



THAMES VALLEY SCIENCE PARK LINK ROAD
TRANSPORT STATEMENT

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1.0 Introduction

1.1 Context

- 1.1.1 This report has been prepared by Abley Letchford, on behalf of the University of Reading, in relation to the development proposals for a new Link Road at the Thames Valley Science Park. The full description of the development is:

Full planning permission for the construction of a Spine Road between the Thames Valley Science Park (Application Ref: 232995) and Loddon Garden Village (Application Ref: 252498) to support delivery of Local Plan Update Policy SS13, landscaping, surface water attenuation and other associated works.

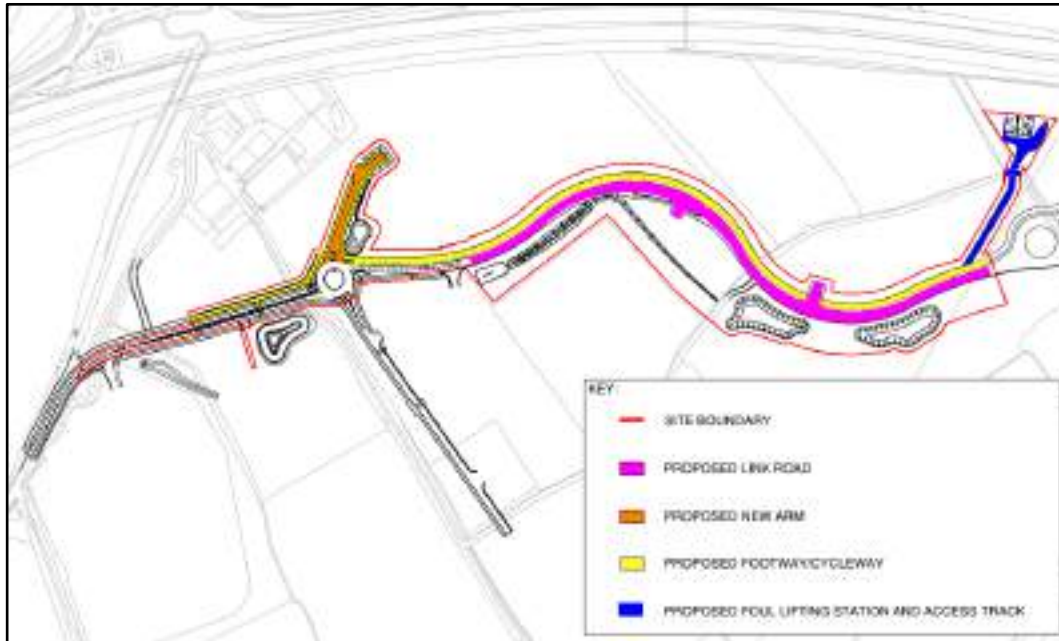
- 1.1.2 Figure 1.1 below depicts the extent of the works associated with the proposed Link Road.

Figure 1.1 : Extent of Link Road Works



- 1.1.3 Figure 1.2 presents the Link Road and Track works in the context of the adjacent TVSP Spine Road which was approved by Wokingham Borough Council in September 2024 (WBC Planning Ref: 232995) to provide access to a new Natural History Museum storage facility located to the south-east. Both the new facility and the access road are currently under construction.

Figure 1.2 : Link Road Context Plan



1.1.4 The proposed Link Road will facilitate access to future employment development parcels located to the north and southern sides of the road and will connect to the western arm of a 3-arm roundabout proposed as part of the Loddon Garden Village application.

1.1.5 The proposals also include an access road on the northern arm of the TVSP spine road roundabout and adjacent footway / cycleways. The Foul Pumping Station and access track to the north east of the Link Road are being promoted in order to address 'offsite' foul drainage requirements arising from development at Thames Valley Science Park.

1.2 Development Proposals

1.2.1 The proposed development comprises a full planning application for the construction of the following items:

- Formation of a fourth northern arm off the roundabout at the TVSP Spine Road.
- Provision of access road at the new northern arm with a shared use cycleway on each side to serve future development parcels to the north.
- A continuation of the 7.3m carriageway c600m to the east of the TVSP Spine Road.
- A continuation of the 4m wide footway/cycleway along the northern perimeter of the TVSP Spine Road to the 4-arm roundabout, then along the northern side of the new Link Road, separated from the carriageway by a 3m wide verge.
- The introduction of new pedestrian crossing points at the 4-arm roundabout, a crossing west of the roundabout at the existing TVSP Spine Road and two new crossings further east on the new Link Road.
- Provision of a SuDS basin to the north east of the existing roundabout and additional SuDS at the southern side of the proposed Link Road to cater for highway drainage.
- Two ghost island priority junctions serving two separate future parcels of development to the northern and southern sides of the Link Road.



- A 3.65m wide foul lifting station access track to the east of the Link Road formed of a granular material with 1m wide grass verges at either side.
- A hardstanding area around the pumping facility at the Foul Pumping Station compound to allow for maintenance vehicles to park as well as a turning area suitable for accommodating large HGV movements.

1.2.2 The General Arrangement drawings of the proposals are attached as **Appendix A**.

1.3 Structure of Transport Statement

1.3.1 This Transport Statement Report addresses the development proposals in respect of the following key transport related tests as set out within the National Planning Policy Framework (NPPF), these being to ensure that the development achieves the following:

- Appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.3.2 The remaining sections of this Transport Statement are set out in the following chapters in order to respond to these key tests of the NPPF:

- Section 2 provides an overview of the policy that has been reviewed while producing this Transport Statement.
- Section 3 summaries the existing conditions of travel in the area surrounding the site.
- Section 4 appraises the appropriateness of the development proposals with all modes of travel considered.
- Section 5 identifies the level of traffic that is likely to occur along the Link Road during the operational phase.
- Section 6 presents a summary of the findings.



2.0 Transport Policy

2.1 Context

2.1.1 The following national and local planning policies have been reviewed and analysed with relevance to the development proposals and their locational context.

- National Planning Policy Framework (Updated February 2025).
- NPPG 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014).
- Wokingham Borough Adopted Core Strategy (2006-2026).
- Wokingham Borough Fourth Local Transport Plan (LTP4) – 2025–2040.
- Wokingham Borough Council : Emerging Local Plan Update 2023 - 2040
- Shinfield Parish Council Neighbourhood Development Plan (February 2017).

2.2 National Planning Policy Framework (Updated February 2025)

2.2.1 The Ministry of Housing, Communities and Local Government the 'National Planning Policy Framework' (NPPF) document in March 2012 which has been revised several times, most recently in February 2025. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced.

2.2.2 The purpose of the planning system is to contribute to the achievement of sustainable development. So that sustainable development is pursued in a positive way, at the heart of the framework is a presumption in favour of sustainable development.

2.2.3 The NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

2.2.4 In respect of promoting sustainable travel the NPPF advocates that planning policies and decisions should consider whether:

- "Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.2.5 The guidance advises that, subject to the above considerations, development should not be prevented or refused on transport grounds unless there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.



2.3 Planning Practice Guidance (March 2014)

- 2.3.1 The National Planning Practice Guidance web-based resource was launched in March 2014 by the Department for Communities and Local Government. The guidance covers all aspects and procedures of the planning process and supports the National Planning Policy Framework.
- 2.3.2 The guidance states that supporting transport assessments for planning applications are important as they should support national planning policy which sets out that the planning process should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 2.3.3 Such assessments should be proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible. Further to this they should be tailored to particular local circumstances.

2.4 Wokingham Borough Adopted Core Strategy (2006-2026)

- 2.4.1 The Wokingham Borough Core Strategy was adopted in January 2010 and sets out a vision for how the Borough will develop in the period to 2026. Policies of relevance to this development site include:
- CP1 establishes a requirement to provide sustainable development and in particular to provide attractive, functional, accessible, safe, secure and adaptable schemes with the aim of enhancing the overall sustainability of the area through minimising impact on the environment, including access to facilities.
 - CP4 establishes the need for proposals to demonstrate that there is either sufficient infrastructure capacity or that this can be readily provided as part of any scheme. Infrastructure includes roads and other transport requirements.
 - CP6 establishes a desire to manage travel demand rather than designing for the private car. The aim of policy CP6 is to ensure that all proposals achieve sustainable development and that people have the widest range of choice in selecting transport modes thereby helping to reduce the use of the private car.
 - CP10 sets out a need to make improvements to the Strategic Transport Network including improvements to the quality and frequency of public transport services along any part of the network and improvements to increase the use of bicycles, including cycle paths.
 - CP19 establishes the need for a proposed mixed use strategic development South of the M4. The development areas encompass land at Three Mile Cross, Spencers Wood and Shinfield and requires the delivery of the Shinfield Eastern Relief Road.

2.5 Wokingham Borough Local Transport Plan 4 (LTP4) – 2025–2040

- 2.5.1 The Local Transport Plan 4 (LTP4) for Wokingham Borough sets out the council's strategic approach to transport for the next 10–15 years. LTP4 aims to deliver a modern, sustainable, and inclusive transport network aligned with Wokingham's health, wellbeing, climate, and economic priorities.



2.5.2 The Plan recognises transport as a key building block for a thriving, connected society and places a strong emphasis on sustainability, active travel, and reducing carbon emissions. It will enable residents to make informed and sustainable travel choices by promoting modal shift, travel planning, behaviour change initiatives and making information about travel options more accessible.

2.5.3 LTP4 establishes a set of overarching objectives and themes that reflect both local community priorities and national policy direction. The principal themes and goals of LTP4 include:

- Promoting active travel—walking, cycling and wheeling—as everyday, accessible transport modes by investing in safe, connected routes, enabling healthier lifestyles and reducing transport-related emissions. The Plan highlights the significant health benefits of active travel, including improved wellbeing and reduced risks of heart disease.
- Enhance strategic road and rail connectivity by working with key stakeholders. The plan will work with rail operators to support measures that will improve and decarbonise rail services to maximise existing assets in the borough.
- LTP4 will support the transition of the transport sector to carbon neutrality. This will be supported through improved travel choices and changes in travel behaviour, promoting low emission vehicles, and developing the network of bus and cycle routes, which will also contribute to improvements in air quality.

2.6 Wokingham Borough Council – Local Plan Update 2023-2040: Proposed Submission Plan

2.6.1 Wokingham Borough Council submitted a new Local Plan to the Secretary of State for examination in February 2025. Once adopted It will replace the current Core Strategy and Managing Delivery Local plans. Due to the early stage reached in the preparation of the Local Plan only limited weight can be attributed to the policies, however it shows a direction of travel and is a material consideration in the determination of the planning application.

2.6.2 Draft Policy SS13 identifies Loddon Valley Garden Village Strategic Development Location as allocated for a beautifully and imaginatively designed community including housing, employment, social and physical infrastructure. The policy specifically identifies around 100,000 m2 of research and development floorspace or equivalent trip generating activity within use class E(g), B2, B8 and other complementary uses, through an extension to the Thames Valley Science and Innovation Park. The proposed Link Road is within the Strategic Development Location and would serve the 100,000 m2 employment land identified.

2.7 Shinfield Parish Council Neighbourhood Development Plan (February 2017)

2.7.1 Following examination and a referendum, the Shinfield Parish Council Neighbourhood Plan is part of the WBC's Development Plan and will be given full weight in the determination of all planning applications within Shinfield Parish.

2.7.2 The Neighbourhood Plan seeks to achieve the objectives of:

- Ensuring that new developments enhance the character of existing settlements;
- Developing a vibrant and prosperous neighbourhood by encouraging development that supports a good range of housing, schools, shops and services that meets the needs of local people and protects the quality of the local environment.



- Providing new and diverse leisure and recreational activities in order to promote healthy and crime free lifestyles for everyone.

2.7.3 In relation to transport and highways the Neighbourhood Plan sets out the following policies in Policy 4 stating that all development proposals should demonstrate appropriate levels of accessibility and highway safety. The following issues should be considered when forming such proposals.

- Restricting traffic speed through traffic calming measures such as the use of chicanes within residential streets, restricted speed limits within development roads and pedestrian priority zones.
- Make the fullest possible use of public transport, walking and cycling to school, work places and local amenities, through measures such as (but not limited to):
 - The provision of additional pedestrian footpath and cycle routes;
 - Accessibility improvements to bus stops from existing developments;
 - Real time travel information at bus stops;
 - Practical walking routes from developments to public transport, schools, work places and local amenities with proper footpaths, street lighting and safe crossing points.
- Steps to actively encourage the integration of walking and cycling routes and facilities into key destinations within the Parish
- Provision of safe routes for equestrians.

2.8 Summary

- 2.8.1 The overarching principle of national and local transport policy is for new development to be located where it is accessible by a range of transport including walking, cycling and public transport. Safe access and appropriate parking should be provided. Fundamentally, development should only be prevented from coming forward for transport reasons if the residual impact would be severe.
- 2.8.2 The following sections of the Transport Statement describe how the development proposal complies with these national and local policy considerations.



