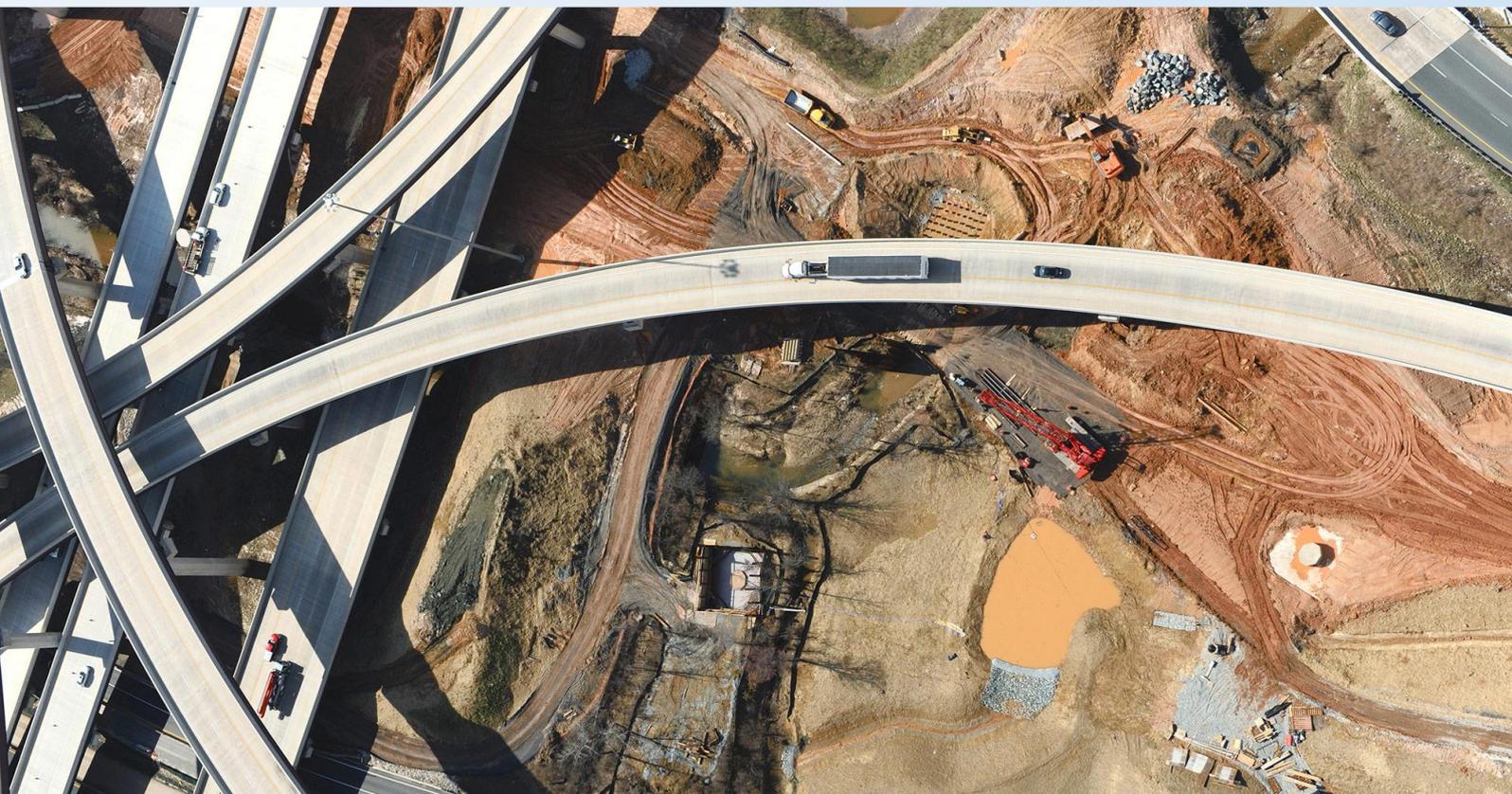




Wokingham Borough Council

EASTERN GATEWAY - MONITORING AND EVALUATION

1 Year Post Opening





Wokingham Borough Council

EASTERN GATEWAY - MONITORING AND EVALUATION

1 Year Post Opening

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70109467

OUR REF. NO. 70109467

DATE: OCTOBER 2023



Wokingham Borough Council

EASTERN GATEWAY - MONITORING AND EVALUATION

1 Year Post Opening

WSP

2 London Square
Cross Lanes
Guildford, Surrey
GU1 1UN

Phone: +44 148 352 8400

WSP.com



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First draft for WBC comments	Draft for LEP		
Date				
Prepared by	Bernard Mbugua	Bernard Mbugua		
Signature				
Checked by	Maddy Hinde	Maddy Hinde		
Signature				
Authorised by	Lauren Shimadry	Lauren Shimadry		
Signature				
Project number	70058590	70058590		
Report number	V0.9	V1.3		
File reference				

CONTENTS

1	INTRODUCTION	1
1.1	INTRODUCTION	1
1.2	SCOPE	1
1.3	SCHEME OBJECTIVES	1
1.4	MONITORING & EVALUATION DATA REQUIREMENTS	2
2	SCHEME DELIVERY	4
2.1	INTRODUCTION	4
2.2	BASELINE	4
3	TRAFFIC FLOWS	15
3.1	INTRODUCTION	15
3.2	LINK COUNTS	16
3.3	JUNCTION TURN COUNTS	19
3.4	5 YEARS POST OPENING	31
4	COLLISIONS	32
4.1	INTRODUCTION	32
4.2	BASELINE	32
4.3	1 YEAR POST OPENING	35
4.4	5 YEARS POST OPENING	35
5	JOURNEY TIMES	36
5.1	INTRODUCTION	36
5.2	5 YEARS POST OPENING	48

6	ECONOMIC IMPACT	49
6.1	INTRODUCTION	49
6.2	BASELINE	49
6.3	1 YEAR POST OPENING	50
6.4	5 YEARS POST OPENING	50
7	CONCLUSION	51

TABLES

Table 1-1 - Data Type, Source and Collection Method	3
Table 2-1 - Proposed Spend Profile	11
Table 2-2 – Comparison of Proposed Spend Profile and Actual Spend Profile	12
Table 2-3 – Projected construction Programme (Eastern Gateway FBC -2019)	13
Table 3-1 – Link Count 1 – London Road - Average Weekday Flow by Peak Hour and Direction (veh)	16
Table 3-2 - Link Count 1 -1 year post opening and baseline comparison - Average Weekday Flow (veh)	17
Table 3-3 - Link Count 2 -1 year post opening Average Weekday Flow (veh)	17
Table 3-4 – London Road Pedestrian Flows	18
Table 3-5 – London Road Cyclist Flows	18
Table 3-6 – William Heelas Way – Pedestrian Flows	18
Table 3-7 – William Heelas Way Cyclist Flows	18
Table 3-8 - Site 1 2020 Baseline Junction Throughput by Peak Hour	20
Table 3-9 - Site 1 2023 1 year after opening Junction Throughput by Peak Hour	20
Table 3-10 – Site 1 Difference in Junction Throughput by Peak Hour	21
Table 3-11 – Site 1 – 2020 Baseline Average AM Peak Hour Turning Movements (veh)	21
Table 3-12 - Site 1 – 2023 1 Year Post Opening Average AM Peak Hour Turning Movements (veh)	21
Table 3-13 – Comparison of Average AM Peak Hour Turning Movement (Veh)	22
Table 3-14 – Site 1 – 2020 Baseline Average PM Peak Hour Turning Movements (veh)	22

Table 3-15 - Site 1 –2023 Year Post Opening Average PM Peak Hour Turning Movements (veh)	22
Table 3-16 - Comparison of Average PM Peak Hour Turning Movement (Veh)	23
Table 3-17 - Site 2 2020 Baseline Junction Throughput by Peak Hour	24
Table 3-18 – Site 2 2023 1 year post Opening Junction Throughput by Peak Hour	24
Table 3-19 – Site 2 Difference in Junction Throughput by Peak Hour	25
Table 3-20 – Site 2 – 2020 Baseline Average AM Peak Hour Turning Movements (veh)	25
Table 3-21 – Site 2 - 2023 1 Year Post Opening Average AM Peak Hour Turning Movements (veh)	25
Table 3-22 – Site 2 - Comparison of Average AM Peak Hour Turning Movements (veh)	25
Table 3-23 – Site 2 – 2020 Baseline Average PM Peak Hour Turning Movements (veh)	26
Table 3-24 - Site 2 – 2023 1 Year Post Opening Average PM Peak Hour Turning Movements (veh)	26
Table 3-25 -Site 2 Comparison of Average PM Peak Hour Turning Movements (veh)	26
Table 3-26 - Site 3 – Estimated 2020 Baseline Junction Throughput by Peak Hour (veh)	28
Table 3-27 – Site 3 - 2023- 1 year after report Junction Throughput by Peak Hour (veh)	28
Table 3-28 – Site 3- Comparison of Junction Throughput by Peak Hour (veh)	29
Table 3-29 – Site 3 – 2020 Estimated AM Peak Hour Turning Movements (veh)	29
Table 3-30 -Site 3 - 2023 1 Year Post Opening AM Peak Hour Turning Movement (veh)	29
Table 3-31 -Site 3 Comparison of AM Peak Hour Turning Movement (veh)	29
Table 3-32 – Site 3 – 2020 Estimated PM Peak Hour Turning Movements (veh)	30
Table 3-33 -Site 3 2023 1 year after report PM Peak Hour Turning Movements (veh)	30
Table 3-34 – Site 3 Comparison of PM Peak Hour Turning Movements (veh)	30
Table 4-1 – Collisions and Casualties by year and severity	33
Table 5-1 –Average Journey Times and Speeds – Baseline	44
Table 5-2 – Baseline and 1 year 1 after journey time survey distance Error! Bookmark not defined.	
Table 5-3 –Average Journey Times 1 year After- AM Peak	46
Table 5-4 - Average Journey Times 1 year After- IP Peak	46
Table 5-5 - Average Journey Times 1 year After- PM Peak	47
Table 5-6 –Average Speeds – Net Difference between Baseline and 1 year after	48
Table 6-1 – Housing Delivery – 2014/15 – 2018/19	49

FIGURES

Figure 2-1 - South Wokingham Distributor Road	5
Figure 2-2 - Eastern Gateway Scheme	6
Figure 2-3 – Aerial view of Eastern Gateway scheme under construction	7
Figure 2-4 - Aerial view of Eastern Gateway scheme under construction	7
Figure 2-5 - Eastern Gateway scheme under construction	8
Figure 2-6 - Completed Eastern Gateway scheme southbound approach to the Bridge	8
Figure 2-7 – Completed scheme - Southbound approach to William Heelas Way roundabout	9
Figure 2-8 - Completed Scheme - Northbound approach to the Bridge	9
Figure 2-9 - New Road constructed and in use	10
Figure 2-10 - New sections of Road and Roundabout along with new water drainage systems at ground level.	10
Figure 2-11 - Actual Spend Profile	12
Figure 3-1 – Traffic Data Collection Locations	15
Figure 3-2 – Easthampstead Road/Heathlands Road Junction	20
Figure 3-3 – Site 2 - Waterloo Road/ Peacock Lane/ Old Wokingham Road Junction	24
Figure 3-4 - Site 3 – Easthampstead Road/ Waterloo Road Junction	27
Figure 4-1 – Collision Data Study Area	32
Figure 4-2 – Collision Location by Severity	33
Figure 4-3 – Collisions by month and severity(2014-2018)	34
Figure 4-4 – Collisions by time and severity	34
Figure 5-1 –Route 1 Baseline 2020 Journey Time Survey	37
Figure 5-2 - Route 1- 1 year after 2023 Journey Time Survey	38
Figure 5-3 – Route 2 Baseline 2020 Journey Time Survey	39
Figure 5-4 – Route 2 1 year after 2023 Journey Time Survey	40
Figure 5-5 – Route 3/4 Baseline 2020 Journey Time Survey	41
Figure 5-6 – Route 3/4 1 year after 2023 Journey Time Survey	42
Figure 5-7 – Route 5 Baseline 2020 and 1 year after 2023 Journey Time Survey	43



APPENDICES

APPENDIX A

SURVEYED JUNCTION TURN COUNTS

1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1. As part of the Eastern Gateway Full Business Case (FBC), a Monitoring and Evaluation Plan (MEP) was produced in accordance with the Department for Transport (DfT) guidelines as set out in the Monitoring and Evaluation Framework for Local Authority Major Schemes (September 2012) and the Monitoring and Evaluation Strategy (March 2013).
- 1.1.2. The MEP outlined a monitoring and evaluation framework to demonstrate that the funding obtained has provided value for money and that any lessons learnt are captured as evidence to inform future decision making.
- 1.1.3. The framework set out the data collection requirements, methods and metrics for use at each of the three stages of evaluation: baseline (pre-construction), Year 1 (1-year post-opening) and Year 5 (5 years post-opening).
- 1.1.4. The following measures were identified to be used to assess the scheme in accordance with the DfT Standard monitoring measures outlined below:
 - Scheme build;
 - Delivered scheme;
 - Costs;
 - Scheme objectives;
 - Travel demand;
 - Travel times and reliability of travel times; and
 - Impacts on the economy.

1.2 SCOPE

- 1.2.1. The scope of this report is to outline the metrics and measures used to assess the delivery and performance of the scheme, and to determine whether the scheme has been successful in achieving the aims and objectives set and agreed at the start of the scheme development.
- 1.2.2. This report sets out the baseline conditions for the assessment of delivery and performance and the one-year assessment of the delivery and performance of the scheme.
- 1.2.3. On completion of the Year 5 data collection exercise, additional assessment, and evaluation will be carried out.

