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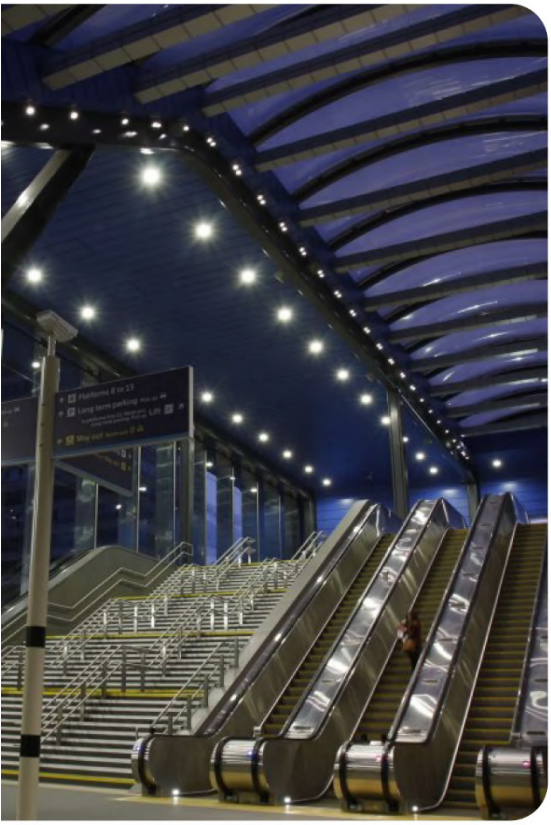

National Pub Portfolio Limited

138-144 Friar Street, Reading

Framework Travel Plan

July 2022

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National Pub Portfolio Limited

138-144 Friar Street, Reading

Framework Travel Plan

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APPENDICES

APPENDIX A Cycle Map

APPENDIX B Bus Map

1. Introduction

1.1 Overview

1.1.1 This Framework Travel Plan (FTP) has been prepared on behalf of National Pub Portfolio Ltd and accompanies a planning application for a 163-bed hotel at 138-144 Friar Street, Reading.

1.1.2 The site is currently occupied by a pub, opticians and a restaurant which will be replaced by the proposed hotel.

1.1.3 The site will be retained as car-free given its town centre location and excellent accessibility by sustainable transport modes providing the opportunity for guests and staff to travel by sustainable means.

1.2 Purpose of Framework Travel Plan

1.2.1 The purpose of this FTP is to set out both short and long-term strategies for reducing dependence on travel by private car and encourage sustainable travel choices primarily for staff. The objective is to reduce single-occupancy car journeys in favour of more sustainable modes of travel through the introduction of a package of measures that will assist and encourage staff to travel by more sustainable modes of transport.

1.2.2 It should be noted that his document has been prepared in advance of occupation and as such, it is not possible at this stage to derive site-specific mode share targets. Consequently, this version of the FTP represents an initial strategy through which sustainable travel patterns and behaviour will be promoted.

1.2.3 This TP has been written as a standalone document. A Transport Statement (TS), Delivery and Servicing Plan (DSP) and Outline Construction Method Plan (CMP) are also provided as part of the planning application. Together the four documents form the transport strategy for the development.

1.3 Report Structure

1.3.1 The remainder of this TS is structures as follows:

Section 2 – Existing Context and Sustainable Travel

- Describes the existing site use, its location in relation to the nearby land uses and existing transport networks, including sustainable travel infrastructure for pedestrians, cyclists and public transport availability.

Section 3 – Objectives and Benefits

- Sets out the objectives of the plan and details potential benefits as a result of implementing the objectives.

Section 4 – Targets

- Outlines the travel plan targets.

Section 5 – Travel Plan Strategy

- Sets out the strategy for the travel plan.

Section 6 – Measures and Initiatives

- Sets out the measures that will be implemented to help achieve the objectives and targets of the travel plan.

Section 7 – Implementation, Monitoring and Review

- Outlines how the monitoring and review program will ensure that the travel plan is reported on and updated as necessary.

Section 8 – Framework Action Plan

- Provides a framework Action Plan further detailing the implementation of the proposed measures and initiatives from Section 7.

