

TN07 – Further Response to WBC Highways comments – No 5

Site: 810 Winnersh Triangle Business Park, Winnersh, Wokingham
RG41 5UX

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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 additional comments raised by Wokingham Borough Council Highways on off-site highway analysis. The note considers further transport related details in relation to development proposals for Building 810, Winnersh Business Park, Eskdale Road, Wokingham.
- 1.2 This note follows on from discussions with WBC on the potential impact of the redevelopment site on the A329(M) westbound off-slip road. The proposed changes seeks to change the land-use for the site to a broader Class E use as well as increase the floor area by some 135 sqm from 5,100 sqm to 5,235 sqm.
- 1.3 Further to discussions with WBC, the westbound off-slip road on the A329(M) connecting to the main site access road (Wharfdale Road) has been assessed for a future year (2040) using traffic flows extracted from the Wokingham WSTM4 traffic model, the baseline traffic flows for the AM and PM peaks for both 2021 and 2040 are provided in **Appendix A** and have been used as the basis for the analysis.

2.0 Traffic flows

- 2.1 The traffic flows prepared as part of previous analysis provide by Motion (TN03) set out the predicted maximum increases in traffic flows on the local road network. The net increase in traffic flows for the future AM and PM peaks due to the proposed development are set out in Table 2.1 along the future 2040 baseline flows

Ref	Scenario	Link	AM peak	PM peak
1	New change – development (all B1 office use)	A329(M) mainline flow (east of off-slip)	22	2
		A329 (M) westbound Slip road	22	2
2	2040 Baseline (WSTM4 model)	A329(M) mainline flow (east of off-slip)	3,502	2,418
		A329 (M) westbound Slip road	2,446	1,450
3	2040 with development (2+1)	A329(M) mainline flow (east of off-slip)	3,524	2,420
		A329 (M) westbound Slip road	2,468	1,452

Table 2.1 – Summary of traffic flows – A329(M) slip road assessment

3.0 A329(M) Slip Road analysis – Diverge

- 3.1 The Westbound slip road on the A329(M) has been assessed using the diverging diagram Figure 3.26b for Motorways in the Design Manual for Roads and Bridges CD122 – Geometric Design of grade separated junctions version 1.1.1. The predicted traffic flows presented in Table 2.1 have been used on the figure are mark ups of these are provided in **Appendix B**. Extracts of the 2040 AM and PM peak analysis is presented in Figures 3.1 and 3.2 as follows:

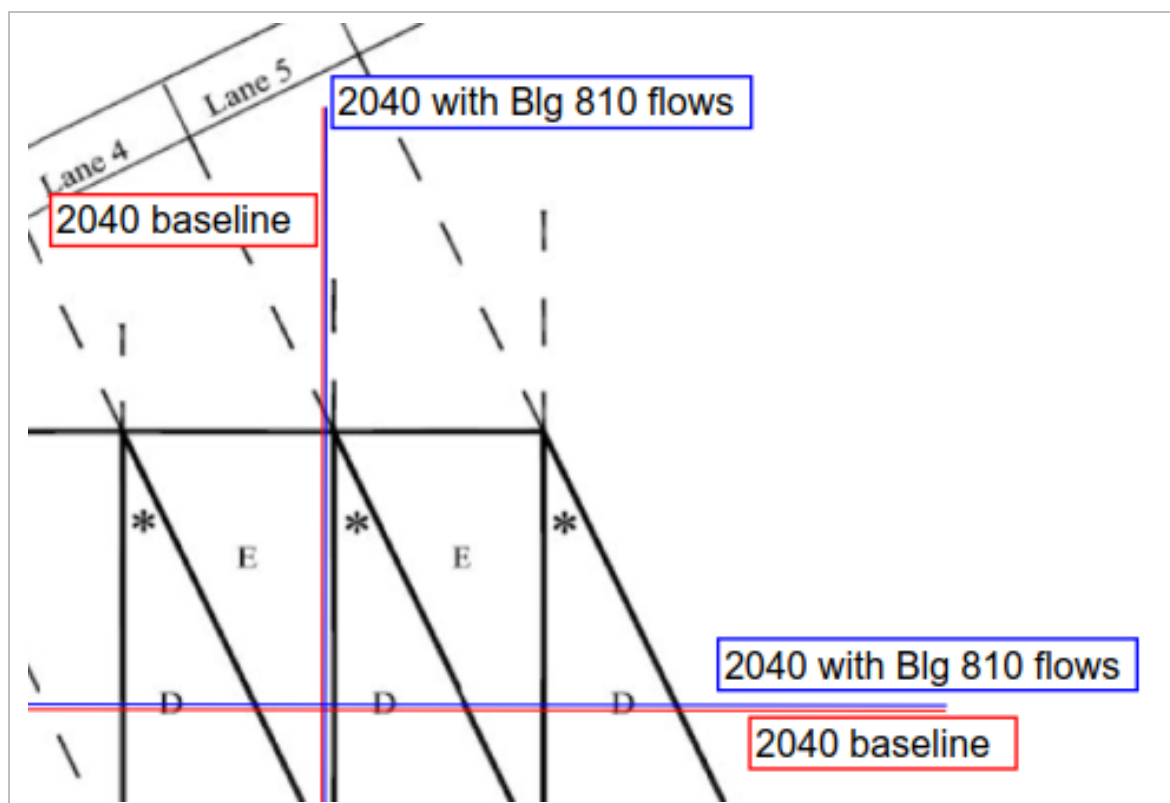


Figure 3.1 – Extract from 2040 AM assessment with development (CD122 Figure 3.26b)

- 3.2 The increase in 22 vehicles in the AM peak will have a marginal affect on the operation of the A329(M) westbound slip road. Under the future base conditions in 2040, the diverge junction will be operating within the Type D layout parameters and with the development, the junction will still require the same arrangement.

