



The Abbey School Sixth Form Building
Kendrick Road, Reading

Framework Travel Plan

For

The Abbey School

Document Control Sheet

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Kendrick Road, Reading
The Abbey School

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 The Abbey School was founded in 1887 as a Church School's day school for girls. It has grown since then in population and estate and it now educates 1106 pupils aged 3-18 with 204 academic and 113 support staff on four campuses in Kendrick Road (Senior School), Christchurch Road (Junior School), Christchurch Gardens and Vicarage Road (Early Years Centres).
- 1.2 The school has via its previous Travel Plans reduced the use of private vehicles and over 250 girls uses coaches and minibuses hired by the school to get to and from school each day. The existing Travel Plan covers the four campuses, while this Plan is solely aimed for the Senior School and has been produced to accompany a planning application to provide a new dining hall, kitchen and new sixth form facilities.
- 1.3 This Travel Plan will benefit the school population by its encouragement to all pupils and staff to appreciate the problems posed by increased carbon emissions, increased noise and overall reduction in the quality of life for all. It will make people think more about the consequences of not changing wasteful habits and will implement measures to reduce school-related vehicle movements.
- 1.4 At a national level, guidance on the production of Travel Plans was provided by the Department for Transport (DfT) within their document 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' in April 2009. This Travel Plan will also adhere to the principles set out within this guidance and where appropriate this will be referenced.
- 1.5 This report should be read in conjunction with the Transport Assessment submitted with the application.
- 1.6 In line with the above guidance documents, this Travel Plan will be formatted into the following sections:
 - ▶ Section 2: Aims and Objectives;
 - ▶ Section 3: Existing Site Accessibility;
 - ▶ Section 4: Targets;
 - ▶ Section 5: Management and Communication Strategy;
 - ▶ Section 6: Travel Plan Measures;
 - ▶ Section 7: Monitoring and Review; and
 - ▶ Section 8: Summary and Conclusions.

2.0 Aims and Objectives

Aim

- 2.1 The aim of this Travel Plan is to reduce the number of vehicles travelling to the site on a daily basis and where possible encourage staff and students, where possible, to travel using more sustainable modes. In doing so the aim is to raise awareness of sustainable travel modes and encourage their uptake.

Objectives

- 2.2 In order for the Travel Plan to meet the above aim it has set a number of objectives that will be used as steps to meet the overall aim. These comprise:
- ▶ Reduce the number of single occupancy vehicles (SOVs) travelling to and from the site each day;
 - ▶ Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport;
 - ▶ Promote the health and environmental benefits associated with travel by foot and by bicycle;
 - ▶ Establish the management of the Travel Plan by appointing a Travel Plan Coordinator who will be responsible for the operation of the Travel Plan, its day to day running and the monitoring of its progress;
 - ▶ Assist in meeting the aims set out by the Council to reduce road traffic and congestion; and
 - ▶ Set appropriate targets in consultation with the council to encourage the reduction of single occupancy vehicle trips and car use based upon results obtained from a staff travel survey.
- 2.3 The above objectives will be reviewed on an annual basis. If required, they can be altered by the Travel Plan Coordinator to offer clearer direction enabling them to evolve with the Travel Plan.

3.0 Site Accessibility

Preface

- 3.1 This section provides a summary of the level of accessibility within the local area which would offer users of the proposed development a variety of choices about how they travel to and from the application site.
- 3.2 Importantly, having access to non-car modes of transport negates the need for staff, students and visitors associated with the proposed development to own a private car in order to travel to and from the site.

Site Details

- 3.3 The site, which covers an area of approximately 2.5 hectares, is located along Kendrick Road approximately 1.5 kilometres south of the centre of Reading, within the administrative boundary of Reading Borough Council (RBC).

The senior school has 544 secondary and 172 sixth form pupils who have to travel to and from school each day and these are encouraged to do so by sustainable modes.

