



Latimer Road, Wokingham

Walking and Cycling Assessment and Review

September 2025

Doswell Projects



**RESIDENTIAL DEVELOPMENT
LATIMER ROAD
WOKINGHAM**

WALKING AND CYCLING ASSESSMENT AND REVIEW

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT LATIMER ROAD WOKINGHAM

WALKING AND CYCLING ASSESSMENT AND REVIEW

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1. INTRODUCTION

- 1.1 This Walking and Cycling Assessment and Review (WCAR) has been prepared by Paul Basham Associates on behalf of Doswell Projects to support a discharge of condition application for a residential development comprising 42 residential apartments at Latimer Road, Wokingham.
- 1.2 The location of the development site is displayed in **Figure 1**, with the proposed site plan attached within **Appendix A**.

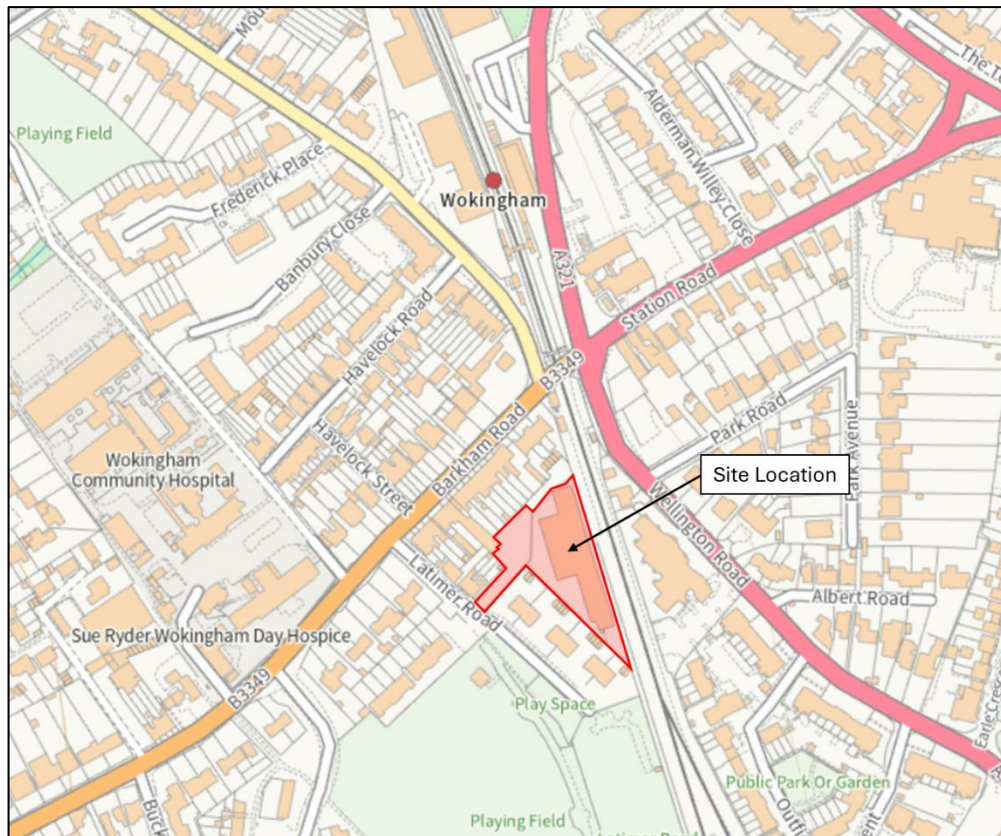


Figure 1: Site Location

- 1.3 The application for the proposed development (ref: 223691) was approved by Wokingham Borough Council in July 2024 subject to conditions. This WCAR seeks to discharge Condition 16 which states the following

'16. Walking and Cycling - Prior to commencement of development, an audit to consider pedestrian and cycle infrastructure and connections from the development to Wokingham town centre, Wokingham Station and to the hospital shall be submitted for approval by the local planning authority. If any improvements are deemed as necessary, the measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.'

'Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.'

- 1.4 A Transport Statement (TS) and Travel Plan (TP) prepared by YES Engineering Group were submitted as part of the approved application, which further detail the development proposals, assesses trip generation and identifies measures which will help reduce the number of residents travelling by private car. These documents should be read in conjunction with this WCAR.

Proposed Highway Scheme

- 1.5 The development proposal includes 42 residential units (19 one-bedroom, 22 two-bedroom, and 4 three-bedroom) with 36 car parking spaces, 2 powered two-wheeler spaces, and a total of 57 cycle parking spaces (49 long-stay and 8 short-stay), reflecting the site's sustainable location. Access to the development will be via a 4.8m-wide shared surface from Latimer Road, leading directly to the car park. No off-site works are proposed as part of the development.

2. WALKING & CYCLING ASSESSMENT

2.1 Various documents have been considered as part of the development proposals and this assessment, as detailed within the submitted Transport Assessment (TA) and Travel Plan (TP). This includes the National Planning Policy Framework (NPPF), GG142, DfT Circular 01/2022 and Wokingham Borough Council's Core Strategy. The aspects most relevant to this Walking, and Cycling Assessment and Review (WCAR) are outlined below:

- **NPPF Paragraph 109 (e):**

- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
 - Identifying and pursuing opportunities to promote walking, cycling and public transport use.

- **NPPF Paragraph 111 (d):**

- Planning policies should: provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

- **GG142 Walking, Cycling and Horse-Riding Assessment and Review:**

- The aims of carrying out a walking, cycling and horse-riding assessment are:
 - To gain an appropriate understanding of all relevant existing facilities for pedestrians, cyclists and equestrians (users) in the local area;
 - To provide background user information that can be referred to throughout the development of the highway scheme;
 - To identify opportunities for improvement for users.
- The aims of carrying out a walking, cycling and horse-riding review are:
 - To continually review proposals for pedestrians, cyclists and equestrians throughout the development of the highway scheme design;
 - To review the potential impact of the proposed highway scheme on users in the area and on existing facilities;
 - To identify new opportunities for improvement (or removal of constraints) for users that may arise from the development of the highway scheme that were not evident during the assessment phase.