3.0 Existing Conditions

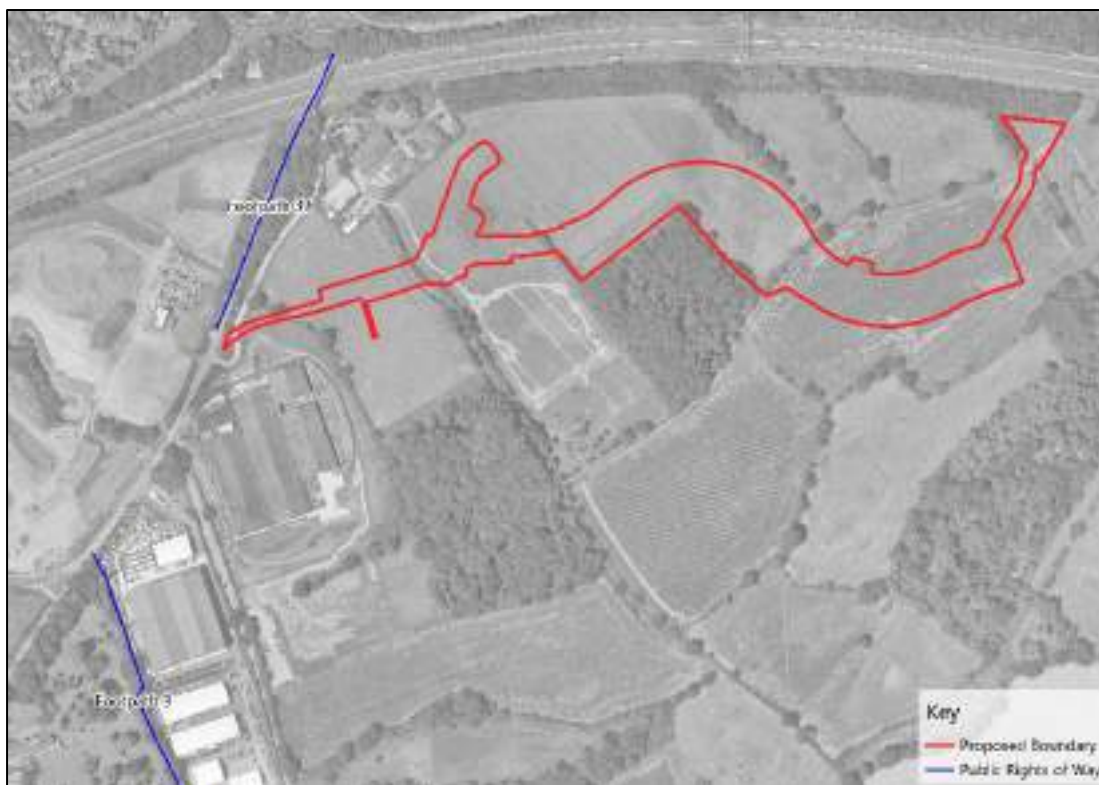
3.1 Context

- 3.1.1 The approved TVSP Spine Road, which is currently under construction, routes east from Cutbush Lane to provide access to a new Natural History Museum building.
- 3.1.2 The proposed Link Road is to be located on land to the north-east of the Thames Valley Science Park and will be formed by an extension of the 7.3m carriageway located adjacent to the Natural History Museum egress. The proposals also include a new fourth arm on the roundabout at the TVSP Spine Road and a continuation of the footway/cycleway along the northern perimeter of the TVSP Spine Road to the 4-arm roundabout and on the northern side of the new Link Road. Together, these will afford vehicular, pedestrian and cycle access for future development parcels to the north and a parcel to the south.
- 3.1.3 Vehicular access from the wider road network would route through the Thames Valley Science Park via the access roundabout on the Shinfield Eastern Relief Road. Of note is that physical restrictions are now in place along Cutbush Lane East to prevent traffic from using the corridor which is more sensitive to traffic.

3.2 Travel by Foot and Cycle

- 3.2.1 The area enjoys a high level of pedestrian and cycle connectivity, not least due to the significant investment in new infrastructure that has been implemented over recent years in conjunction with the South of M4 SDL and Thames Valley Science Park developments.
- 3.2.2 The TVSP Spine Road incorporates a high standard of footway and cycleway provision, including a 3m wide shared use footway / cycleway on its southern side, offset from the carriageway by a 3m wide planted verge. A 4m wide segregated footway / cycleway is then provided on the northern side of the TVSP Spine Road at its interface with Cutbush Lane to provide a direct connection to the pedestrian / cycleway overbridge that routes over the M4 motorway towards Lower Earley.
- 3.2.3 South of the overbridge, a footway is provided along the northern side of Cutbush Lane which provides a continuous footway link between the Thames Valley Science Park and the pedestrian / cycle overbridge to Lower Earley.
- 3.2.4 Footway and cycleway links are provided within the Thames Valley Science Park and 3m wide footway / cycleways run along the Shinfield Eastern Relief Road to the west of the Thames Valley Science Park providing continuous connections over the M4 via University Bridge linking into the facilities at the Black Boy gyratory.
- 3.2.5 In addition to the formal footways and cycleways routes in the area, there is also a network of recreational public rights of way in the vicinity of the site, as seen in Figure 3.1 below. These include Wokingham Footpaths 3 which runs south-east from Cutbush Lane towards Arborfield, whilst Footpath 39 routes along the Cutbush Lane pedestrian / cycle bridge over the M4 motorway to Lower Earley.

Figure 3.1: Local Public Rights of Way



- 3.2.6 Also of note is that, further to the south-east, Wokingham Borough Council's emerging plans include ambitions for a Long Distance Riverside Path running along the Loddon between Camberley and Twyford which would route alongside the river Loddon to the east of the Thames Valley Science Park.

Travel by Public Transport

- 3.2.7 There is an established and frequency bus service that operates between the Thames Valley Science Park and key destinations within Reading such as the rail station and the University of Reading's main campus at Whiteknights. This complements the other nearby bus routes operating within Shinfield and Lower Earley which provide frequent service to Reading, Arborfield and Wokingham.
- 3.2.8 Table 3.1 below details the existing bus services at the Thames Valley Science Park and full details are provided at **Appendix B**.

Table 3.1: Local Bus Services

No.	Bus Stop Locations	Route	Frequency Guide		
			Mon to Fr-	Sat	Sun
Leopard 3	TVSP	Reading Station-Wokingham-Royal Berkshire Hospital-Shinfield-Arborfield	60 mins	-	-
600	TVSP	Central Reading – Spencers Wood/Risley/MereOak P&R	60 mins	60 mins	

(reading-buses.co.uk, February 2026)



3.2.9 These services provide a connection to Reading Rail Station which forms a national hub accommodating services to all UK mainland destinations including Wokingham, London and links to Gatwick and Heathrow Airports.

3.2.10 Table 3.2 summarises a variety of the rail services that are available from Reading Station.

Table 3.2 – Reading Railway Stations (Summary of Services)

Destination	Average Journey Time	Peak Frequency (trains per hour)
Reading Green Park	7 mins	3
Wokingham	9 mins	3
London Paddington	23 mins	16 (Inc Elizabeth Line)
Basingstoke	24 mins	3
Bristol Temple meads	69 mins	2
Cardiff	82 mins	2
Gatwick Airport	84 mins	1

3.2.11 Also of note is that further services are offered at Reading Green Park and Earley rail stations which are located about 7.5km to the west and 4.5km to the north of the site respectively.

3.3 Travel by Car

3.3.1 Access to the Natural History Museum Building is provided by the 7.3m wide TVSP Spine Road that runs east from Cutbush Lane to a roundabout on the north western frontage of the Natural History Museum Building. More generally, vehicular access to the Thames Valley Science Park itself is provided via the South Avenue / Shinfield Eastern Relief Road roundabout. South Avenue, also with a 7.3m wide carriageway, then leads to the internal Thames Valley Science Park Roundabout. The north-western arm of the roundabout provides access to the Phase 1 Gateway area of the Science Park and the existing car park at the northern frontage of the campus. The eastern arm is a 7.3m wide carriageway which connects to the Cutbush Lane corridor, with a carriageway width of 6.0m to 7.3m, providing access to the British Museum Archive Facility and Shinfield Studios.

3.3.2 Of particular note is that the interface at the junction between Cutbush Lane and the connection to the Thames Valley Science Park has been reconfigured in a manner that restricts movements to and from Cutbush Lane East to emergency vehicle access only.

3.3.3 Further afield, the Shinfield Eastern Relief Road connects to the Shinfield signal gyratory, located c700m north-west of the Thames Valley Science Park, through the provision of University Bridge which caters for three lanes of traffic in each direction over the M4 motorway. The redundant motorway bridge immediately to the west has been retained for the use of northbound buses, cyclists and pedestrians.

3.3.4 Junction 11 of the M4 motorway lies only 2km to the west, accessed via B3270 Lower Earley Way, and provides strategic connections along the motorway corridor between Wales and London, including Heathrow airport.

3.3.5 The Shinfield Eastern Relief Road also provides a connection to the A327 Arborfield Road to the south in the form of a three arm roundabout. The A327 corridor then continues to the east serving destinations including Wokingham and Bracknell.



3.4 Accident Data

3.4.1 Accident data has been obtained for the a 5 year period from Wokingham Council (1st May 2019 to 30th April 2024) and includes the following areas of highway in the vicinity of the proposed site :

- The internal road network of the Thames Valley Science Park including South Avenue and Cutbush Lane.
- The length of the Shinfield Eastern Relief Road between the Shinfield Gyratory and the A327 / Arborfield Road roundabout.
- Black Boy Gyratory including approaches

3.4.2 The accident data provided by Wokingham Borough Council, as well as a map showing the locations of such accidents, is included in **Appendix C** of this report, whereas the key findings are summarised in Table 3.3 below.

Table 3.3: Accident Summary

Location	Accident Severity				Accident Involving			
	Slight	Serious	Fatal	Total	Vehicle Only	Cycle	Peds	Total
Eastern Relief Road	6	1	-	7	7	-	-	7
Cutbush Lane	-	-	-	-	-	-	-	-
Shinfield Gyratory	10	1	-	11	8	3	-	11
Total	16	2		18	15	3	-	18

3.4.3 A total of 18 accidents occurred in the study area over the five-year period. None of the accidents resulted in fatalities, although two of the accidents did result in a serious injury. The remaining 16 accidents were recorded as resulting in slight injuries.

3.4.4 None of the accidents involved a pedestrian while three involved a cyclist. The remaining 15 accidents were vehicle-only incidents. A further appraisal of the accident records for each of the general locations is set out below.

Thames Valley Science Park / Cutbush Lane

3.4.5 Of note is that no accidents were recorded within the Thames Valley Science Park or along the Cutbush Lane corridor during the study period.

3.4.6 Notwithstanding, it is of note that there was a recent cyclist accident that occurred along Cutbush Lane on Sunday 24th August 2025 which sadly resulted in a fatality. It is understood that no motor vehicles were involved although full details of the incident, including potential contributing factors, are yet to be fully ascertained until investigations are completed.



Shinfield Eastern Relief Road

- 3.4.7 A total of seven accidents occurred on the Shinfield Eastern Relief Road, six of which resulted in slight injuries and one serious. Notably, none of the personal injury accidents occurred at the South Avenue/Eastern Relief Road roundabout which provides access to the Thames Valley Science Park. One accident involving two cars is shown on the accident map as occurring at the roundabout, but the records state that the exact location on the Relief Road is not known nor are any factors listed aside from possible carelessness.
- 3.4.8 The serious accident involved a southbound car on the Shinfield Eastern Relief Road losing control in wet conditions and leaving the carriageway with aggressive and careless driving listed as likely factors. Two other slight accidents occurred on the link with 'poor manoeuvre' listed as a likely reason during an overtake and a lane change respectively.
- 3.4.9 Two accidents occurred at the signal junction at the northern extent of the corridor. The first involved a right turning car colliding with a motorcycle resulting in a slight injury and the other involved a car suddenly braking due to a malfunction then being hit at the rear. The remaining incident was at the Cutbush Lane East priority junction when a southbound car gave a misleading signal causing a car to pull out and collide.

Shinfield Gyratory (North of M4)

- 3.4.10 No accidents were recorded on the A327 University Bridge. A total of 1 serious and 10 slight accidents occurred at the Shinfield Gyratory during the most recent 5-year period, with 3 involving cyclists and the rest all involving only vehicles.
- 3.4.11 The serious accident occurred to the west of the junction at the B3270 Lower Earley Way when a driver crossed the carriageway and collided with another car as a result of a medical episode. A slight accident occurred at the same location as a result of a driver overtaking a car then braking suddenly with no factors listed.
- 3.4.12 To the north of the roundabout a car departing Ducketts Mead collided with a cyclist resulting in a slight injury with no factors listed.
- 3.4.13 The remaining eight accidents occurred at the gyratory itself rather than any of the approaches. Two separate collisions at the northern area of the gyratory involved a vehicle hitting the rear of a car waiting at a red light, with no likely factors recorded. One collision involved an eastbound car failing to obey the traffic signals and hitting a car turning left on the junction. At the northwest of the roundabout, an eastbound car was hit by another car, with no likely causes recorded.
- 3.4.14 The last four accidents occurred at the southern area of the gyratory. One when a northbound car failed to give way to a cyclist on the roundabout (possible intoxication was a listed factor) and the second when a northbound driver hit a cyclist using the pedestrian crossing, with careless driving listed as a factor.
- 3.4.15 The other two accidents involved motorcycles, when a car collided with a motorbike after the car driver failed to look properly and a motorbike turning left failed to judge the path of an adjacent vehicle and collided with the kerb.



Summary

- 3.4.16 The data suggests that human error is likely to have been the primary cause in the majority of the accidents, rather than any significant common causation factors.
- 3.4.17 Whilst all accidents are regrettable, based on the above analysis it is not considered that there are any specific issues with highway safety in the area that would be aggravated by the proposed configuration of proposed Link Road, nor the traffic arising from the proposed development.