Sustainable Transport Accessibility

- 3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
 - ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015)
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).
- 3.5 Notwithstanding the above, it should be noted that the NPPF recognises that the policies and measures required in different communities to maximise sustainable transport solutions will vary from rural to urban locations. Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being:
- 3.6 *"characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may comfortably access on foot".*
- 3.7 It is also important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges contend that walking can be used to access a variety of destinations within a range of up to two kilometres and two miles respectively. Finally, it is also important to acknowledge that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2017).
- 3.8 It is also noteworthy that BREEM 2018 regulations state that a complaint transport node includes any bus service within 650 metres and/or any railway station within 1000 metres of an assessed buildings main entrance. The service stopping at the node must provide transport from or onward travel to either an urban centre, major transport node or a community focal point.
- 3.9 This section provides a summary of the level of accessibility within the local area which in turn enables any future site users to make a variety of choices about how they travel to and from the site.

- 3.10 Having access to non-car modes of travel along with access to local services and amenities within walking and cycling distance from the site negates the need for students, staff and visitors to the site to have a private motor car.

Public Transport Accessibility

- 3.11 Figure 3.3 below shows that the site is in a highly accessible location in close proximity to a number of bus stops, with Reading and Reading West Stations 1.5km and 2.6km away respectively.



Figure 3.3: Existing Transport Links

Access by Bus

- 3.12 Bus Stops are located on Kendrick Road, London Road, Redlands Road and Whitley Street, which all provide services into the town centre and station as well as providing links to out of town destinations. A copy of the Reading bus route map is provided within **Appendix A**.
- 3.13 The Morgan Road bus stop, located on Kendrick Road approximately 30m north of the school's main entrance, services the northbound and southbound route 21 routes, which provides links to the town centre, station, University of Reading and Lower Earley. Timetable information is provided at the stops and streetlighting increases safety during darker hours.
- 3.14 Furthermore, the bus stop on London Road 290 metres from the school entrance is served by the in to town services of routes 3,3b, 10 19a, 19b 19c while the out of town services to the University of Reading, Shinfield, Spencers Wood, Wokingham and Bracknell and several other nearby towns and villages are served by bus stops on Redlands Road 640 metres from the school's main entrance . The bus stops have timetables and route plans to provide traveller information.

- 3.15 The Morgan Road and London Road bus stops are significantly within the 650 metre BREEM requirement to be classified as a compliant transport node, while the Redland Road bus stop is also within the BREEM requirement.
- 3.16 In addition, the Whitley Street bus stop, servicing the 7, 5, 6 and 6a routes is located approximately 770m from the site. Users benefit from street lighting, a shelter and timetable information and route plans at the stop.
- 3.17 Table 3.1 below sets out in detail the bus services which can be accessed within approximately 10 minutes' walk from the schools' main entrance.

Service Number	Local Bus Stops			Route	Average Service Headway (minutes)		
	Whitley Street	Morgan Road	UoR London Road (into town), Redlands Road (out of town)		Mon-Fri	Sat	Sun
3			√	Reading Station – Arborfield, Finchampstead – Wokingham Station	30	30	N/a
3b			√	Reading Station – Arborfield, Crowthorne – Bracknell Bus Station	60	60	60
5	√			Reading Station – Whitley – Engineers Court	9	10	20
6	√			Reading Station – Whitley – Engineers Court	10	10	20
6a	√			Reading Station – Whitley – Engineers Court	30	30	30
9			√	Reading Station – RBH-Whitley – Three Mile Cross	60	60	N/a
10			√	Reading Station – RBH South Wing – Spencers Wood	30	30	60
19a			√	Reading Station Earley – Woodley – Reading Station	60	60	N/a
19b			√	Reading Station Earley – Lower Earley ASDA	60	60	N/a
19c			√	Reading Station – Woodley – Earley – Reading Station	60	60	N/a
21		√		Reading Station – UoR – Lower Earley	7	15	20

Table 3.1: Existing Bus Services

School Bus Provision

- 3.18 The school provides 8 bus services solely for pupils use prior to and after each school day. The routes cover a large area of the Thames Valley and north Hampshire and are detailed on Figure 3.1 below.