- **DfT Circular 01/2022 Paragraph 23:**

- Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general

principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.

- **DfT Circular 01/2022 Paragraph 25:**

- The DMRB sets out the details of the Secretary of State's requirements for access, design and audit in the highway scheme design process to which development proposals must conform. In this regard, GG 104 (or its subsequent update) identifies the framework and approach for safety risk assessment to be applied when undertaking any activity that may have an impact on safety on the SRN. Moreover, a Walking, Cycling & Horse-Riding Assessment and Review in compliance with GG 142 must be completed during the options or concept stage of a development that proposes modifications to the SRN, which enables opportunities for new or improved facilities for pedestrians, cyclists and horse-riders to be identified. In turn, development promoters should prepare a preliminary design and Stage 1 Road Safety Audit (see GG 119) before planning permission is applied for, to demonstrate that road safety issues have been considered. Early engagement with the company is therefore encouraged to ensure that the above and further highway standards in the DMRB are appropriately addressed.

- **Wokingham Borough Council's Core Strategy Policy CP3:**

- Planning permission will be granted for proposals that:
 - a) Are of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life;
 - b) Provide a functional, accessible, safe, secure and adaptable scheme;
 - c) Have no detrimental impact upon important ecological, heritage, landscape (including river valleys) or geological features or water courses.
 - d) Maintain or enhance the ability of the site to support fauna and flora including protected species;
 - e) Use the full potential of the site and contribute to the support for suitable complementary facilities and uses;

- f) Contribute to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings (especially existing dwellings) including the use of appropriate landscaping;
 - g) Provide for a framework of open space in secure community use achieving at least 4.65 ha/1,000 population provision together with recreational/sporting facilities in addition to private amenity space;
 - h) Contribute towards the provision of an appropriate sustainable network of community facilities;
 - i) Do not lead to a net loss of dwellings and other residential accommodation or land; and
 - j) Do not lead to a loss of community or recreational facilities/land or infrastructure unless suitable alternative provision is available.
 - o Development proposals will be required to demonstrate how they have responded to the above criteria through the submission of Design and Access Statements, clear and informative plans, elevations and street scenes and where required Masterplans, Development Briefs, Concept Statements and Design Codes.
- **Wokingham Borough Council's Core Strategy Policy CP6:**
 - o Planning permission will be granted for proposals that:
 - a) Provide for sustainable forms of transport to allow choice;
 - b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
 - c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
 - d) Provide appropriate vehicular parking, having regard to car ownership;
 - e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
 - f) Enhance road safety; and
 - g) Do not cause highway problems or lead to traffic related environmental problems.

Collision Data

- 2.2 In order to assess the safety and operational situation of the existing local road network, Personal Injury Accident (PIA) data has been acquired through MAVRIC (Department for Transport) for the most recently available 5-year period between 2018 – 2023. Patterns in the data have been assessed with regards to the proximity, frequency and severity of incidents that have occurred, with further in-depth analysis where required. **Figure 2** indicates all incidents to have occurred within the search area.

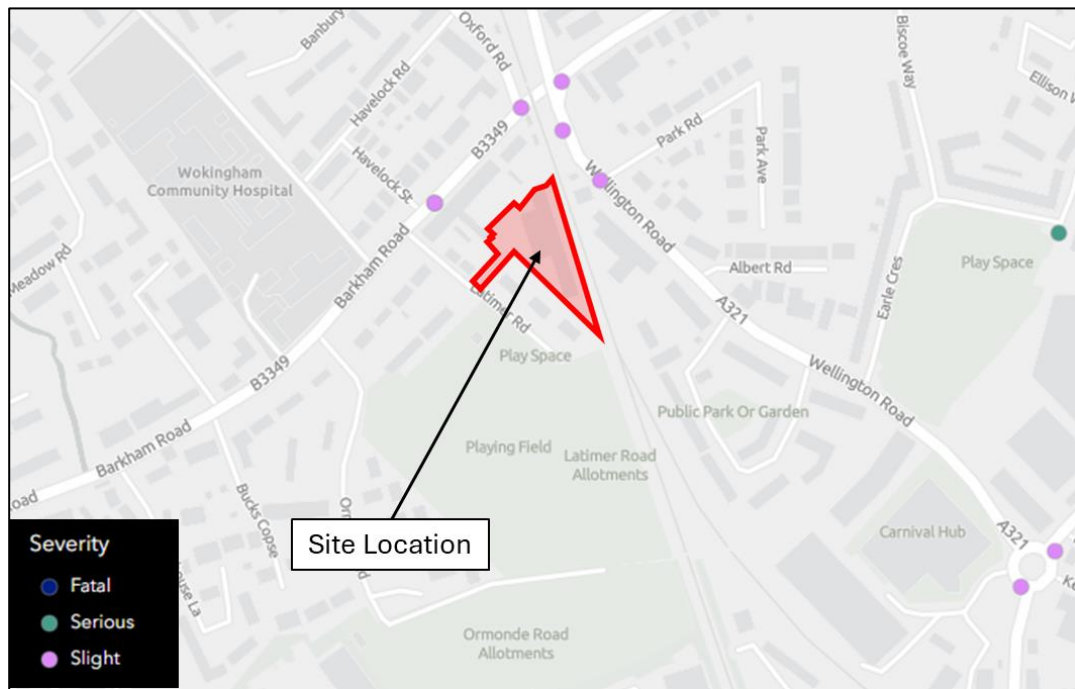


Figure 2: Personal Injury Accident (PIA) Data 2018 – 2023 (Source: MAVRIC)

- 2.3 As displayed within **Figure 2**, there have been 7 recorded incidents within the vicinity of the site, all of which were recorded as slight. Of the recorded incidents, 2 involved pedestrians and 2 involved pedal cyclists. A total of 7 incidents over a 5-year period averages at just over 1 incident per year, with this not considered to represent an existing safety concern associated with the local highway network. Therefore, it is deemed that the proposed development would not have a severe impact on highway safety in accordance with paragraph 116 of the NPPF. It is noted that the safety of the local highway network was deemed acceptable as part of the approved application.