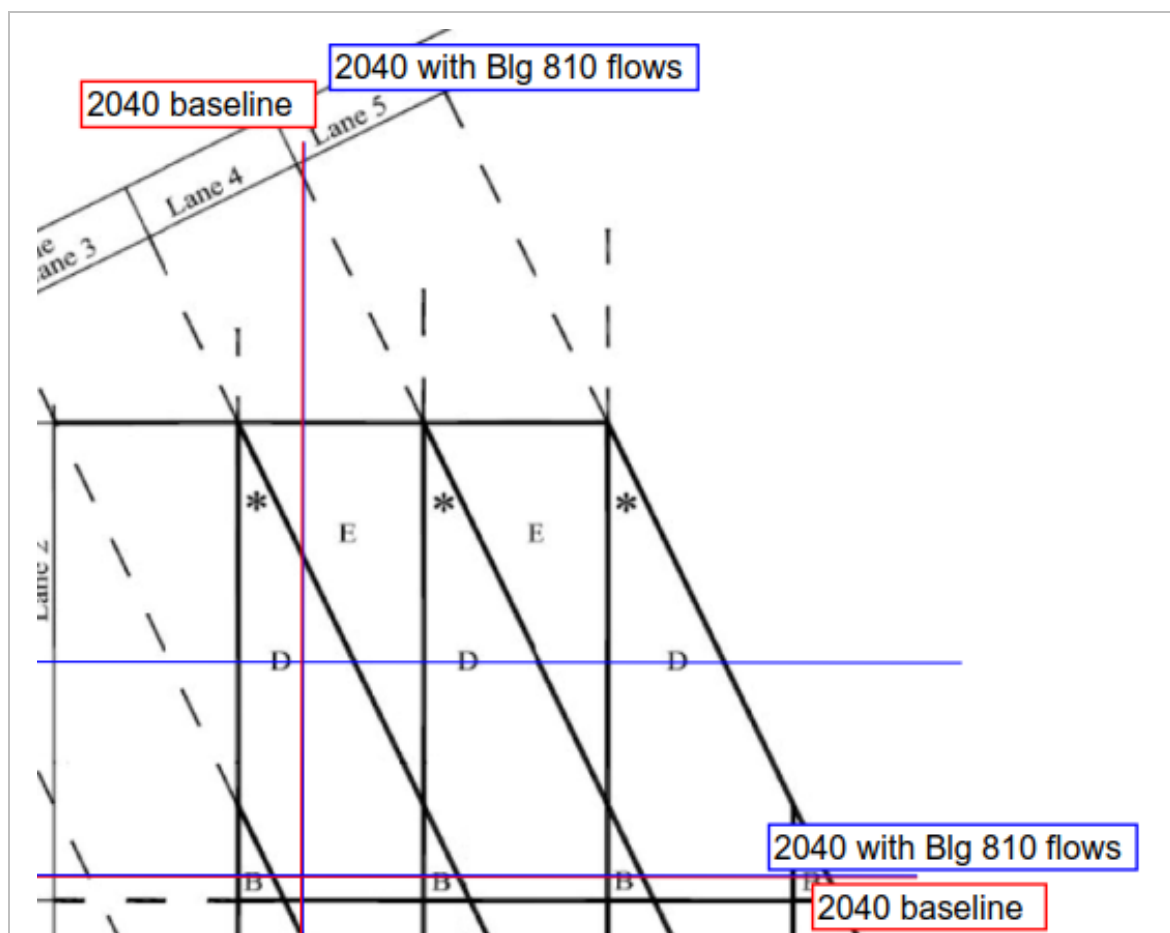


Figure 3.2 – Extract from 2040 PM assessment with development (CD122 Figure 3.26b)

- 3.3 The increase in 2 vehicles in the PM peak will have a negligible affect on the operation of the A329(M) westbound slip road. Under the future base conditions in 2040, the diverge junction will be operating within the Type D layout parameters and with the development, the junction will still require the same arrangement.

Summary