1.3 SCHEME OBJECTIVES

- 1.3.1. The objectives of Eastern Gateway are to:
 - Support the 2026 Local Plan housing delivery in the Borough.
 - Facilitate the South Wokingham Strategic Development Location (SW SDL) housing development (2,500 dwelling units in total).
 - Replace the existing Waterloo Road level crossing.
 - Relieve traffic using residential roads as rat runs to the north (leading to the A329) such as Priest Avenue.
 - Encourage sustainable and active transport by providing extensive pedestrian and cyclist facilities.



- Minimise the impact of the increase in traffic generated by the SW SDL on nearby residential roads.
- Allow future residents of the SW SDL to travel to major and growing employment areas leading to the growth of the local economy.

1.4 MONITORING & EVALUATION DATA REQUIREMENTS

- 1.4.1. In assessing the delivery and effectiveness of the scheme, a number of metrics were identified through which the delivery and performance of the scheme could be assessed. Further information on the Monitoring and Evaluation process can be found in the Monitoring and Evaluation Plan.
- 1.4.2. Based on the data requirements, a data collection exercise was undertaken, in accordance with the method outlined in the MEP. A summary of the data collected is shown in Table 1-1. This includes the source, method and timeframe of each data type.

Table 1-1 - Data Type, Source and Collection Method

Data Type	Measure	Monitoring Period	Data Origin / Location	Provider/Source
Scheme Delivery	<ul style="list-style-type: none"> Delivered scheme Cost Construction Programme 	1 Year post opening	<p>Progress against key milestones, monitoring of construction works, project plan assessment</p> <p>Description and quantities of the delivered scheme to be provided</p> <p>Financial monitoring/reporting, scheme cost plans, outturn costs, overall expenditure of each funding stream</p>	WBC / Civils Contractor
Traffic Flows	<ul style="list-style-type: none"> Scheme Objectives: Improved resilience of the road network Travel demand 	2020 Baseline 1 Year post opening 5 Years post opening	Traffic counts in the wider area of impact	Survey Contractor (Tracsis for Baseline, ATR for 1 year post opening), WBC Traffic count data, WSTM4 Strategic Transport Model
Collisions	<ul style="list-style-type: none"> Scheme Objectives: Reduced collision rate and severity 	2020 Baseline 5 Years post opening	5-year collision data in the Cobalt area	WBC
Journey Time	<ul style="list-style-type: none"> Travel times and reliability 	2020 Baseline 1 Year post opening 5 Years post opening	Data obtained from traffic survey	Survey Contractor (Tracsis for Baseline, ATR for 1 year post opening)

2 SCHEME DELIVERY

2.1 INTRODUCTION

2.1.1. This section outlines the assessment of the constructed scheme in terms of cost, programme and risk. It also compares whether the completed scheme differs from the scheme as originally designed.

2.2 BASELINE

2.2.1. The baseline assessment is based on the detail provided in the Full Business Case, with the one year post opening assessment compared against these forecasts.

Delivered Scheme

2.2.1. Wokingham Borough Council (WBC) is progressing a number of major highway projects in the borough to support the 2026 Local Plan housing delivery in the Borough as well as relieve congestion on the Borough's roads.

2.2.2. The Eastern Gateway forms part of the South Wokingham Distributor Road (SWDR) and is phase 2 of this four-phase project.

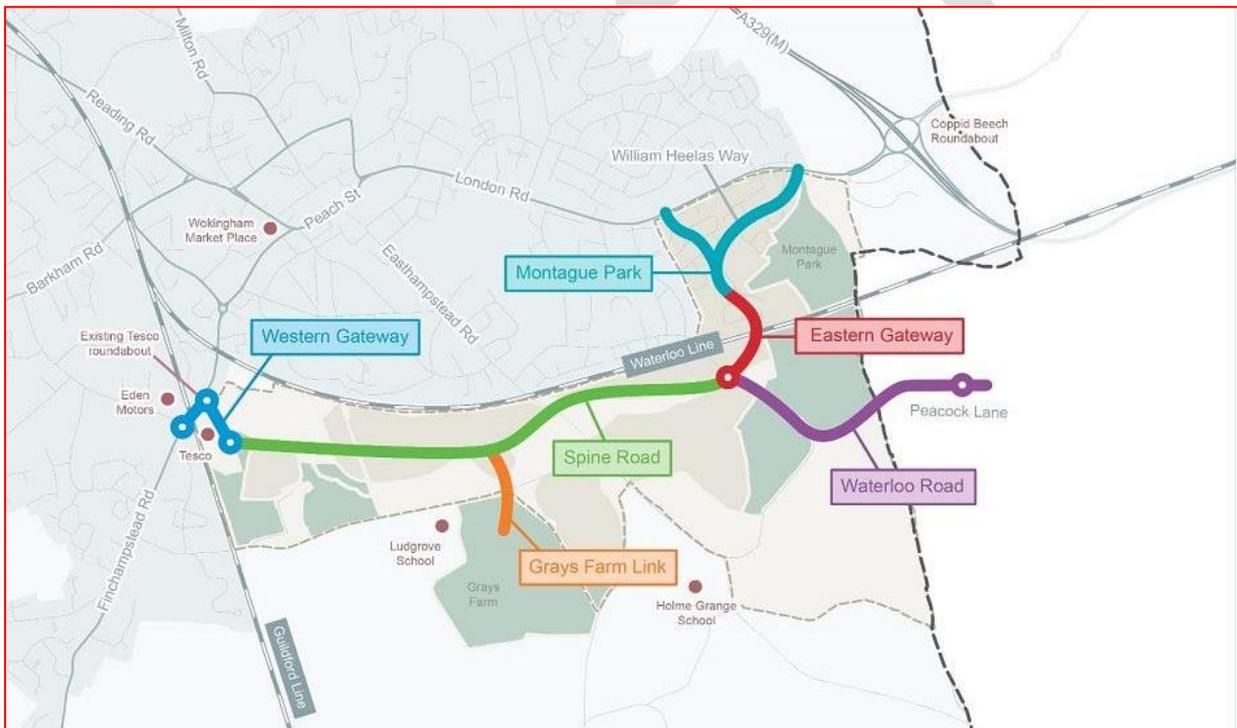
2.2.3. The four SWDR phases are:

- **Montague Park**- The developer section of SWDR, also known as William Heelas Way in Montague Park. was completed in Summer 2015 as part of Montague Park housing development.
- **Eastern Gateway** - This section of the SWDR joins the previously completed section of William Heelas Way through the Montague Park development with Waterloo Road.
- **Central spine Road** - From the Eastern Gateway section the SWDR will run west across Easthampstead Road to Finchampstead Road - connecting at the existing Tesco roundabout.
- **Western Gateway**- This is the proposed improvement of the Molly Millar Lane/ Finchampstead Road Junction.

The extent of the Eastern Gateway scheme and the SWDR is shown in

2.2.4. Figure 2-1.

Figure 2-1 - South Wokingham Distributor Road



The Eastern Gateway scheme comprises of single carriageway design connecting Montague Park to the north with Waterloo Road / SWDR to the south via a new roundabout. The scheme provides access across the Waterloo rail line in the form of a new road bridge with the previous railway crossing on Waterloo Road closing as part of the scheme proposals. A plan of the Eastern Gateway scheme, shown in isolation, is illustrated in

2.2.5. Figure 2-2.

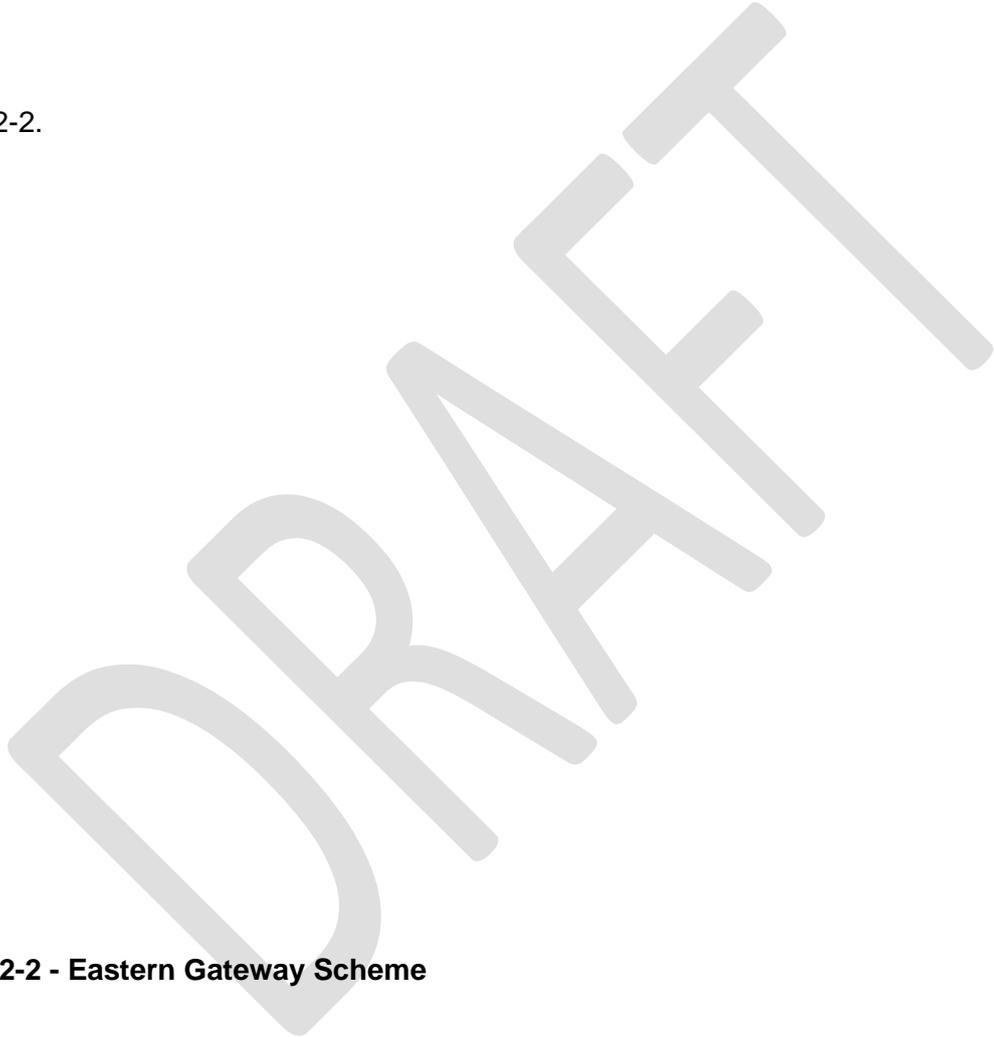
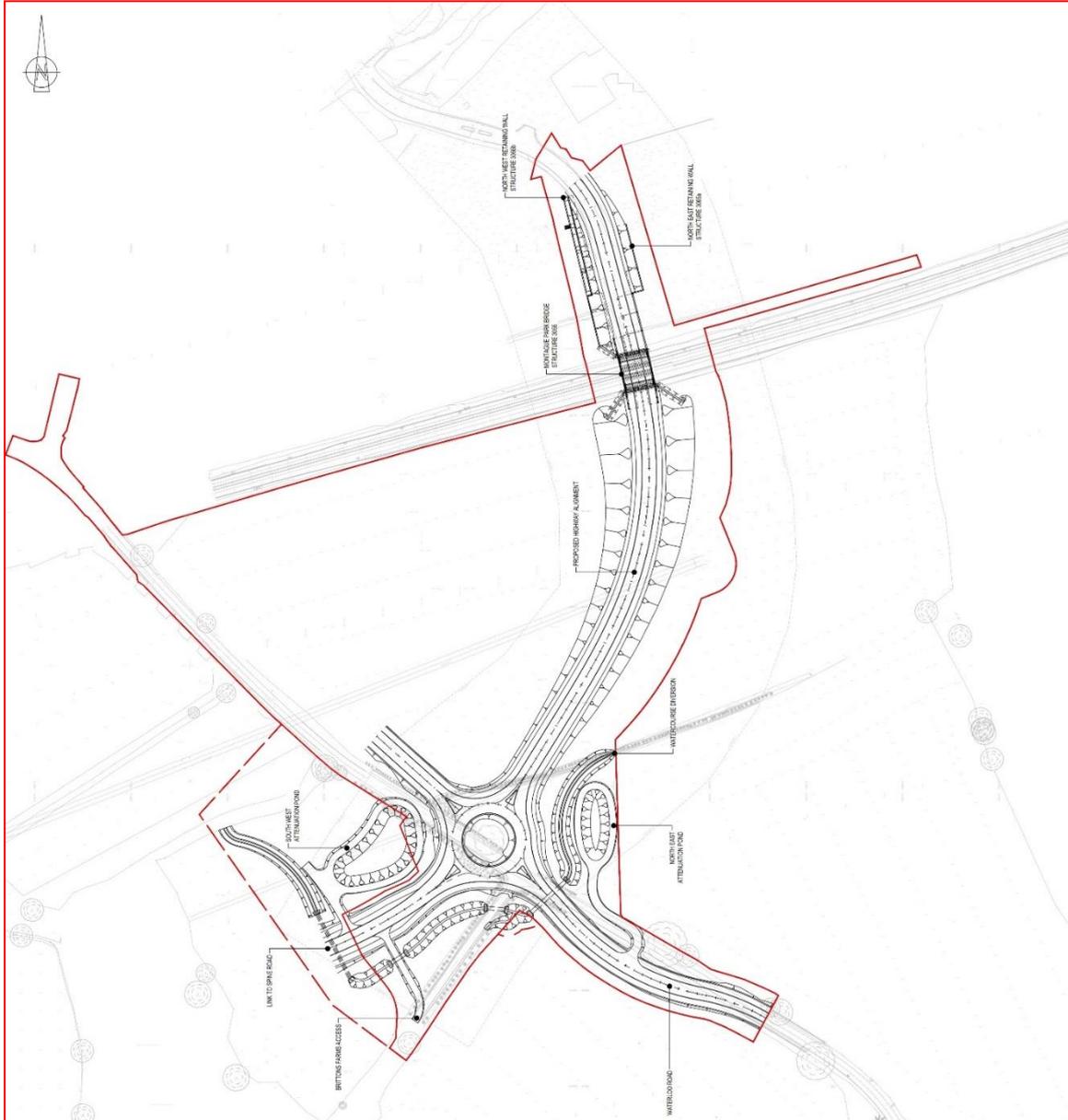


Figure 2-2 - Eastern Gateway Scheme



2.2.6. Figure 2-3 to Figure 2-5 shows an image of the scheme under construction while Figure 2-6 to Figure 2-10 shows the completed scheme.