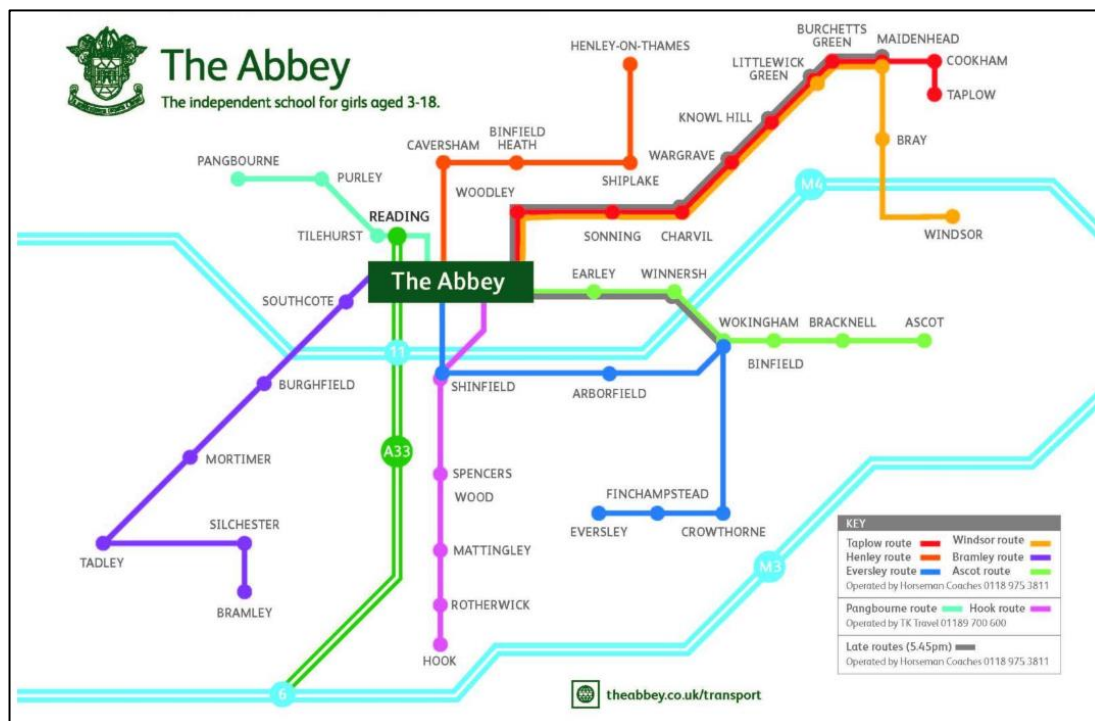


Figure 3.1 – School Bus Services

- 3.19 The exact routes are assessed prior to the start of each academic year to reflect demand from parents and location of pupils. Parents from areas outside the greater Reading urban area are encouraged to allow their daughters to travel to school by bus.

Access by Rail

- 3.20 The site is 1.4 kilometres from Reading Station which has links to multiple London Stations as well as much of the South of England, as shown in Table 3.2 below. The station is within a 10 minute bus journey or a 20 minute walk from the school's main entrance.

Station		Operator	Via	Average Service Headway (minutes)
London	London Waterloo	South Western Railway	Direct	30
	London Paddington	Great Western Railway	Direct	4
Southampton Central		Cross Country	Direct	60
Oxford		Great Western Railway	Direct	20
Didcot Parkway		Great Western Railway	Direct	20
Basingstoke		Great Western Railway	Direct	30
Guildford		Great Western Railway	Direct	30
Maidenhead		Great Western Railway	Direct	15
Bristol		Great Western Railway	Direct	30
Birmingham		Cross Country	Direct	30

Table 3.2: Rail Services from Reading Station

- 3.21 The railway stations identified in Table 3.3 all provide a connection to other mainline stations which in turn give connections to towns and cities further afield.