- 3.4 The additional traffic flows associated with the Building 810 development will have a negligible effect on the A329(M) junction on the based on the 2040 future scenario in the AM and PM peaks. As previously outlined in earlier technical notes, the analysis prepared for the potential B1 office aspect for the development is a worst-case scenario.

Appendix A

WSTM4 Traffic Model Flows – 2021 and 2040

Total Flow (Actual)



Total Flow (Actual)



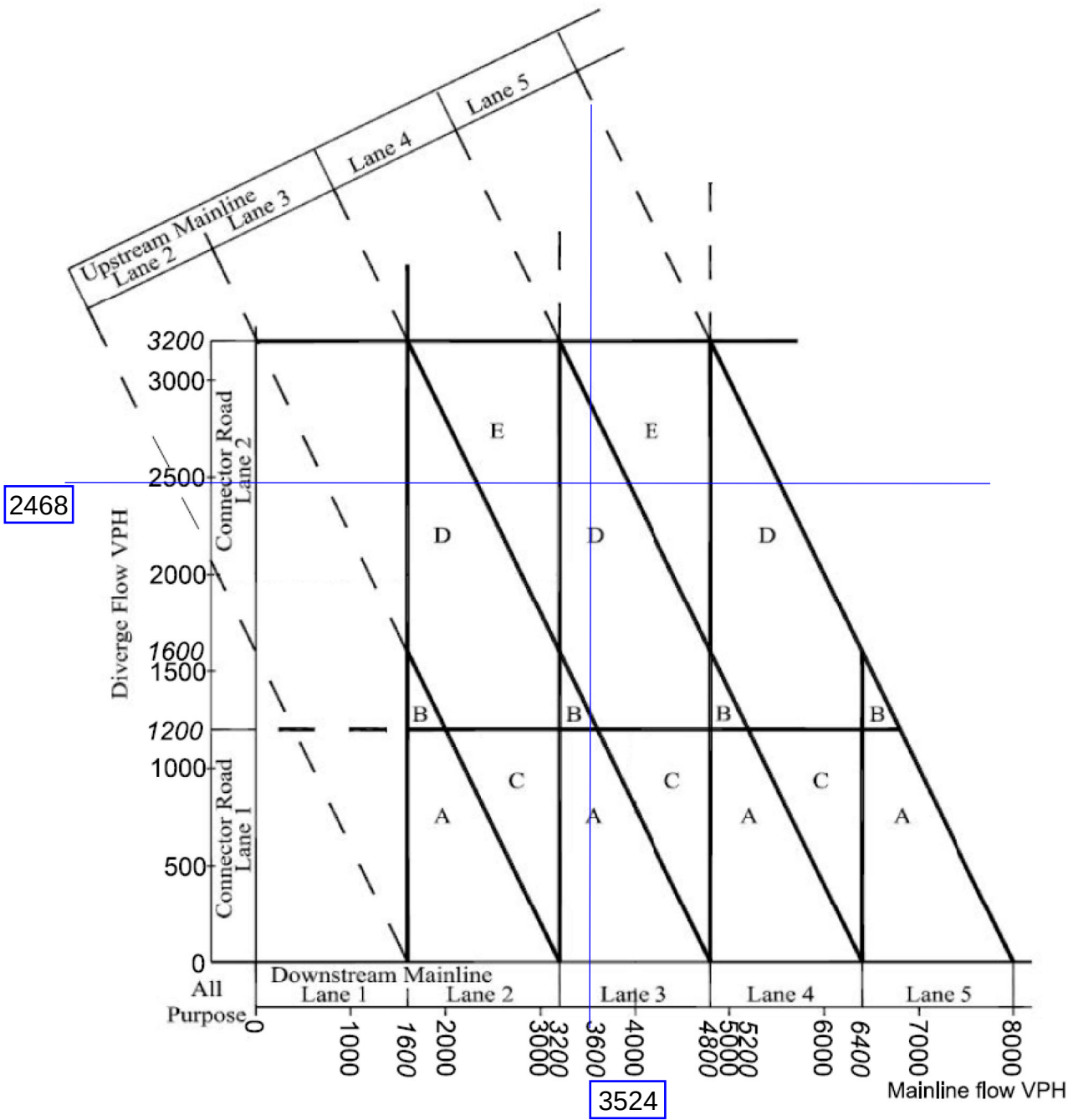
Total Flow (Actual)