Trip Generators

- 2.4 Trip generators within the assessment area and explicitly identified within Condition 16 include Wokingham Community Hospital, Wokingham Station and Wokingham Town Centre. An accessibility map illustrating nearby trip attractors is shown within **Figure 3**, with isochrones demonstrating distances of 400m and 800m from the site

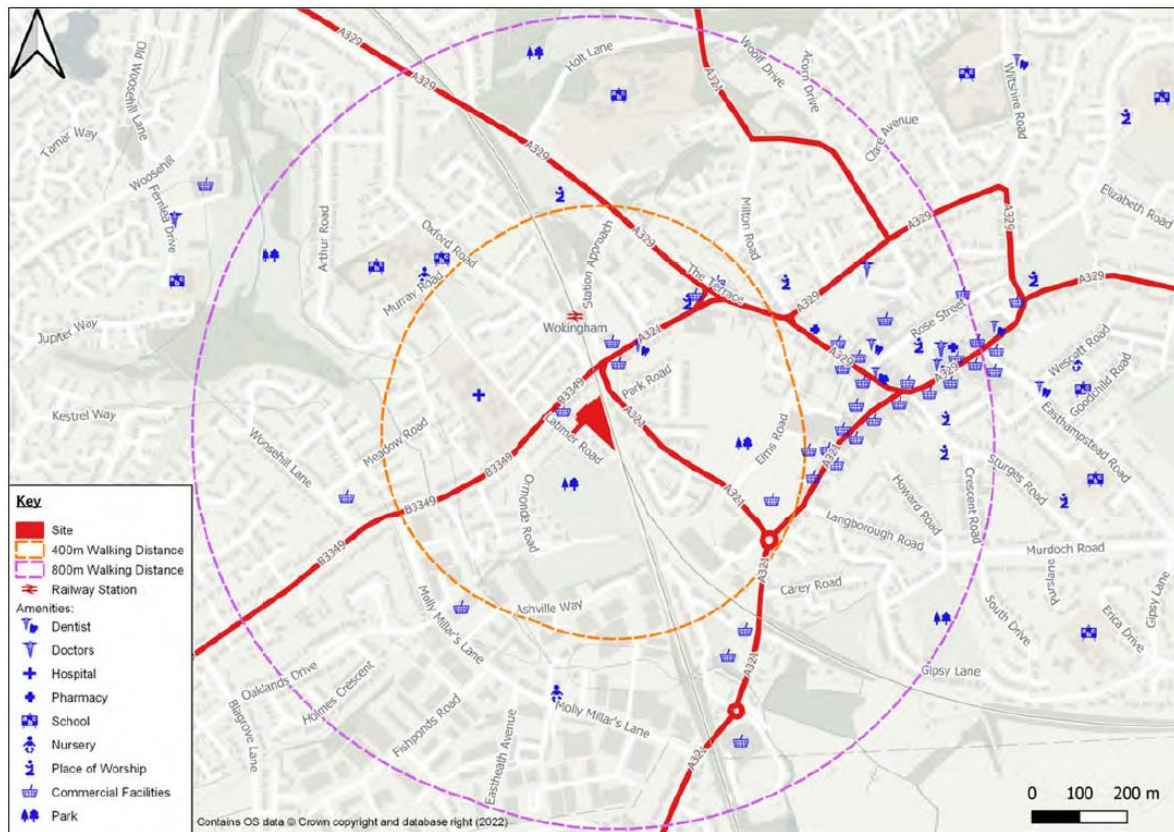


Figure 3: Accessibility Map

Pedestrian and Cycle Infrastructure

- 2.5 The local road network is well supported by pedestrian infrastructure which facilitates pedestrian travel to/from the site in addition to the local Public Rights of Way (PRoW) network illustrated in **Figure 4**.