Pedestrian Access

- 3.22 The site is located along Kendrick Road, with a rear entrance that leads to Acacia Road providing access to Redlands Road and the Royal Berkshire Hospital. Kendrick Road provides a link to London Road in the north and Christchurch Road in the south.
- 3.23 The footways are provided with dropped crossings at junctions and street lighting is present along the entirety of Kendrick Road, London Road and Christchurch Road. There are signalised pedestrian crossings on Kendrick Road, London Road, and Christchurch Road to enable pedestrians to cross all roads safely.
- 3.24 The Institute for Highways and Transportation (IHT) provides guidance on distances considered suitable for a journey on foot. A journey of up to 2km is considered acceptable by most people, which based on an average walking speed of 80 metres per minute equates to a 25-minute journey. Figure 3.2 below shows walking isochrones for 5,10,15,20 and 25 minute walk times from the schools' main entrance and shows that a significant area of the town can be easily reached by foot.

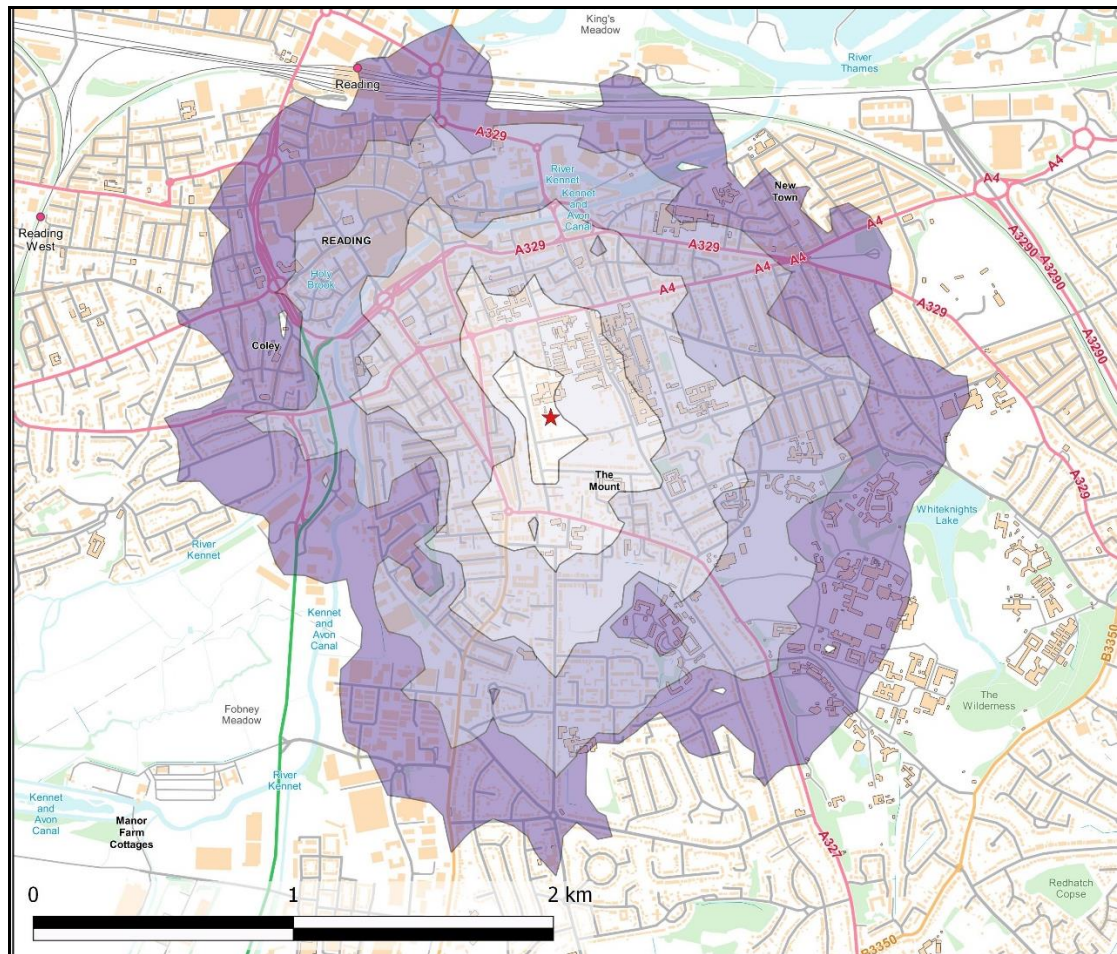


Figure 3.2: 25-minute (2km) Walking Isochrone

- 3.25 Local centres consisting of shops, restaurants, pubs and local services are located on London Road, 350 metres to the north and Whitley Street, 675 metres to the south. In addition, Reading Town Centre is approximately 850m north of the site, which consists of wide range of leisure, retail, restaurant and service provision, while the Royal Berkshire Hospital, Redlands Road entrance is 500 metres to the east of the School.