2. Existing Context and Sustainable Travel

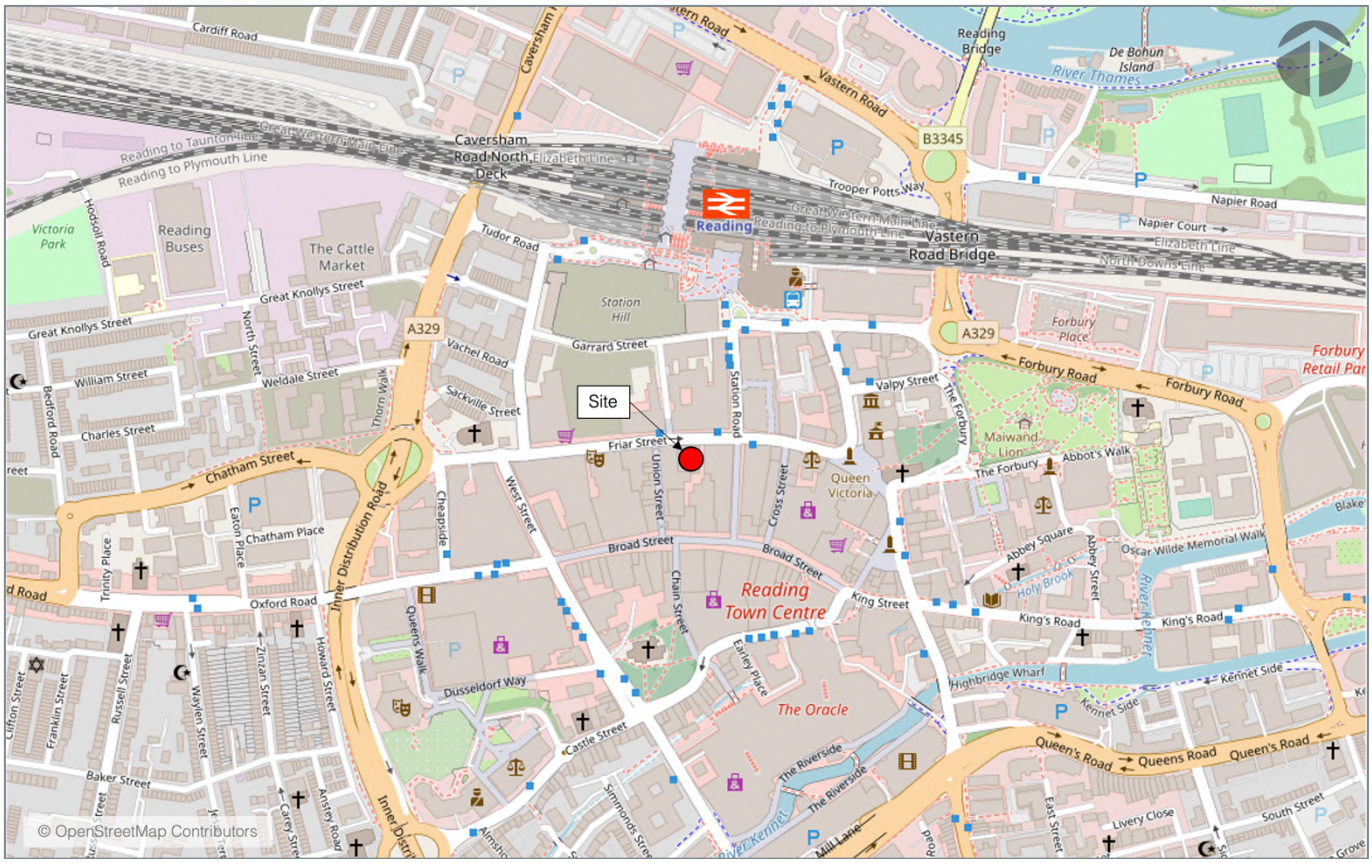
2.1 Overview

2.1.1 The promotion and use of sustainable travel options as an alternative to private car trips is a common theme of the local and national planning policy. Travel behaviour can be affected by the extent of infrastructure in place to encourage the use of alternative modes of travel to the private car. The location of the development is such that guests and staff are provided with excellent opportunities to access the site by a choice of travel modes other than the private car.

2.2 Site Information

2.2.1 The site is located in Reading Town Centre fronting Friar Street which is centrally located to the main shopping area and public transport hubs. The location of the site in the context of the local highway and transport network is illustrated in Figure 2.1.

Figure 2.1 Site Location



2.2.2 The proposed hotel will retain access from the site frontage on Friar Street for pedestrian access.

2.2.3 Fife Court will also be retained as existing, and access will continue to be maintained for existing users to the rear of the site.

2.2.4 The hotel will be provided on a car-free basis as per existing condition. As detailed below, the site benefits from frequent bus and rail services that extend to a wide range of destinations along with an established pedestrian and cycle network which provide the opportunity for guests and staff to travel to the site by alternative methods to the private car.

2.2.5 Should guests wish to travel to the proposed development by private car, they would be required to use nearby public car parks which offer flexible long and short-term parking as detailed below. There are a total of 5,982 spaces within an average 10-minute walk of the site. The closest car parks to the site are The Oracle and Broad Street Mall which are located in an approximate walk time of 6-minutes, offering a total of 1,315 spaces.