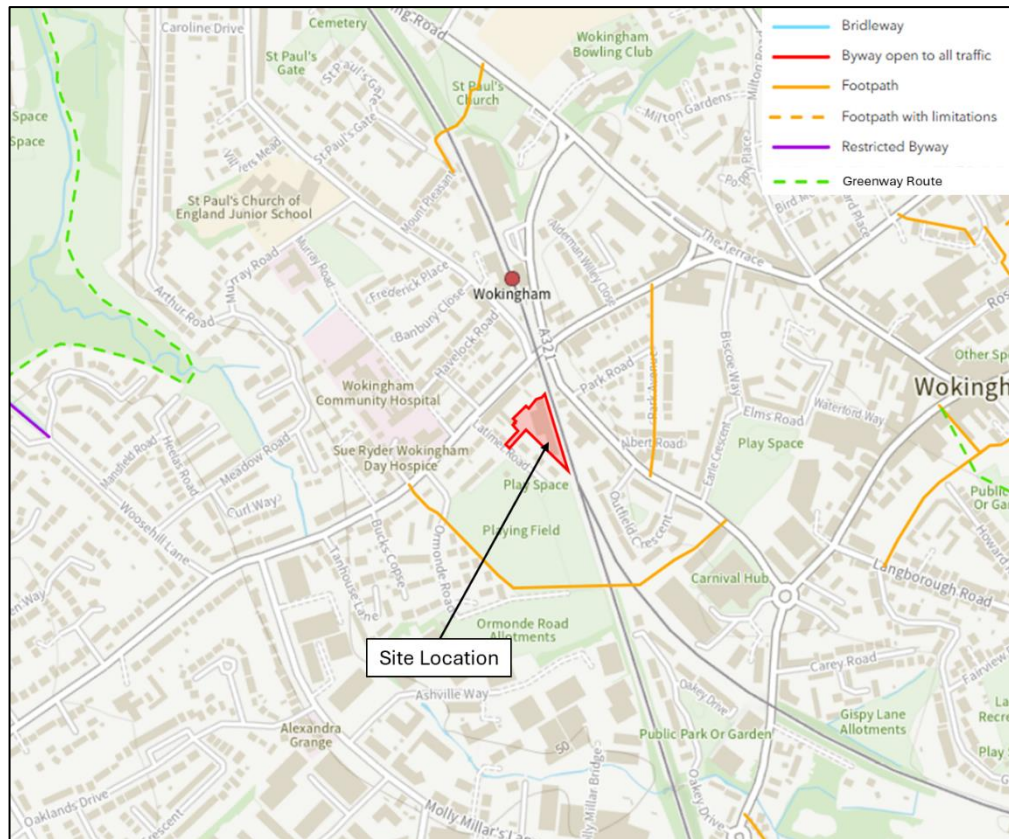


Figure 4: Public Rights of Way (PROW) in the vicinity of the site

- 2.6 As seen in **Figure 4**, there is a network of PROWs located within the vicinity of the site which facilitate off-road travel into Wokingham town centre, however the majority of pedestrian travel will likely occur along the pedestrian infrastructure along the local road network which allows for travel to additional trip attractors in the area.
- 2.7 **Figure 5** shows the local cycle network in the vicinity of the site, which demonstrates that on carriageway cycling is supported on the local road network thanks to low-speed roads and the gentle topography of the area. In addition, Cycle Route CR2 follows Barkham Road in the vicinity of the site providing a formal cycle route in the area.

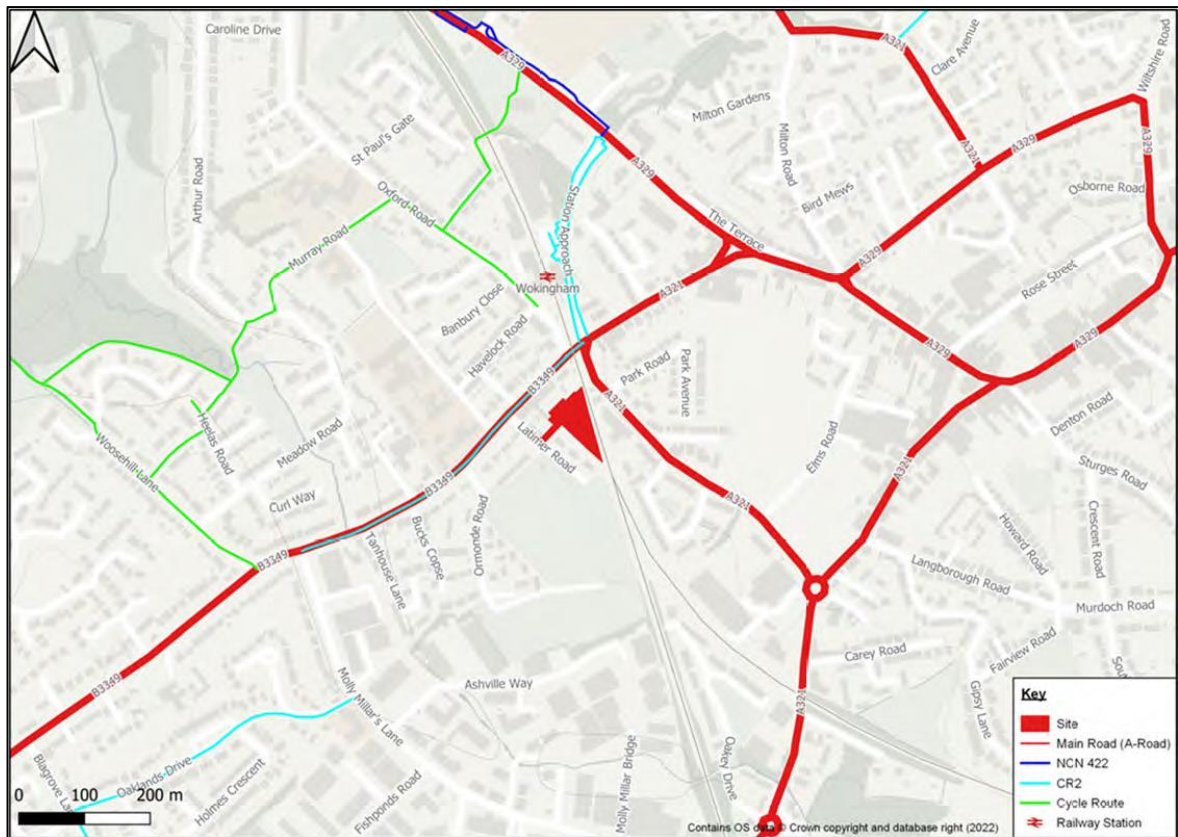


Figure 5: Local Cycle Network

Public Transport

Bus Travel

- 2.8 The closest bus stop to the site is the Wokingham Hospital bus stop located c.100m from the site access and accessible via a one minute walk or less than a minute cycle. The northeastbound stop is comprised of a flagpole and timetable whilst the southwestbound stop also contains a seated shelter. The local bus stops and their routing are shown within **Figure 6**.