Figure 2-3 – Aerial view of Eastern Gateway scheme under construction



Figure 2-4 - Aerial view of Eastern Gateway scheme under construction



Figure 2-5 - Eastern Gateway scheme under construction



Figure 2-6 - Completed Eastern Gateway scheme southbound approach to the Bridge



Figure 2-7 – Completed scheme - Southbound approach to William Heelas Way roundabout



Figure 2-8 - Completed Scheme - Northbound approach to the Bridge



Figure 2-9 - New Road constructed and in use



Figure 2-10 - New sections of Road and Roundabout along with new water drainage systems at ground level.



Amendments to the scheme

- 2.2.7. A Section 73 amendment to the original Eastern Gateway planning application was required to accommodate the western pond and the associated diverted watercourse which extended outside the original planning boundary.
- 2.2.8. A Section 73 application is usually required to obtain for permission to develop without complying with a condition previously imposed on a planning permission. The local planning authority can grant permission unconditionally or subject to different conditions, or they can refuse the application if they decide the original condition(s) should be kept.

Scheme Cost

- 2.2.9. The scheme was developed to detailed design level. The contractor Balfour Beatty had early contractor design involvement and subsequently provided the scheme costs to Wokingham Borough Council.
- 2.2.10. The full scheme cost, as submitted as part of the Full Business Case (FBC) was £20,159,264 (2017 prices), of which £5m was to be obtained through TVBLEP Business Rates Retention Pilot Fund and the remaining from Wokingham Borough Council's Capital Funding programme.
- 2.2.11. A summary of the proposed scheme cost and the spend profile is shown in Table 2-1, whilst Table 2-2 shows a comparison of the proposed and actual scheme cost and spend profile. It should be noted that in Table 2-2 some items of cost, actual Land and Pt1 claims are yet to be received. It should also be noted that the allocation of spend to individual categories of spend may be different between the forecast and actual expenditure e.g. between construction and enabling works.

Table 2-1 - Proposed Spend Profile

Description	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Construction		£546,227	£4,762,425	£7,143,638		£12,452,290
Land	£29,000	£60,000	£90,000	£60,000		£239,000
Pt1 Claims					£1,000,000	£1,000,000
Core Team		£525,448	£525,448	£262,724		£1,313,621
Surveys		£111,387	£304,354			£415,741
Enabling Works		£61,817				£61,817
Utilities		£106,000	£534,543			£640,543
Sub-Total	£29,000	£1,410,879	£6,216,771	£7,466,362	£1,000,000	£16,123,012
Inflation			£478,007	£1,115,351		£1,593,358
Risk		£99,120	£1,171,887	£1,171,887		£2,442,894
Total	£29,000	£1,509,999	£7,866,665	£9,753,599	£1,000,000	£20,159,264

Table 2-2 – Comparison of Proposed Spend Profile and Actual Spend Profile

Figure 2-11 - Actual Spend Profile	Total Forecast	Total Actual	Difference
Construction	£12,452,290	£9,924,383	-£2,527,907
Land	£239,000		
Pt1 Claims	£1,000,000		
Core Team	£1,313,621	£975,137	-£338,484
Surveys	£415,741	£119,689	-£296,052
Enabling Works	£61,817	£1,064,805	+£1,002,988
Utilities	£640,543	£908,888	+£268,345
Sub-Total	£16,123,012	£12,992,902	-£3,130,110
Inflation	£1,593,358	£1,232,204	-£361,154
Risk	£2,442,894	£1,497,041	-£945,853
Total	£20,159,264		

Construction Programme

2.2.12. Table 2-3 outlines the overall programme key milestones that were projected within the Full business Case.

Table 2-3 – Projected construction Programme (Eastern Gateway FBC -2019)

Submit Planning Application	27th October 2017
Discharge of Planning Conditions	14 th October 2019
Complete Detailed Design	4 th November 2019
Start Enabling Works	6 th April 2019
Start Construction Mobilisation	25 th November 2019
Permanent Traffic Orders Made	March 2020
Road Opening	March 2021

- 2.2.13. These key milestones and anticipated dates provided an indication of the programme for delivering the full scheme, with construction estimated to be completed in March 2021.
- 2.2.14. Due to a slight delay, enabling works commenced in Autumn 2019 and construction of the approaches to the new bridge north of the railway, in Montague Park, began in January 2020.
- 2.2.15. In October 2020 enabling works began for the remainder of the scheme to the south of the railway. In January 2021 the main work south of the railway commenced.
- 2.2.16. The scheme was opened to the public in February 2022 approximately 1 year after the proposed scheme opening date. This was mainly due to the COVID-19 outbreak and associated lockdowns that were in place at various times in 2020 and 2021 which delayed construction and significantly affected the scheme programme.
- 2.2.17. In terms of construction and programming issues, coal tar was found when breaking out the existing Waterloo Road. Coal tar poses potential problems due to health and safety risks, environmental impact, regulatory compliance issues, potential disruptions to construction activities, and additional costs for remediation. Although the specific instance did not significantly affect the project schedule.
- 2.2.18. Additional work was also carried out to install a piling platform at the north of the bridge structure.
- 2.2.19. Similar to other Wokingham Major Highway Project (WMHP) schemes, weekly board meetings at programme level and progress meetings at project level were undertaken every month. Risk reduction meetings took place on a weekly basis or as required to manage risks.
- 2.2.20. Throughout the construction phase, there was a regular on-site presence from the WBC engineers to supervise and ensure quality checks were undertaken. Regular inspection and test plans (ITP) were both good and poor-quality works were reported to the Balfour Beatty (BB) Project Manager, BB Quality Manager, WBC Project Manager, and WBC Quality Manager (NEC Supervisor) on a regular basis.

- 2.2.21. There was a Project Management Plan (PMP) in place to set out and manage overarching Project Lead responsibilities and accountabilities. A Quality Plan was also in place to set out the processes for control and documentation of the works.
- 2.2.22. The scheme was subject to a Stage 1 Road Safety Audit (RSA) by WSP in July 2017, a Stage 2 RSA and a subsequent Addendum report in August 2018 and March 2019. The Stage 3 RSA was carried out in January 2022 on completion of the works and the scheme was deemed compliant. Only minor issues were raised, and these were subsequently addressed.

DRAFT

3 TRAFFIC FLOWS

3.1 INTRODUCTION

3.1.1. To assess the traffic impact of the scheme, traffic counts were undertaken at a number of locations around the Eastern Gateway area. The areas were chosen to allow any change in traffic due to reduced rat-running and route shifting to be determined. The traffic data collection locations are shown in Figure 3-1.

Figure 3-1 – Traffic Data Collection Locations



- 3.1.2. Long-term traffic count cameras have been procured by WBC and were installed by Vivacity in April 2020.
- 3.1.3. As outlined, one link count and three junction counts were to be undertaken to determine the baseline traffic conditions prior to the construction of the Eastern Gateway scheme. Tracsis were commissioned to undertake turning counts at two locations (as indicated in Figure 3-1). The surveys were undertaken in March 2020 prior to the Covid 19 Lockdown.
- 3.1.4. The remaining traffic counts were to be undertaken using Vivacity fixed counters using long-term cameras. However, the installation of the Vivacity counters took place after the national Covid-19 “lockdown” and therefore representative baseline (before construction) traffic data is not available at these locations. Consequently, the Wokingham Strategic Transport Model (WSTM4) base year model has been used instead, with growth factors derived from TEMPro data applied to give an indication of 2020 traffic flows for these locations.

- 3.1.5. The TEMPro growth factor for 2015 to 2020 for the average weekday in Wokingham Borough was used. For these years, an average of the origin and destination for all purposes was used to arrive at the factors.
- 3.1.6. As part of the 1 Year post opening assessment and evaluation, Advanced Transport Research (ATR) was commissioned to undertake MCC surveys at Site 1 (Easthampstead Road / Heathlands Road junction) and site 2 (Peacock Lane / Old Wokingham Road / Waterloo Road junction).
- 3.1.7. Vivacity counters which have now since been installed were also used to collect the turning count data at Site 3 as well as Link Counts on London Road and William Heelas Way.
- 3.1.8. For the one-year post-opening assessment, an evaluation of pedestrian and cyclist flows along William Heelas Way was conducted. The data pertaining to these flows was also extracted from the Vivacity counters,

3.2 LINK COUNTS

- 3.2.1. Two link counts were identified in the Monitoring and Evaluation Plan as being required; these are identified below:
 - Link Count 1 – London Road (to the east of William Heelas Way)
 - Link Count 2 – William Heelas Way

Link Count 1 – London Road (to the east of William Heelas Way)

- 3.2.2. As stated earlier the Vivacity counters were not installed until April 2020, therefore the baseline link count 1 London Road was taken from the WSTM base model where growth factors were applied. Summary of average weekday flows on the A329 London Road are shown in Table 3-1.

Table 3-1 – Link Count 1 – London Road - Average Weekday Flow by Peak Hour and Direction (veh)

Direction	2015 Base Model Flows			Growth Factor	2020 Factored Flows		
	AM	IP	PM		AM	IP	PM
Eastbound	1,340	694	786	1.05	1,412	731	828
Westbound	928	805	1,149	1.05	978	848	1,211
Two-way	2,268	1,499	1,935	1.05	2,390	1,580	2,039

- 3.2.3. The factored flows for the average 2020 weekday indicate a tidal flow, with eastbound being the predominant direction in the AM peak and westbound in the PM peak. Interpeak flows are balanced, with the westbound indicating the greater flow.
- 3.2.4. The 1 year post opening Link counts data was extracted for March 2023 from the long-term Vivacity counters. These have been compared to the 2020 Baseline factored counts and are presented in Table 3-2 below.

Table 3-2 - Link Count 1 -1 year post opening and baseline comparison - Average Weekday Flow (veh)

Direction	2020 Baseline Factored Flows			2023 Vivacity traffic Flows			Traffic flow change		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
Eastbound	1,412	731	828	1062	812	877	-350	81	49
Westbound	978	848	1,211	769	861	1059	-209	13	-152
Two-way	2,390	1,579	2,039	1,831	1,673	1,936	-559	94	-103

- 3.2.5. Table 3-2 shows that in 2023, the flow patterns during the AM Peak, Inter Peak and PM periods were similar to those observed in 2020. However, a noticeable difference occurred in traffic flow numbers. Table 3-2 also shows there was an overall decrease of 559 vehicles in the 2023 AM Peak and 103 vehicles in the PM Peak. In contrast there as an increase of 94 vehicles in the Inter Peak Hour.
- 3.2.6. The traffic flow changes in Table 3-2 can be attributed to COVID-19 pandemic which has led to significant changes in traffic patterns by reducing the traditional peak hour commuting due to adoption of flexible and remote working.

Link Count 2 - William Heelas Way

- 3.2.7. Link count 2 was on a “no through road” along William Heelas Way before construction of the scheme commenced and therefore the count data was not required until the scheme is open and as part of the post opening evaluation.
- 3.2.8. Table 3-3 below presents the Vivacity link counts that were taken in March 2023 as part of the 1 year post opening evaluation.

Table 3-3 - Link Count 2 -1 year post opening Average Weekday Flow (veh)

Direction	2023 Vivacity traffic Flows		
	AM	IP	PM
Northbound	190	154	164
Southbound	115	95	135
Two-way	305	249	299

- 3.2.9. Table 3-3 shows that in the AM Peak there was a flow of 305 vehicles along William Heelas Way with 249 vehicles in the Inter Peak and 299 vehicles in the PM Peak. Table 3-3 also shows that the highest vehicle flow during all the Peak Hours was in the northbound lane.

PEDESTRIAN AND CYCLIST COUNTS

Table 3-4 to

- 3.2.10. Table 3-7 below show the pedestrian and cyclist flows in March 2023 from the vivacity counters located on London Road and William Heelas Way for an average weekday. As stated earlier the Vivacity counters were not installed until April 2020, therefore the baseline pedestrian and cyclist counts were not available. The counts include pedestrians and cyclists recorded on both the footways and carriageways.

Table 3-4 – London Road Pedestrian Flows

Direction	2023 Vivacity Pedestrian Flows			
	AM	IP	PM	12 hr
Eastbound	11	7	9	141
Westbound	12	7	11	144
Two-way	23	14	20	285

Table 3-5 – London Road Cyclist Flows

Direction	2023 Vivacity Cyclist Flows			
	AM	IP	PM	12 hr
Eastbound	5	4	4	31
Westbound	6	3	25	42
Two-way	11	7	29	73

Table 3-6 – William Heelas Way – Pedestrian Flows

Direction	2023 Vivacity Pedestrian Flows			
	AM	IP	PM	12 hr
Northbound	21	14	9	124
Southbound	35	13	14	136
Two-way	56	27	23	260

Table 3-7 – William Heelas Way Cyclist Flows

Direction	2023 Vivacity Cyclist Flows			
	AM	IP	PM	12 hr
Northbound	3	2	2	14
Southbound	3	2	2	18
Two-way	6	4	4	32

- 3.2.11. Table 3-4 shows that there was a flow of 285 pedestrians along London Road over a period of 12 hours in March 2023. Additionally, Table 3-5 shows that there was an average flow of 73 cyclists during the same period.
- 3.2.12. Table 3-6 shows that there was a flow of 260 pedestrians along William Heelas Way over a period of 12 hours. Additionally,
- 3.2.13. Table 3-7 reveals that there was an average cyclist flow of 32 during the same time frame on an average weekday.
- 3.2.14. The pedestrian and cyclist flows shown in Table 3-4 to
- 3.2.15. Table 3-7 will be compared with 5 year post opening data. This will show the impact of the Eastern Gateway against the scheme objective to encourage sustainable and active transport.