4.0 Development Proposals

4.1 Context

4.1.1 The proposed Link Road is to be located on land to the north east of the Thames Valley Science park. A drawing which depicts the general arrangements of the proposal is attached as **Appendix A** which includes the following items:

- Formation of a fourth northern arm off the roundabout at the TVSP Spine Road.
- Provision of an access road at the new northern arm with a shared use cycleway on each side to serve future development parcels to the north.
- A continuation of the 7.3m carriageway c600m to the east of the TVSP Spine Road.
- A continuation of the 4m wide footway/cycleway along the northern perimeter of the TVSP Spine Road to the 4-arm roundabout, then along the northern side of the new Link Road, separated from the carriageway by a 3m wide verge.
- The introduction of new pedestrian crossing points at the 4-arm roundabout, a crossing west of the roundabout at the existing TVSP Spine Road and two new crossings further east on the new Link Road.
- Provision of a SuDS basin to the north east of the existing roundabout and additional SuDS at the southern side of the proposed Link Road to cater for highway drainage.
- Two ghost island priority junctions serving two separate future parcels of development to the northern and southern sides of the Link Road.
- A 3.65m wide foul lifting station access track to the east of the Link Road formed of a granular material with 1m wide grass verges at either side.
- A hardstanding area around the pumping facility at the Foul Pumping Station compound to allow for maintenance vehicles to park as well as a turning area suitable for accommodating large HGV movements.

4.2 Travel by Car

4.2.1 The Link Road will be formed of a 7.3m carriageway extending c600m east of the existing roundabout located adjacent to the Natural History Museum site to link with the western arm of a 3-arm roundabout proposed as part of the Loddon Garden Village application (WBC Planning Reference: 252498). The Link Road includes two ghost island priority junctions to serve separate parcels of development to the north and south of the road.

4.2.2 The new northern arm of the roundabout will be formed of a 6m carriageway providing access to a development parcel to the north. A priority junction is then proposed at the link to provide access to another parcel at the north west.

4.2.3 Of note is that the new northern arm will also facilitate access towards the existing SGN facility located at Upperwood Farm. However, the final leg of the connection into the SGN compound will be provided as part of the future on-site proposals for the development parcel to the north-west. Access to the SGN compound in the meantime would continue to be provided via the existing Upperwood Farm track



4.2.4 The Link Road has been designed in accordance with a design speed of 30mph. Accordingly, visibility splays measuring 2.4m x 43m have been provided at the junctions along the Link Road as depicted at **Appendix A**.

4.2.5 Swept path analysis has been undertaken for a variety of vehicles including HGVs. As can be seen from the suite of Swept Path Drawing attached as **Appendix D**, the layout has been designed to ensure that movements of such vehicles can be accommodated in a safe and satisfactory manner.

4.2.6 Similarly, swept path analysis has been undertaken for the turning area within the curtilage of the Foul Pumping Station to demonstrate that it can accommodate HGVs, also depicted at **Appendix D**.

4.3 Travel by Foot and Cycle

4.3.1 The TVSP Spine Road includes a 4m wide segregated footway / cycleway at the interface where Cutbush Lane links with the pedestrian / cycleway overbridge that routes over the M4 motorway. It is proposed to continue this 4m wide facility along the northern perimeter of the TVSP Spine Road to the 4-arm roundabout, then beyond the roundabout along the northern side of the Link Road separated from the carriageway by a 3m verge.

4.3.2 The new northern arm of the roundabout then includes a 3m wide shared use footway/cycleway at either side. Similarly, the ghost island priority junction on the southern side of the Link Road is provided with 3m wide footway/cycleways at either side and two pedestrian island crossings connecting to the 4m facility on the northern side. These links will result in a direct pedestrian connection from any future parcels of development to Thames Valley Science Park and Lower Earley.

4.3.3 In addition, a dropped kerb and tactile paving crossing with a refuge island is proposed c70m west of the roundabout adjacent to the NHM facility and visibility splays of 43m measured from the back of the tactile paving are also depicted on the drawing at **Appendix A**. New tactile paving crossings at the northern, eastern and western arms of the 4-arm roundabout are also proposed, reflecting the same 43m splays.

4.3.4 Given the nature of the Foul Pumping Station, the access track to the east is designed to cater solely for maintenance vehicle movements. Accordingly, there is no access provision being prompted for non-car modes.

4.4 Travel by Public Transport

4.4.1 The Public Transport Strategy for the Loddon Garden Village site includes proposals to route bus services from Reading through Thames Valley Science Park to Wokingham via Winnersh using a new route over the River Loddon. Accordingly, the Link Road has been designed with a carriageway width of 7.3m which ensures two-way buses can be readily accommodated.

4.4.2 The Section 106 Agreement for the Natural History Museum Access Road (WBC Planning Ref: 232995) has safeguarded the provision of two bus stops located on the TVSP Spine Road which will cater for such future bus services operating along this corridor. Of note is that the proposals do not interfere with the delivery of either bus stop on the TVSP Spine Road. Similarly, suitable locations for bus stops in the vicinity of the ghost island priority junctions on the Link Road have been safeguarded to ensure the Link Road proposals are configured in a manner that doesn't prejudice the ability to provide additional bus stops should it transpire that these are called for in the future.



5.0 Travel Demand & Transport Impact

- 5.1.1 Whilst the proposed Link Road itself will not generate new vehicle trips, the route is being delivered to provide access to adjacent future development parcels and connect to the Loddon Garden Village site to the east.
- 5.1.2 The planning application submitted for the University of Reading's parcel of development associated with the Loddon Valley Garden Village site allocation includes details of strategic transport modelling undertaken to identify the future traffic flows as a result of the proposed development in the area. The specific future year traffic flows along the proposed TVSP Link Road have been extracted from the modelling presented the scenarios which allows for the full completion of the Loddon Valley Garden Village site (including the employment proposals adjacent to the Link Road). The resultant 2040 future year traffic flows for the AM and PM peak periods are identified at the stick diagrams at **Appendix E**.
- 5.1.3 The operation of the following junctions at the Link Road have been appraised in detail using Junctions 11:
- Proposed 4-arm NHM Access Roundabout
 - Proposed priority access junction (Northern side of Link Road)
 - Proposed priority access junction (Southern side of Link Road)
 - Proposed 3-arm Roundabout to east (Loddon Garden Village proposals)
- 5.1.4 The JUNCTIONS 11 software relates certain variables such as the geometry of a junction and the traffic flow to predict the capacity of a junction. The software calculates a useful measure of performance of a junction represented as a Ratio of Flow to Capacity (RFC) of which an RFC of 1.00 indicates that a junction is operating at its theoretical capacity.
- 5.1.5 The assessment of each junction has been undertaken for the 2040 with development scenario for both the AM and PM peak hours. Drawings depicting the junction geometries that have been used are all provided at **Appendix F**.
- 5.1.6 The results of the analyses for these junctions are summarised in turn below.

Western Roundabout at Natural History Museum

- 5.1.7 The results of the assessment are summarised at Table 5.1 below whilst the full capacity assessment outputs are included at **Appendix G**.

Table 5.1: TVSP - Western Roundabout at Natural History Museum

Approach	2040 With Local Plan Development			
	AM Peak Hour		PM Peak Hour	
	Queue	RFC	Queue	RFC
Northern Arm	1	0.08	1	0.42
Link Road (E)	1	0.34	1	0.23
NHM Estate Road	0	0.00	1	0.07
TVSP Spine Road (W)	1	0.47	1	0.26



- 5.1.8 The results in Table 5.1 indicate that the roundabout would operate well within capacity with minimal queuing along the approaches during both peak hours. The proposed 4-arm NHM Access Roundabout can therefore readily accommodate the traffic flows generated by the proposed future LGV development with spare capacity.

Priority Junction on Northern Side of TVSP Link Road

- 5.1.9 The results of the assessment are summarised at Table 5.2 below whilst the full capacity assessment outputs are included at **Appendix G**.

Table 5.2: Proposed Access for Northern Parcel (Access B)

Arm	2040 With Local Plan Development			
	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
Development Parcel	1	0.16	3	0.77
TVSP Link Road (east)	1	0.36	0	0.02
TVSP Link Road (west)	-	-	-	-

- 5.1.10 The results in Table 5.2 above indicate that the existing junction would operate within capacity with minimal queuing along the approaches during both peak hours in the 2040 with development scenario.

Priority Junction on Southern Side of TVSP Link Road

- 5.1.11 The results of the assessment of the proposed priority junction are summarised at Table 5.3 below whilst the full capacity assessment outputs are included at **Appendix G**.

Table 5.3: Proposed Access for Southern Parcel (Access A)

Approach	2040 With Local Plan Development			
	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
Development Parcel	1	0.28	1	0.25
TVSP Link Road (west)	1	0.11	1	0.10
TVSP Link Road (east)	-	-	-	-

- 5.1.12 The results indicate that the proposed junction would operate within capacity with minimal queuing along the approaches during both peak hours in the 2040 with development scenario.

Eastern Roundabout at Loddon Garden Valley Development

- 5.1.13 The results of the proposed internal LGV roundabout assessment are summarised at Table 5.4 below whilst the full capacity assessment outputs are included at **Appendix G**.



Table 5.4: Eastern Roundabout at Loddon Garden Village Development

Approach	2040 With Local Plan Development			
	AM Peak Hour		PM Peak Hour	
	Queue	RFC	Queue	RFC
North to M4	1	0.39	1	0.25
East to Loddon	2	0.68	1	0.35
TVSP Link Road	1	0.12	1	0.47

- 5.1.14 The results indicate that the roundabout would operate well within capacity with minimal queuing along the approaches during both peak hours. The proposed 3-arm Internal LGV Roundabout can therefore readily accommodate the traffic flows generated by the proposed development with significant spare capacity.

Foul Pumping Station Access

- 5.1.15 The access track serving the Foul Pumping Station would generate vehicle activity associated only with the servicing and maintenance of the facility. Accordingly, the number of vehicle movements that would be generated is very low, with maintenance movements perhaps only occurring on a weekly basis or less.



6.0 Summaries and Conclusions

6.1 Summary

- 6.1.1 This report has been prepared by Abley Letchford, on behalf of the University of Reading, in relation to the development proposals for a new link road at the Thames Valley Science Park. The full description of the development is:

Full planning permission for the construction of a Spine Road between the Thames Valley Science Park (Application Ref: 232995) and Loddon Garden Village (Application Ref: 252498) to support delivery of Local Plan Update Policy SS13, landscaping, surface water attenuation and other associated works.

- 6.1.2 The General Arrangement drawings of the proposals are attached as **Appendix A**

- 6.1.3 The proposed development comprises a full planning application for the construction of the following items:

- Formation of a fourth northern arm off the roundabout at the TVSP Spine Road.
- Provision of an access road at the new northern arm with a shared use cycleway on each side to serve future development parcels to the north.
- A continuation of the 7.3m carriageway c600m to the east of the TVSP Spine Road.
- A continuation of the 4m wide footway/cycleway along the northern perimeter of the TVSP Spine Road to the 4-arm roundabout, then along the northern side of the new Link Road, separated from the carriageway by a 3m wide verge.
- The introduction of new pedestrian crossing points at the 4-arm roundabout, a crossing west of the roundabout at the existing TVSP Spine Road and two new crossings further east on the new Link Road.
- Provision of a SuDS basin to the north east of the existing roundabout and additional SuDS at the southern side of the proposed Link Road to cater for highway drainage.
- Two ghost island priority junctions serving two separate future parcels of development to the northern and southern sides of the Link Road.
- A 3.65m wide foul lifting station access track to the east of the Link Road formed of a granular material with 1m wide grass verges at either side.
- A hardstanding area around the pumping facility at the Foul Pumping Station compound to allow for maintenance vehicles to park as well as a turning area suitable for accommodating large HGV movements.

- 6.1.4 The carriageway width of 7.3m safeguards the provision of two-way buses along the link, in line with the emerging Public Transport Strategy associated with the planned residential development at Loddon Garden Village located to the east.

- 6.1.5 The Link Road has been designed in accordance with a design speed of 30mph. Accordingly, visibility splays measuring 2.4m x 43m can be achieved at the junctions along the Link Road.

- 6.1.6 Swept path analysis has been undertaken for a variety of vehicles including HGVs to demonstrate that the layout has been designed to ensure that movements of such vehicles can be accommodated in a safe and satisfactory manner.