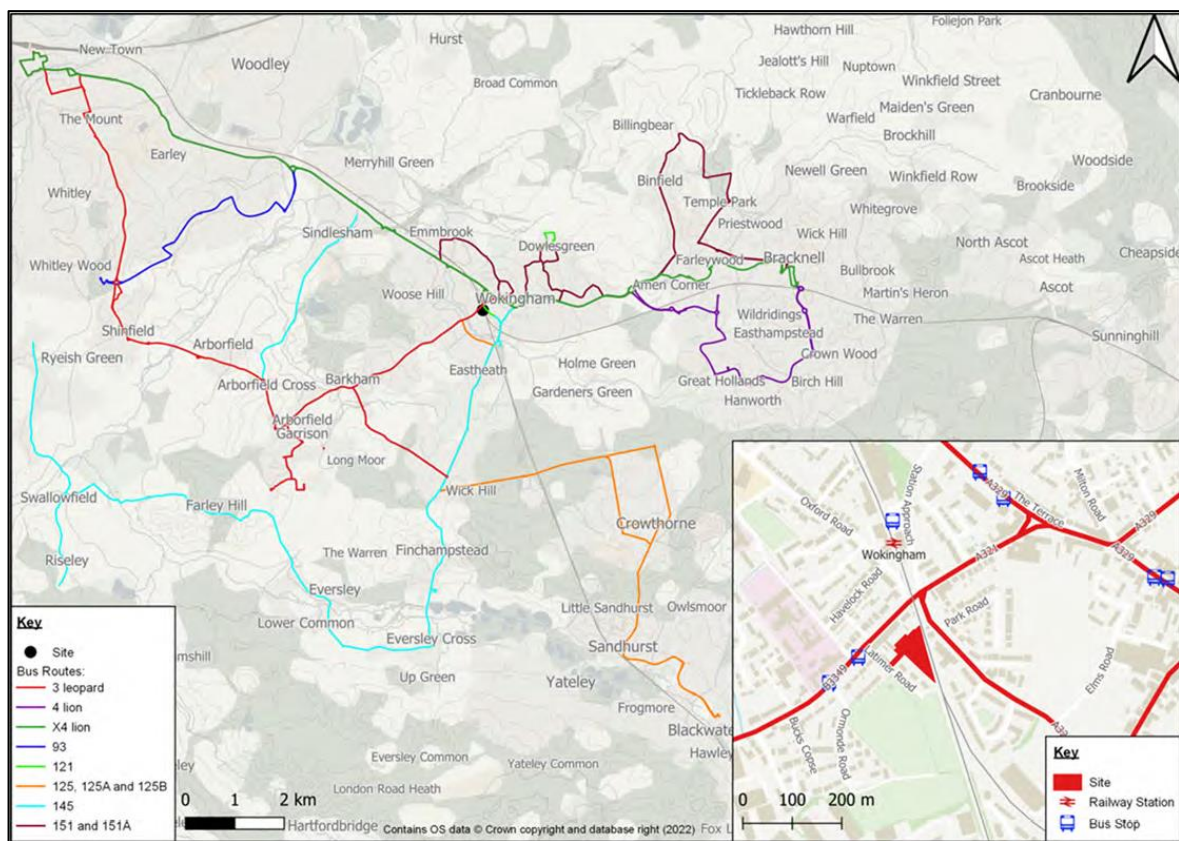


Figure 6: Bus Routes and Bus Stop Locations

2.9 The general frequency of bus services from the local bus stops is illustrated in **Table 1**.

Service	Route	General Daytime Frequency		
		Mon-Fri	Sat	Sun
3	Reading Station – Wokingham	Hourly		No Service
4	Reading – Bracknell	Every 15 minutes		2
93	Bohunt School – Shinfield Park	School Service	No Service	
121	Wokingham Town Centre – Norreys Estate	Every 30 minutes	Hourly	No Service
125/125A/125B	Wokingham Town Centre – Crowthorne	Every 20 minutes	Every 30 minutes	No Service
145	Three Miles Cross Post Office – Winnersh	Hourly	No Service	
151/151A	Bracknell Bus Station – Wokingham Town Centre	Every 2 hours		No Service

Table 1: General Daytime Frequency of Bus Services

Rail Travel

2.10 The closest train station to the site is Wokingham Station located c.400m to the north of the site and accessible via a 5-minute walk. Wokingham Station is served by trains to Gatwick Airport, Reading, London Waterloo and Redhill operated by Great Western and South Western Rail. **Figure 7** illustrates the rail routes from Wokingham Station.