2.2.6 Cycle parking for the proposed hotel will be provided in accordance Reading Borough Council (RBC) standards. There is expected to be a maximum of 33 staff on site at any one time and therefore, a total of 6 cycle parking spaces will be provided within the building.

2.2.7 Servicing and deliveries to the proposed hotel will take place as per existing arrangements and in accordance with the restrictions on Friar Street, Queen Victoria Street or Fife Court.

2.3 Pedestrian & Cycle Accessibility

2.3.1 National and local policy advocate that walking is an important mode of transport at a local level, offering the greatest potential to reduce car trips and cycling also has the potential to substitute short car trips.

2.3.2 The location of the site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing excellent connectivity to destinations throughout Reading as well as nearby bus stops and Reading railway station. This offers guests and staff with realistic opportunities to travel to the site by sustainable modes of transport.

2.3.3 Friar Street is provided with wide, well-lit footways along both sides of the carriageway and designated pedestrian crossing, either uncontrolled or signalised, are provided at regular intervals aiding safe pedestrian movements between the site, nearby bus stops and taxi ranks.

2.3.4 To the east of the site, lit footways continue along adjoining streets such as Station Road providing access towards Reading station a combination of signalised pedestrian crossings and dropped kerbs and tactile paved crossings are provided where Friar Street junctions with Station Road and Queen Victoria Street which is pedestrianised. Where pedestrians interact with trafficked routes, designated crossing points are provided through the town centre.

2.3.5 The local cycle connections within the vicinity of the site and around Reading are illustrated in the RBC Cycle Map included as Appendix A. Within the town centre, numerous cycle lanes are available to provide safe routes for cyclists linking to nearby retail and residential areas.

2.3.6 In summary, the site is in a prime position to take advantage of excellent pedestrian and cycle routes within the town centre itself and beyond to key towns within the surrounding area, thereby reducing reliance on the private car.

2.4 Public Transport Accessibility

2.4.1 The nearest bus stops to the site are located on Friar Street. Friar Street is a key bus corridor through the town centre where most bus services route through.

2.4.2 There is a bus stop located outside the site frontage with additional stops located to the west of the site, accessible in a short walk distance. Further stops are provided on Blagrave Street and Station Road. Given that this area of the town acts as the hub for bus services, each bus stop is typically designated for specific services. Guests and staff would therefore benefit from access to numerous frequent bus services, including Park & Ride buses and RailAir (for Heathrow).

2.4.3 A summary of the bus services and routes from the bus stops close to the site are shown in Table 2.1 and illustrated in the town centre bus map included as Appendix B.

Table 2.1 Local Bus Services

Service No.	Route	Freq. Mon-Fri	Freq. Saturday	Freq. Sunday
Lion 4 & X4	Friar Street - Reading College / Winnersh / Wokingham / Bracknell	2 per hour	2 per hour	1 per hour
Emerald 5	Station Road - Northumberland Avenue	6 per hour	3 per hour	2 per hour
Emerald 6 & 6a	Station Road - Basingstoke Road / Tesco depot / Whitley Wood	6 per hour	3 per hour	2 per hour
Tiger 7	Station Road - Spencers Wood / Riseley / Hartley Wintney / Fleet	1 per hour	1 per hour	1 per 2 hrs
Leopard 8	Friar Street - RBH / UoR / Thames Valley Science Park (TVSP) / Shinfield / Spencers Wood	2 per hour	2 per hour	1 per hour
Leopard 9	Friar Street - RBH / UoR / Whitley Wood / Shinfield / Spencers Wood	1 per hour	1 per hour	n/a
Ruby 10	Friar Street - Kennet Island	3 per hour	3 per hour	2 per hour
Bronze 11	Friar Street - Coley Park	3 per hour	2 or 3 per hour	2 per hour
Little oranges 19a & 19c	Friar Street - RBH / UoR / Earley / Woodley	1 per hour	1 per hour	n/a
Little oranges 19b	Friar Street - RBH / UoR / Beech Lane / Lower Earley	1 per hour	1 per hour	1 per hour
Orange 13 & 14	Blagrave Street - Reading College / Woodley Centre / Woodley	2-3 per hour	2 per hour	1 per hour
Sky blue 15 & 15a	Friar Street - Oxford Road / Dee Park / Tilehurst / IKEA	3 per hour	3 per hour	2 per hour
Sky Blue 16	Friar Street - Oxford Road / Purley	3 per hour	3 per hour	2 per hour
Purple 17	Friar Street - Reading College / Wokingham Road	7-9 per hour	4 – 7 per hour	3-5 per hour