3.3 JUNCTION TURN COUNTS

- 3.3.1. As part of the Monitoring and Evaluation Plan, three junction turn counts were identified as being required to determine the baseline and 1 Year post opening traffic conditions. Manual Classified Counts (MCCs) were commissioned at two locations (Sites 1 and 2), with the remaining site (Site 3) planned to be undertaken using Vivacity counters.
- 3.3.2. The junction locations identified were:
- Site 1 – Easthampstead Road / Heathlands Road junction
 - Site 2 – Peacock Lane / Old Wokingham Road / Waterloo Road junction
 - Site 3 – Waterloo Road / Easthampstead Road junction
- 3.3.3. The Baseline traffic surveys at Sites 1 and 2 were undertaken during the period 10th March 2020 to 12th March 2020. This was prior to the Covid-19 lockdown.
- 3.3.4. Due to the Covid-19 lockdown affecting data from the Vivacity counter at the Waterloo Road / Easthampstead junction, an alternative source of the data had to be determined. As there was insufficient coverage using existing WBC counts or from other projects, turning proportions were extracted from the WSTM4 2015 base model applied to the observed flow on the Easthampstead Road North arm of the Site 1 count. As the two junctions are fairly close, with limited opportunity to gain or lose vehicles, this approach was deemed appropriate.
- 3.3.5. For the 1 year post opening evaluation MCC traffic surveys were carried out between 23rd and 25th May 2023 at Site 1 and Site 2 while Vivacity counter traffic data from 14th-16th March 2023 was used for site 3.

3.3.6. The following figure shows the location of site 1 and Tables 3-8 to Table 3-10 shows the baseline and 1 year after junction throughput and a comparison of the 2020 and 2023 data.

Figure 3-2 – Easthampstead Road/Heathlands Road Junction



© Google

Table 3-8 - Site 1 2020 Baseline Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 10/03/2020	Wednesday 11/03/2020	Thursday 12/03/2020	Average Day
AM Peak	07:45:00	969	981	969	973
IP Peak	15:45:00	781	827	810	806
PM Peak	17:00:00	810	829	812	817

Table 3-9 - Site 1 2023 1 year after opening Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 23/05/2023	Wednesday 24/05/2023	Thursday 25/05/2023	Average Day
AM Peak	07:45:00	1187	1136	1311	1211
IP Peak	15:45:00	1011	923	1089	1008
PM Peak	17:00:00	949	1093	1091	1044

Table 3-10 – Site 1 Difference in Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday	Wednesday	Thursday	Average Day
AM Peak	07:45:00	218	155	342	238
Inter Peak	15:45:00	230	96	279	202
PM Peak	17:00:00	139	264	279	227

3.3.7. When comparing the 2020 baseline flows and the 2023 1 year post opening flows, Table 3-10 shows that there was a significant increase in traffic (200+ vehicles) through the junction during all the peak hours.

The baseline 2020 turning counts and the 2023 1 year post opening AM Peak turning counts are presented in Table 3-11 and Table 3-12 below and

3.3.8. Table 3-13 presents the flow difference between the 2020 and 2023 data.

Table 3-11 – Site 1 – 2020 Baseline Average AM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	123	246
Heathlands Road	40	0	235
Easthampstead Road (N)	98	230	1

Table 3-12 - Site 1 – 2023 1 Year Post Opening Average AM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	144	323
Heathlands Road	39	0	278
Easthampstead Road (N)	120	308	0

Table 3-13 – Comparison of Average AM Peak Hour Turning Movement (Veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	21	77
Heathlands Road	-1	0	43
Easthampstead Road (N)	22	78	-1

- 3.3.9. Table 3-11 and Table 3-12 show that in both the 2020 and 2023 AM Peak traffic flows, Easthampstead Road (S) had the highest entry flows at the junction. The largest movements were the northbound movement along Easthampstead Road and between Easthampstead Road (N) and Heathlands Road in both directions.
- 3.3.10. When comparing the 2020 and 2023 turning counts,
- 3.3.11.
- 3.3.12.
- 3.3.13. Table 3-13 shows that there was an increase in traffic flows in most of the turning movements at the junction in the 2023 AM Peak with the exception of vehicles travelling between Heathlands Road to Easthampstead Road (S) where there was a negligible decrease of 1 vehicle.
- 3.3.14. The baseline 2020 turning counts and the 2023 1 year post opening PM Peak turning counts are presented in Table 3-14 and
- 3.3.15. Table 3-15 below and Table 3-16 presents the flow difference between the 2020 and 2023 data.

Table 3-14 – Site 1 – 2020 Baseline Average PM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	67	160
Heathlands Road	44	0	158
Easthampstead Road (N)	111	277	0

Table 3-15 - Site 1 –2023 Year Post Opening Average PM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	79	260
Heathlands Road	26	0	204
Easthampstead Road (N)	163	311	0

Table 3-16 - Comparison of Average PM Peak Hour Turning Movement (Veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	12	100
Heathlands Road	-18	0	46
Easthampstead Road (N)	52	34	0

- 3.3.16. Table 3-14 shows that in the PM Peak, Easthampstead Road (N) shows the highest entry flow, around just under 400 vehicles, and Heathlands Road the highest exit flow, around 350. The largest movement is from Easthampstead Road (N) to Heathlands Road.
- 3.3.17. Table 3-15 shows that similar to the 2020 base line traffic flows, the highest entry flows in 2023 were on the Easthampstead (N) arm. The right turn into Heathlands Road also remained the turning movement with the highest traffic flow.
- 3.3.18. When comparing the 2020 flows and the 2023 flows, Table 3-16 shows that there was an increase in traffic on all turning movements except for the right turn movement from Heathlands Road to Easthampstead Road where there was a slight decrease of 18 vehicles in the PM Peak Hour.
- 3.3.19. Table 3-16 also shows that the highest increase of traffic was on the south to north through movement on Easthampstead Road with a 100 vehicle increase during the 2023 PM Peak.
- 3.3.20. The traffic analysis indicates increased northbound and southbound traffic volumes along Easthampstead Road and minor increases along Heathlands Road following implementation of the Eastern Gateway scheme.
- 3.3.21. The proximity of the Easthampstead Road/ Waterloo Road junction to the proposed SWDR central section spine road which connects to the William Heelas Way suggests the one year after data may not fully capture anticipated traffic impacts of the scheme at the junction. Therefore, further analysis at the 5 year post-opening will be carried out to assess scheme impacts after construction of the SWDR central spine road section and the Western Gateway.

Site 1 Summary

3.3.22. Traffic data at Site 1 shows increases in traffic volume along Easthampstead Road which was not expected as a result of the Eastern Gateway scheme. However, the current traffic data does not demonstrate the full impact of the scheme at the junction. It is expected that this will be shown in the 5 year post opening evaluation once the Central and Western Gateway sections of the SWDR are completed.

SITE 2 – WATERLOO ROAD / PEACOCK LANE / OLD WOKINGHAM ROAD JUNCTION

3.3.23. Figure 3-3 shows a satellite view of the Waterloo Road/ Peacock Lane/ Old Wokingham Road Junction. A summary and comparison of the peak hour total flows surveyed in 2020 and 2023 are shown from Table 3-17 to Table 3-19.

Figure 3-3 – Site 2 - Waterloo Road/ Peacock Lane/ Old Wokingham Road Junction



© Google

3.3.24. A summary of the total flows through the junction by peak hour are shown in Table 3-17.

Table 3-17 - Site 2 2020 Baseline Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 10/03/2020	Wednesday 11/03/2020	Thursday 12/03/2020	Average Day
AM Peak	07:45:00	1,692	1,672	1,554	1,639
IP Peak	15:45:00	1,519	1,403	1,496	1,473
PM Peak	17:00:00	1,893	1,619	1,842	1,785

Table 3-18 – Site 2 2023 1 year post Opening Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 23/05/2023	Wednesday 24/05/2023	Thursday 25/05/2023	Average Day
AM Peak	07:45:00	1,751	1,758	1,743	1,751
IP Peak	15:45:00	1,496	1,611	1,683	1,597
PM Peak	17:00:00	1,737	1,740	1,640	1,706

Table 3-19 – Site 2 Difference in Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday	Wednesday	Thursday	Average Day
AM Peak	07:45:00	59	86	189	112
IP Peak	15:45:00	-23	208	187	124
PM Peak	17:00:00	-156	121	-202	-79

- 3.3.25. Table 3-18 shows that the 2023 average peak hour entry flow in the AM peak was 1,751 vehicles which was an increase of 112 vehicles when compared to the 2020 flows. In contrast the PM peak flows were 1,706 vehicles which was a decrease of 79 vehicles when compared to the 2020 flows.
- 3.3.26. Table 3-18 also shows that in 2023 the highest hour in the inter-peak period had an hourly flow of 1,597 vehicles which was an increase of 124 vehicles when compared to the 2020 flows.
- 3.3.27. A summary of the total flows through the junction in AM peak hour is shown in Table 3-20 to Table 3-22.

Table 3-20 – Site 2 – 2020 Baseline Average AM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	557	165
Old Wokingham Rd	633	0	114
Waterloo Road	91	79	0

Table 3-21 – Site 2 - 2023 1 Year Post Opening Average AM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	651	70
Old Wokingham Rd	809	0	111
Waterloo Road	34	74	0

Table 3-22 – Site 2 - Comparison of Average AM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	94	-95
Old Wokingham Rd	176	0	-3
Waterloo Road	-57	-5	0

- 3.3.28. Table 3-20 and Table 3-21 show that in both 2020 and 2023 the highest flows were on Peacock Lane and on Old Wokingham Road which also formed the major arm of the junction.
- 3.3.29. When comparing the 2020 and 2023 AM Peak flows, Table 3-22 shows that there was an increase in flow along the major arm between Peacock Lane and Old Wokingham Road in 2023. In contrast there was decrease in the Waterloo Road where there were 62 fewer vehicles entering and 98 fewer vehicles exiting the junction.
- 3.3.30. A summary of the total flows through the junction in PM Peak is shown in Table 3-23 to Table 3-25.

Table 3-23 – Site 2 – 2020 Baseline Average PM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	925	103
Old Wokingham Rd	435	0	81
Waterloo Road	170	70	0

Table 3-24 - Site 2 – 2023 1 Year Post Opening Average PM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	779	67
Old Wokingham Rd	612	0	106
Waterloo Road	60	82	0

Table 3-25 -Site 2 Comparison of Average PM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	-146	-36
Old Wokingham Rd	177	0	25
Waterloo Road	-110	12	0

- 3.3.31. Table 3-23 and Table 3-24 show that in the PM Peak, a similar pattern to the AM Peak is seen with the two-way movement between Peacock Lane and Old Wokingham Road still showing the highest flow through the junction in 2020 and 2023.
- 3.3.32. Table 3-24 shows that in 2023 there was a decrease of 182 and 98 vehicles on Peacock Lane and Waterloo Road entries respectively. In contrast there was an increase of 202 vehicles on the Old Wokingham Road approach.
- 3.3.33. Of the 202 vehicles increase on the Old Wokingham Road approach, 88% of the traffic increase was from the northern bound traffic to Peacock Lane while the remaining increase of traffic was from the left turn onto Waterloo Road.
- 3.3.34. While the Eastern Gateway forecast modelling predicted an increase in traffic along Waterloo Road spine road as a result of the scheme the traffic data shows an overall decrease in the 1 year after opening stage.
- 3.3.35. The decrease in traffic is attributed to traffic which would previously use Waterloo Road Level Crossing to access Easthampstead Road diverting onto Old Wokingham Road as an alternative route due to the closure of the level crossing. Additionally, the SW SDL traffic that was expected to primarily use Waterloo Road is not yet present as the scheme developments situated along Waterloo Road and the Central Spine Road have not yet been built as of October 2023.
- 3.3.36. It is expected that there will be an increase along Waterloo Road when the SWDR Central Spine Road is constructed and connected to the Eastern Gateway. This is because traffic from Easthampstead Road that would have initially diverted onto Old Wokingham Road to travel Eastbound would now use the Waterloo Road Spine Road resulting in an increase in traffic. Additionally, there is also expected to be an increase in the SWDL traffic once the scheme dependent development around Waterloo Road has been built.

Site 2 Summary

- 3.3.37. The traffic data for site 2 (Waterloo Road / Peacock Lane / Old Wokingham Road junction) shows a decrease in traffic along Waterloo Road and Peacock Lane. While the decrease in traffic volumes on Peacock Lane is expected based on model forecasts, the anticipated traffic growth on the Waterloo Road spine road has not occurred yet.
- 3.3.38. The one year after opening traffic data at site 2 only provides the partial effects and benefits of the Eastern Gateway scheme at the junction. The traffic flows at site 2 will be reviewed again at the 5 year post opening stage, when the impact will be more evident once scheme dependant development and all stages of the SWDR are completed.

SITE 3 – EASTHAMPSTEAD ROAD / WATERLOO ROAD JUNCTION

- 3.3.39. As the turning counts for this junction were not available in 2020, the Baseline turning flows were estimated from the WSTM4 model for the 2015 base year. Using the Easthampstead Road North entry and exit flows observed as part of the Site 1 count, an estimate of the 2020 turning movements were calculated for this junction based on model turning proportions. .
- 3.3.40. Figure 3-4 below shows a satellite view of the Easthampstead Road/ Waterloo Road Junction.

Figure 3-4 - Site 3 – Easthampstead Road/ Waterloo Road Junction



© Google

A summary of the estimated junction throughput by weekday peak hour is shown in Table 3-26 to

- 3.3.41. Table 3-28. It should be noted that due to the application of factors and rounding, there is a difference of one between the estimated throughput and turning movements in the 2020 Baseline AM peak.

