 highway contribution for TRO amendments.</p> <p>The contribution will cover the provision of short-stay parking on the west side of the road (outside of the bend) rather than on the inside of the bend, hence improving visibility to parked cars. The new arrangement also allows driver and passenger to alight to the pedestrian footway without needing to cross the road from the parking space as occurs as existing.</p> <p>The contribution will also cover associated costs to more comprehensively cover the associated amendments, such as replacing the existing car parking on the at side of the road (south of the site access) with double yellow lines.</p> |
| <p><b>Overseeing Organisation Response:</b></p>  |
| <p><b>Agreed RSA Action:</b></p>   |

- 2.2 This completes the review of the matters raised in the Safety Audit and demonstrates that all matters have been addressed.

### 3.0 STATEMENTS

#### 3.1 Design Organisation

3.1.1 The following declaration has been completed on behalf of the design organisation.

##### Design Organisation Statement

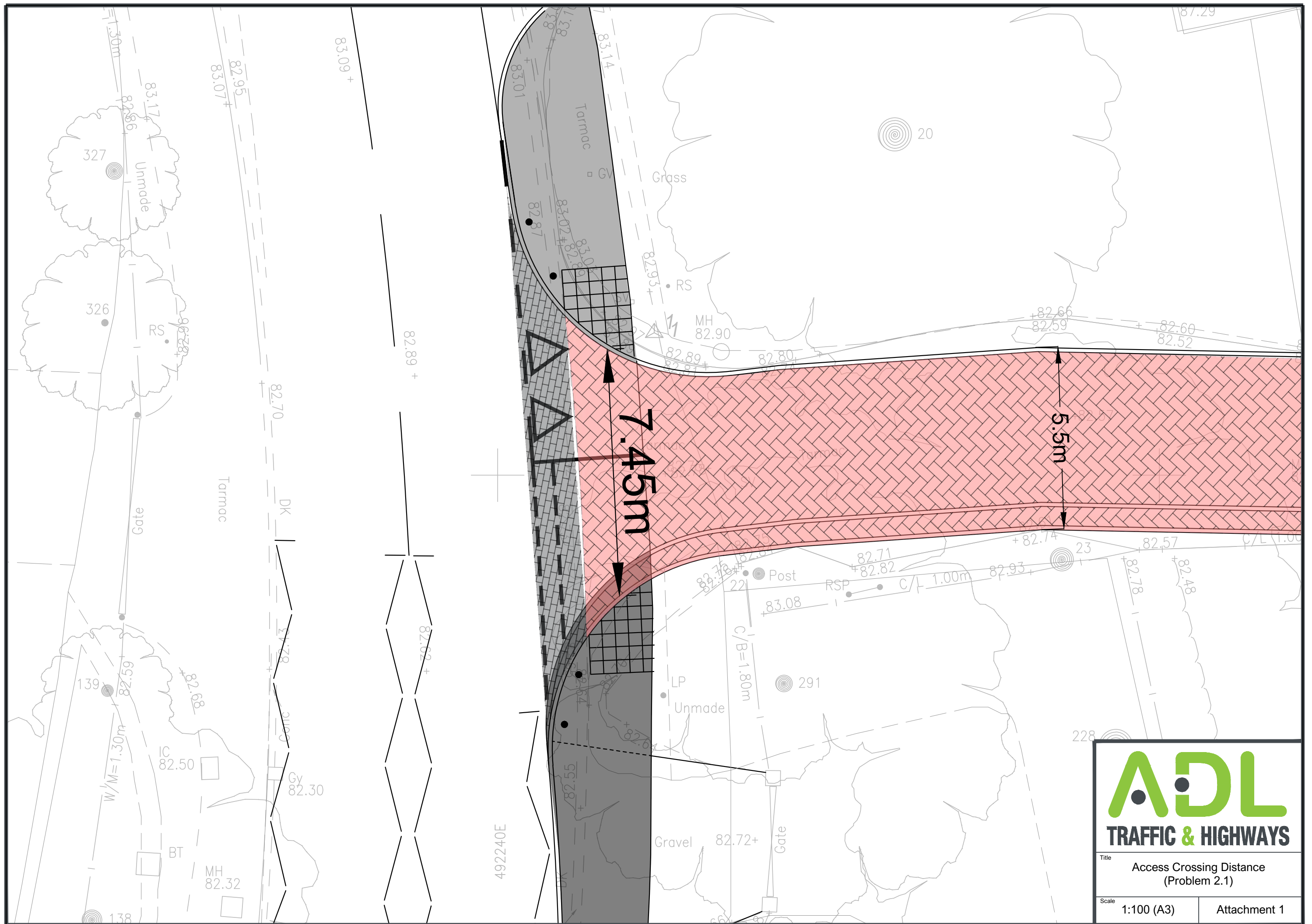
|  |  |
|--|--|
| <b>On behalf of the design organisation, I certify that:</b>   |  |
| 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with Overseeing Organisation. |  |
| <b>Name:</b>   | Andy Miles                             |
| <b>Signed:</b>   | <i>AC Miles</i>                        |
| <b>Position:</b>   | Principal Transport Planner            |
| <b>Organisation:</b>   | ADL Traffic & Highways Engineering Ltd |
| <b>Date:</b>   | 28/06/2023                             |

