

TN08 – Further Response to WBC Highways comments

Site: 810 Winnersh Triangle Business Park, Winnersh, Wokingham
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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Winnersh Midco S.A.R.L. to respond to comments raised by Wokingham Borough Council Highways further to a meeting on 22nd April 2026, in relation to development proposals for Building 810, Winnersh Business Park, Eskdale Road, Wokingham (herein after referred to as 'the site').
- 1.2 WBC has requested further analysis to determine the expected proportion of B1 Office use which would not lead to a material impact on the A329(M) slip road leading to the Winnersh Triangle Business Park site.
- 1.3 The purpose of this note is to set out the proportion of the building which may be used for B1 use to ensure there is minimal impact on the A329(M) slip road. The calculated AM and PM peak hour trip demands for the existing B8 use at the Building 810 plot is presented on Table 1.1.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing B8 use trips	17	1	18	2	10	12

Table 1.1 – Predicted trip demands for existing site (extract from Motion note TN04 Table 2.1 – April 2026)

General comment – predicted traffic growth 2040-2021

- 1.4 For the purposes of this application, the WSTM4 details provided by WBC have been adopted but not to the detriment of future applications on other sites within Winnersh Triangle Business Park.
- 1.5 An analysis of the A329(M) slip roads is provided in Motion Technical Note No 7 which determined improvements are required in the long term (2040), based on the WBC traffic flows. It is understood that the additional traffic relates to the known developments being promoted in the current WBC Local Plan. The WSTM4 model predicts that AM peak flows on the A329(M) off-slip road will increase from 1,242 vehicles in 2021 to 2,447 vehicles in 2040. This change represents an increase of **97%** over a 19-year period. The details of what the increase in traffic flows represent has not been provided by WBC and appears to be very high.
- 1.6 The observed daily traffic flows recorded by the Department of Transport on the A329(M) to the east of the junction between 2005 and 2024 indicates the traffic growth over a similar 19-year period is just **9.7%** and would be a more realistic increase than those projected in the WSTM4 model. The traffic figures provided by WBC require further details to confirm if these are reasonable for future assessments. A revised traffic demand may remove the need for significant local highway infrastructure changes.

2.0 Trip generation - Office

- 2.1 The trip generation for B1 office-use demands were prepared in March 2026 (Motion Technical Note TN05) and are included in Table 2.1. The office trip rates are based on the WSTM4 figures. The office trip demands reflect the 100% provision (5,235 sqm) as well as a reduced office provision occupying up to 31% of the building (1,623 sqm).

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicle trip rate (WSTM4)	1.55	0.17	1.72	0.17	1.30	1.47
Predicted Trips (100%)	81	9	90	9	68	77
1 Predicted Office Trips (31%)	25	3	28	3	21	24
2 Existing B8 use trips -2	17	1	18	2	10	12
Difference (1-2)	+8	+2	+10	+1	+11	+12

Table 2.1–WSTM4 trip rates and predicted vehicle trips – proposed site – 5,235 sqm (100% B1 floorspace) and 1,623 sqm (31% B1 floor space)

3.0 Revised Local Network Demands

- 3.1 The predicted net change in traffic flows in the peak hours assuming the building will be occupied by up to 1,623 sqm of office space (31% of total floor area) has been assessed using the same approach as that presented in Motion TN05 dated 2nd March 2026.
- 3.2 The predicted worst-case traffic demands (net-change) for the Building 810 scheme based on 31% office space have been assigned to the network in accordance with the estimated distribution on Figure 3.1. The net-change in traffic has been assigned to the network and is presented on Figures 3.2A and 3.3A for the AM and PM peaks respectively provided in **Appendix A**. The results are summarised on Table 3.1.

Road	Direction	Estimated distribution	AM peak (0800-0900)	PM peak (1700-1800)
			Traffic flow (vehicles)	Traffic flow (vehicles)
Wharfdale Road (east of Winnersh Triangle station)	Eastbound	100%	8	2
	Westbound		2	10
Wharfdale Road (west of Winnersh Triangle station)	Eastbound	80%	6	2
	Westbound		2	8
A3290 (north of Showcase Rbt)	Northbound	40%	3	1
	Southbound		1	4
A329 (M) off-slip	Westbound	30%	2	1
A329 (M) on-slip	Westbound	20%	0	2
A329 Wokingham Road	Eastbound	15%	1	0
	Westbound		0	2
Lower Earley Road (N)	Northbound	15%	1	0
	Southbound		1	1
A329 Reading Road	Eastbound	10%	0	0
	Westbound		1	1
The Bader Way	Northbound	10%	0	1
	Southbound		1	0
A32(M) on-slip	Eastbound	30%	1	3

Table 3.1 – Local network – summary of distribution and net change in vehicle trips – 31% B1 office floor space

- 3.3 The details presented in Appendix A and Table 3.1 show that the predicted increases in traffic flows will be distributed across the network and will not be focused on one particular link. For the scenario where the office use is restricted to 31% of the full building space (1,623 sqm), using the robust WSTM4 trip rates, the A329(M) westbound on-slip and off-slip roads at the Wharfdale Road junction will only accommodate up to an additional 2 vehicle trips in the AM peak and 1 in the PM peak. The discussion with WBC, it has been established that this level of traffic impact would be acceptable to ensure there is no impact on the operation of the slip roads when considering the future situation (Year 2040).

Typical Network Tidal Variations

- 3.4 The Department of Transport has limited information of the typical daily variation in traffic flows on the Motorway network but there is evidence to suggest flows on major roads (Motorways and Trunk Road) are more consistent than smaller roads. The DfT Traffic Statistics Methodology Review document published in July

2018 [Traffic Statistics Methodology Review: Stratification Project](#) states in paragraph 2.17 and Chart 2 indicates that surveys of motorway sites, that the majority of sites have a Coefficient of Variance (CV) of between 0.15 and 0.20 (with 15% to 20% of the daily mean). There is no specific DfT data for the peak hour variance for UK roads.

- 3.5 The predicted vehicles associated with the Building 810 building on the local A329(M) would represent 0.06% in the AM peak and 0.08% in the PM peak of the predicted upstream flows in 2040 and therefore can be considered negligible when compared with the typical daily variation in flows.

4.0 Summary

- 4.1 Supplementary analysis has been prepared further to discussions with WBC Highways officers to determine the maximum proportion of B1 Office space which may occupy the proposed new building. The analysis has determined that there will be minimal impact on the A329(M) slip roads if the office space within the building is not greater than 31% off the office floor area (1,623 sqm).
- 4.2 The predicted change in demands on the Motorway network with the reduced office space will be within typical daily variation.

Appendix A

Network Traffic Flows