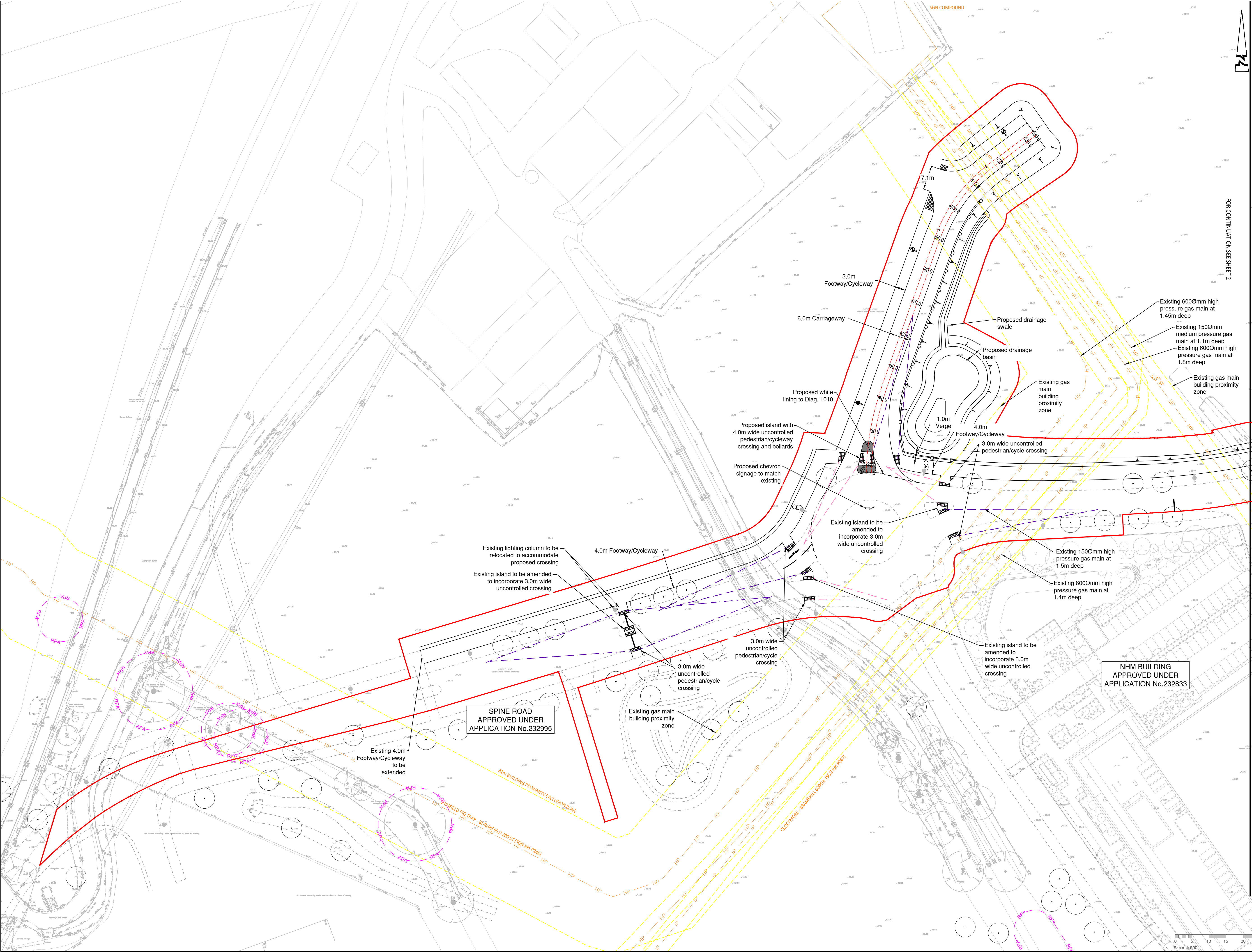
- 6.1.7 Whilst the proposed Link Road itself will not generate new vehicle trips, the route is being delivered to provide access to adjacent future development parcels and connect to the Loddon Garden Village site to the east. Capacity assessments of the junctions proposed along the Link Road demonstrate that the priority junctions and roundabouts are able to accommodate the anticipated level of traffic that would utilise the Link Road as a result of the full Loddon Garden Village development, including the employment proposals at Thames Valley Science Park.
- 6.1.8 Accordingly, the development proposals are considered to be acceptable in terms of highways and transport matters.



APPENDICES



Appendix A – General Arrangement



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KEY PLAN

GENERAL NOTES:

- Do not scale.
- Refer to all other Project Drawings and supporting notes.
- Contractor to allow for transition kerbs as required.
- Topo Survey Drawing Reference 822035-41E11-41N15_B and 822035-41H11-41P16_A

GENERAL KEY:

- Application boundary
- 30mph forward visibility splay (43m)
- 30mph Junction visibility splay (2.4 x 43m)
- Pedestrian crossing visibility splay (0.9m x 43m)
- Pedestrian/driver visibility to preceding roundabout exit
- Road chainage and marker
- Proposed lighting column
- Existing lighting column (NHM Access Road Scheme)
- MP Existing 1500mm Medium Pressure Gas Main
- HP Existing 1500mm High Pressure Gas Main
- IP Existing 6000mm High Pressure Gas Main
- Existing Gas Main Building Proximity Zone

MATERIALS KEY:

- Proposed asphalt carriageway
- Proposed 4.0m Wide asphalt cycleway
- Proposed 3.0m Wide asphalt footay/cycleway
- Proposed verge
- Proposed Verge with SuDS
- Proposed granular access track
- Reinforced concrete slab (brushed finish)
- Proposed tactile paving (400x400mm paviours)
- 2.0m High palisade fencing (dark green)
- Post and 3 rail timber fence
- Embankment, typically 1 in 3, No steeper than 1 in 2
- Illuminated Direction Arrow Bollards
- Illuminated Roundabout Chevron Signs
- SuDS Basin/ Swale
- Proposed Trees - For further details refer to landscape drawings 'LA453 Sheets 1 to 10'
- Existing Root Protection Area - Based on information received from RPS dated 19/01/2026

C	03/26	UPDATED TO REFLECT RSA 2 RESPONSES	JJS	CS
B	02/26	LAYOUT AND STREET LIGHTING AMENDED	JJS	CS
A	02/26	FOR REVIEW	AS	CS

Rev	Date	Description	Drawn	Checked

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Client

UNIVERSITY OF READING

Project

THAMES VALLEY SCIENCE PARK - LODDON GARDEN VILLAGE LINK ROAD

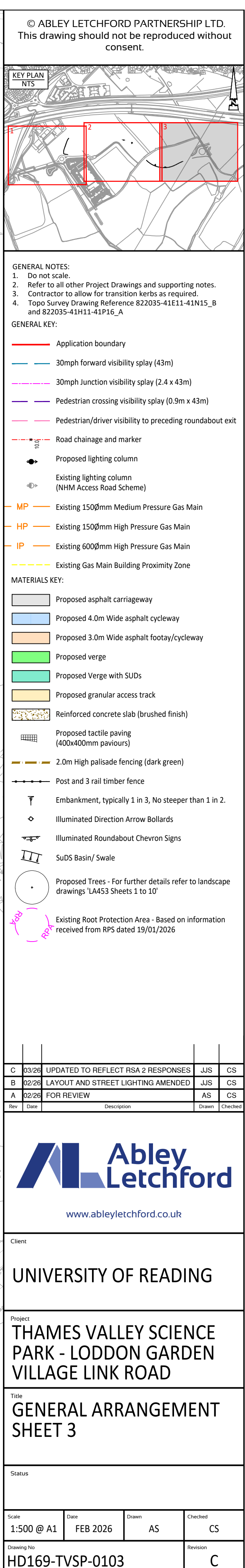
Title

GENERAL ARRANGEMENT SHEET 1

Status

Scale	Date	Drawn	Checked
1:500 @ A1	FEB 2026	AS	CS

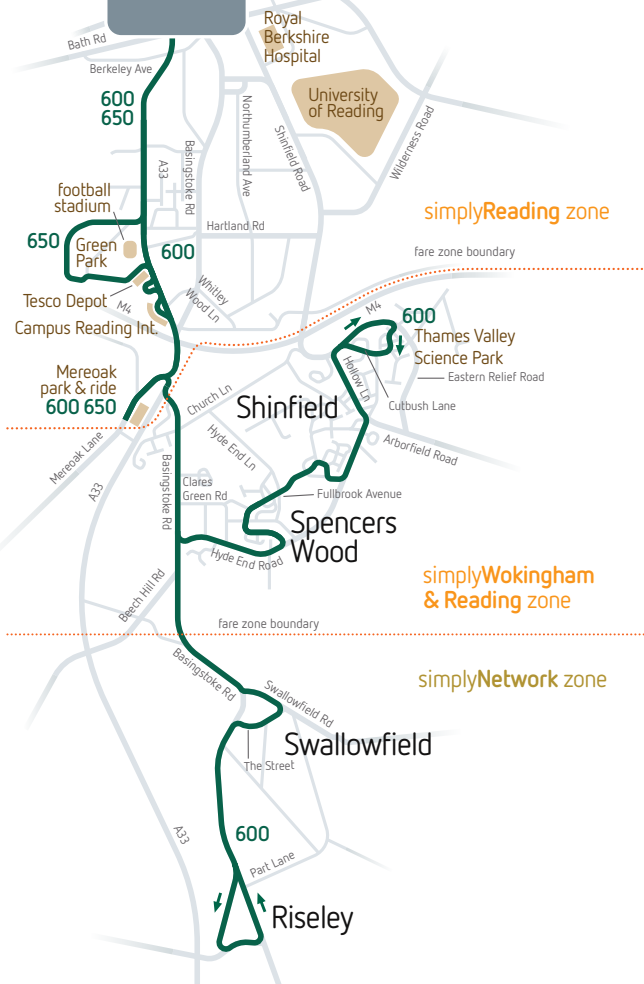
Drawing No.	Revision
HD169-TVSP-0101	C





Appendix B – Bus Information

Central Reading



**MereOak park & ride towards
Central Reading**
Station Road stop SD



travel time to
Central Reading 16-20 mins

Mon-Fri

5.55 am
6.33 am
6.48 am
7.03 am
7.18 am
7.33 am
7.52 am
8.07 am
8.22 am
8.37 am
8.52 am
9.07 am
9.22 am

then
every
15
mins
until

1.37 pm
1.50 pm
2.00 pm
2.20 pm
2.35 pm
2.50 pm
3.05 pm
3.20 pm
3.35 pm
3.50 pm
4.10 pm

4.20 pm
4.35 pm
4.50 pm
5.10 pm
5.25 pm
5.40 pm
5.55 pm
6.10 pm
6.25 pm
6.40 pm
6.55 pm
7.20 pm
7.35 pm
8.05 pm
8.27 pm
8.59 pm
9.26 pm
10.00 pm
10.44 pm
11.23 pm
11.49 pm

Sat

5.55 am
6.41 am
7.39 am
8.09 am
8.39 am
9.10 am
9.25 am
9.40 am
9.55 am
10.09 am
10.24 am
10.39 am
10.54 am
11.09 am
11.24 am
11.36 am
11.51 am
12.06 pm
12.21 pm
12.36 pm
12.51 pm
1.04 pm
1.19 pm
1.34 pm
1.49 pm
2.06 pm
2.19 pm
2.35 pm
2.50 pm

3.05 pm
3.20 pm
3.35 pm
3.50 pm
4.09 pm
4.24 pm
4.39 pm
4.54 pm
5.09 pm
5.24 pm
5.40 pm
5.55 pm
6.10 pm
6.27 pm
6.42 pm
7.10 pm
7.40 pm
8.10 pm
8.38 pm
9.08 pm
9.38 pm
10.00 pm
10.45 pm
11.24 pm
11.50 pm

returning from
Central Reading
St Mary's Butts stop CS



travel time to
MereOak park&ride 22-25 mins

buses also leave from Station Road stop SD a few minutes later

Mon-Fri

5.18 am
5.30 am
5.55 am
6.20 am
6.40 am
6.55 am
7.10 am
7.25 am
7.40 am
7.55 am
8.15 am
8.30 am

then
every
15
mins
until

1.00 pm
1.15 pm
1.30 pm
1.45 pm
2.00 pm
2.15 pm
2.30 pm
2.45 pm
3.00 pm
3.15 pm
3.30 pm
3.45 pm

4.00 pm
4.15 pm
4.35 pm
4.50 pm
5.05 pm
5.20 pm
5.35 pm
5.50 pm
6.05 pm
6.20 pm
6.35 pm
7.00 pm
7.30 pm
8.00 pm
8.30 pm
9.00 pm
9.30 pm
10.00 pm
10.30 pm
11.05 pm

Sat

5.18 am
6.05 am
6.35 am
7.00 am
7.30 am
8.00 am
8.30 am
8.45 am
9.00 am

then
every
15
mins
until

5.30 pm
5.50 pm
6.10 pm
6.30 pm
7.00 pm
7.30 pm
8.00 pm
8.30 pm

Mondays to Fridays except public holidays

	am	am	am	am	am	am			pm	pm	pm	pm
Thames Valley Science Park		6.40		7.40		8.42		47		2.00		3.13
Spencers Wood Fullbrook Avenue		6.48		7.49		8.50		54		2.07		3.21
Riseley The Bull	6.12	↓	7.07	↓	8.13	↓	then at these mins past each hour	17	↓	1.17	↓	2.30
Swallowfield The Crown	6.18	↓	7.14	↓	8.20	↓		23	↓	1.23	↓	2.36
Spencers Wood Post Office	6.23	↓	7.20	↓	8.26	↓		28	↓	1.28	↓	2.41
Three Mile Cross Post Office	6.28	6.58	7.27	8.01	8.31	9.01		32 02		1.32	2.15	2.45 3.30
Central Reading St Mary's Butts stop CS	6.52	7.22	7.52	8.26	8.56	9.26		56 26		1.56	2.39	3.09 3.55

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Thames Valley Science Park		4.27		5.47		7.00		7.46		8.40			
Spencers Wood Fullbrook Avenue		4.35		5.55		7.07		7.53		8.47		10.32	11.37
Riseley The Bull	3.48	↓	5.04	↓	6.20	↓	7.17	↓	8.09	↓	9.08	↓	11.05
Swallowfield The Crown	3.55	↓	5.11	↓	6.27	↓	7.23	↓	8.15	↓	9.14	↓	11.11
Spencers Wood Post Office	4.00	↓	5.16	↓	6.32	↓	7.27	↓	8.19	↓	9.18	↓	11.15
Three Mile Cross Post Office	4.04	4.44	5.19	6.04	6.35	7.15	7.30	8.00	8.22	8.54	9.21	10.39	11.18 11.44
Central Reading St Mary's Butts stop CS	4.30	5.10	5.44	6.28	6.57	7.36	7.51	8.21	8.42	9.14	9.41	10.59	11.38 12.04

Saturdays

	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm
Thames Valley Science Park		7.48		8.49		9.47		10.45		11.43		12.41		1.43	
Spencers Wood Fullbrook Avenue		7.55		8.56		9.55		10.53		11.51		12.49		1.51	
Riseley The Bull	7.20	↓	8.20	↓	9.20	↓	10.18	↓	11.15	↓	12.15	↓	1.14	↓	2.15
Swallowfield The Crown	7.26	↓	8.26	↓	9.26	↓	10.25	↓	11.22	↓	12.21	↓	1.20	↓	2.21
Spencers Wood Post Office	7.31	↓	8.31	↓	9.31	↓	10.30	↓	11.27	↓	12.26	↓	1.25	↓	2.26
Three Mile Cross Post Office	7.34	8.04	8.34	9.05	9.35	10.04	10.34	11.04	11.31	12.01	12.31	12.59	1.29	2.01	2.30
Central Reading St Mary's Butts stop CS	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.27	2.55