#### 3.2 Overseeing Organisation

3.2.1 The following declaration has been completed on behalf of the overseeing organisation.

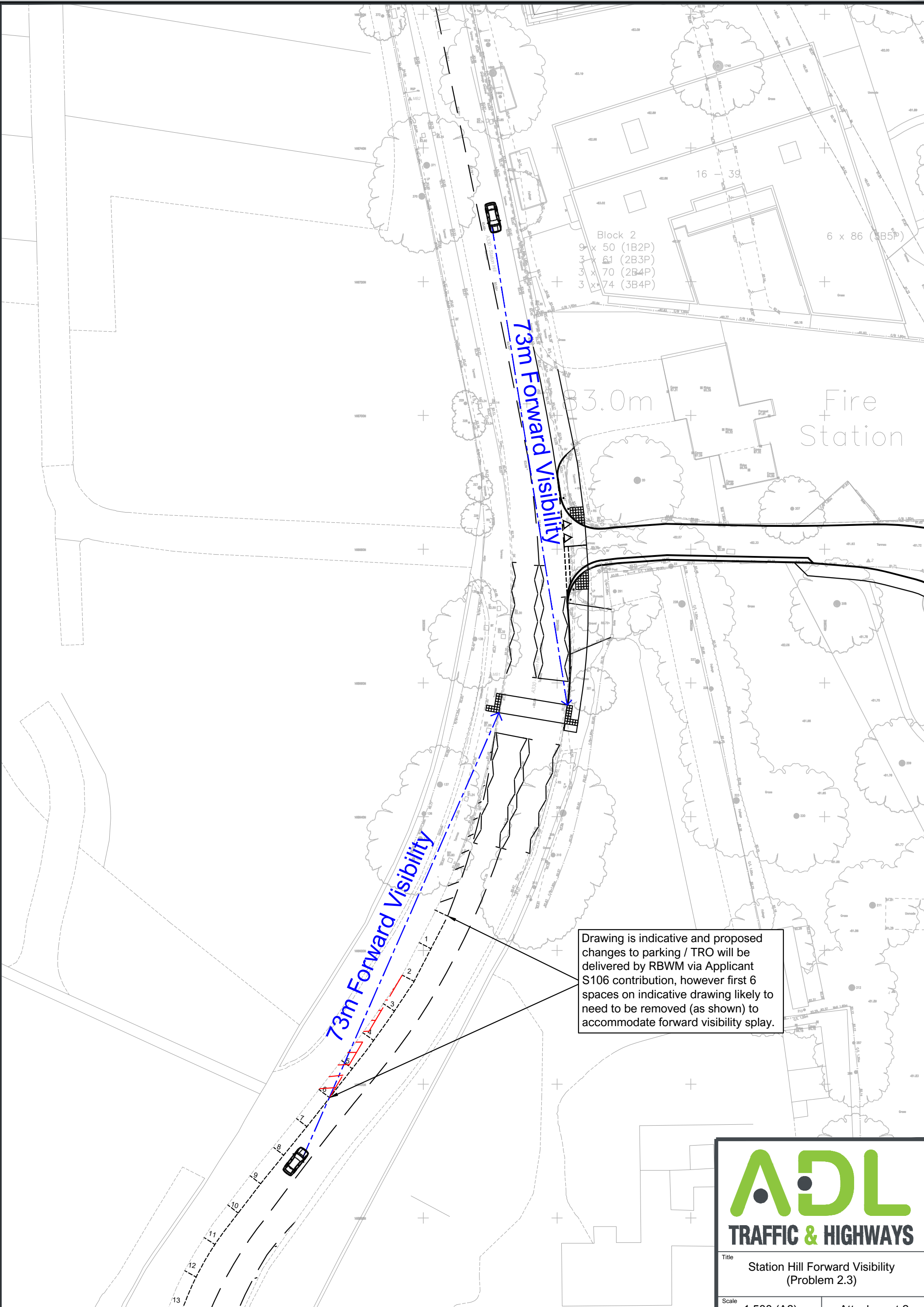
##### Overseeing Organisation Statement

|  |  |
|--|--|
| <b>On behalf of the design organisation, I certify that:</b>   |  |
| 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 action will be progressed.   |  |
| <b>Name:</b>   |  |
| <b>Signed:</b>   |  |
| <b>Position:</b>   |  |
| <b>Organisation:</b>   |  |
| <b>Date:</b>   |  |



Title: Access Crossing Distance (Problem 2.1)