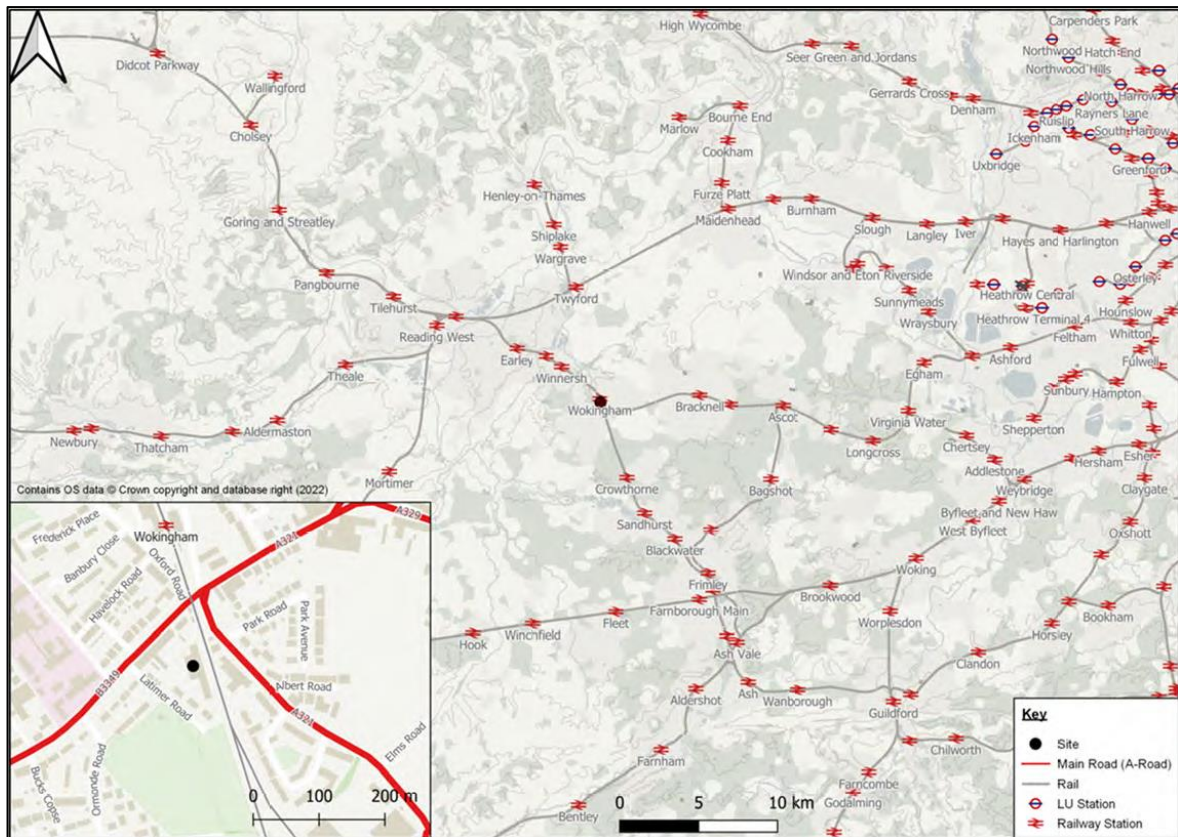


Figure 7: Local Rail Network

Trip Generation

- 2.11 Within the TS submitted as part of the approved application, the vehicle trip generation associated with both the existing site and the proposed development was assessed using information obtained from the existing site agent and the approved trip rates within Appendix 4 of WBC's Protocol for use of the Wokingham Highway Model document. It should be noted that the proposed development trip generation has been adapted to reflect the approved 42 units.
- 2.12 The existing site is comprised of 434sqm of office (B1 Business), 842sqm of warehouse (B8 Storage and Distribution) and 490sqm of manufacturing (B2 General Industrial). The proposed development is comprised solely of 42 dwellings (C3 Dwelling Houses).
- 2.13 The trip generation using the approved trip rates for both the existing and proposed use is illustrated within **Table 2**.

Land Use	Morning Peak Hour (0800-0900)		Average Inter Peak Hour (1000-1600)		Evening Peak Hour (1700-1800)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Existing Site						
B1 Business (434sqm)	7	1	1	1	1	6
B2 General Industrial (490sqm)	4	2	2	2	1	4
B8 Warehouse (842sqm)	0	0	0	0	0	0
Proposed Development						
C3 Dwelling Houses (42 units)	7	17	8	8	15	7

Table 2: Existing and Proposed Tripe Generation

- 2.14 As seen in **Table 2**, the existing site is predicted to generate on average 14 car or LGV movements during the morning peak hour (0800-0900), 6 movements during the average inter-peak hour (1000-1600) and 12 movements during the evening peak hour (1700-1800). No OGV movements are predicted. Due to the nature of the use, with the early start and finish, there is likely to be fewer movements occurring during the peak hours.
- 2.15 In addition, the proposed 42 flats are anticipated to generate 24 car and LGV vehicle movements during the morning peak hour, 16 movements during the inter-peak hours and 22 vehicle movements during the evening peak hour.
- 2.16 Information was presented in the Transport Statement in respect to the number of traffic movements that were taking place for the current industrial use at approximately 90% utilised revealed that Units 1 – 3 on site generated 2 HGV, 8 van, and 48 car two-way movements per day at around 90% utilisation. This equates to 2 HGV, 9 van and 53 car two-way movements per day. The 62 daily two-way car/van trips over a 10-hour day is clearly considerably higher than the 32 two-way movements predicted using the WBC trip rates for the 8-hours of the day considered in their trip rates. There is on average an additional 2 HGV movements per day that actually occurs to and from the site on Latimer Road.
- 2.17 The proposed change in land use is expected to positively impact the local road network, as the former Spring Works site generated an average of around 30 more daily vehicle trips than the proposed residential development. Additionally, the removal of an average of 2 daily HGV movements will further reduce traffic. The previous industrial traffic also conflicted with existing residential flows on Latimer Road, so the new residential use will help alleviate congestion and improve safety for surrounding residents.

2.18 It is noted that the trip generation of the site was deemed acceptable as part of the approved application.

Site Visit

2.19 A site visit undertaken on Tuesday 23rd September 2025 during daylight hours and clear weather conditions and was completed in accordance with GG142 guidance. The site visit involved walking along all available pedestrian and cyclist facilities within the extents of the survey area outlined in **Figure 8**.

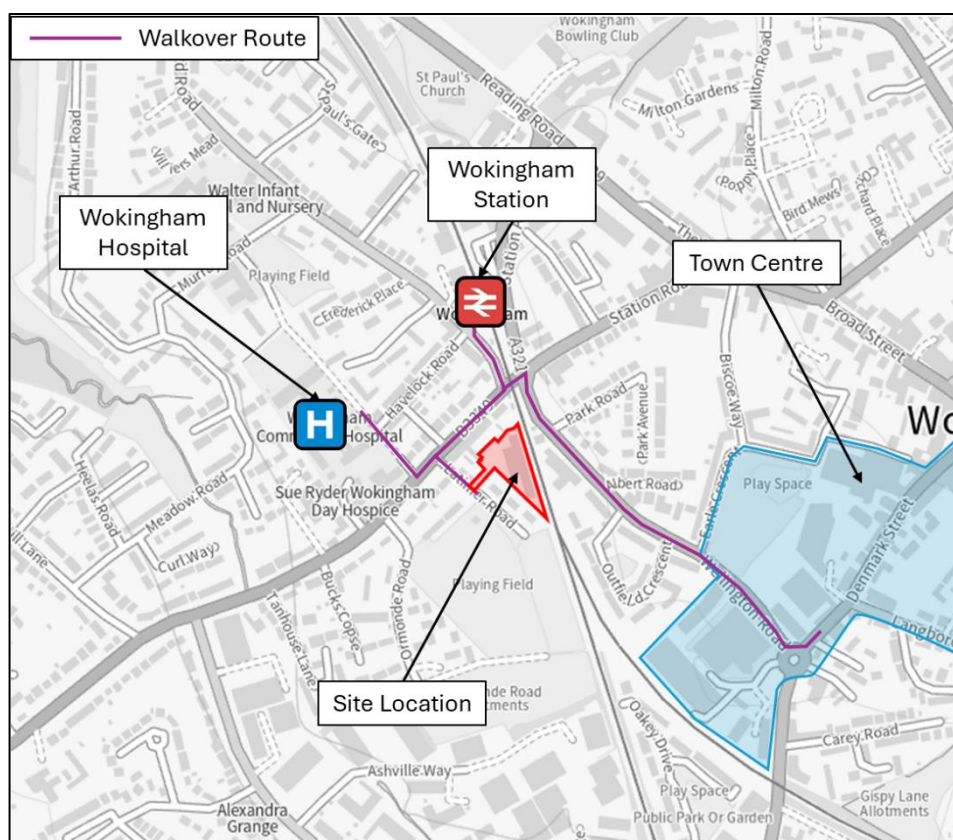


Figure 8: Scope of Assessment (informed by Condition 16 requirements)

2.20 For the routes to be suitable for pedestrians and/or cyclists they should:

- Not give rise to road safety or personal safety concerns;
- Directly facilitate the desired journey without undue deviation or difficulty;
- Link origins and destinations;
- Be attractive and comfortable to use;
- Be accessible to disabled users and people with children and pushchairs; and
- Be continuous and not subject to severance or fragmentation.