Table 3-26 - Site 3 – Estimated 2020 Baseline Junction Throughput by Peak Hour (veh)

	Estimated Entry Flows (veh)				Estimated Exit Flows (veh)			
	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total entry flows	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total exit flows
AM Peak	484	141	481	1106	421	357	328	1106

PM Peak	416	201	318	935	331	215	388	934
---------	-----	-----	-----	-----	-----	-----	-----	-----

Table 3-27 – Site 3 - 2023- 1 year after report Junction Throughput by Peak Hour (veh)

	Actual Entry Flows (veh)				Actual Exit Flows (veh)			
	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total entry flows	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total exit flows
AM Peak	435	196	568	1198	477	353	368	1198
PM Peak	497	142	439	1078	349	377	352	1078

Table 3-28 – Site 3- Comparison of Junction Throughput by Peak Hour (veh)

	Estimated Entry Flows (veh)				Estimated Exit Flows (veh)			
	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total entry flows	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total exit flows
AM Peak	-49	55	87	92	56	-4	40	92
PM Peak	81	-59	121	143	18	162	-36	144

3.3.42.

3.3.43. Table 3-28 shows that there was an increase of 92 vehicles in the AM Peak and an increase in 143 vehicles in the PM Peak when comparing the 2023 traffic flows and the 2020 factored Peak Hour entry flows.

3.3.44. The AM Peak turning flows at Site 3 are shown in Table 3-29 to Table 3-31.

Table 3-29 – Site 3 – 2020 Estimated AM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	183	301
Waterloo Road	114	0	27
Easthampstead Road (S)	307	174	0

Table 3-30 -Site 3 - 2023 1 Year Post Opening AM Peak Hour Turning Movement (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	171	264
Waterloo Road	91	0	105
Easthampstead Road (S)	385	182	0

Table 3-31 -Site 3 Comparison of AM Peak Hour Turning Movement (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	-12	-37
Waterloo Road	-23	0	78
Easthampstead Road (S)	78	8	0

- 3.3.45. Table 3-29 shows that in the 2020 AM Peak estimated traffic flows, Easthampstead Road (N) had the highest entry and exit flow at the junction. The largest movements were the northbound and southbound movements on Easthampstead Road. Of the traffic entering the junction on Waterloo Road, 81% headed north along Easthampstead Road. Table 3-30 shows that in the 2023 AM Peak Easthampstead Road (S) had the highest entry and exit flow at the junction while the northbound and southbound movements on Easthampstead Road were the most significant. Of the vehicles entering via Waterloo Road, 46% headed north on Easthampstead Road.
- 3.3.46. When comparing the 2023 surveyed traffic flows to the 2020 estimated traffic flows Table 3-31 shows that in 2023 there was an overall decrease of 49 vehicles originating from the Easthampstead Road North arm in the AM Peak. In contrast, there was a notable increase in traffic originating from both Waterloo Road (55 vehicles) and the Easthampstead Road South arms (86 vehicles).
- 3.3.47. While overall traffic along Waterloo Road increased, there is a reduction in the AM Peak traffic travelling between Easthampstead Road North and Waterloo Road, which is attributed to the closure of the Waterloo Road level crossing.
- 3.3.48. A summary of the total flows through the junction in the PM Peak is shown in Table 3-32 to Table 3-34.

Table 3-32 – Site 3 – 2020 Estimated PM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	117	299
Waterloo Road	112	0	89
Easthampstead Road (S)	220	98	0

Table 3-33 -Site 3 2023 1 year after report PM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	237	260
Waterloo Road	51	0	92
Easthampstead Road (S)	298	141	0

Table 3-34 – Site 3 Comparison of PM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	120	-39
Waterloo Road	-62	0	3
Easthampstead Road (S)	78	43	0

- 3.3.49. Table 3-32 shows that in the 2020 estimated traffic flows, the predominant PM Peak movements through the junction were the through movements on Easthampstead Road, which accounted for 56% of all vehicles. The entry on Waterloo Road show that approximately 56% of the traffic turned North on Easthampstead Road.
- 3.3.50. Table 3-33 shows that in the 2023 traffic surveys the predominant PM Peak movement through the junction was the two-way north south through movement on Easthampstead Road which accounted for 52% of all vehicles. When looking at traffic coming from Waterloo Road, 35% of vehicles turned right at the junction on Easthampstead Road (N).
- 3.3.51. When comparing the 2023 and 2020 traffic flows. Table 3-34 shows that in the PM Peak there was a decrease in the north south through movement, in contrast there was an increase in traffic travelling in the opposite direction. Table 3-34 also shows a decrease in vehicles travelling from Waterloo Road to Easthampstead North in the PM Peak which is expected due to the closure of the Waterloo Road Level Crossing. It should also be noted that there might be some inaccuracies with the junction turning proportions at site 1 as a result of comparing 2023 survey traffic data and the 2020 estimated data.

Site 3 Summary

- 3.3.52. The traffic data for site 3 (Easthampstead Road/ Waterloo Road Junction junction) shows that even though there was an overall traffic increase on Waterloo Road, specific turning movements show decreases due to the level crossing closure. The traffic data at site 3 will also be reviewed at the 5 year post opening stage where the completed SWDR scheme is expected to reduce cut-through traffic once the full spine road network is completed, providing an alternative east-west route that will reduce traffic along Waterloo Road.

3.4 5 YEARS POST OPENING

- 3.4.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

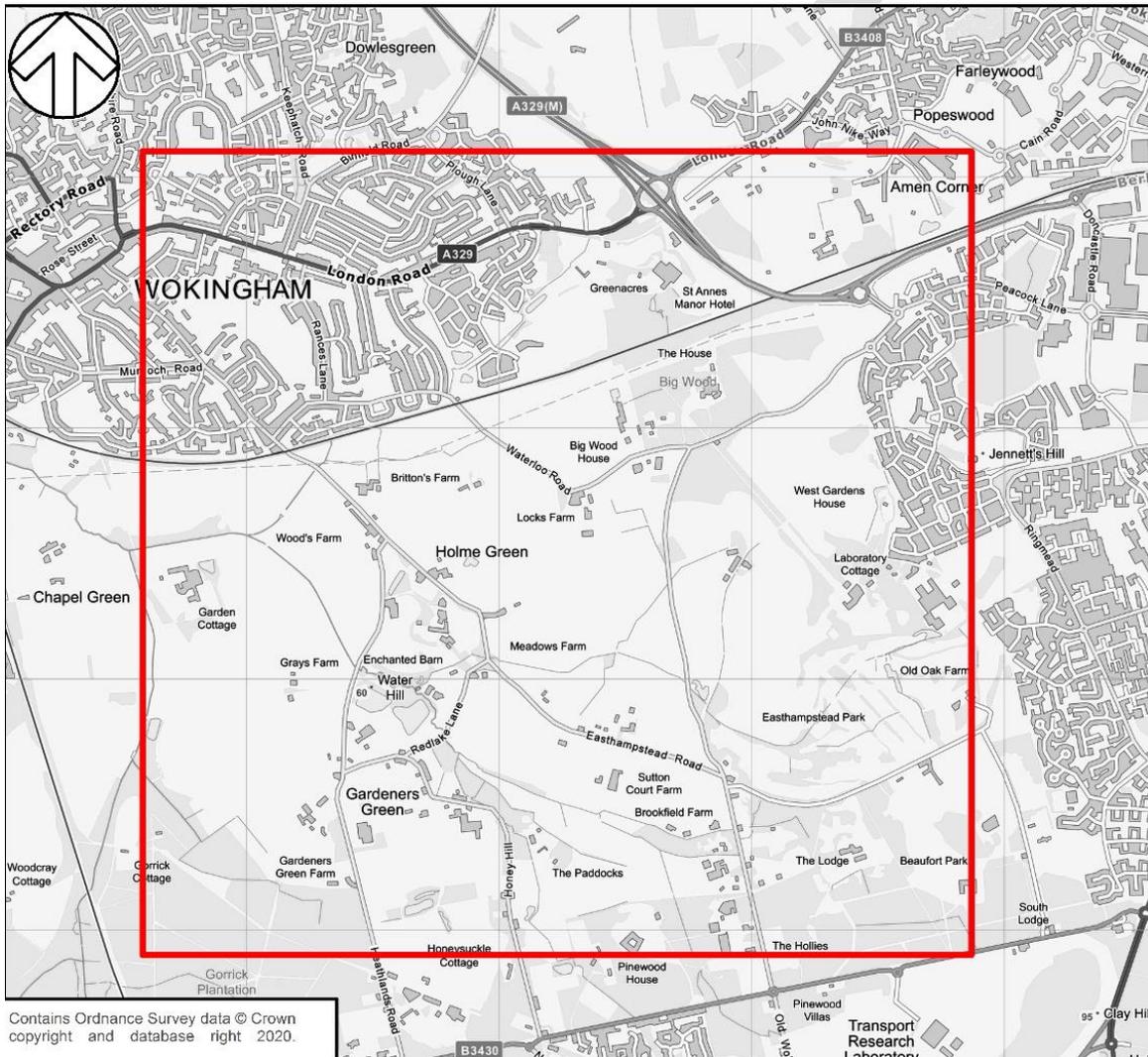
DRAFT

4 COLLISIONS

4.1 INTRODUCTION

- 4.1.1. To assess the effectiveness of the scheme in achieving the scheme objective of improving road safety and a reduction in the number of road collision casualties, personal injury collision data for the study area was obtained for the appropriate five-year period.
- 4.1.2. The identified study area is shown in Figure 4-1.

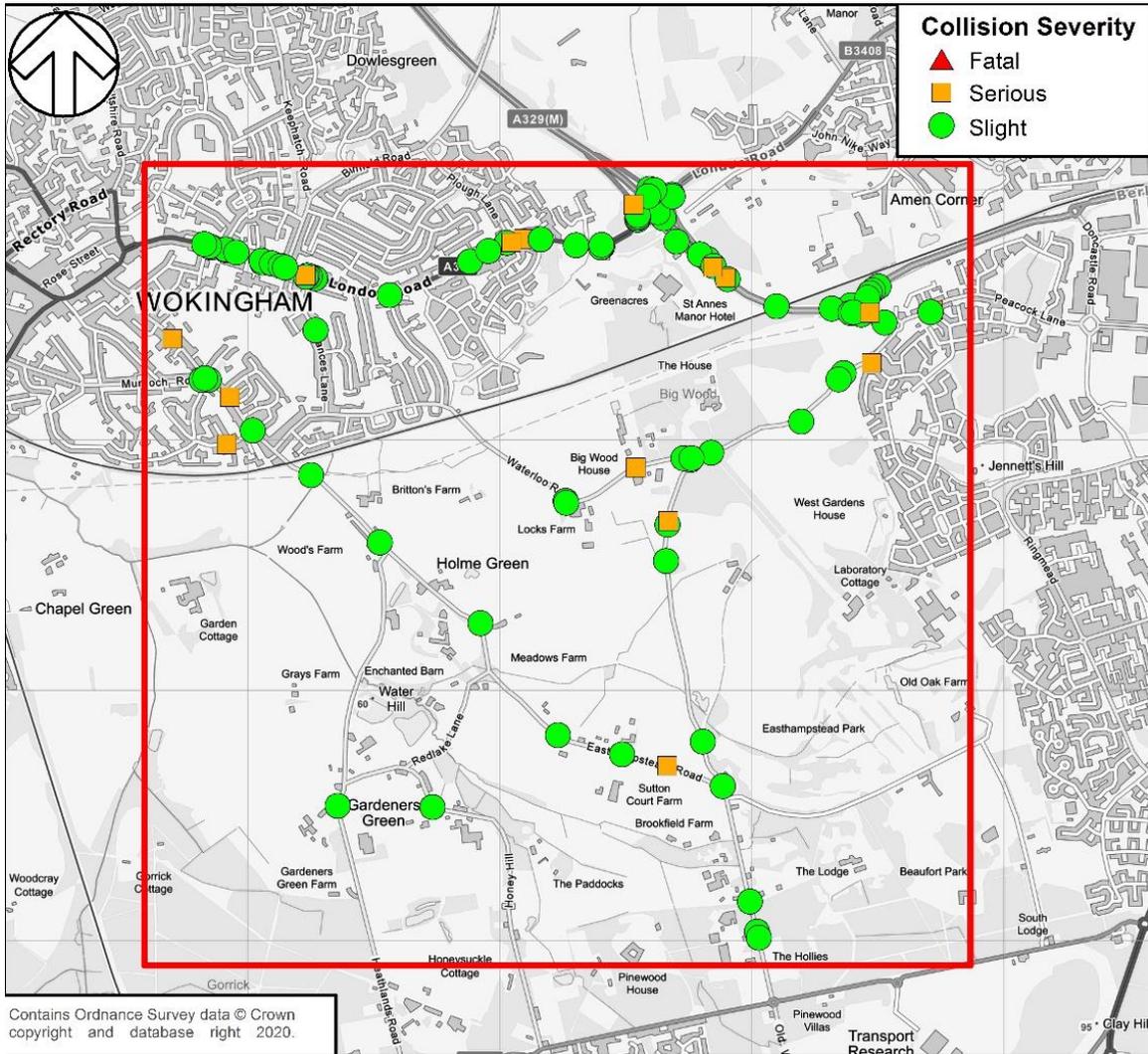
Figure 4-1 – Collision Data Study Area



4.2 BASELINE

- 4.2.1. Personal Injury Collision data for the study area identified in Figure 4-1 was obtained from Wokingham Borough Council and Bracknell Forest Council for the five-year period 1st January 2014 to 31st December 2018. Over the study period, there were 108 personal injury collisions, resulting in 132 casualties.
- 4.2.2. Figure 4-2 is a plot of the collision location and severity.