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Thames Valley Science Park	2.44		3.48		4.49		5.50		6.50		7.50		8.49		
Spencers Wood Fullbrook Avenue	2.51		3.55		4.56		5.57		6.57		7.57		8.56		
Riseley The Bull	↓	3.16	↓	4.20	↓	5.22	↓	6.09	↓	7.22	↓	8.20	↓		
Swallowfield The Crown	↓	3.22	↓	4.26	↓	5.28	↓	6.15	↓	7.28	↓	8.26	↓		
Spencers Wood Post Office	↓	3.26	↓	4.30	↓	5.32	↓	6.19	↓	7.32	↓	8.30	↓		
Three Mile Cross Post Office	3.00	3.30	4.04	4.34	5.04	5.35	6.05	6.22	7.05	7.35	8.05	8.33	9.03		
Central Reading St Mary's Butts stop CS	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.42	7.25	7.55	8.25	8.55	9.25		

	pm	pm	pm	pm
Spencers Wood Fullbrook Avenue		10.32		11.37
Riseley The Bull	9.20	↓	11.06	↓
Swallowfield The Crown	9.26	↓	11.12	↓
Spencers Wood Post Office	9.30	↓	11.16	↓
Three Mile Cross Post Office	9.33	10.40	11.19	11.45
Central Reading St Mary's Butts stop CS	9.55	11.02	11.41	12.07

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am					pm	pm	
 Central Reading St Mary's Butts stop CS	5.30	5.55	6.20	6.55	7.25	7.55	8.30	9.00	9.30	then at these mins past each hour	00	30	until	1.00	1.45	
 Central Reading Station Road stop SD	5.35	6.00	6.25	7.00	7.30	8.00	8.35	9.05	9.35		05	35		1.05	1.50	
Three Mile Cross Post Office	5.58	6.23	6.49	7.25	7.56	8.26	9.01	9.30	10.01		31	01		1.31	2.16	
Spencers Wood Post Office	6.01	↓	6.52	↓	8.00	↓	9.04	↓	10.04		04	↓		2.19		
Swallowfield The Crown	6.05	↓	6.56	↓	8.04	↓	9.08	↓	10.08		08	↓		2.23		
Riseley The Bull	6.09	↓	7.00	↓	8.08	↓	9.12	↓	10.12		12	↓		2.27		
Spencers Wood Fullbrook Avenue		6.30		7.32		8.34		9.37		38			1.38			
Thames Valley Science Park		6.37		7.39		8.41		9.44		45			1.45			
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading St Mary's Butts stop CS	2.15	3.00	3.30	4.15	4.50	5.35	6.05	6.35	7.00	7.30	8.00	8.30	9.00	10.00	10.30	11.05
 Central Reading Station Road stop SD	2.20	3.05	3.35	4.20	4.55	5.40	6.10	6.40	7.05	7.35	8.05	8.35	9.05	10.05	10.35	11.10
Three Mile Cross Post Office	2.46	3.35	4.05	4.48	5.22	6.06	6.36	7.04	7.28	7.58	8.25	8.55	9.25	10.25	10.55	11.30
Spencers Wood Post Office		3.39		4.52		6.10	↓	7.08		8.01	↓	8.58			10.58	↓
Swallowfield The Crown		3.43		4.57		6.15		7.12		8.05		9.02			11.02	
Riseley The Bull		3.47	↓	5.01	↓	6.19	↓	7.16	↓	8.08	↓	9.05	↓	↓	11.05	↓
Spencers Wood Fullbrook Avenue	2.53		4.13		5.31		6.44		7.36		8.32		9.32	10.32		11.37
Thames Valley Science Park	3.00		4.20		5.38		6.51		7.43		8.39					

Saturdays

		am	am	am	am	am	am	am				pm	pm	pm	
 Central Reading	St Mary's Butts stop CS	6.35	7.00	7.30	8.00	8.30	9.00	9.30	then at these mins past each hour	00	30	until	2.00	2.30	3.00
Central Reading	Station Road stop SD	6.40	7.05	7.35	8.05	8.35	9.05	9.35		05	35		2.05	2.35	3.05
Three Mile Cross	Post Office	7.00	7.25	7.55	8.25	8.55	9.25	9.55		27	57		2.27	2.58	3.28
Spencers Wood	Post Office	7.03		7.58		8.58		9.58			00			3.01	
Swallowfield	The Crown	7.07		8.02		9.02		10.02			04			3.05	
Riseley	The Bull	7.11		8.06		9.06		10.06			08			3.09	
Spencers Wood	Fullbrook Avenue		7.31		8.31		9.32			34			2.34		3.35
	Thames Valley Science Park		7.37		8.37		9.39			41			2.41		3.42

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading St Mary's Butts stop CS	3.30	4.00	4.30	5.00	5.30	5.50	6.30	7.00	7.30	8.00	8.30	10.00	10.30	11.05
Central Reading Station Road stop SD	3.35	4.05	4.35	5.05	5.35	5.55	6.35	7.05	7.35	8.05	8.35	10.05	10.35	11.10
Three Mile Cross Post Office	3.58	4.27	4.57	5.27	5.57	6.17	6.57	7.26	7.56	8.26	8.55	10.25	10.55	11.30
Spencers Wood Post Office	4.01	↓	5.00	↓	6.00	↓	7.00	↓	7.59	↓	8.58	↓	10.58	↓
Swallowfield The Crown	4.05	↓	5.04	↓	6.04	↓	7.04	↓	8.03	↓	9.02	↓	11.02	↓
Riseley The Bull	4.09	↓	5.08	↓	6.08	↓	7.08	↓	8.07	↓	9.06	↓	11.06	↓
Spencers Wood Fullbrook Avenue		4.35		5.35		6.25		7.33		8.33		10.32		11.37
Thames Valley Science Park		4.42		5.42		6.32		7.40		8.40				

MereOak park&ride | Green Park | Central Reading

via Lime Square & Longwater Avenue

MereOak park&ride

650

Sundays only

	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
MereOak park&ride	8.00	9.00	10.00	11.00	12.00	1.02	2.02	3.02	4.02	5.02	6.02	7.02	8.00
Green Park Lime Square	8.07	9.07	10.07	11.08	12.08	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.07
Green Park 300 Longwater Avenue	8.10	9.10	10.10	11.11	12.11	1.13	2.13	3.13	4.13	5.13	6.13	7.13	8.10
Central Reading St Mary's Butts stop CS	8.22	9.22	10.22	11.23	12.25	1.27	2.27	3.27	4.26	5.26	6.26	7.25	8.21

Central Reading | Green Park | MereOak park&ride

via Longwater Avenue & Lime Square

MereOak park&ride

650

Sundays only

	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading St Mary's Butts stop CS	7.26	8.25	9.25	10.25	11.26	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30
Central Reading Station Road stop SD	7.30	8.30	9.30	10.30	11.30	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35
Green Park 300 Longwater Avenue	7.39	8.39	9.39	10.40	11.40	12.45	1.45	2.45	3.45	4.45	5.45	6.44	7.44
Green Park Lime Square	7.43	8.43	9.43	10.44	11.44	12.49	1.49	2.49	3.49	4.49	5.49	6.48	7.48
MereOak park&ride	7.53	8.53	9.53	10.54	11.54	12.59	1.59	2.59	3.59	4.59	5.59	6.58	7.58

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street		5.57					6.47	6.57		7.17		7.51				8.29
+ Wokingham Hospital		5.58					6.48	6.58		7.18		7.52				8.30
Barkham St. James Road		6.07					6.59	7.09		7.30		8.04				8.42
California Crossroads Ratepayers Hall		6.08					7.01	7.10		7.32		8.06				8.44
Arborfield Green Harvest Path	5.45	6.15	6.34	6.48	7.01	7.07	7.10	7.18	7.26	7.41	8.00	8.15	8.35	8.47	8.52	
Arborfield Green Sheerlands Road	5.47	6.17	6.36	6.50	7.03	7.09	7.12	7.20	7.28	7.43	8.03	8.18	8.38	8.49	8.54	
Arborfield Cross The Swan	5.51	6.22	6.42	6.56	7.09	7.15	7.18	7.26	7.34	7.49	8.09	8.24	8.44	8.55	9.00	
Shinfield School Green	5.56	6.28	6.48	7.02	7.15	7.21	7.25	7.32	7.41	7.56	8.16	8.31	8.51	9.01	9.06	
Thames Valley Science Park	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	8.37	▼	▼	▼	
+ Royal Berkshire Hospital main entrance	6.10	6.45	7.10	7.26	7.47	7.47	7.58	7.58	8.13	8.29	8.45	9.01	9.16	9.25	9.30	
+ Central Reading Station Road stop SA	6.20	6.56	7.21	7.38	7.59	7.59	8.10	8.10	8.26	8.43	8.58	9.13	9.28	9.38	9.43	

school days only

school holidays only

	am	am	am	am	am	am	am					pm	pm	pm		
Wokingham Broad Street		8.58		9.30			9.58	then at	30	58	until		1.29			
Wokingham Hospital		8.59		9.31			9.59		31	59			1.30			
Barkham St. James Road		9.11		9.43			10.11		43	11			1.42			
California Crossroads Ratepayers Hall		9.13		9.45			10.13		45	13			1.44			
Arborfield Green Harvest Path	9.07	9.21	9.38	9.53			10.21		53	21			1.52			
Arborfield Green Sheerlands Road	9.09	9.23	9.40	9.55			10.23		55	23			1.54			
Arborfield Cross The Swan	9.15	9.29	9.46	10.01			10.29		01	29			2.00			
Shinfield School Green	9.21	9.35	9.52	10.07	10.22		10.35		07	22		35	52	1.52	2.06	2.21
Thames Valley Science Park	▼	9.40	▼	▼	▼		10.40		▼	▼		40	▼	▼	▼	▼
Royal Berkshire Hospital main entrance	9.45	10.00	10.15	10.30	10.45		11.00	11.15	30	45	00	15	2.15	2.29	2.44	
Central Reading Station Road stop SA	9.58	10.13	10.28	10.43	10.58		11.13	11.28	43	58	13	28	2.28	2.43	2.58	

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	1.55		2.24			3.01		3.34		4.03		4.37		5.08	
+ Wokingham Hospital	1.56		2.25			3.02		3.35		4.04		4.38		5.09	
Barkham St. James Road	2.08		2.37			3.14		3.47		4.18		4.52		5.23	
California Crossroads Ratepayers Hall	2.10		2.39			3.16		3.49		4.20		4.54		5.25	
Arborfield Green Harvest Path	2.19		2.48		3.13	3.27	3.44	4.01	4.16	4.30	4.48	5.03	5.19	5.34	5.49
Arborfield Green Sheerlands Road	2.21		2.50		3.15	3.29	3.46	4.03	4.18	4.32	4.50	5.05	5.21	5.36	5.51
Arborfield Cross The Swan	2.27		2.56		3.21	3.35	3.52	4.09	4.24	4.38	4.56	5.11	5.27	5.42	5.56
Shinfield School Green	2.33	2.50	3.02	3.13	3.27	3.41	3.58	4.15	4.30	4.44	5.02	5.17	5.33	5.48	6.02
Thames Valley Science Park	2.38	▼	▼	▼	▼	3.47	▼	▼	▼	4.50	▼	▼	▼	5.53	▼
+ Royal Berkshire Hospital main entrance	2.59	3.14	3.29	3.42	3.57	4.12	4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.13	6.23
+ Central Reading Station Road stop SA	3.13	3.28	3.43	3.57	4.12	4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.12	6.27	6.37

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	5.40		6.10	6.27		7.18	8.09	8.23	9.05	10.05	11.05
+ Wokingham Hospital	5.41		6.11	6.28		7.19	8.10	8.24	9.06	10.06	11.06
Barkham St. James Road	5.55		6.24	6.41		7.31	8.20	8.34	9.15	10.15	11.15
California Crossroads Ratepayers Hall	5.57		6.26	6.42		7.32	8.21	8.35	9.16	10.16	11.16
Arborfield Green Harvest Path	6.05	6.20	6.34	6.50	7.11	7.40	8.28	8.42	9.23	10.23	11.23
Arborfield Green Sheerlands Road	6.07	6.22	6.36	6.52	7.13	7.42	8.30	8.44	9.25	10.25	11.25
Arborfield Cross The Swan	6.11	6.26	6.40	6.56	7.17	7.46	8.34	8.48	9.29	10.29	11.29
Shinfield School Green	6.17	6.32	6.46	7.02	7.23	7.52	8.39	8.53	9.34	10.34	11.34
Thames Valley Science Park	▼	▼	6.51	▼	▼	▼	▼	▼	▼	▼	▼
+ Royal Berkshire Hospital main entrance	6.38	6.52	7.07	7.21	7.42	8.08	8.52	9.06	9.47	10.47	11.47
+ Central Reading Station Road stop SA	6.51	7.05	7.20	7.33	7.53	8.19	9.02	9.15	9.57	10.57	11.57