2.21 The level of use and condition/suitability of each route during the site visit was recorded and potential improvements, repairs and connections were noted. The primary findings of the site visits were:

- Pedestrians were observed during the assessment at locations on the route to Wokingham Hospital and the Town Centre
- Cyclists were observed during the assessment at locations on the route to the Town Centre

Consultation with Key Stakeholders

2.22 The development proposal has been consulted on through discussions held with Wokingham Borough Council and a public consultation prior to submission of the planning application. The scope of this WCAR has been informed by the planning requirements of Condition 16.

3. WALKING AND CYCLING REVIEW

- 3.1 The subsequent section of this WCAR sets out the review undertaken on the site visit, outlining the documented conditions of the walking and cycling facilities in place within the survey area.

Route to Wokingham Hospital

- 3.2 In order to travel to Wokingham Hospital, pedestrians must travel along Latimer Road from the site access via the 2m wide footway located on the road's eastern extent (**Photograph 1**) to the junction with Barkham Road (**Photograph 2**). The footway and crossing were observed to be in good condition during the audit however, whilst dropped kerbs were present, there is no tactile paving located at the junction crossing.



Photograph 1: Footway on Latimer Road



Photograph 2: Crossing at Latimer Road/Barkham Road junction

- 3.3 Barkham Road is flanked on its southern extent by a 2m wide footway (**Photograph 3**) and on its northern extent by a 1.5m wide footway (**Photograph 4**). A refuge island is present approximately 100m west of the junction with Latimer Road with dropped kerbs facilitating pedestrians crossing the road (**Photograph 5**). The footways were observed to be in good condition and well lit. No tactile paving was present at the refuge island.



Photograph 3: Footway on Barkham Road (southern extent)



Photograph 4: Footway on Barkham Road (northern extent)

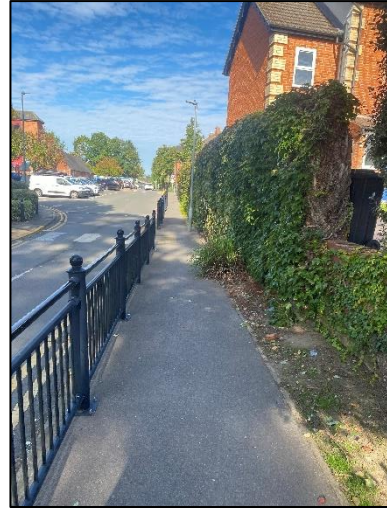


Photograph 5: Refuge island on Barkham Road

- 3.4 Pedestrian access to Wokingham Hospital can be taken from the car park exit onto Barkham Road (**Photograph 6**). The exit takes the form of a vehicle crossover and is one-way traffic only with no entry permitted. A 2m wide footway is present on the eastern side of the car park exit with a 1m high metal barrier between the footway and carriageway (**Photograph 7**) segregating vehicle traffic from pedestrians. Pedestrian crossings with dropped kerbs and tactile paving provide access to other areas of the car park and to the hospital itself (**Photograph 8**).



Photograph 6: Wokingham Hospital vehicle crossover



Photograph 7: Footway along Wokingham Hospital car park exit



Photograph 8: Pedestrian crossing in Wokingham Hospital car park

Route to Wokingham Station

- 3.5 The route to Wokingham Station follows Barkham Road to the east. As Latimer Road and Barkham Road have already been reviewed to an extent as part of the route to Wokingham Hospital the following section will review the route starting on Barkham Road east of the junction with Latimer Road.
- 3.6 East of the junction with Latimer Road, Barkham Road is continued to be flanked by footways on both sides of the carriageway as seen in **Photographs 3** and **4**. The footways continue to be of good condition for the route's extent with Barkham Road supported by street lighting. Dropped kerbs and a refuge island are present at the junction with Havelock Street which only permits movement of vehicles left onto Barkham Road (**Photograph 9**).

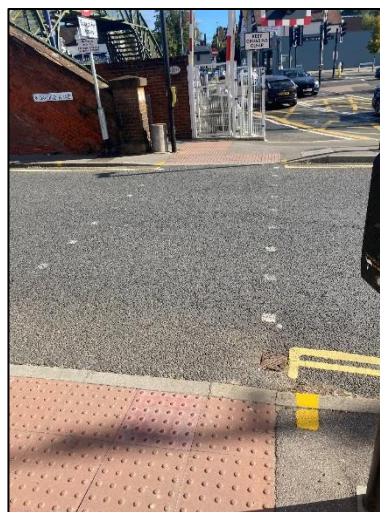


Photograph 9: Pedestrian crossing at Havelock Road junction

- 3.7 At Barkham Road's eastern extent, prior to the level crossing, a signalised pedestrian crossing is present with dropped kerbs and tactile paving facilitating pedestrians crossing the road towards Wokingham Station (**Photograph 10**). A signalised crossing with dropped kerbs and tactile paving is also present at the junction with Oxford Road (**Photograph 11**) which also provides a connection to the footway on Oxford Road's eastern extent which leads to Wokingham Station.