Figure 4-2 – Collision Location by Severity



4.2.3. The breakdown of collisions and casualties by year is shown in Table 4-1.

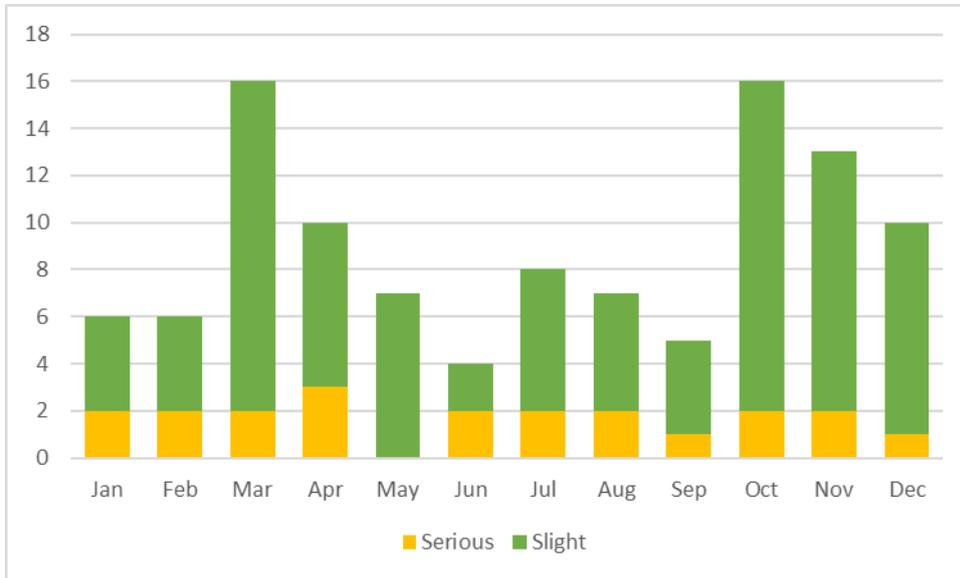
Table 4-1 – Collisions and Casualties by year and severity

	Collisions				Casualties			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
2014	0	3	18	21	0	4	26	30
2015	0	2	21	23	0	2	24	26
2016	0	8	21	29	0	8	30	38
2017	0	3	13	16	0	3	14	17
2018	0	5	14	19	0	5	16	21
Total	0	21	87	108	0	22	110	132

4.2.4. Across the study period, 87 of the 108 collisions were slight and 21 were serious. There were no fatal collisions. The proportion of Killed or Seriously Injured (KSI) collisions was 19%, in terms of casualties, 17% of all casualties incurred serious injury.

4.2.5. Figure 4-3 shows the split of collision severity by month.

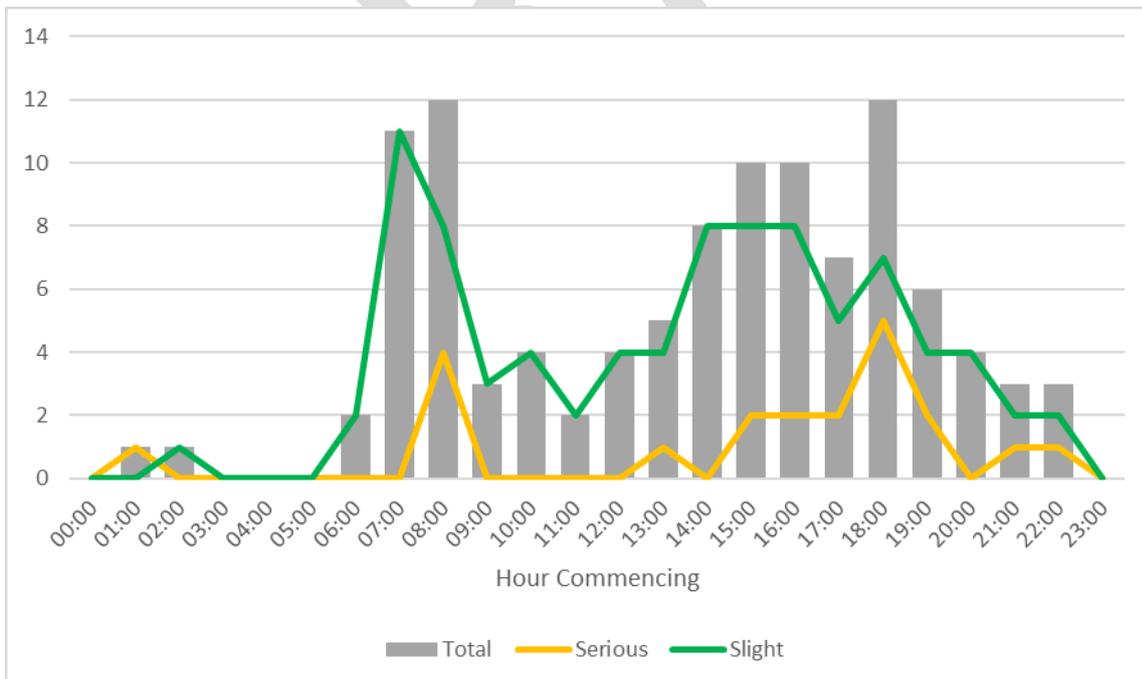
Figure 4-3 – Collisions by month and severity(2014-2018)



4.2.6. These results show that the greatest number of serious collisions occurred in April, however looking at the total number of collisions, the highest number of collisions occurred in March and October. The number of serious collisions remains fairly steady, with the number of slight collisions showing fluctuation.

4.2.7. Figure 4-4 shows the number of collisions by severity and time.

Figure 4-4 – Collisions by time and severity



- 4.2.8. These results indicate that there are peaks in the total number of collisions between 07:00 and 09:00 in the AM peak, and in between 18:00 and 19:00 in the PM peak. There is a slightly lower plateau of collisions between 15:00 and 17:00, coinciding with the school run period.

4.3 1 YEAR POST OPENING

- 4.3.1. In order to fully assess the collision impact of the scheme, assessment over a five-year period is preferred to remove any abnormalities in data or one-off events and incidents that could impact on the analysis undertaken. Therefore, analysis one-year post opening has not be undertaken.

4.4 5 YEARS POST OPENING

- 4.4.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

DRAFT

5 JOURNEY TIMES

5.1 INTRODUCTION

- 5.1.1. Travel time and journey reliability are two of the key scheme objectives and metrics included in the Monitoring and Evaluation Plan. Routes were identified that would enable journey time and reliability to be assessed.
- 5.1.2. These routes cover the key corridors in the study area and where the impact of the scheme is likely to be seen. These include the London Road, Old Wokingham Road, Easthampstead Road, Peacock Lane and Waterloo Road corridors.
- 5.1.3. The Eastern Gateway scheme involved the closure of the existing level crossing on Waterloo Road and the construction of a new railway bridge along William Heelas Way. As a result, the new routes that were surveyed as part of the 1-year post scheme survey were diverted along William Heelas Way. **Figure 5-1** to **Figure 5-7** show the Baseline and 1 year after journey time routes that were used for the journey time surveys.
- 5.1.4. Route 1 comprised of drivers travelling along London Road turning onto Priest Avenue then continuing south on Waterloo Road, however with the level crossing along Waterloo Road closed off as part of the scheme, drivers diverted onto the William Heelas Way railway bridge. Drivers travelling north on route 1 along Waterloo Road would now turn right at the Waterloo Road/ William Heelas Way roundabout to access the railway bridge.
- 5.1.5. Route 2 comprised of vehicles travelling between the A329/ London Road junction, London Road Priest Avenue, Waterloo Road and Peacock Lane. With the Waterloo Road level crossing closed, vehicles travelling along Priest Avenue would now divert onto William Heelas Way.
- 5.1.6. Route 3 included a clockwise loop of Easthampstead Road, Waterloo Road, Old Wokingham Road, terminating with a right-turn into Easthampstead Road.
- 5.1.7. Route 4, which was approximately 1 mile longer than route 3, was completed anticlockwise, with drivers taking the right turn from Easthampstead Road into Old Wokingham Road. Then continuing down to the junction with Nine Mile Ride, completing a U-turn at the roundabout and continuing on the route northbound up Old Wokingham Road, Waterloo Road and Easthampstead Road. This enables the impact of the scheme on the operation of the Easthampstead Road / Old Wokingham Road to be assessed.
- 5.1.8. With the Waterloo Road level crossing closed off, the northern loop would now take drivers further north onto London Road and then onto William Heelas Way railway bridge before merging back onto Waterloo Road.
- 5.1.9. Route 5 remained unchanged after the scheme was implemented.