Service No.	Route	Freq. Mon-Fri	Freq. Saturday	Freq. Sunday
Claret 21 & 21a	Blagrave Street - UoR / Lower Earley	4 per hour	4 per hour	3 per hour
Pink 22	Friar Street - Caversham Centre / Caversham Heights	1-2 per hour	1 per hour	n/a
Berry 23	Friar Street - Caversham Centre / Caversham Park / Emmer Green	2 per hour	2 per hour	1 per hour
Berry 24	Friar Street - Caversham Centre / Emmer Green / Caversham Park	2 per hour	2 per hour	2 per hour
Pink 25	Friar Street - Caversham Centre / Sonning Common / Peppard Common	2 per hour	1 per hour	1 every 2 hours
Yellow 26	Friar Street - Southcote / Fords Farm / Beansheaf / Calcot (IKEA)	4 per hour	3 per hour	2-3 per hour
Little Berries 29	Friar Street - Lower Caversham	2 per hour	2 per hour	1 per hour
Royal Blue 33	Friar Street - Tilehurst / Turnhams Farm	4 per hour	4 per hour	2 per hour
Buzz 42	Friar Street - Kenavon Drive / Rivermead Leisure Centre	1-2 per hour	1-2 per hour	n/a
Greenwave 50	Station Road - Green Park / Madjeski Stadium	5-6 per hour	3 per hour	n/a
600 Park & Ride	Reading – Mereoak P&R	4 per hour	3 per hour	n/a
RailAir	Reading station – Heathrow Airport	2 per hour	1 per hour	1 per hour

2.4.4 Overall, the opportunities for connection via bus to the site are excellent and represent opportunities for guests and staff to use sustainable transport modes.

2.4.5 Reading railway station is located circa. 250m to the north of the site, accessible in an average walk time of only 3 minutes. Footways between the site and the station are wide with guests and staff provided with suitable crossing points.

2.4.6 A selection of major railway stations directly accessible from Reading station on frequent services along with approximate journey times is summarised in Table 2.2.

Table 2.2 Direct Rail Connections from Reading Station

Destination	Journey Time (approx.)	Peak Time Frequency (approx.)
London Paddington	25 mins	Every 5 minutes
London Waterloo	1 hour 25 mins	2 per hour
Basingstoke	26 mins	3 per hour
Bournemouth	1 hour 19 mins	1 per hour
Birmingham New Street	1 hour 33 mins	1 per hour
Bristol Temple Meads	1 hour 9 mins	2 per hour
Cheltenham Spa	1 hour 38 mins	1 per hour
Clapham Junction	1 hour 14 mins	2 per hour
Exeter St David's	1 hour 42 mins	1 per hour
Guildford	45 mins	1 per hour

Destination	Journey Time (approx.)	Peak Time Frequency (approx.)
Manchester Piccadilly	3 hours 11mins	1 per hour
Oxford	23 mins	4 per hour
Slough	22 mins	Every 10 mins
Southampton	51 mins	Every other hour
Swindon	28 mins	4 per hour

2.5 Summary

2.5.1 This section has detailed that the location of the site is in a prime location to take advantage of sustainable transport methods from a wide area surrounding Reading town centre.

2.5.2 The location of the site reflects requirements of the NPPF and local policy to ensure that patterns of growth make the fullest possible use of walking, cycling and public transport and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in sustainable travel modes which would act to reduce end-users and guests' reliance on the private car and maintain the 'car-free' status of the development.

3. Objectives and Benefits

3.1 Overview

3.1.1 The main aim of this FTP is to put in place the management tools deemed necessary to enable staff to make informed decisions about their choice of travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep staff and guests from making use of sustainable modes.

3.1.2 Maintaining and improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all staff and guests regardless of whether or not they own a car.

3.2 Objectives

3.2.1 The overarching objective of the FTP is to achieve a reduction in reliance upon single-occupancy car borne travel, where practically possible, to achieve fewer trips to and from the development than would otherwise be the case, in favour of sustainable modes.

3.2.2 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

- Promote sustainable transport choices for staff and guests travelling to and from the site;
- To encourage car sharing if other sustainable transport modes are unavailable, particularly amongst staff that reside in proximity to each other and work compatible hours, as a means of minimising travel by private car;
- Promote accessibility to the hotel by walking and cycling as a means of transport or as part of a journey in conjunction with other modes of transport, along with the health benefits;
- Promote and encourage the use of public transport as a suitable and feasible alternative method of travel to the private car; and
- Increase the awareness of the environmental and social benefits of using alternative modes of transport.

3.2.3 These objectives accord with the aims of national and local government. The objectives will provide focus and direction to the FTP, leading to appropriate measures and targets being set.