Cycle Access

- 3.26 Reading is provided with an extensive network as shown on the Cycleway map within **Appendix B**. Kendrick Road, Morgan Road and Redlands Road are part of cycle routes providing access to the town centre and areas to the south while off road cycle paths are provided along London Road which provide connections to the east and west.
- 3.27 It is generally accepted that a distance of up to 5km is acceptable to most cyclists. As stated above, a large number of amenities, services, leisure uses, and places of worship are located within 2km and thus the provision expands considerably over a 5km distance. Cycling isochrones, for 5,10,15,20 and 25 minute ride times based on the IHT recommend average ride time of 5.4 metres per second have been set out on Figure 3.3 below.

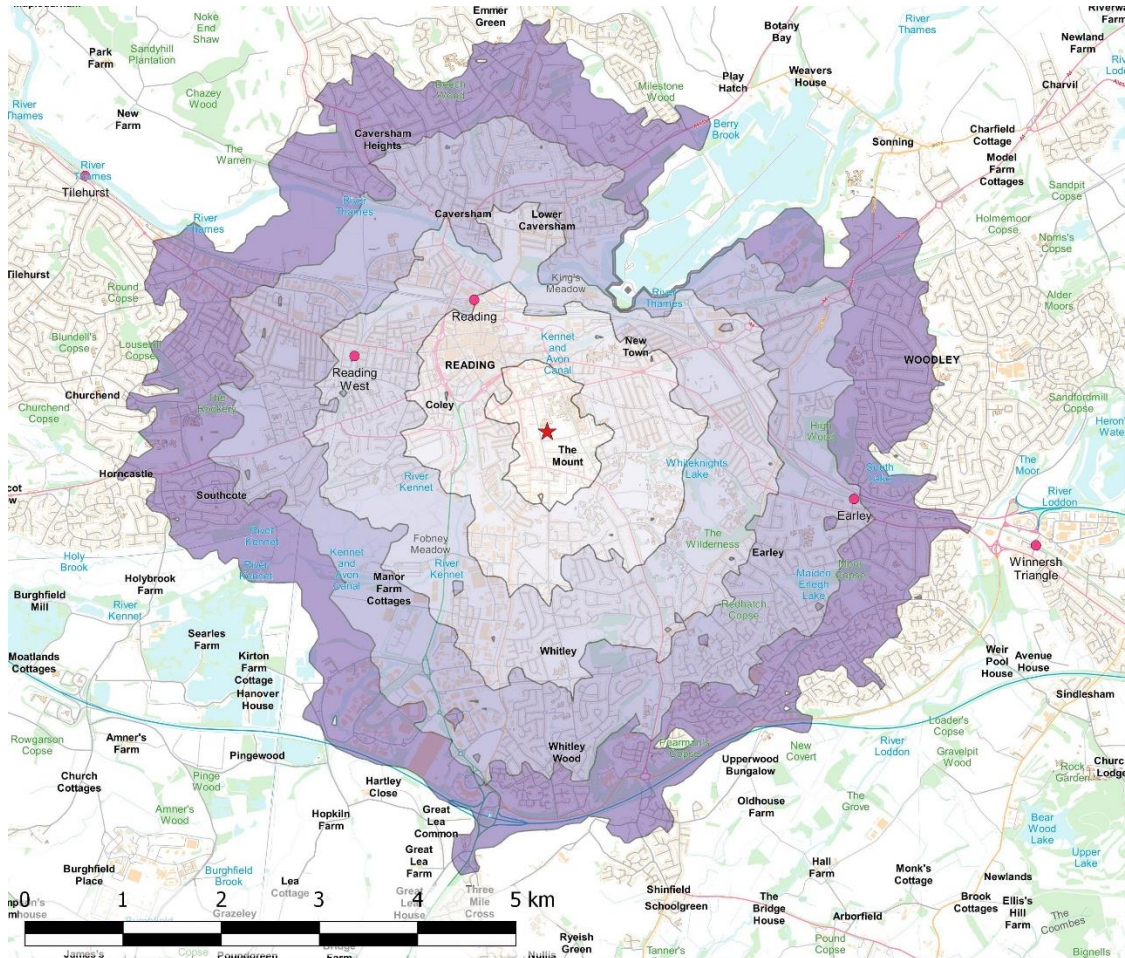


Figure 3.3: 5km Cycling Isochrone

- 3.28 The above figure demonstrates the area which can be accessed within a 5km cycle ride, which includes the entirety of Reading. The permeability of the street network enables cyclists to travel close to their natural desire lines and thus undertake direct routes.

Access to Amenities

- 3.29 In accordance with BREEAM requirements an assessment has been made of the proximity of local amenities from the school's main entrance and these are detailed within Table 3.3 below.

Amenity	Location	Distance from main Entrance
Food Outlet – Tesco Express	London Road	470 metres
Access to cash -Tesco Express ATM	London Road	470 metres
Outdoor Space – School Tennis Courts	Rear of School Buildings	50 metres
Leisure Facility for fitness and sports – School Hockey Pitch	Kendrick Road	100 metres
Publicly available postal facility	Kendrick Road, junction with London Road	270 metres
General Medical Centre – Royal Berkshire Hospital	Redlands Road	350 metres
Pharmacy -Lloyds	Milman Road	880 metres

Table 3.3 – Distance to Amenities

- 3.30 As shown in Table 3.3 the school is within close proximity to a number of amenities and all within a 15 minute walk distance of the school's main entrance.

BREEAM Accessibility Index

- 3.31 The BREEAM sustainability assessment method requires that a public transport Accessibility Index (AI) is calculated for the site. The AI is calculated in a process similar to TfL's Public Transport accessibility Level (PTAL). It considers the proximity of local public transport nodes and the number of services that are accessible via these nodes during the sites typical operating hours. The calculation accounts for bus stops within 640 metres and railway stations within 960 metres of the site.