Figure 5-1 –Route 1 Baseline 2020 Journey Time Survey



Figure 5-2 - Route 1- 1 year after 2023 Journey Time Survey



Figure 5-3 – Route 2 Baseline 2020 Journey Time Survey



Figure 5-4 – Route 2 1 year after 2023 Journey Time Survey

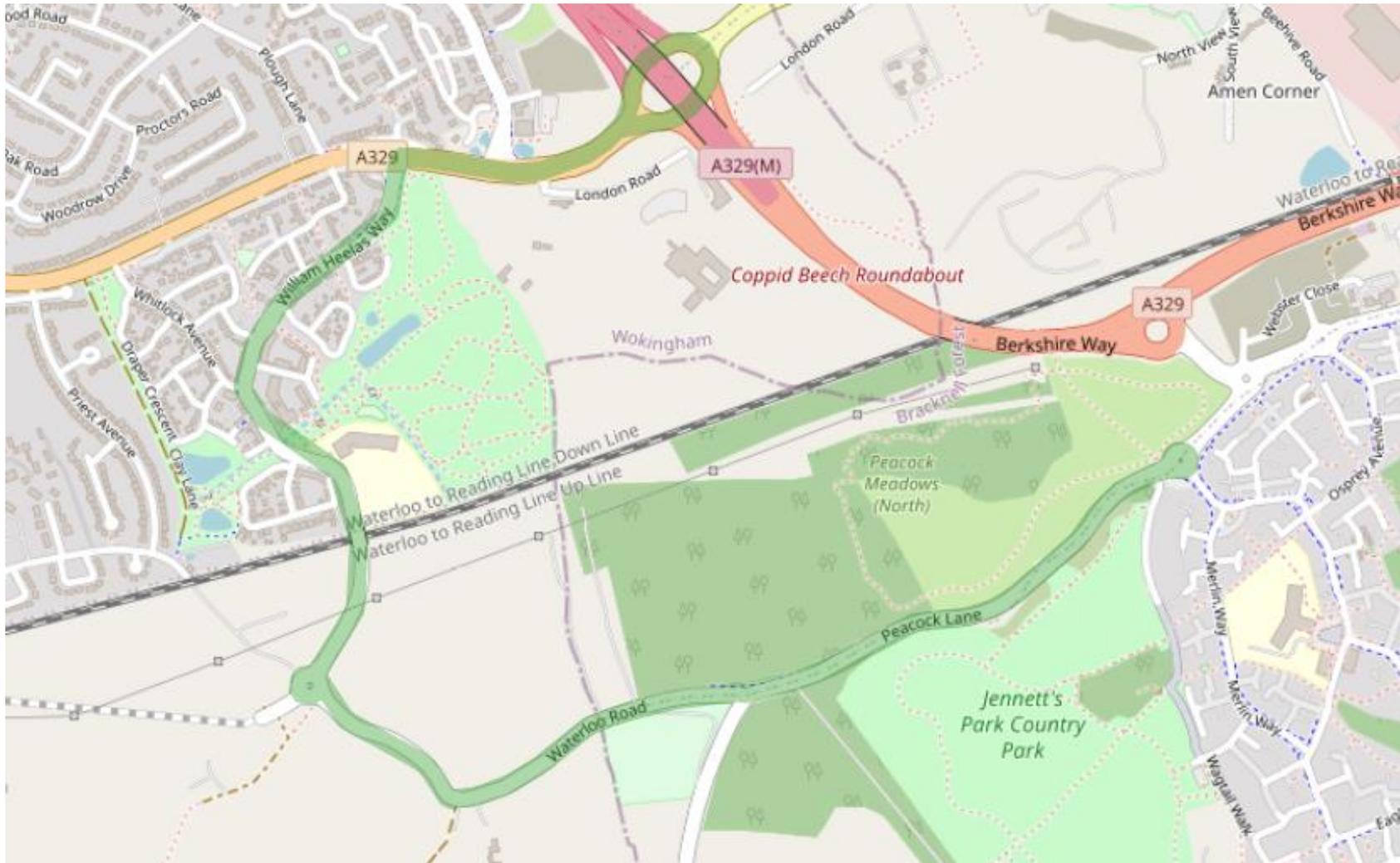


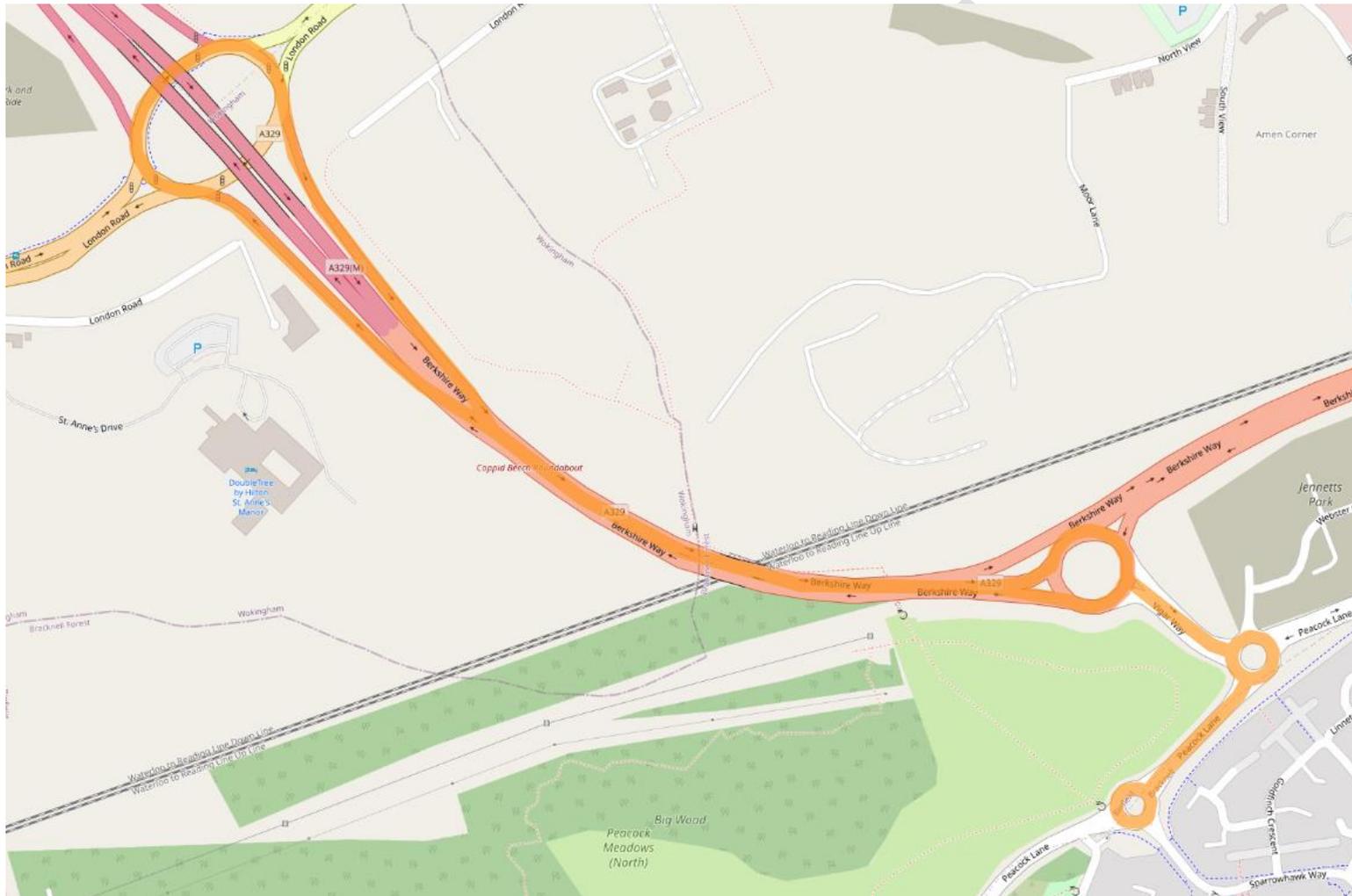
Figure 5-5 – Route 3/4 Baseline 2020 Journey Time Survey



Figure 5-6 – Route 3/4 1 year after 2023 Journey Time Survey



Figure 5-7 – Route 5 Baseline 2020 and 1 year after 2023 Journey Time Survey



Baseline

- 5.1.10. Tracsis was commissioned to undertake the journey time surveys for the five routes on Tuesday 3rd March and Wednesday 4th March 2020.
- 5.1.11. The journey time routes were undertaken from 08:00 to 10:00, 11.30 to 13.30 and 16:00 to 18:00. There were no specific or unusual incidents reported on either day throughout the duration of these surveys.
- 5.1.12. Average journey times for each of the routes are summarised in **Table 5-1**.

Table 5-1 –Average Journey Times and Speeds – Baseline

Route	Direction	Distance (Miles)	AM Peak		Inter-Peak		PM Peak	
			Time (mins)	Speed (mph)	Time (mins)	Speed (mph)	Time (mins)	Speed (mph)
1	Eastbound	2.73	00:10:02	16	08:00	20	00:08:46	19
	Westbound	2.60	00:09:00	17	07:56	20	00:09:20	17
2	Anticlockwise	2.28	00:08:11	17	00:05:26	25	00:06:13	22
	Clockwise	2.30	00:06:49	20	00:06:36	21	00:07:01	20
3	Clockwise	3.54	00:09:29	22	00:09:17	23	00:10:41	20
4	Anticlockwise	4.58	00:10:26	26	00:09:53	28	00:12:17	22
5	Northbound	0.78	00:02:13	21	00:02:04	23	00:02:29	19
	Southbound	0.83	00:01:59	25	00:01:57	26	00:02:54	17

- 5.1.13. For Route 1, the average journey time in the eastbound for the AM peak is greater than the interpeak and PM peaks, which are broadly similar. In the westbound direction, the AM and PM peaks show a similar journey time, with the interpeak time being a minute faster.
- 5.1.14. For Route 2, in the clockwise direction, the average times across the peak periods are similar, in the anti-clockwise direction the average journey time in the AM peak is approximately two or three minutes higher than the other periods.
- 5.1.15. Journey times for Route 3 show that the AM and interpeak periods had a similar average journey time, the PM peak average time was approximately a minute longer.
- 5.1.16. For Route 4, the average journey times for the AM and interpeak periods are broadly similar (approximately 10 minutes), however the PM peak shows an increase of two minutes.
- 5.1.17. On Route 5, there is little variation in speed or journey time across the peaks and directions. This indicates these routes are generally free flowing.

1 Year After

5.1.18. Journey time surveys were undertaken on Tuesday 23rd and Wednesday 24th June 2023 between 0800-1000, 1130-1330, 1600-1800 on each day.

Routes 1, 2 and 5 were undertaken as complete loops, and so the journey times are recorded as a single trip there and back again. Routes 3 and 4 were undertaken as separate trips clockwise and anticlockwise.

Route	Direction	Distance (Miles)	
		2020	2023
1	Eastbound	2.2	2.4
	Westbound	2.2	2.4
2	Anticlockwise	2.28	2.1
	Clockwise	2.3	2.2
3	Clockwise	3.54	4.7
4	Anticlockwise	4.58	5.2
5	Northbound	0.78	0.78
	Southbound	0.83	0.83

5.1.19. **Error! Not a valid bookmark self-reference.** shows there was a general increase in the journey time survey distances along all routes with exception of routes 2 and 5. This is because with the closure of the Waterloo Road Level Crossing vehicles travelling along routes 1,3 and 4 were required to divert along a longer route through London Road and William Heelas Way Railway Bridge.

5.1.20. Table 5-3 shows the difference in average journey times between the 2023 1 year after opening of the scheme and the 2020 Baseline surveys.

Table 5-3 –Average Journey Times 1 year After- AM Peak

Route	Direction	AM Peak		
		2020	2023	Difference
1	Eastbound	00:08:06	00:06:43	-17%
	Westbound	00:07:21	00:07:11	-2%

2	Anticlockwise	00:08:11	00:05:05	-38%
	Clockwise	00:06:49	00:05:47	-15%
3	Clockwise	00:09:29	00:14:35	54%
4	Anticlockwise	00:10:26	00:13:57	34%
5	Northbound	00:02:13	00:02:44	23%
	Southbound	00:01:59	00:02:17	15%

Table 5-4 - Average Journey Times 1 year After- IP Peak

Route	Direction	IP Peak		
		2020	2023	Difference
1	Eastbound	00:06:35	00:05:58	-9%
	Westbound	00:05:49	00:05:56	2%
2	Anticlockwise	00:05:26	00:04:40	-14%
	Clockwise	00:06:36	00:05:05	-23%
3	Clockwise	00:09:17	00:13:03	41%
4	Anticlockwise	00:09:53	00:12:16	24%
5	Northbound	00:02:04	00:02:41	30%
	Southbound	00:01:57	00:02:48	44%

Table 5-5 - Average Journey Times 1 year After- PM Peak

Route	Direction	PM Peak		
		2020	2023	Difference
1	Eastbound	00:07:27	00:06:45	-9%

	Westbound	00:06:25	00:06:50	6%
2	Anticlockwise	00:06:13	00:05:15	-16%
	Clockwise	00:07:01	00:05:55	-16%
3	Clockwise	00:10:41	00:14:55	40%
4	Anticlockwise	00:12:17	00:14:54	21%
5	Northbound	00:02:29	00:03:22	36%
	Southbound	00:02:54	00:02:19	-20%

- 5.1.21. Table 5-3 - Table 5-5 shows that there was an overall reduction in journey times in 2023, with drivers diverted onto the William Heelas Railway Bridge along Routes 1 and 2. The exception was a minor increase in Route 1 westbound travel times during the interpeak and PM peak periods. The shorter journey times along these routes were a result of the reduction in delays that would have usually been caused by the level crossing and the new shorter distance along route 2.
- 5.1.22. Table 5-3 - Table 5-5 also show that in 2023 there was an overall increase in journey times for Routes 3 and 4 during all peak hours. The journey time increase can be attributed to the new diverted loop, via London Road and William Heelas Way, is longer than the previous route via Waterloo Road.
- 5.1.23. Table 5-3 - Table 5-5 show that there was generally a minor increase in journey times along Route 5 with the exception of the PM Peak southbound route where there was a decrease in journey time. The general increases are considered to be as a result of an increase in background traffic flow between 2020 and 2023.
- 5.1.24. Table 5-6 below shows the Average Journey time Speed comparison between the 2020 Baseline Surveys and the 2023 1 year after Surveys.
- 5.1.25. below shows the difference in journey time survey distance between the 2020 baseline surveys and 2023 1 year after surveys. It should be noted that due to varied timing points between the Route 1 2020 Baseline survey and the 2023 1 year after survey, the 2020 survey journey time distance was reduced to enable a comparison between baseline and 1 year after journey times.

Table 5-2 – Baseline and 1 year 1 after journey time survey distance

Route	Direction	Distance (Miles)	
		2020	2023
1	Eastbound	2.2	2.4
	Westbound	2.2	2.4
2	Anticlockwise	2.28	2.1
	Clockwise	2.3	2.2
3	Clockwise	3.54	4.7
4	Anticlockwise	4.58	5.2
5	Northbound	0.78	0.78
	Southbound	0.83	0.83

5.1.26. **Error! Not a valid bookmark self-reference.** shows there was a general increase in the journey time survey distances along all routes with exception of routes 2 and 5. This is because with the closure of the Waterloo Road Level Crossing vehicles travelling along routes 1,3 and 4 were required to divert along a longer route through London Road and William Heelas Way Railway Bridge.

5.1.27. **Error! Reference source not found.** shows the difference in average journey times between the 2023 1 year after opening of the scheme and the 2020 Baseline surveys.

Table 5-3 –Average Journey Times 1 year After- AM Peak

Route	Direction	AM Peak		
		2020	2023	Difference
1	Eastbound	00:08:06	00:06:43	-17%
	Westbound	00:07:21	00:07:11	-2%
2	Anticlockwise	00:08:11	00:05:05	-38%
	Clockwise	00:06:49	00:05:47	-15%
3	Clockwise	00:09:29	00:14:35	54%
4	Anticlockwise	00:10:26	00:13:57	34%

5	Northbound	00:02:13	00:02:44	23%
	Southbound	00:01:59	00:02:17	15%

Table 5-4 - Average Journey Times 1 year After- IP Peak

Route	Direction	IP Peak		
		2020	2023	Difference
1	Eastbound	00:06:35	00:05:58	-9%
	Westbound	00:05:49	00:05:56	2%
2	Anticlockwise	00:05:26	00:04:40	-14%
	Clockwise	00:06:36	00:05:05	-23%
3	Clockwise	00:09:17	00:13:03	41%
4	Anticlockwise	00:09:53	00:12:16	24%
5	Northbound	00:02:04	00:02:41	30%
	Southbound	00:01:57	00:02:48	44%

Table 5-5 - Average Journey Times 1 year After- PM Peak

Route	Direction	PM Peak		
		2020	2023	Difference
1	Eastbound	00:07:27	00:06:45	-9%
	Westbound	00:06:25	00:06:50	6%
2	Anticlockwise	00:06:13	00:05:15	-16%
	Clockwise	00:07:01	00:05:55	-16%
3	Clockwise	00:10:41	00:14:55	40%

4	Anticlockwise	00:12:17	00:14:54	21%
5	Northbound	00:02:29	00:03:22	36%
	Southbound	00:02:54	00:02:19	-20%

- 5.1.28. **Error! Reference source not found. - Error! Reference source not found.** shows that there was an overall reduction in journey times in 2023, with drivers diverted onto the William Heelas Railway Bridge along Routes 1 and 2. The exception was a minor increase in Route 1 westbound travel times during the interpeak and PM peak periods. The shorter journey times along these routes were a result of the reduction in delays that would have usually been caused by the level crossing and the new shorter distance along route 2.
- 5.1.29. **Error! Reference source not found. - Error! Reference source not found.** also show that in 2023 there was an overall increase in journey times for Routes 3 and 4 during all peak hours. The journey time increase can be attributed to the new diverted loop, via London Road and William Heelas Way, is longer than the previous route via Waterloo Road.
- 5.1.30. **Error! Reference source not found. - Error! Reference source not found.** show that there was generally a minor increase in journey times along Route 5 with the exception of the PM Peak southbound route where there was a decrease in journey time. The general increases are considered to be as a result of an increase in background traffic flow between 2020 and 2023.
- 5.1.31. Table 5-6 below shows the Average Journey time Speed comparison between the 2020 Baseline Surveys and the 2023 1 year after Surveys.

Table 5-6 –Average Speeds – Net Difference between Baseline and 1 year after

	Direction	AM Peak			Inter-Peak			PM Peak		
		2020	2023	Difference	2020	2023	Difference	2020	2023	Difference
1	Eastbound	16	21	5	17	31	14	15	27	12
	Westbound	18	20	2	17	28	12	14	24	10
2	Anticlockwise	17	25	8	25	27	2	22	24	2
	Clockwise	20	26	6	21	28	7	20	22	2

3	Clockwise	22	19	-3	23	22	-1	20	19	-1
4	Anticlockwise	26	22	-4	28	25	-3	22	21	-1
5	Northbound	21	17	-4	23	17	-6	19	14	-5
	Southbound	25	22	-3	26	18	-8	17	21	4

- 5.1.32. Table 5-6 shows that there was an increase in the average speeds along Route 1 and Route 2 during all peak hours. This would be expected as a result of the closure of the Waterloo Road level crossing.
- 5.1.33. With regards to Route 3, Route 4 and Route 5. Table 5-6 shows that there was mostly a reduction in average vehicle speeds. This is in line with the general slight increase in traffic flow. Routes 3 and 4 are also affected by the change of route now taking in the A329 London Road as part of the extended route. However, the decrease is only between 3-8 mph and is therefore not considered significant.