3.3 Benefits

3.3.1 By meeting the objectives, the FTP will bring about the following benefits:

Staff Benefits:

- Health benefits associated with walking and cycling, including reduced levels of stress;
- The opportunity to save money by using alternative modes of travel to the car; and
- Improved quality and reliability of staff journeys to and from work.

Hotel Operator Benefits:

- An improved compliance within the planning context.
- A demonstration of any environmental credentials;
- An incentive to recruiting and retaining staff; and
- A healthier and more productive workforce.

Wider Community Benefits:

- Ongoing reductions in vehicular generated traffic on the local highway network.
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling; and
- A contribution towards overall reduction in travel emissions.

3.3.2 It is intended that these objectives will be met by identifying and implementing initiatives that provide staff and guests with a variety of travel choices and eliminate the need to travel by private car. By meeting the objectives set above, the future occupier will fulfil its desire to achieve consistency with national and local planning policy and facilitates accessibility by all available modes of travel to the site.

4. Targets

4.1 Overview

4.1.1 Targets are measurable goals by which progress will be assessed. This FTP sets out targets that the future occupier will seek to reach within the travel plan monitoring period. All targets should be SMART; that is Specific, Measurable, Achievable, Realistic and Time related.

4.1.2 There are two types of targets, namely: 'Action' and 'Aim' targets. Action targets set out specific commitments and implementation to ensure delivery. Aim targets provide numerical goals for modal shift.

4.2 Action Targets

4.2.1 The key action targets are set out below. These targets are included within the action plan in Section 8:

- A Travel Plan Coordinator (TPC) will be appointed prior to the hotel opening;
- The first travel plan survey will be undertaken once the hotel is open to guests; and
- The finalised TP will be agreed once staff origins and travel patterns are identified through the staff travel survey.

4.3 Aim Targets

4.3.1 As this FTP is in advance of occupation, it is not possible at this stage to derive site-specific mode share targets. As such, indicative travel plan targets have been based on mode share data, obtained from the 2011 Census dataset *'location of usual residence and place of work by method of travel to work'* for the Reading 011 Middle Super Output Area (MSOA). Table 4.1 below outlines the preliminary targets for the hotel.

4.3.2 Within 3 months of occupation and post completion of the initial travel survey, the baseline mode split will be revised as required. The emphasis, however, will remain on reducing dependence on single occupancy vehicular travel and targeting a shift towards alternative sustainable travel options.

Table 4.1 Aim Targets

Target	Indicator	Modal Split			
		Baseline Year	Year 1	Year 3	Year 5
Achieve a 10% decrease in single occupancy vehicle (SOV) trips	Modal split monitoring survey for SOV use	44%	- 3%	- 6%	- 10%
Achieve an increase in use of alternative modes to offset reduction in SOV use	Modal split monitoring surveys for public transport	36%	+ 1%	+ 2%	+ 4%
Achieve an increase in use of alternative modes to offset reduction in SOV use	Modal split monitoring surveys for walking	16%	+ 1%	+ 2%	+ 3%
Achieve an increase in use of alternative modes to offset reduction in SOV use	Modal split monitoring surveys for cycling	4%	+ 1%	+ 2%	+ 3%

4.3.3 All data to be collected will be in accordance with local authority standards, to ensure the travel plan is being accurately monitored and that targets are being met.

5. Travel Plan Strategy

5.1 Overview

5.1.1 A Travel Plan Coordinator (TPC) will be appointed prior to the opening of the hotel units. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the TP.

5.2 Travel Plan Coordinator

5.2.1 The TPC will be a part-time role whose responsibility will include:

- Acting as a point of contact for all staff;
- Managing the development and implementation of the travel plan measures;
- Promoting the objectives and benefits of the plan;
- Monitoring the success of the travel plan against the agreed targets; and
- Acting as point of liaison with neighbouring business and external organisations e.g. transport operators;
- Organising and distributing any necessary surveys and other data collection required to develop and monitor the TP.

5.2.2 Contact details of the TPC will be provided to RBC once the position has been appointed.

5.3 Marketing

5.3.1 Staff will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to staff and promote events/campaigns/promotions:

- Staff noticeboard;
- Staff newsletters (where possible);
- Staff Travel Pack; and/or
- Web groups and forums.

6. Measures and Initiatives

6.1 Overview

6.1.1 This section of the FTP outlines the specific physical and management measures to be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the TP. However, the list is not exhaustive and the TPC is free to investigate other potential initiatives. The focus of initiatives will be on sustainable transport modes due to the car-free nature of the site and as staff will not be able to park on site.