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street	6.17		7.11				8.00			8.51	9.04		9.30		9.59		10.29
+ Wokingham Hospital	6.17		7.12				8.01			8.52	9.05		9.31		10.00		10.30
Barkham St. James Road	6.26		7.22				8.11			9.02	9.15		9.42		10.12		10.42
California Crossroads Ratepayers Hall	6.27		7.23				8.12			9.03	9.16		9.44		10.14		10.44
Arborfield Green Harvest Path	6.34	7.08	7.30	7.50			8.20	8.43		9.11	9.24		9.52		10.22	10.37	10.52
Arborfield Green Sheerlands Road	6.36	7.10	7.32	7.52			8.22	8.45		9.13	9.26		9.54		10.24	10.39	10.54
Arborfield Cross The Swan	6.41	7.15	7.37	7.57			8.27	8.51		9.19	9.32		10.00		10.30	10.45	11.00
Shinfield School Green	6.46	7.20	7.43	8.03	8.18		8.33	8.57	9.12	9.25	9.38	9.52	10.06	10.21	10.36	10.51	11.06
+ Royal Berkshire Hospital main entrance	7.01	7.35	8.00	8.20	8.35		8.50	9.14	9.29	9.43	9.57	10.11	10.26	10.41	10.56	11.11	11.26
- Central Reading Station Road stop SA	7.10	7.45	8.10	8.30	8.45		9.00	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40

	am	am	am	am	pm	pm	pm	pm							pm	pm	pm	
Wokingham Broad Street		10.59		11.29		11.59		12.29	then at		59	29	until		2.29		3.01	
Wokingham Hospital		11.00		11.30		12.00		12.30			00	30			2.30		3.02	
Barkham St. James Road		11.12		11.42		12.12		12.42			12	42			2.42		3.14	
California Crossroads Ratepayers Hall		11.14		11.44		12.14		12.44			14	44			2.44		3.16	
Arborfield Green Harvest Path	11.07	11.22	11.37	11.52	12.07	12.22	12.37	12.52			07	22		37	52	2.52	3.07	3.24
Arborfield Green Sheerlands Road	11.09	11.24	11.39	11.54	12.09	12.24	12.39	12.54			09	24		39	54	2.54	3.09	3.26
Arborfield Cross The Swan	11.15	11.30	11.45	12.00	12.15	12.30	2.45	1.00			15	30		45	00	3.00	3.15	3.32
Shinfield School Green	11.21	11.36	11.51	12.06	12.21	12.36	12.51	1.06			21	36		51	06	3.06	3.21	3.38
Royal Berkshire Hospital main entrance	11.41	11.56	12.11	12.26	12.41	12.56	1.11	1.26			41	56		11	26	3.26	3.41	3.56
Central Reading Station Road stop SA	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40		55	10	25	40	3.40	3.55	4.10		

Saturdays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street		3.31		4.01		4.32		5.02		5.29		5.59		6.31		7.13
+ Wokingham Hospital		3.32		4.02		4.33		5.03		5.30		6.00		6.32		7.14
Barkham St. James Road		3.44		4.14		4.45		5.15		5.42		6.12		6.44		7.26
California Crossroads Ratepayers Hall		3.46		4.16		4.47		5.17		5.44		6.14		6.46		7.28
Arborfield Green Harvest Path	3.39	3.54	4.09	4.24	4.40	4.55	5.10	5.25	5.36	5.52	6.07	6.22	6.38	6.54	7.11	7.36
Arborfield Green Sheerlands Road	3.41	3.56	4.11	4.26	4.42	4.57	5.12	5.27	5.38	5.54	6.09	6.24	6.40	6.56	7.13	7.38
Arborfield Cross The Swan	3.47	4.02	4.17	4.32	4.48	5.03	5.18	5.33	5.44	6.00	6.15	6.30	6.45	7.01	7.17	7.42
Shinfield School Green	3.53	4.08	4.23	4.38	4.54	5.09	5.24	5.39	5.50	6.06	6.21	6.36	6.51	7.07	7.23	7.48
+ Royal Berkshire Hospital main entrance	4.11	4.26	4.41	4.56	5.11	5.26	5.41	5.56	6.07	6.22	6.37	6.52	7.07	7.23	7.39	8.04
- Central Reading Station Road stop SA	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.20	6.35	6.50	7.05	7.20	7.35	7.50	8.15

	pm	pm	pm	pm	pm
Wokingham Broad Street	7.53	8.22	9.05	10.05	11.05
+ Wokingham Hospital	7.54	8.23	9.06	10.06	11.06
Barkham St. James Road	8.04	8.33	9.15	10.15	11.15
California Crossroads Ratepayers Hall	8.06	8.34	9.16	10.16	11.16
Arborfield Green Harvest Path	8.14	8.41	9.23	10.23	11.23
Arborfield Green Sheerlands Road	8.16	8.43	9.25	10.25	11.25
Arborfield Cross The Swan	8.20	8.47	9.29	10.29	11.29
Shinfield School Green	8.26	8.52	9.34	10.34	11.34
+ Royal Berkshire Hospital main entrance	8.40	9.05	9.47	10.47	11.47
- Central Reading Station Road stop SA	8.50	9.15	9.57	10.57	11.57

Sundays and public holidays

	am	am	am	am	am	am	am				pm	pm	pm	pm	pm
Wokingham Broad Street		9.02		9.59		10.59		then at	58	until		3.58		4.59	
+ Wokingham Hospital		9.03		10.00		11.00			59			3.59		5.00	
Barkham St. James Road		9.12		10.11		11.11			11			4.11		5.12	
California Crossroads Ratepayers Hall		9.13		10.13		11.13			13			4.13		5.14	
Arborfield Green Harvest Path	8.49	9.21	9.51	10.21	10.51	11.21	11.51		21 51		3.51	4.21	4.51	5.22	5.54
Arborfield Green Sheerlands Road	8.51	9.23	9.53	10.23	10.53	11.23	11.53		23 53		3.53	4.23	4.53	5.24	5.56
Arborfield Cross The Swan	8.57	9.29	9.59	10.29	10.59	11.29	11.59		29 59		3.59	4.29	4.59	5.30	6.02
Shinfield School Green	9.03	9.35	10.05	10.35	11.05	11.35	12.05		35 05		4.05	4.35	5.05	5.36	6.08
+ Royal Berkshire Hospital main entrance	9.20	9.52	10.23	10.53	11.23	11.53	12.23		53 23		4.23	4.53	5.23	5.53	6.24
- Central Reading Station Road stop SA	9.30	10.03	10.35	11.05	11.36	12.07	12.37		07 37		4.37	5.07	5.37	6.07	6.37

	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	6.02		6.52		7.52			
+ Wokingham Hospital	6.03		6.53		7.53			
Barkham St. James Road	6.14		7.04		8.03			
California Crossroads Ratepayers Hall	6.16		7.06		8.05			
Arborfield Green Harvest Path	6.24	6.55	7.14	7.50	8.13	9.24	10.34	11.44
Arborfield Green Sheerlands Road	6.26	6.57	7.16	7.52	8.15	9.26	10.36	11.46
Arborfield Cross The Swan	6.32	7.03	7.20	7.56	8.19	9.30	10.40	11.50
Shinfield School Green	6.38	7.09	7.26	8.01	8.24	9.35	10.45	11.55
+ Royal Berkshire Hospital main entrance	6.54	7.25	7.41	8.15	8.37	9.48	10.58	12.07
- Central Reading Station Road stop SA	7.07	7.37	7.52	8.26	8.47	9.58	11.08	12.15

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	5.40	5.55	6.05	6.20	6.35	6.50	7.05	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	
Royal Berkshire Hospital main entrance	5.46	6.01	6.11	6.26	6.42	6.58	7.13	7.29	7.46	8.02	8.17	8.30	8.45	9.00	9.14	9.29	
Thames Valley Science Park	▼	▼	▼	▼	▼	7.14	▼	▼	▼	▼	8.38	▼	▼	▼	▼	9.30	▼
Shinfield School Green	5.58	6.15	6.26	6.42	7.00	7.19	7.35	7.52	8.09	8.28	8.43	8.52	9.06	9.20	9.35	9.48	
Arborfield Cross The Swan	6.03	6.20	6.31	6.47	7.05	7.25	7.41	7.58	8.15	8.34	8.49	8.58	9.11	9.25	9.40		
Arborfield Green Sheerlands Road	6.06	6.23	6.35	6.51	7.10	7.30	7.46	8.03	8.20	8.39	8.54	9.03	9.16	9.29	9.44		
Arborfield Green Harvest Path	6.09	6.26	6.38	6.54	7.13	7.33	7.49	8.06	8.23	8.42	8.57	9.06	9.19	9.32	9.47		
California Crossroads Ratepayers Hall	6.15		6.45		7.20		7.57		8.31		9.04		9.26		9.54		
Barkham St. James Road	6.16		6.47		7.22		7.59		8.33		9.06		9.28		9.56		
Wokingham Station Interchange	6.28		7.00		7.35		8.13		8.46		9.19		9.41		10.09		
Wokingham Broad Street	6.30		7.03		7.38		8.16		8.49		9.22		9.44		10.12		

	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	
Royal Berkshire Hospital main entrance	9.44	9.59	10.14	10.29	10.44	10.59	11.14	11.29	11.44	11.59	12.14	12.29	12.44	12.59	1.14	1.29	
Thames Valley Science Park	▼	▼	10.30	▼	▼	10.50	11.30	▼	▼	▼	12.30	▼	▼	▼	1.30	▼	
Shinfield School Green	10.03	10.18	10.35	10.48	11.03	11.18	11.35	11.48	12.03	12.18	12.35	12.48	1.03	1.19	1.35	1.49	
Arborfield Cross The Swan	10.08		10.40		11.08		11.40		12.08		12.40		1.08		1.40		
Arborfield Green Sheerlands Road	10.12		10.44		11.12		11.44		12.12		12.44		1.12		1.44		
Arborfield Green Harvest Path	10.15		10.47		11.15		11.47		12.15		12.47		1.15		1.47		
California Crossroads Ratepayers Hall	10.22		10.54		11.22		11.54		12.22		12.54		1.22		1.54		
Barkham St. James Road	10.24		10.56		11.24		11.56		12.24		12.56		1.24		1.56		
Wokingham Station Interchange	10.37		11.09		11.37		12.09		12.37		1.09		1.37		2.09		
Wokingham Broad Street	10.40		11.12		11.40		12.12		12.40		1.12		1.40		2.12		

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	1.35	1.50	2.05	2.20	2.35	2.50	3.05	3.20	3.35	3.50	4.05	4.20	4.35	4.50	5.05	5.20	
Royal Berkshire Hospital main entrance	1.44	1.59	2.14	2.29	2.45	3.01	3.17	3.33	3.48	4.03	4.18	4.32	4.47	5.01	5.16	5.31	
Thames Valley Science Park	▼	▼	2.30	▼	▼	▼	3.40	▼	▼	▼	4.43	▼	▼	▼	5.38	▼	
Shinfield School Green	2.04	2.19	2.35	2.50	3.07	3.24	3.46	4.01	4.17	4.32	4.49	4.59	5.14	5.26	5.44	5.55	
Arborfield Cross The Swan	2.09		2.40	2.55	3.13	3.30	3.52	4.07	4.23	4.38	4.55	5.05	5.20	5.32	5.49	6.00	
Arborfield Green Sheerlands Road	2.13		2.45	3.00	3.18	3.37	3.57	4.12	4.28	4.43	5.00	5.10	5.25	5.37	5.54	6.05	
Arborfield Green Harvest Path	2.16		2.48	3.03	3.22	3.41	4.00	4.15	4.31	4.46	5.03	5.13	5.28	5.40	5.57	6.08	
California Crossroads Ratepayers Hall	2.23		2.55		3.29		4.07		4.38		5.10		5.35		6.04		
Barkham St. James Road	2.25		2.57		3.31		4.09		4.40		5.12		5.37		6.06		
Wokingham Station Interchange	2.38		3.10		3.45		4.23		4.55		5.27		5.51		6.19		
Wokingham Broad Street	2.41		3.13		3.48		4.26		4.58		5.30		5.54		6.22		

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	5.35	5.50	6.05	6.20	6.40	7.00	7.20	8.05	9.05	10.05	11.05
Royal Berkshire Hospital main entrance	5.45	6.00	6.14	6.29	6.49	7.08	7.28	8.13	9.11	10.11	11.11
Thames Valley Science Park	▼	▼	6.32	▼	▼	▼	▼	▼	▼	▼	▼
Shinfield School Green	6.08	6.22	6.37	6.49	7.09	7.27	7.47	8.30	9.26	10.26	11.26
Arborfield Cross The Swan	6.13	6.27	6.42	6.54	7.14	7.32	7.52	8.35	9.31	10.31	11.31
Arborfield Green Sheerlands Road	6.18	6.32	6.46	6.58	7.18	7.35	7.55	8.38	9.34	10.34	11.34
Arborfield Green Harvest Path	6.21	6.35	6.49	7.01	7.21	7.38	7.58	8.41	9.37	10.37	11.37
California Crossroads Ratepayers Hall	6.28		6.56			7.44	8.04	8.47	9.43	10.43	
Barkham St. James Road	6.30		6.58			7.45	8.05	8.48	9.44	10.44	
Wokingham Station Interchange	6.43		7.11			7.58	8.17	9.00	9.56	10.56	
Wokingham Broad Street	6.46		7.14			8.00	8.19	9.02	9.58	10.58	