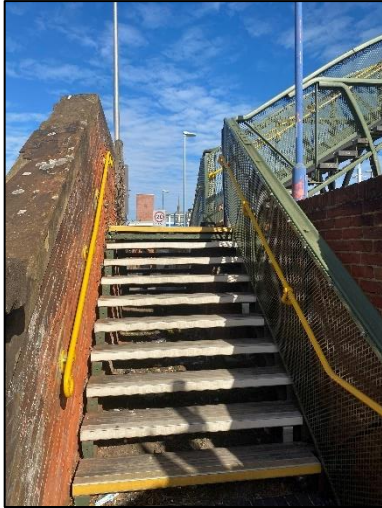


Photograph 10: Signalised pedestrian crossing on Barkham Road

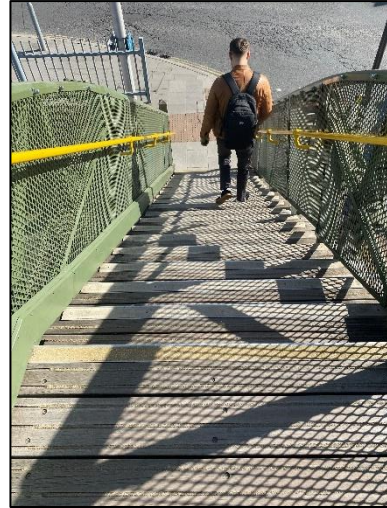


Photograph 11: Signalised pedestrian crossing on Oxford Road

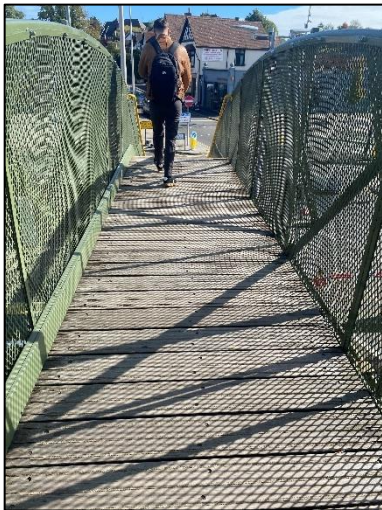
- 3.8 In order to access the other side of Wokingham Station, a stepped pedestrian bridge facilitates pedestrians crossing the railway (**Photographs 12-14**), a step-free route is also available via the level crossing (**Photograph 15**). It should be noted that step-free access to all platforms within Wokingham Station is available.



Photograph 12: Stepped pedestrian bridge across railway



Photograph 13: Stepped pedestrian bridge across railway



Photograph 14: Stepped pedestrian bridge across railway



Photograph 15: Level crossing

Route to Town Centre

- 3.9 The route to the Town Centre is partially covered by the route to Wokingham Station, therefore the remainder of this route has been reviewed as starting at Wokingham Station.
- 3.10 An additional signalised pedestrian crossing is provided on Barkham Road to the east of the level crossing (**Photograph 16**) facilitating pedestrian travel from the stepped pedestrian bridge south to the 4m wide segregated footway/cycleway on Wellington Road, western extent (**Photograph 17**).



Photograph 16: Signalised pedestrian crossing on Barkham Road (east of level crossing)



Photograph 17: Segregated footway/cycleway on Wellington Road

- 3.11 The segregated footway/cycleway continues along Wellington Road for c.35m before cyclists are required to dismount onto the carriageway via a dropped kerb with a give way line, with the footway continuing south. Corduroy paving and tactile paving are present at the beginning and end of the segregated footway cycleway indicating the change in use (**Photograph 18**).



Photograph 18: Segregated footway/cycleway on Wellington Road

- 3.12 The footway along Wellington Road continues at 2m in width and remains well-lit and in good condition (**Photograph 19**). There are various junctions located along the road's extent with tactile paving and dropped kerbs present at all junctions (**Photograph 20**). A signalised pedestrian crossing with dropped kerbs and tactile paving is present by Elms Field playground facilitating pedestrians crossing the road (**Photograph 21**).



Photograph 19: Footway along Wellington Road



Photograph 20: Pedestrian crossing at Outfield Crescent/Wellington Road junction

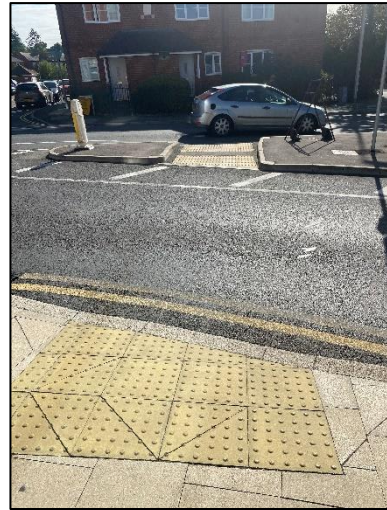


Photograph 21: Signalised pedestrian crossing on Wellington Road

3.13 Dropped kerbs, tactile paving and a refuge island are present at all arms of the Wellington Road/Denmark Street/Finchampstead Road roundabout facilitating pedestrian travel across the roundabout towards the Town Centre (**Photographs 22-23**).



Photograph 22: Pedestrian crossing and refuge island on Wellington Road roundabout



Photograph 23: Pedestrian crossing and refuge island on Wellington Road roundabout

3.14 The footway along the northern extent of Wellington Road widens to 5m in the vicinity of the roundabout (**Photograph 24**) before continuing along Denmark Road, facilitating pedestrian travel further into the Town Centre (**Photograph 25**).



Photograph 24: Widened footway on Wellington Road by roundabout



Photograph 25: Footway on Denmark Street

4. SUMMARY AND USER OPPORTUNITIES

- 4.1 Opportunities to improve the existing pedestrian and cycle facilities have been considered as part of this assessment and through the design process to ensure that such movements in the vicinity of the site are as safe and convenient as possible.

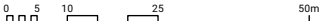
Walking Specific Opportunities

- 4.2 The provision of additional tactile paving at the Latimer Road/Barkham Road junction and the refuge island along Barkham Road would further facilitate pedestrian travel, especially for visually impaired individuals.
- 4.3 It is important to note however that the scale of development proposed under application 223691 generates very modest footfall relative to the baseline footfall generated by such land uses as the town centre, Wokingham Station and Wokingham Hospital, and it is considered that the existing infrastructure remains fit for purpose in this context.

Cycling Specific Opportunities

- 4.4 No cycle specific opportunities were observed.

Appendix A



1. Do not scale from this drawing. Use figured dimensions only.
2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtaining of a survey drawing study.

— Site Boundary



Rev.	Date	Description
A	24.01.23	Allocated Parking
B	07.02.23	Allocated Parking
C	09.03.23	Planning Response
D	08.06.23	Planning Response

Planning Application



10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	190	-

TITLE
Proposed Location Plan

DATE	SCALE
19.03.2023	1:1250 @ A3

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