

PLANNING REF : 251486
PROPERTY ADDRESS : Barkham
: Wokingham
: RG41
SUBMITTED BY : Mr . King
DATE SUBMITTED : 17/09/2025

COMMENTS:

I would like to add to my previous comments on this application. Although the consultation deadline has passed, I am aware that comments received up to the point of determination are valid and considered by the LPA. My comments relate to the Travel Plan produced for these proposals.

The suggestion in its paragraph 3.8 that the Barkham Road is 'conductive' (sic) to cycling is risible. The width of the highway cited does not mean it is safe for cycling. Vehicles frequently exceed the road's 30 mph speed limit; it is very heavily loaded during peak hours including HGVs, being a main east-west commuter route to Wokingham; and its surface is very poorly maintained, with numerous pot holes, areas of delamination and exposed metal road furniture. All of this means that cycling along the Barkham Road simply does not represent a realistic active travel option. Unsupported statements such as this do not reflect the real-world, lived experience of local residents, the overwhelming majority of whom would never consider cycling to and from Wokingham.

The 'My Journey Wokingham' initiative cited in the TP has no empirical record of reducing private motor vehicle journeys over a sustained period of time and so cannot be relied upon as an effective means of mitigation.

The proposed development comprises family homes, which means that each household is likely to own two cars, with some having at least one more if older teenagers are present. Car-sharing within families is rare. For 16 dwellings, the trip rates suggested are thus woefully underestimated at eight movements to and from the site at peak hours.

Furthermore, I question whether the TRICS model used by the applicant can be considered adequate for planning purposes, for the following reasons:

1) it includes (and the option selected to produce the TP) draws on generic sample data dating back as far as 2016, when levels of car ownership per household nationally were lower than now. Wokingham Borough has one of the highest levels of car ownership per household nationally, identified as being 1.6 in WBC's adopted Core Strategy even back in 2012, and so is likely to be higher now, over a decade later.

2) none of the sample source data relate to the location of the development site and prevailing road network conditions, in particular, vehicle loading on the B3349 Barkham Rd. Indeed, the

data do not even relate to the county of Berkshire, let alone Wokingham Borough.

3) One of the parameters selected to produce the report relates to the level of car ownership per household within a 5 mile diameter of any given site's location. Of the 20 total days of generic survey data cited from the TRICS model, only ONE day (and only ONE survey) relates to the metric of 1.6 - 2.0 cars per household which exists in Wokingham borough. This is statistically unsound and, I suggest, wholly inadequate for planning purposes.