Scale: 1:100 (A3) Attachment 1

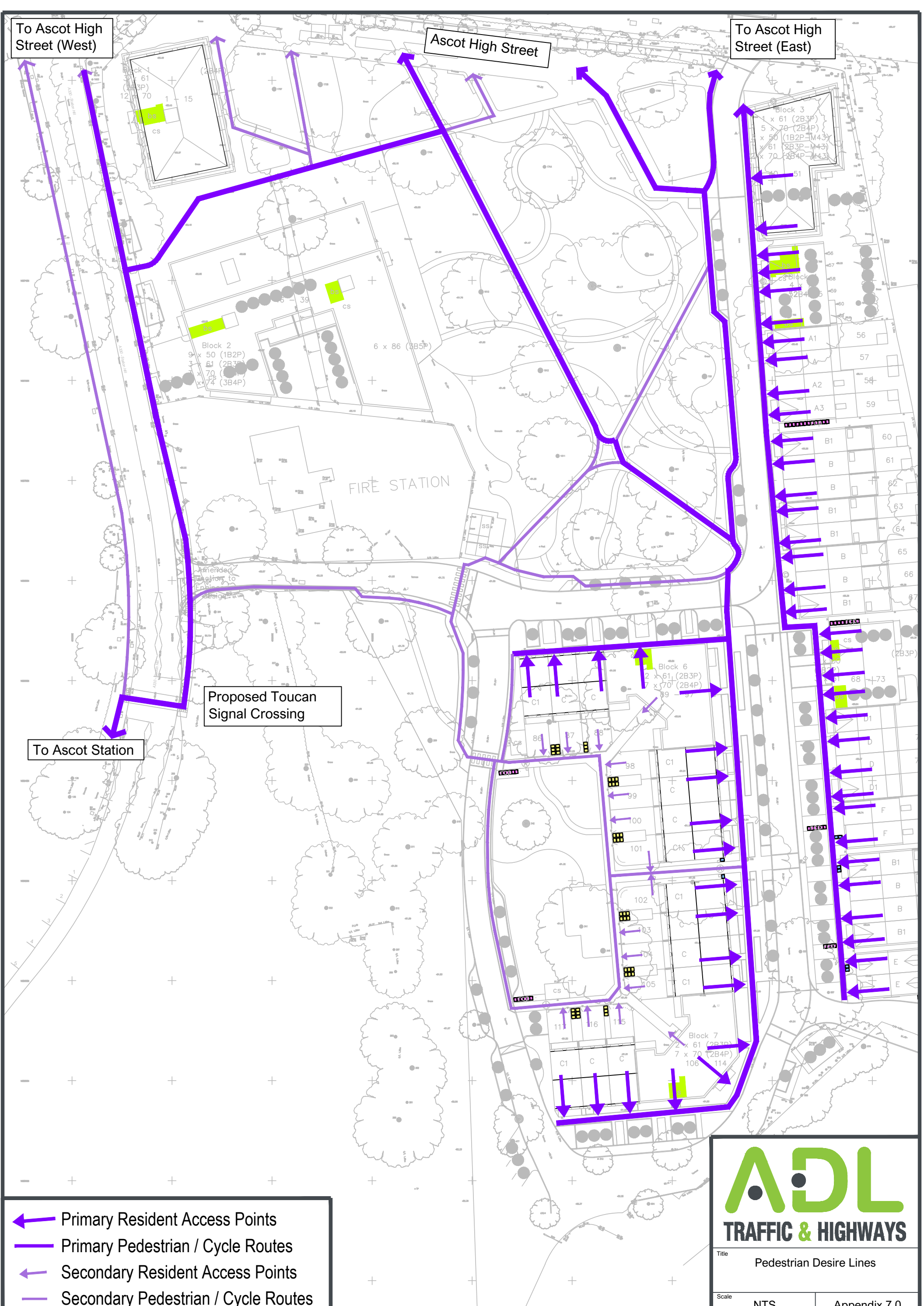


Drawing is indicative and proposed changes to parking / TRO will be delivered by RBWM via Applicant S106 contribution, however first 6 spaces on indicative drawing likely to need to be removed (as shown) to accommodate forward visibility splay.



|  |              |
|--|--------------|
| Title  |              |
| Station Hill Forward Visibility<br>(Problem 2.3) |              |
| Scale  | Attachment 2 |
| 1:500 (A3)                                       |              |

**PEDESTRIAN DESIRE LINES**



- Primary Resident Access Points
- Primary Pedestrian / Cycle Routes
- Secondary Resident Access Points
- Secondary Pedestrian / Cycle Routes

**ADL**  
**TRAFFIC & HIGHWAYS**

Title: Pedestrian Desire Lines

Scale: NTS | Appendix 7.0

**HIGH STREET PROPOSAL AREAS**

Area within private land ownership (shown orange) to be dedicated to public highway to accommodate minimum 3.0m width offset from High Street carriageway edge, for future footway/cycleway.

Area within public highway (shown blue hatch) subject to RBWM High Street Improvements

Existing High Street Parking to be retained



Title High Street Proposal Areas

Scale 1:500 (A3) Appendix 8.0