- 3.32 The site benefits from an AI of 10.05, characterised as a good level of public transport accessibility.

Summary of Sustainable Transport Accessibility

- 3.33 This section demonstrates that the school is located within an area that is highly accessible by non-car modes of travel. It is expected that walking and cycling would form reasonable alternative means of travel to the private car for many pupils and staff. Public transport provision can be accessed from immediately outside the school and with the ability to travel to a wide range of destinations.

4.0 Objectives and Targets

Overview

- 4.1 This section sets out the objectives of the Travel Plan over both the long and short term. It includes specific indicators and targets against which progress will be measured.

Objectives

- 4.2 The overarching objective of this Framework Travel Plan is to put in place a management strategy that ensure students and staff are able to make informed choices with regards to travel and transport, whilst mitigating their impact on the environment and surrounding highway network.
- 4.3 Additional objectives include:
- ▶ Increasing the levels of walking, cycling, car sharing and use of public transport to and from the school by our staff and pupils;
 - ▶ Increasing safety levels and the quality of life for the whole of our school population, including our neighbours; and
 - ▶ Continuing to educate and encourage our school population to understand eco-challenges which face this school and to be pro-active in discussion and finding solutions to them.

Targets

- 4.4 Travel Plan targets are measurable goals against which progress is assessed. These targets will be reviewed through a programme of monitoring as outlined at Section 5 to ensure they are SMART (Specific, Measurable, Achievable, Realistic and Time Limited)
- 4.5 Targets are made up of Aims and Actions, actions are not quantifiable but must be completed within a certain timeframe whilst aims are quantifiable, in this case they generally relate to modal shift.

Action Targets

- 4.6 The action targets for this site are:
- ▶ To increase the number of pupils using the Abbey School coach service;
 - ▶ To increase the number of pupils walking or cycling to and from school; and
 - ▶ To increase the number of pupils using public transport (i.e. bus and train).