Appendix B

CD122 – Analysis outputs - 2040 – AM and PM peaks

Figure 3.26a All-purpose road diverging diagram



Winnersh Triangle Business Park

Building 810 analysis

A329(M) westbound off-slip analysis connecting to Wharfedale Road

Figure 3.26b Motorway diverging diagram

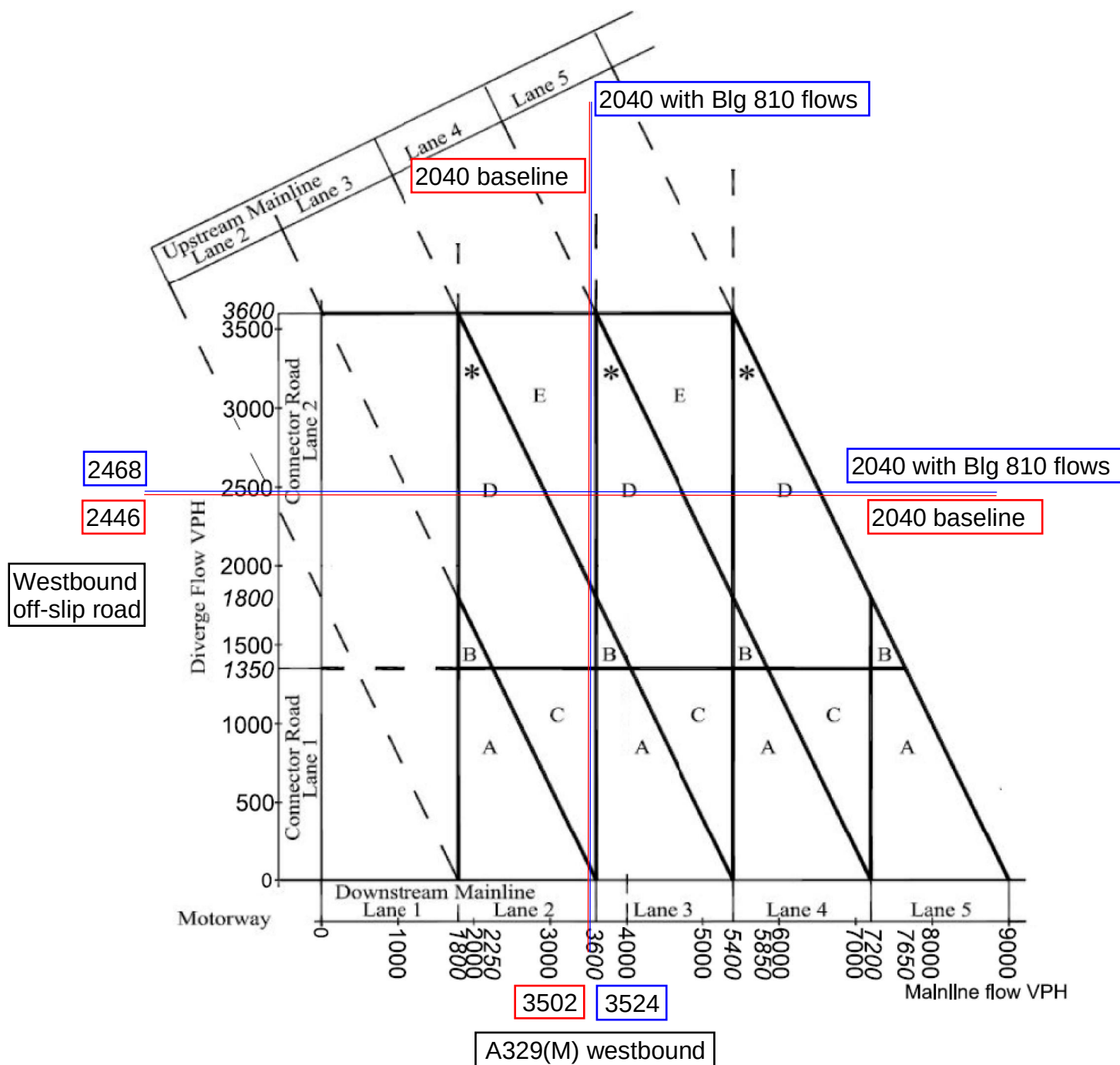
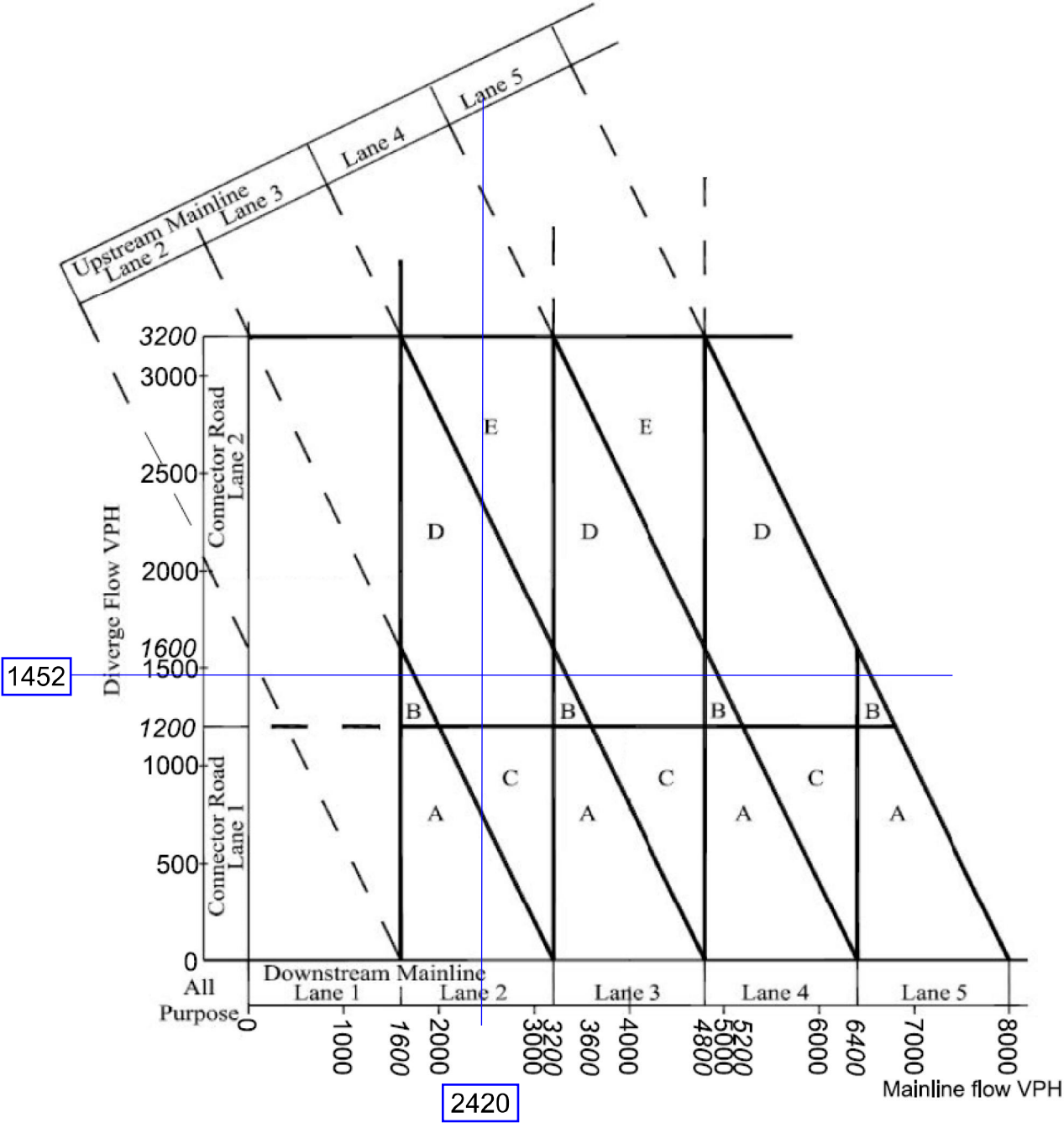