5.2 5 YEARS POST OPENING

- 5.2.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

6 ECONOMIC IMPACT

6.1 INTRODUCTION

6.1.1. As outlined earlier, the objectives of Eastern Gateway are to:

- Support the 2026 Local Plan housing delivery in the Borough.
- Facilitate the SW SDL housing development (2500 dwelling units in total).
- Replace the existing Waterloo Road level crossing.
- Relieve traffic using residential roads as rat runs to the north (leading to the A329) such as Priest Avenue.
- Encourage sustainable and active transport by providing extensive pedestrian and cyclist facilities.
- Minimise the impact of the increase in traffic generated by the SW SDL on nearby residential roads.

6.1.2. A means of assessing the impact of the scheme on the above outcomes and objectives is by monitoring the delivery of the residential property in the local area. An increase in the number of dwellings in the study area will have the resultant impact of supporting local growth.

6.2 BASELINE

HOUSING

6.2.1. Information on current housing provision was identified from the Wokingham Borough Five Year Housing Land Supply Statement (LPS) a 31 March 2019. The report states:

“The government introduced a standard method for calculating Local Housing Need (LHN) and a Housing Delivery Test alongside the revised NPPF. At 31 March 2019, LHN calculates as 804 homes per annum. Performance against the Housing Delivery Test requires the council to apply the standard 5% additional buffer.”

Historic Trend

6.2.2. Over the five years up to 2018/19, the rate of housing delivery was above the requirement. The delivery trajectory for the period up to 2023/24 was 844 dwellings per annum (including 5% buffer). The rate of completions over the five years to 2018/19 is shown in Table 6-1.

Table 6-1 – Housing Delivery – 2014/15 – 2018/19

	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	TOTAL
Requirement	844	844	844	844	844	4,220
Completions	454	638	933	1,509	1,250	4,784
Shortfall	-350	-166	129	705	446	564

Future Trend

6.2.3. Based on the identified delivery rate of 844 dwellings per annum, a total of 4,220 dwellings are required across Wokingham Borough over the next five-year period. Based on the five-year land

supply statement, a total of 4,296 houses have been identified as being on large sites with full planning permission, with an additional 1,102 identified as large sites having outline permission / prior approval or small sites with full permission. Delivery as anticipated would result in WBC exceeding the set target of delivery.

6.3 1 YEAR POST OPENING

- 6.3.1. The monitoring and evaluation plan targeted a build rate within 10% of planned build. The Economic Case stated that there were 630 dwellings within the South Wokingham SDL, which were considered to be dependent development (i.e. homes dependent upon the delivery of the Eastern Gateway scheme). The economic Case stated that these dwellings should be complete by 2026. As of October 2023, there were no dependent development that had been started or completed, however the outline permissions were expected pending Section 106 agreements.
- 6.3.2. It is important to highlight that house build-out rates are notably influenced by the state of the economy, which has been significantly affected by the COVID-19 pandemic.
- 6.3.3. The build rate will be reviewed again as part of the 5 years post opening evaluation.

6.4 5 YEARS POST OPENING

- 6.4.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

7 CONCLUSION

- 7.1.1. This report presents the outcomes of the monitoring and evaluation undertaken as part of the Eastern Gateway scheme. The process for monitoring and evaluation was outlined in the Monitoring and Evaluation Plan, in accordance with DfT guidelines.
- 7.1.2. As part of this process, data collection and analysis were undertaken in the months preceding the construction of the scheme to form the baseline conditions from which any subsequent analysis can be completed.
- 7.1.3. The baseline assessment was undertaken in March 2020. Assessment following the completion of the scheme was proposed one-year post opening (Year 1) and five years post opening (Year 5), which at the time was estimated to be 2022 and 2026 respectively.
- 7.1.4. Baseline and 1-year analysis has now been completed. This report will be updated again on the completion of the Year 5 analysis.

Consideration of Scheme Objectives – 1 year After

- 7.1.5. The following table considers the scheme objectives and how they have been achieved 1 year after.
- 7.1.6. This table will be completed following the completion of the data collection exercise 5 years after opening.

Scheme Objective	1 Year After
Support the 2026 Local Plan housing delivery in the Borough.	The Eastern Gateway scheme links Montague Park and Waterloo Road, providing improved access to planned new housing locations within the South Wokingham major development.
Facilitate the SW SDL housing development (2,500 dwelling units in total).	As part of the Business Case for the Eastern Gateway it was identified that three parcels of land (630 dwellings) within the South Wokingham SDL would be dependent development and couldn't progress until the Eastern Gateway was complete. In September 2023 it was confirmed that these three applications are at the Section 106 legal agreement stage, however once these S106's are signed, outline planning consents would be in place.
Replace the existing Waterloo Road level crossing.	The Waterloo Road level crossing has been permanently closed. The original Waterloo Road has been upgraded and now has new footways and a new roundabout.

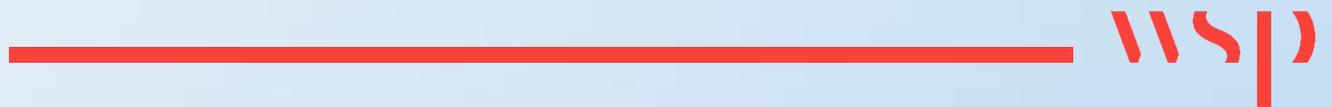
Relieve traffic using residential roads as rat runs to the north (leading to the A329) such as Priest Avenue.	The Eastern Gateway scheme provides access to London Road along with the proposed Central spine Road and will provide a quicker west east route that will relieve residential roads of cut through traffic.
Encourage sustainable and active transport by providing extensive pedestrian and cyclist facilities.	The Eastern Gateway provides new footway/cycle paths on both sides of the carriageway.
Minimise the impact of the increase in traffic generated by the SW SDL on nearby residential roads.	Traffic impact of SW SDL cannot be assessed at the one year after opening stage as the scheme dependent development have yet to be progressed. However traffic flows will be reviewed at 5 year post opening stage when scheme dependent developments have been built out.
Allow future residents of the SW SDL to travel to major and growing employment areas leading to the growth of the local economy.	The Eastern Gateway forms part of the SWDR scheme. Once the Western Gateway and Central spine Road sections of the SWDR are complete it will create new strategic roads and highways improvements to help facilitate growth in the borough and manage congestion.

Lessons Learnt

- 7.1.7. During the project WBC had to interface with Network Rail, however some of the National Rail asset teams varied between the Eastern Gateway Project and the West of Old Forest and Toutley Road project which had a similar bridge installation. WBC and Balfour Beatty used experience between the two projects to manage work with National Rail and inputted experience from each project.

Appendix A

SURVEYED JUNCTION TURN COUNTS





2020 JUNCTION TURN FLOWS

Site 1 – Easthampstead Road / Heathlands Road Priority Junction

AM Site 1 Tuesday 10/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	132	259
Heathlands Road	39	0	230
Easthampstead Road (N)	96	212	1

AM Site 1 Wednesday 11/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	118	233
Heathlands Road	43	0	237
Easthampstead Road (N)	111	238	1

AM Site 1 Thursday 12/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	120	245
Heathlands Road	39	0	237
Easthampstead Road (N)	88	240	0

Interpeak Hour - Site 1 Tuesday 10/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	73	138
Heathlands Road	26	0	159
Easthampstead Road (N)	133	252	0



Interpeak Hour - Site 1 Wednesday 11/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	80	146
Heathlands Road	42	0	179
Easthampstead Road (N)	152	228	0

Interpeak Hour - Site 1 Thursday 12/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	75	152
Heathlands Road	46	0	166
Easthampstead Road (N)	132	239	0

PM Peak Hour - Site 1 Tuesday 10/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	64	156
Heathlands Road	43	0	156
Easthampstead Road (N)	112	279	0

PM Peak Hour - Site 1 Wednesday 11/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	62	172
Heathlands Road	47	0	158
Easthampstead Road (N)	103	287	0

PM Peak Hour - Site 1 Thursday 12/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	74	153
Heathlands Road	42	0	159
Easthampstead Road (N)	118	266	0

Site 2 – Waterloo Road / Peacock Lane / Old Wokingham Road Junction

AM Site 2 Tuesday 10/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	555	185
Old Wokingham Road	646	0	132
Waterloo Road	90	84	0

AM Site 2 Wednesday 11/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	550	163
Old Wokingham Road	663	0	110
Waterloo Road	106	80	0

AM Site 2 Thursday 12/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	567	148
Old Wokingham Road	590	0	100
Waterloo Road	76	73	0



Interpeak Hour - Site 2 Tuesday 10/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	726	74
Old Wokingham Road	480	0	69
Waterloo Road	113	57	0

Interpeak Hour - Site 2 Wednesday 11/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	700	60
Old Wokingham Road	414	0	40
Waterloo Road	118	71	0

Interpeak Hour - Site 2 Thursday 12/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	749	88
Old Wokingham Road	451	0	24
Waterloo Road	123	61	0

PM Peak Hour - Site 2 Tuesday 10/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	979	118
Old Wokingham Road	477	0	92
Waterloo Road	153	74	0



PM Peak Hour - Site 2 Wednesday 11/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	841	88
Old Wokingham Road	392	0	73
Waterloo Road	155	70	0

PM Peak Hour - Site 2 Thursday 12/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	955	104
Old Wokingham Road	435	0	79
Waterloo Road	203	66	0

2023 JUNCTION TURN FLOWS

Site 1 – Easthampstead Road / Heathlands Road Priority Junction

AM Site 1 Tuesday 23/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	144	311
Heathlands Road	35	0	278
Easthampstead Road (N)	127	292	0

AM Site 1 Wednesday 24/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	135	325
Heathlands Road	35	0	244
Easthampstead Road (N)	102	295	0

AM Site 1 Thursday 25/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	152	332
Heathlands Road	47	0	313
Easthampstead Road (N)	130	337	0

Interpeak Hour - Site 1 Tuesday 23/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	110	216
Heathlands Road	36	0	209
Easthampstead Road (N)	178	262	0

Interpeak Hour - Site 1 Wednesday 24/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	100	198
Heathlands Road	46	0	170
Easthampstead Road (N)	148	261	0

Interpeak Hour - Site 1 Thursday 25/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	101	230
Heathlands Road	34	0	230
Easthampstead Road (N)	162	332	0

PM Peak Hour - Site 1 Tuesday 23/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	67	241
Heathlands Road	23	0	189
Easthampstead Road (N)	149	280	0

PM Peak Hour - Site 1 Wednesday 24/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	86	267
Heathlands Road	25	0	222
Easthampstead Road (N)	171	322	0

PM Peak Hour - Site 1 Thursday 25/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	84	273
Heathlands Road	30	0	202
Easthampstead Road (N)	170	332	0

Site 2 – Waterloo Road / Peacock Lane / Old Wokingham Road Junction

AM Site 2 Tuesday 23/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	676	77
Old Wokingham Road	771	0	125
Waterloo Road	29	73	0

AM Site 2 Wednesday 24/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	639	69
Old Wokingham Road	820	0	118
Waterloo Road	38	74	0

AM Site 2 Thursday 25/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	638	65
Old Wokingham Road	837	0	91
Waterloo Road	36	76	0

Interpeak Hour - Site 2 Tuesday 23/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	626	59
Old Wokingham Road	598	0	93
Waterloo Road	52	68	0

Interpeak Hour - Wednesday 24/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	707	53
Old Wokingham Road	635	0	83
Waterloo Road	55	78	0



Interpeak Hour - Site 2 Thursday 25/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	660	70
Old Wokingham Road	757	0	76
Waterloo Road	50	70	0

PM Peak Hour - Site 2 Tuesday 23/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	795	66
Old Wokingham Road	614	0	110
Waterloo Road	62	90	0

PM Peak Hour - Site 2 Wednesday 24/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	784	64
Old Wokingham Road	634	0	112
Waterloo Road	65	81	0

PM Peak Hour - Site 2 Thursday 25/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	759	70
Old Wokingham Road	588	0	95
Waterloo Road	53	75	0

Site 3 – Easthampstead Road / Heathlands Road Priority Junction

AM Site 3 Tuesday 14/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	183	281
Waterloo Road	113	0	102
Easthampstead Road (S)	406	200	0

AM Site 3 Wednesday 15/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	179	251
Waterloo Road	74	0	106
Easthampstead Road (S)	380	183	0

AM Site 3 Thursday 16/03/2020

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	151	259
Waterloo Road	87	0	106
Easthampstead Road (S)	370	164	0

Interpeak Hour - Site 3 Tuesday 14/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	181	276
Waterloo Road	58	0	89
Easthampstead Road (S)	261	152	0

Interpeak Hour - Site 3 Wednesday 15/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	192	261
Waterloo Road	56	0	113
Easthampstead Road (S)	295	156	0



Interpeak Hour - Site 3 Thursday 16/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	167	290
Waterloo Road	50	0	111
Easthampstead Road (S)	305	140	0

PM Peak Hour - Site 3 Tuesday 14/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	260	266
Waterloo Road	49	0	92
Easthampstead Road (S)	301	134	0

PM Peak Hour - Site 3 Wednesday 15/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	227	230
Waterloo Road	51	0	92
Easthampstead Road (S)	275	132	0

PM Peak Hour - Site 3 Thursday 16/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	223	284
Waterloo Road	51	0	91
Easthampstead Road (S)	319	156	0





2 London Square
Cross Lanes
Guildford, Surrey
GU1 1UN

wsp.com

PUBLIC