5.0 Management Strategy

- 5.1 This section describes the responsibilities associated with implementing the Travel Plan for the Senior School. It aims to act as an instruction manual for the persons involved.

Appointment of a Travel Plan Coordinator

- 5.2 A Travel Plan Coordinator (TPC) will be appointed by the school and this will be one of the senior staff. The TPC will take responsibility for the Travel Plan and oversee the implementation of measures specified within it and details of the TPC will be provided to the Reading Borough Council Travel Plan Officer prior to the start of each academic year, as well as being included in Travel Information Packs for students and staff.

- 5.3 The main responsibilities associated with the role of the TPC are as follows:

- ▶ To lead the implementation of the Travel Plan;
- ▶ Maintain commitment to and support of the Travel Plan;
- ▶ Take responsibility for raising awareness of the uptake of sustainable transport;
- ▶ To implement and promote schemes which aim to reduce the use of the private car;
- ▶ To develop an effective marketing campaign in conjunction with national travel awareness events such as Liftshare Week and Bike Week;
- ▶ To act as the point of contact within the school for anyone requiring transport advice;
- ▶ To set up and coordinate relevant steering groups, e.g. a Bicycle User Group (BUG);
- ▶ To keep up to date with issues and initiatives that affect sustainable transport;
- ▶ Liaise/negotiate with a variety of internal and external stakeholders including RBC Travel Plan Officers;
- ▶ Coordinate the necessary monitoring programme for the Travel Plan to establish how and why residents travel the way they do; and,
- ▶ Submit bi-annual monitoring reports to RBC for a period of six years, or until the main travel plan targets are achieved.

Consultation

- 5.4 The success of the Travel Plan will rely on the support of the students and staff, the TPC will therefore work closely with them as well as other stakeholders, including public transport operators and the Local Highway Authority. In addition, the TPC will work with other Coordinators in the local area. In this way joint initiatives can be investigated to promote sustainable transport throughout the area.

Promotion

- 5.5 The TPC will be actively involved in the promotion of the Travel Plan and will make students and staff aware of its presence. This will be done through the following:
- ▶ The TPC will issue new students, where practicable and new staff with a Travel Pack upon commencement at their school or commencement of employment, so as to inform them of the existence of the Travel Plan and opportunities for sustainable travel. The details of the Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the plan will be explained;

- ▶ Students and staff will be made aware of the benefits of studying and working in a development that operates a Travel Plan. Such benefits include better access to improved travel options, opportunities for a healthier lifestyle, reduced need to own a car and inclusion in a more vibrant community;
- ▶ A notice board will be located on the site and within staff rooms displaying useful information relating to travel, to and from the site; and,
- ▶ The Travel Plan information will be added to the Transport section of the schools website (<https://theabbey.co.uk/life-at-the-abbey/transport>).

Action Plan

- 5.6 It is important that, as far as possible, the measures introduced within this section are in place at the start of the academic year. This will ensure that students, staff and visitors have the maximum amount of information about travelling to and from the site by non-car modes of transport. A full Action Plan will be prepared in the Final Travel Plan, with a suggested template provided at Table 5.1.

Action	Responsibility
Appoint a Travel Plan Coordinator	Head
Make the Travel Plan available to staff, parents and pupils through the school website and available in hard copy upon request	Travel Plan Coordinator
Include reference to the Travel Plan within the school's prospectus when it is update each year, to highlight to new parents and pupils of the importance of sustainable travel and the school's commitment to this	Travel Plan Coordinator
Provide regular information on public transport services. Direct pupils and parents via the web page and prospectus to transport information section of Reading Borough Councils website at www.reading-travelinfo.co.uk	Travel Plan Coordinator
Contact Reading Buses to provide bus timetables of local services, which will be available in the school reception. Provide a link to Reading Buses web-site via the schools' web-page	Travel Plan Coordinator
Emphasise the advantages of walking and cycling including to participate in 'walk to school' weeks in May and October each year	Travel Plan Coordinator
Establish a Bicycle User Group with assistance from Reading BC's cycling officer and ensure copies of Readings and surrounding areas cycle map are available at reception.	Travel Plan Coordinator
Ensuring the safe and secure cycling parking facilities are maintained.	Travel Plan Coordinator
Continue eco-awareness training of pupils and staff to ensure the school population remains aware of relevant issues and reaffirm the school's commitment to remaining an 'eco' school	Travel Plan Coordinator
Continue to advertise school coach services through the school's website, promotional leaflets, the school's prospectus and the Heads termly newsletter	Travel Plan Coordinator / Head
Continue to include any travel related issues in the weekly and termly newsletter which is sent out to pupils. In addition, pupils will be encouraged to raise any concerns or suggestions they have through the school council	Travel Plan Coordinator
Initiate a staff car share scheme, where staff living in similar areas can car share, where practicable	Travel Plan Coordinator