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	6.10	6.30	6.55	7.15	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	
Royal Berkshire Hospital main entrance	6.16	6.36	7.01	7.21	7.41	7.56	8.11	8.26	8.41	8.56	9.13	9.28	9.44	9.59	10.14	10.29	
Shinfield School Green	6.28	6.51	7.16	7.36	7.56	8.11	8.26	8.41	8.56	9.12	9.30	9.47	10.03	10.18	10.33	10.48	
Arborfield Cross The Swan	6.33	6.56	7.21	7.41	8.01	8.16	8.31	8.46		9.17	9.35		10.08	10.23	10.38	10.53	
Arborfield Green Sheerlands Road	6.36	6.59	7.24	7.44	8.04	8.19	8.34	8.49		9.21	9.39		10.12	10.27	10.42	10.57	
Arborfield Green Harvest Path	6.39	7.02	7.27	7.47	8.07	8.22	8.37	8.52		9.24	9.42		10.15	10.30	10.45	11.00	
California Crossroads Ratepayers Hall	6.45		7.33		8.13	8.28		8.58		9.30	9.49		10.22			10.52	
Barkham St. James Road	6.46		7.34		8.14	8.29		9.00		9.32	9.51		10.24			10.54	
Wokingham Station Interchange	6.57		7.45		8.25	8.40		9.13		9.47	10.06		10.39			11.09	
Wokingham Broad Street	6.59		7.47		8.27	8.42		9.16		9.50	10.09		10.42			11.12	

	am	am	am	am	am	am							pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	10.35	10.50	11.05	11.20	11.35	11.50	then at	05	20	35	50	until	2.50	3.05	3.20	3.35	3.50
 Royal Berkshire Hospital main entrance	10.44	10.59	11.14	11.29	11.44	11.59		14	29	44	59		2.59	3.14	3.29	3.44	3.59
Shinfield School Green	11.03	11.18	11.33	11.48	12.03	12.18		33	48	03	18		3.18	3.33	3.48	4.03	4.18
Arborfield Cross The Swan	11.08	11.23	11.38	11.53	12.08	12.23		38	53	08	23		3.23	3.38	3.53	4.08	4.23
Arborfield Green Sheerlands Road	11.12	11.27	11.42	11.57	12.12	12.27		42	57	12	27		3.27	3.42	3.57	4.12	4.27
Arborfield Green Harvest Path	11.15	11.30	11.45	12.00	12.15	12.30		45	00	15	30		3.30	3.45	4.00	4.15	4.30
California Crossroads Ratepayers Hall	11.22		11.52		12.22			52		22				3.52		4.22	
Barkham St. James Road	11.24		11.54		12.24		54		24				3.54		4.24		
 Wokingham Station Interchange	11.39		12.09		12.39		09		39				4.09		4.38		
Wokingham Broad Street	11.42		12.12		12.42		12		42				4.12		4.41		

Reading | Shinfield | Arborfield | Wokingham

via Royal Berkshire Hospital & Barkham



3

Saturdays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	4.05	4.20	4.35	4.50	5.05	5.20	5.35	5.50	6.05	6.25	6.45	7.15	8.05	9.05	10.05	11.05
Royal Berkshire Hospital main entrance	4.14	4.29	4.44	4.59	5.14	5.29	5.44	5.59	6.14	6.34	6.54	7.24	8.13	9.11	10.11	11.11
Shinfield School Green	4.33	4.48	5.03	5.18	5.33	5.48	6.03	6.18	6.33	6.53	7.12	7.42	8.30	9.26	10.26	11.26
Arborfield Cross The Swan	4.38	4.53	5.08	5.23	5.38	5.53	6.08	6.23	6.38	6.58	7.17	7.47	8.35	9.31	10.31	11.31
Arborfield Green Sheerlands Road	4.42	4.57	5.12	5.27	5.42	5.57	6.12	6.27	6.42	7.02	7.21	7.50	8.38	9.34	10.34	11.34
Arborfield Green Harvest Path	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.05	7.24	7.53	8.41	9.37	10.37	11.37
California Crossroads Ratepayers Hall	4.52		5.22		5.52			6.37			7.31	8.00	8.47	9.43	10.43	
Barkham St. James Road	4.54		5.24		5.54			6.39			7.32	8.01	8.48	9.44	10.44	
Wokingham Station Interchange	5.07		5.37		6.07			6.52			7.45	8.14	9.00	9.56	10.56	
Wokingham Broad Street	5.10		5.39		6.09			6.54			7.47	8.16	9.02	9.58	10.58	

Sundays and public holidays

	am	am	am	am	am	am	am	am	am				pm	pm	pm	
🚏 Central Reading Station Road stop SA	8.00	8.15	8.45	9.15	9.40		10.10	10.40	11.10	11.40	then at	10 40	until	3.40	4.10	4.40
🏥 Royal Berkshire Hospital main entrance	8.06	8.21	8.52	9.22	9.48		10.19	10.49	11.19	11.49		19 49		3.49	4.19	4.49
Shinfield School Green	8.22	8.37	9.08	9.38	10.04		10.38	11.07	11.38	12.08		38 08		4.08	4.38	5.08
Arborfield Cross The Swan	8.27	8.42	9.13	9.43	10.09		10.43	11.12	11.43	12.13		43 13		4.13	4.43	5.13
Arborfield Green Sheerlands Road	8.30	8.45	9.16	9.46	10.12		10.46	11.15	11.46	12.16		46 16		4.16	4.46	5.16
Arborfield Green Harvest Path	8.33	8.48	9.19	9.49	10.15		10.49	11.18	11.49	12.19		49 19		4.19	4.49	5.19
California Crossroads Ratepayers Hall	8.39		9.25		10.22			11.25		12.26		26		4.26		5.26
Barkham St. James Road	8.40		9.26		10.24			11.27		12.28		28		4.28		5.28
🚏 Wokingham Station Interchange	8.53		9.39		10.39			11.42		12.43		43		4.43		5.41
Wokingham Broad Street	8.55		9.41		10.42			11.45		12.46	46	4.46		5.43		

	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	5.10	5.40	6.10	6.40	7.10	7.50	8.50	10.00	11.10
Royal Berkshire Hospital main entrance	5.18	5.48	6.18	6.48	7.17	7.56	8.56	10.06	11.16
Shinfield School Green	5.37	6.06	6.36	7.06	7.35	8.11	9.11	10.21	11.31
Arborfield Cross The Swan	5.42	6.11	6.41	7.11	7.40	8.16	9.16	10.26	11.36
Arborfield Green Sheerlands Road	5.45	6.14	6.44	7.14	7.43	8.19	9.19	10.29	11.39
Arborfield Green Harvest Path	5.48	6.17	6.47	7.17	7.46	8.22	9.22	10.32	11.42
California Crossroads Ratepayers Hall			6.24		7.24		8.29		
Barkham St. James Road			6.26		7.26		8.30		
Wokingham Station Interchange			6.39		7.39		8.43		
Wokingham Broad Street			6.41		7.41		8.45		

Central
Reading

Royal
Berkshire
Hospital

University
of Reading

simplyReading
ticket zone

simplyWokingham
& Reading ticket zone

Shinfield

Arborfield

The Swan
Arborfield
Cross

Arborfield
Green

Bohunt
School

Siren
Craft Brew

Wokingham

Wokingham

Barkham

simplyWokingham
& Bracknell ticket zone

Wick Hill

Spencers
Wood

Garden
Centre

Fullbrook
Ave

Hyde End Road

Church Lane

School
Green

Ducketts Farm

fare zone boundary

Brookers Hill

Thames Valley
Science Park
certain journeys only

Arborfield Road

Scotches Road

School Rd

Langley Common Road

Biggs Lane

Shyrians Rd

Swallowfield Rd

Nine Mile Ride

Hogwood Ln

Industrial Estate

Robinson Crusoe

fare zone boundary

Bearwood Rd

Barkham Road

Finchampstead Rd

Barkham Ride

Nine Mile Ride

Heathlands Road

Nine Mile Ride

Reading Road

Broad Street

London Road



Appendix C – Accident Data

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190142414 Wednesday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Going ahead S to N
08/05/2019 LOWER EARLEY WAY WEST Veh 2 Pedal cycle Going ahead W to E Dri M 12 Slight
R1: A 327 1510hrs
R2: B 3270 Daylight:street lights present
E 473,159 Dry
N 169,021 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Aggressive driving	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Junction overshoot	Vehicle 1	Very Likely
4th: Junction restart	Vehicle 1	Very Likely
C1 TRAV S TO N COLL/W PC2 XING C/WAY W TO E USING PED XING.		

190162968 Tuesday A327 SHINFIELD EASTERN RELIEF Veh 1 Car O/take m/veh o/side N to SW
21/05/2019 ROAD EX LOC N/K Veh 2 M/C < 125 cc Going ahead RH bend N to SW Dri M 22 Slight
R1: A(327 2145hrs
Darkness: no street lighting
E 473,908 Dry
N 168,614 Fine without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Slippery road (due to weather)	Vehicle 1	Very Likely
2nd: Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd: Loss of control	Vehicle 1	
C1 TRAV N TO SW ON R/H BEND OVERTK MC2 TRAV N TO SW ON R/H BEND. C1 MOVED BACK INTO LN & LST CONT CAUSNG COLL/W MC2.		

190234074 Monday B3270 LOWER EARLEY WAY APPX Veh 1 Car Going ahead SW to NE Dri F 55 Serious
29/07/2019 60M SW J/W SHINFIELD PARK Veh 2 Car Going ahead SW to NE
R1: B 3270 1408hrs
SHINFIELD
Daylight:street lights present
E 472,892 Dry
N 168,960 Fine without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Illness or disability, mental or physical	Vehicle 1	Very Likely
DRIVER C1 TRAV SW TO NE SUFFERED MED EP CAUSNG C1 TO X INTO OPP C/WAY & COLL/W C2 TRAV NE TO SW.		

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190356814 Monday B3349 SCHOOL GREEN APPX 26M SW Veh 1 Car Turning right SW to SE Dri F 35 Slight
11/11/2019 J/W HOLLOW LANE SHINFIELD Veh 2 Car Reversing SE to NW
R1: B 3349 1230hrs
Daylight:street lights present
E 473,421 Dry
N 167,885 Fine without high winds
30 mph

C2 REVRSG SW TO NE FROM PRKG SPACE COLL/W O/S C1 STAT WAITNG TO TRN RT SW TO SE.

190389480 Wednesday A327 SHINFIELD EASTERN RELIEF Veh 1 Car Wait go ahead held E to W Dri F 32 Slight
11/12/2019 ROAD J/W A327 SHINFIELD ROAD Veh 1 Car Wait go ahead held E to W RSP F 10 Slight
R1: A 327 1625hrs SHINFIELD Veh 1 Car Wait go ahead held E to W RSP M 12 Slight
R2: A 327 Darkness: street lights present a Veh 2 Goods < 3.5t Going ahead E to W
E 473,310 Wet/Damp
N 168,881 Fine without high winds
40 mph

C1 TRAV E TO W ON APP TO ATS & BRKD SUDD DUE TO MALFUNCTION IN VEH. C1 WAS HIT IN RR BY LGV2 TRAV E TO W.

190394183 Monday A329 HOLLOW LANE J/W B3349 Veh 1 Car Wait go ahead held NWto SE Dri F 33 Slight
16/12/2019 SCHOOL GREEN SHINFIELD Veh 1 Car Wait go ahead held NWto SE FSP F 27 Slight
R1: A 327 2018hrs Veh 2 Car Going ahead NWto SE
R2: B 3349 Darkness: street lights present a
E 473,418 Dry
N 167,948 Fine without high winds
40 mph

C2 TRAV NW TO SE COLL/W RR C1 STAT AT TEMP ATS WAITNG TO TRAV NW TO SE. C2 FTS.

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

190401187 Tuesday A327 SHINFIELD EASTERN RELIEF ROAD J/W A327 SHINFIELD ROAD SHINFIELD
24/12/2019 1120hrs
R1: A 327 Daylight:street lights present
R2: A 327 Wet/Damp
E 473,656 Fine without high winds
N 168,912 30 mph

Causation Factor:	Participant:	Confidence:
1st: Aggressive driving	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Swerved	Vehicle 1	
C1 TRAV NW TO SE ON L/H BEND LST CONT ON WET C/WAY & LFT C/WAY N/S.		

200010061 Friday A327 SHINFIELD ROAD J/W B3470 LOWER EARLEY WAY WEST SHINFIELD
10/01/2020 0650hrs
R1: A 327 Daylight:street lights present
R2: B 3470 Wet/Damp
E 473,154 Fine without high winds
N 169,028 30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely
MC1 TRN LFT S TO W MISJUDGED PATH OF VEH ON ITS N/S & COLL/W KERB.		

200050283 Wednesday M4 MP 64/0A READING
12/02/2020 0910hrs
R1: M 4 Daylight:street lights present
E 473,303 Wet/Damp
N 168,971 Fine without high winds
70 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely
C1 TRAV NE TO SW COLL/W RR LGV2 STAT IN QUEUING TRAFF WAITNG TO TRAV NE TO SW.		

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

200149283 Wednesday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Going ahead SE to W
20/05/2020 LOWER EARLEY WAY SHINFIELD Veh 2 Pedal cycle Going ahead E to W Dri M 45 Slight
R1: A 327 1817hrs
R2: B 3270 Daylight:street lights present
E 473,202 Dry
N 169,036 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Impaired by alcohol Vehicle 1 Very Likely
C1 ENT RBT SE TO NW & COLL/W PC2 TRAV E TO W. C1 FTS. DRIVER C1 INTOX.

200248968 Friday A327 ARBORFIELD ROAD J/W B3349 Veh 1 M/C < 125 cc Going ahead SE to NW Dri M 65 Serious
07/08/2020 SCHOOL GREEN SHINFIELD
R1: A 327 1427hrs
R2: B 3349 Daylight:street lights present
E 473,440 Dry
N 167,912 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Possible
C2 ENT RBT IN N/K DIR CAUSNG MC1 TRAV IN N/K DIR TO LSE CONT.