6.2 Travel Information

6.2.1 A Travel Information Pack will be distributed primarily to staff (but will be made available to guests) of the hotel and will provide information on public transport services available, location of bus stops, railway station, bus routes, timetable and fare information as well as a list of useful public transport and journey planning websites. The packs will also include information about the health benefits of active travel, in addition to comprehensive details of safe walking and cycling routes to and from the site.

6.2.2 A travel noticeboard will be placed in the main reception and a suitable staff area, which will display information relevant to all modes of travel that are available to and from the site. Information will include details of car sharing, public transport timetables, local walking / cycling routes, in addition to upcoming local or national travel events.

6.3 Promoting Walking

6.3.1 The following measures are proposed in order to promote walking to and from the site:

- The TPC will provide staff and guests with information about available walking routes to the hotel;
- The TPC will raise awareness of the health benefits of walking;
- Staff will have access to lockers where they can store clothes; and
- The TPC will encourage participation in ‘walk to work week’ and/or other relevant events to encourage walking.
- The proposed layout will enable direct connection to the existing footways on Friar Street.

6.4 Promoting Cycling

6.4.1 The benefits of cycling as an alternative form of travel will be promoted to all staff living within an appropriate distance of the site. However, due to the proximity of the site to the railway station, there are opportunities for staff to link journeys if they live close to a railway station which they can cycle to, to continue their journey to the site by rail.

6.4.2 The merits of cycling to work can be actively promoted to those staff living within 5km of the site. In addition, the following measures are proposed to promote cycling:

- Provision of cycle parking, the use of which will be monitored on a regular basis. Information packs will include information on the existing cycle parking infrastructure in the local area.
- Changing facilities will be provided within the hotel, available to all members of staff;
- Staff will be made aware of cycle maintenance sessions which offer the opportunity for staff to ensure their bicycles are road safe.
- The TPC will raise awareness of the health benefits of cycling;
- All staff will be provided with a Travel Pack which will include maps of local cycle routes and journey planning information; and
- The TPC will encourage participation in national cycle events, such as bike week.

6.5 Promoting Public Transport

6.5.1 The publicity, marketing and promotion of public transport services will inform staff as to the benefits of travelling by bus. Bus timetable information and locations of bus stops should also be provided in the publicity material. Journey planner websites, smartphone applications ("apps") and enquiry phone numbers will also be promoted through relevant means.

6.5.2 The TPC will ensure that staff are aware of bus routes and train timetables for public transport services operating in the vicinity of the site. Bus and train timetables are free from all stations and could be displayed on a noticeboard located in the staff welfare area.

6.5.3 The TPC will encourage participation in national events such as 'Catch the Bus Week'.

6.6 Taxis

6.6.1 To promote the use of taxis, local taxi operator numbers will be made available within the hotel for guests, and staff can arrange for taxi services to collect them from the taxi laybys on Friar Street.

6.7 Other Initiatives

6.7.1 The future occupier of the hotel will consider advertising job vacancies locally so as to encourage people living within walking and cycling distances of the hotel to apply for positions.

7. Implementation, Monitoring and Review

7.1 Overview

7.1.1 Monitoring of the TP has two key roles:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets using key performance indicators.

7.1.2 A framework for undertaking the monitoring and review is outlined in this section.

7.2 Monitoring Strategy

7.2.1 In order to determine the success of the TP in achieving the desired aims, a defined regular program of monitoring will be required.

7.2.2 The monitoring program will begin with the initial travel survey, to be undertaken within 3 months of the hotel opening for trading. Surveys will be repeated biennially up to year 5 to monitor progress towards the interim and final targets.

7.2.3 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored as part of the programme:

- The level of use of cycle stands;
- Residual capacity of public cycle parking within the vicinity of the site;
- Demand for additional cycle parking facilities; and
- Comments received from staff relating to the operation and implications of the TP.

7.3 Reporting

7.3.1 A biennial TP review will be undertaken for a period of 5 years from the hotel opening for trading, by the TPC, to assess the progress of the plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to travel plan officers at RBC as necessary.

8. Framework Action Plan

8.1 Overview

8.1.1 The Framework Action Plan outlined below in Table 8.1 sets out the suggested measures included with this FTP that are directed at influencing travel patterns. The Action Plan will be reviewed by the TPC prior to any review to check performance and identity the need for any corrective actions that may need to be put in place for the following period.