Figure 3.26a All-purpose road diverging diagram

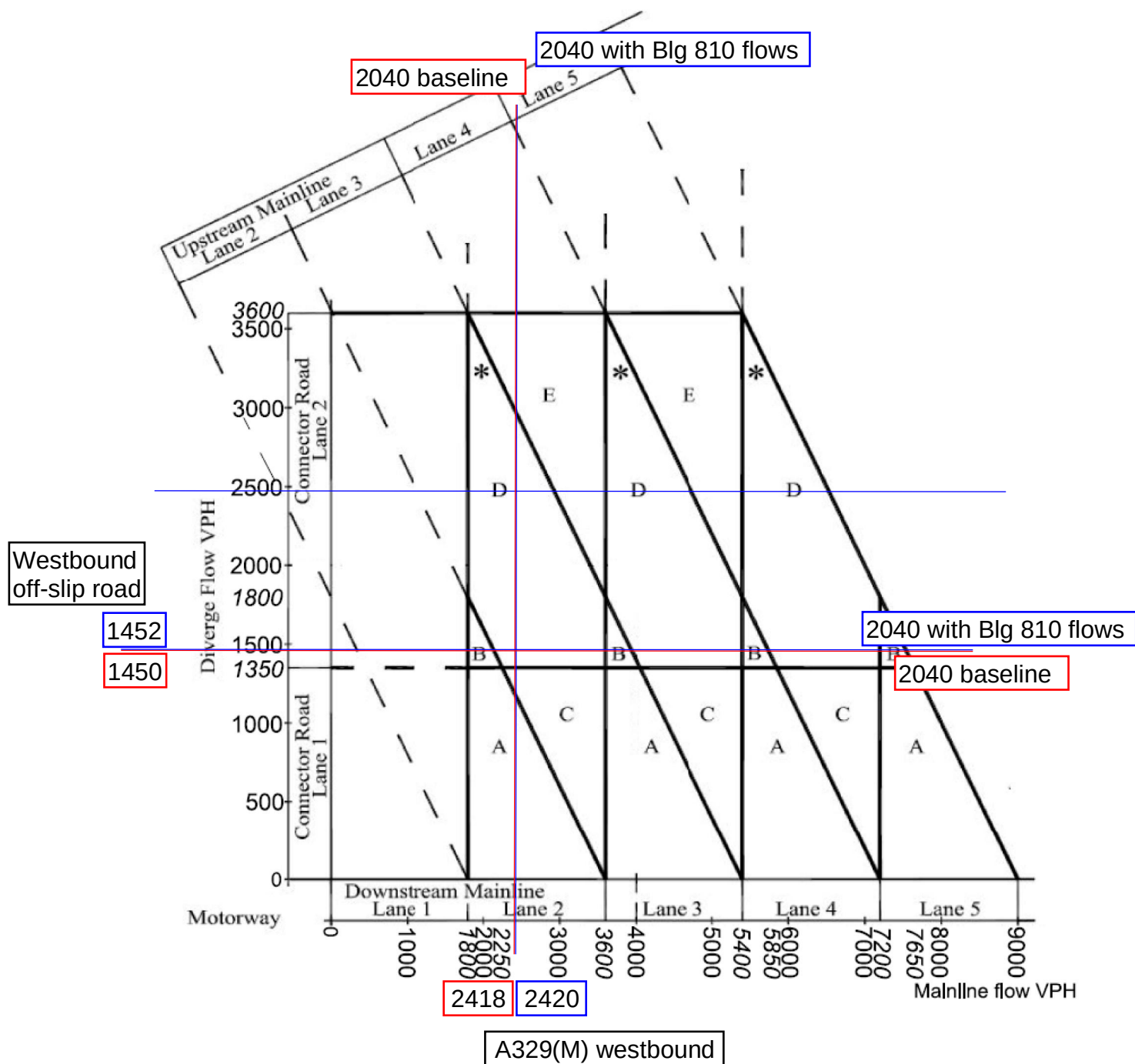


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Figure 3.26b Motorway diverging diagram



2040 PM peak

Traffic flows from WSTM4