200280475 Monday A327 HOLLOW LANE J/W BROOKERS Veh 1 Car Turning right 0 to 0 FSP F 89 Slight
07/09/2020 HILL SHINFIELD Veh 2 Car Going ahead 0 to 0
R1: A 327 1500hrs
R2: U 7508 Daylight:street lights present
E 473,100 Dry
N 168,598 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Disobeyed automatic traffic signal Vehicle 1 Very Likely
C1 TRN RT N TO W COLL/W C2 TRAV S TO N.

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

200316280	Tuesday	A327 SHINFIELD ROAD J/W B3270	Veh 1	Car	Turning right	SE to NE	Dri	F	34	Slight
	06/10/2020	LOWER EARLEY WAY WEST	Veh 2	Goods < 3.5t	Going ahead	SW to NE				
R1: A 327	1329hrs	SHINFIELD								
R2: B 3270		Daylight:street lights present								
E 473,203		Dry								
N 169,097		Fine without high winds								
		40 mph								

LGV2 TRAV IN N/K DIR ON RBT COLL/W RR C1 TRN RT SE TO NE STAT AT RED ATS. LGV2 FTS.

210463313	Thursday	A327 SHINFIELD EASTERN RELIEF	Veh 1	Car	Change lane to left	SW to NE	Dri	M	53	Slight
	14/10/2021	ROAD APPX 115M NE J/W A327	Veh 2	Taxi	Going ahead	SW to NE				
R1: A 327	1042hrs	SHINFIELD ROAD SHINFIELD								
		Daylight:street lights present								
E 473,520		Dry								
N 168,948		Fine without high winds								
		40 mph								

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
4th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
5th:	Inexperience with type of vehicle	Vehicle 1	Very Likely
6th:	Dazzling sun	Vehicle 1	Possible
C1 TRAV SW TO NE IN LN2 CHNGD LN TO LFT & COLL/W TX2 TRAV SW TO NE			

210543254	Wednesday	B3270 J/W SHINFIELD PARK	Veh 1	Car	Stopping	NE to SW	Dri	F	34	Slight
	01/12/2021	SHINFIELD	Veh 2	Car	Going ahead	NE to SW	Dri	F		Slight
R1: B 3270	0900hrs		Veh 3	Car	Stopping	NE to SW				
R2: U 7508		Daylight:street lights present								
E 472,943		Wet/Damp								
N 169,021		Fine without high winds								
		40 mph								

C3 TRAV NE TO SW OVERTK C1 TRAV NE TO SW & BRKD SUDD CAUSNG C1 TO BRK. C2 TRAV NE TO SW COLL/W RR C1. C3 FTS.

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
220019270	Friday	A327 SHINFIELD ROAD J/W B3270	Veh 1	M/C > 500 cc	Going ahead	S	to N	Dri	M	54	Slight
R1: A 327	14/01/2022	LOWER EARLEY WAY READING	Veh 2	Car	Turning left	S	to W				
R2: B 3270	1317hrs										
E 473,150	Daylight:	street lights present									
N 169,034	Dry										
	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly		Vehicle 2			Very Likely					
2nd:	Poor turn or manoeuvre		Vehicle 2			Possible					
C2 TRN LFT S TO W COLL/W MC1 TRAV S TO N.											
220435186	Wednesday	A327 SHINFIELD ROAD J/W B3270	Veh 1	Car	Going ahead	W	to E				
R1: A 327	28/09/2022	LOWER EARLEY WAY WEST	Veh 2	Car	Turning left	N	to E	Dri	M	47	Slight
R2: U 3270	0855hrs	SHINFIELD									
E 473,213	Daylight:	street lights present									
N 169,103	Wet/Damp										
	Fine without high winds										
	40 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Disobeyed automatic traffic signal		Vehicle 1			Very Likely					
2nd:	Failed to look properly		Vehicle 1			Very Likely					
3rd:	Inexperienced or learner driver/rider		Vehicle 1			Possible					
4th:	Vehicle blind spot		Vehicle 2			Possible					
C1 TRAV W TO E ON RBT DISOBEYED RED ATS & COLL/W C2 TRN LFT N TO E.											
230111142	Friday	M4 63/9B READING	Veh 1	Car	Going ahead	SW	to NE	Dri	M		Slight
R1: M 4	10/03/2023		Veh 1	Car	Going ahead	SW	to NE	FSP	M	30	Slight
	1942hrs		Veh 2	Goods Unknown	Change lane to left	SW	to NE				
E 473,409	Darkness:	street lights present a									
N 169,064	Dry										
	Fine without high winds										
	70 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly		Vehicle 2			Possible					
GV2 TRAV SW TO NE IN LN3 CHNGD LN TO LFT & COLL/W C1 TRAV SW TO NE IN LN1. C1 LST CONT & COLL/W CENT RESRV.											

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

230118785 Tuesday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Going ahead W to E Dri F 57 Slight
14/03/2023 LOWER EARLEY WAY WEST Veh 2 Car Going ahead S to N
R1: A 327 0810hrs READING
R2: B 3270 Daylight:street lights present
E 473,143 Dry
N 169,085 Fine without high winds
30 mph

C2 TRAV IN N/K DIR COLL/W C1 TRAV W TO E. C2 FTS.

230154757 Saturday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Wait go ahead held N to S Dri F 26 Slight
08/04/2023 LOWER EARLEY WAY WEST Veh 2 Car Going ahead N to S
R1: A 327 1741hrs SHINFIELD
R2: B 3270 Daylight:street lights present
E 473,210 Dry
N 169,112 Fine without high winds
30 mph

C2 TRAV N TO S COLL/W RR C1 STAT WAITNG TO ENT RBT N TO S. C2 FTS.

230172203 Thursday A327 SHINFIELD ROAD J/W Veh 1 Pedal cycle Going ahead SW to NE Dri M 15 Slight
20/04/2023 DUCKETTS MEAD READING Veh 2 Car Turning left SE to SW
R1: A 327 0805hrs
R2: U 7508 Daylight:street lights present
E 473,233 Dry
N 169,316 Fine without high winds
30 mph

C2 TRN LFT SE TO SW COLL/W PC1 TRAV SW TO NE.

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

230333371 Thursday A327 ARBORFIELD ROAD APPX 125M Veh 1 Car Going ahead W to E
27/07/2023 E J/W A327 SHINFIELD EASTERN Veh 2 Car Going ahead E to W Dri F 19 Serious
R1: A 327 0959hrs RELIEF ROAD SHINFIELD Veh 3 Car Going ahead W to E
Daylight:street lights present
E 473,975 Dry
N 167,846 Fine without high winds
50 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Uncorrected, defective eyesight Vehicle 1 Possible
C1 TRAV W TO E XED INTO OPP C/WAY & COLL/W C2 TRAV E TO W. C1 THEN LST CONT & COLL/W C3 TRAV W TO E.

230461938 Friday A327 SHINFIELD ROAD APPX 114M Veh 1 Car Turning left SW to NW
13/10/2023 NE J/W CUTBUSH LANE SHINFIELD Veh 2 Pedal cycle Going ahead NE to SW Dri M 21 Slight
R1: A 327 1930hrs
R2: U Darkness: street lights present a
E 473,138 Wet/Damp
N 168,829 Raining without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Defective brakes Vehicle 2 Very Likely
C2 TRAV NE TO SW USING CYCLE LN COLL/W C1 TRN LFT SW TO NW

230470652 Thursday A327 HOLLOW LANE J/W BROOKERS Veh 1 Car Going ahead N to S Dri F 43 Serious
19/10/2023 HILL SHINFIELD Veh 2 Car Going ahead S to N FSP F 76 Serious
R1: A 327 1436hrs Veh 2 Car Going ahead S to N Dri M 76 Slight
R2: U 7508 Daylight:street lights present
E 473,103 Dry
N 168,571 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Fatigue Vehicle 1 Very Likely
C1 TRAV N TO S XED INTO OPP C/WAY & COLL/W C2 TRAV S TO N.

Details of Personal Injury Accidents for Period - 01/05/2019 to 30/04/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

230496525 Saturday A327 EASTERN RELIEF ROAD J/W A327 SHINFIELD ROAD SHINFIELD
04/11/2023 1511hrs
R1: A 327
R2: A 327
E 473,294
N 168,875
Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

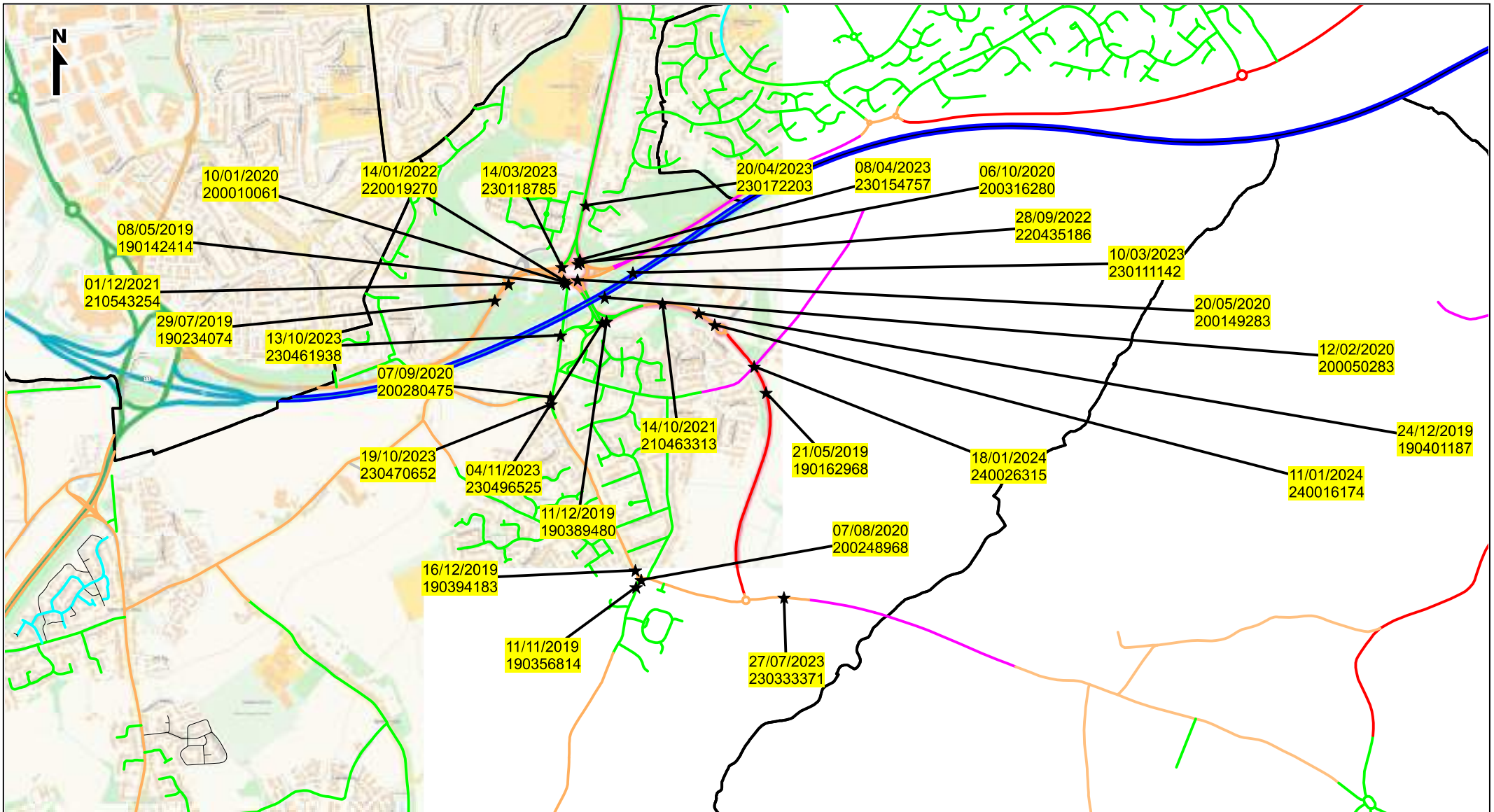
Causation Factor:		Participant:	Confidence:
1st:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 2	Possible
3rd:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
4th:	Poor turn or manoeuvre	Vehicle 1	Very Likely
5th:	Failed to look properly	Vehicle 1	Very Likely
6th:	Dazzling sun	Vehicle 1	Very Likely
C1 TRN RT NE TO NW IN LN3 COLL/W MC2 TRN RT NE TO NW IN LN2			

240016174 Thursday A327 SHINFIELD EASTERN RELIEF ROAD SHINFIELD EX LOC N/K
11/01/2024 1720hrs
R1: A 327
R2: U 7508
E 473,716
N 168,868
Darkness: street lights present a
Dry
Fine without high winds
40 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
C1 & C2 TRAV IN N/K DIR. COLL OCCRD & C1 LST CONT, NO FURTHER DETAILS.			

240026315 Thursday A327 SHINFIELD EASTERN RELIEF ROAD J/W CUTBUSH LANE EAST SHINFIELD
18/01/2024 0810hrs
R1: A 327
R2: U 7508
E 473,863
N 168,712
Daylight:street lights present
Frost/Ice
Other
50 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 1	Possible
4th:	Slippery road (due to weather)	Vehicle 2	Possible
C1 TRN LFT NE TO SE. C2 TRAV NW TO SE GAVE MISLEADING SIG. COLL OCCRD.			



**WOKINGHAM
BOROUGH COUNCIL**

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Hollow Lane Accidents 01/05/2019 - 30/04/2024

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Selected Range of Accidents between dates 01/05/2019 and 30/04/2024
Selected using Manual Selection

SCALE	1 : 19800
DATE	11/10/2024
DRAWING No.	
DRAWN BY	
	AccsMap version 6.3