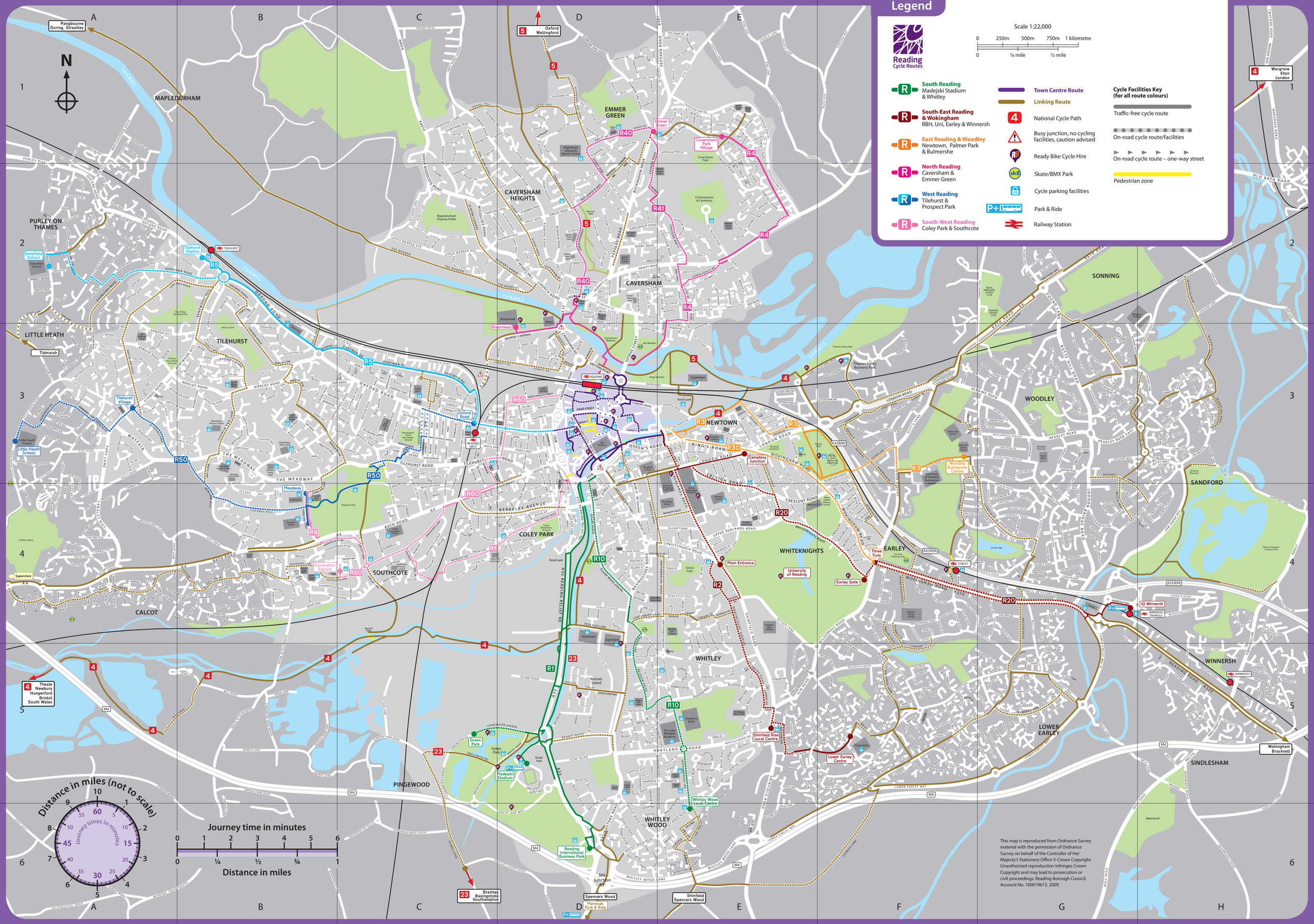
Table 8.1 Framework Action Plan

Measures		Status / Target	Method of Monitoring	Responsibility
General	Appointment of the TPC	Prior to the hotel opening for trade	N/A	Hotel occupier
Information Provision	Provide a travel board	Prior to the hotel opening for trade	N/A	TPC
	Provide travel information packs to staff	Prior to the hotel opening for trade	N/A	TPC
Walking	Provision of information related to walking routes in the area	On-going through recruitment and travel packs	N/A	TPC
Cycling	Provision of cycle parking stands	Provided as part of the development process	Spot checks as part of maintenance rounds	Hotel occupier
	Provision of cycling route maps, local training and other information	On-going through recruitment and travel packs	N/A	TPC
	Promote local and national cycle initiatives	Annually	TPC to monitor uptake	TPC
	Monitor cycle parking usage	On-going	Regular counts	TPC
Public Transport	Provide sustainable travel information with timetable and bus stop & rail information for staff	On-going through recruitment and travel packs	N/A	TPC
Taxi	Provide details of local taxi services	Prior to the hotel opening for trade	TPC to ensure details are kept up to date	TPC
Monitoring	Undertake baseline travel surveys	Within 3 months of trading	Distribute travel surveys to staff	TPC
	Repeat travel surveys	Year 3 and 5	Distribute travel surveys to staff	TPC

APPENDICES

APPENDIX A

Cycle Map


Legend
Reading Cycle Routes
Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 ¼ mile ½ mile
South Reading
Madejski Stadium & Whitley
South-East Reading & Wokingham
RBH, Uni, Earley & Winnersh
East Reading & Woodley
Newtown, Palmer Park & Bulmershe
North Reading
Caversham & Emmer Green
West Reading
Tilehurst & Prospect Park
South-West Reading
Coley Park & Southcote
Town Centre Route
Linking Route
National Cycle Path
Busy junction, no cycling facilities, caution advised
Ready Bike Cycle Hire
Skate/BMX Park
Cycle parking facilities
Park & Ride
Railway Station
Cycle Facilities Key (for all route colours)
Traffic-free cycle route
On-road cycle route/facilities
On-road cycle route – one-way street
Pedestrian zone
N
MAPLEDURHAM
EMMER GREEN
CAVERSHAM HEIGHTS
CAVERSHAM
PURLEY ON THAMES
LITTLE HEATH
TILEHURST
NEWTOWN
SONNING
WOODLEY
SANDFORD
COLEY PARK
SOUTHCOTE
CALCOT
WHITEKNIGHTS
EARLEY
WHITLEY
WHITLEY WOOD
PINGEWOOD
LOWER EARLEY
WINNERSH
SINDLESHAM
Distance in miles (not to scale)
Journey times in minutes
Journey time in minutes
Distance in miles
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APPENDIX B

Bus Map

where to catch your bus in Central Reading

route	towards	stops at
jet black 1	Theale/Thatcham/Newbury	EP FP CA CQ
lime 2 2a	Burghfield/Mortimer/Tadley	EP FP CA CQ
leopard 3	Royal Berks Hospital/ UoR/Shinfield/Arborfield/Wokingham	CR FM SA MA MF
leopard X3	Shinfield Park (direct)	EP FP
lion 4 X4	Reading College/ Winnersh/Wokingham/Bracknell	CT FN EO ME
emerald 5	Northumberland Avenue	MI CL CU SC MC
emerald 6 6a	Basingstoke Road /Tesco depot/Whitley Wood	MI CL CU SC MC
tiger 7	Spencers Wood/Riseley/Hartley Wintney/Fleet	SC MC LB
leopard 8	Royal Berks Hospital/ UoR/TVSP/Shinfield/Spencers Wood	CR FM SA MA MF
leopard 9	Royal Berks Hospital/ UoR/Whitley Wood/Shinfield/Spencers Wood	CR FM SA MA MF
ruby 10	Kennet Island	MI CS FM SD MC
bronze 11	Coley Park	MI CR FM EO MC
little oranges 19a 19c	Royal Berks Hospital/ UoR/Earley (Silverdale Road)/Woodley	CR FM SA MA MF
little oranges 19b	Royal Berks Hospital/ UoR/Beech Lane/Lower Earley	CR FM SA MA MF
orange 13 14	Reading College/Woodley Centre/Woodley	EM MF
sky blue 15 15a	Oxford Road/Dee Park/Tilehurst/IKEA	FE CX
sky blue 16	Oxford Road/Purley	FE CX
purple 17	Reading College/Wokingham Road (Three Tuns)	CY FN EO ME
	Oxford Road/Tilehurst (Water Tower)	MG MM CN CW
claret 21 21a	University of Reading/Lower Earley	CR CU EK MA
pink 22	Caversham Centre/Caversham Heights	FJ EL NB
berry 23	Caversham Centre/Caversham Park/Emmer Green	FL EL
berry 24	Caversham Centre/Emmer Green/Caversham Park	FL EL NA
pink 25	Caversham Centre/Sonning Common/Peppard Common	FJ EL
yellow 26	Southcote/Fords Farm/Beansheaf/Calcot (IKEA)	EK FP CA CQ
little berries 29	Lower Caversham	FJ EL
royal blue 33	Tilehurst/Turnhams Farm	FE CB CQ
buzz 42	Kenavon Drive	FN EO MF
	Rivermead Leisure Centre	CS FG MP
greenwave 50	Green Park/ football stadium	MI CS SD MC
Thames Valley 127 128 129	Twyford/Wokingham	FC EO MF
Winnersh Triangle park & ride 500	Winnersh Triangle park & ride	MQ CS FM EO MC
Mereoak park & ride 600	Campus Reading International/Mereoak park & ride	MI CS SD MC
railair	Heathrow Airport	Reading Station
football buses	football stadium (matchdays only)	WS

mode

transport planning

keep up with mode:

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020 7293 0217

Manchester
0161 464 9495

Reading
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