Table 5.1 – Indicative Action Plan

Monitoring

- 5.7 To analyse the effectiveness of the Travel Plan the following will be undertaking.
- ▶ Coach data will be analysed at the end of each calendar year, to determine the number of pupils using the provision.

- ▶ An e-survey will be carried out bi-annually under the supervision of the Travel Plan Coordinator to determine the modes of transport used by pupils and staff.
- ▶ For pupils and staff using a private motor vehicle, further questions will be asked to find the barriers from them using more sustainable modes.

5.8 The results of the survey will be assessed and reviewed to determine if new measures or incentives are required to encourage modal shift.

6.0 Measures and Initiatives

- 6.1 This section of the Travel Plan outlines the physical and management measures to be undertaken at the development in order to achieve a reduction in vehicular trips. Some measures will be implemented by the developer prior to occupation, and others will be introduced by the TPC.
- 6.2 The aims of increasing awareness of transport options and of delivering a package of 'hard' (physical) and 'soft' (behavioural) measures will be most effectively achieved through the provision of clear and concise information including:
- ▶ Routeing, timetable and ticketing information for bus and train services;
 - ▶ The location of local services (e.g. shops, medical facilities, leisure facilities etc.);
 - ▶ Cost data comparing public transport and private car journeys; and,
 - ▶ The health benefits of walking and cycling to include safety advice.
- 6.3 Without such information, students and staff may choose the easiest option available to them which is often perceived to be the car, even if from a cost and duration of journey perspective this may not be the case.
- 6.4 This approach addresses the travel needs of the senior school and will enable students, employees and visitors benefit from having access to appropriate facilities and information, thereby enabling them to make informed travel choices and to reduce the need for travel by single occupancy vehicle.
- 6.5 These measures are designed to be suitable for monitoring and review. The list, however, is not exhaustive and following the occupation of the site the TPC will investigate other potential initiatives that may be appropriate.
- 6.6 Similarly, the results of travel surveys should be used to inform the package of implementation measures.

Provision of Travel Information

- 6.7 The most important and cost-effective measure to be introduced as part of this Travel Plan is the Travel Information Pack, which will be issued to each student, where practicable, when they move in and each new staff employee on commencement of employment. It will also be available on the transport section of the school's website.
- 6.8 The Pack will contain information about all modes of transport available for journeys to and from the site. It will include information related to journeys to a number of local destinations which are considered to be key to students. These include local shops, bus stops, rail stations and regional towns and cities.
- 6.9 In addition, contact details for the TPC will be provided and the pack will also include maps giving details of safe pedestrian and cycle routes from the site, together with fare and timetable information for public transport services.
- 6.10 A simple cost-benefit analysis of public transport versus the use of the private car will also be set out in the Travel Pack, as well as journey times using public transport and/or the school bus provision. This and all the information contained within the Pack will be available prior to each academic year and will be reviewed annually and updated as necessary.
- 6.11 In addition to the Travel Pack, notice boards will be located within the school for students and staff. The TPC will be responsible for displaying Travel Plan related information on the boards which will be similar to the content of the Travel Pack. The benefit of the notice board is that the TPC will be able to update it and it will be visible to visitors.

Car Sharing

- 6.12 As part of the final Travel Plan, the car sharing website www.liftshare.com will be promoted. These are free for students /staff to sign up to and provide the opportunity for students / staff to search for potential car sharing partners who live near them.
- 6.13 Liftshare is the UK's largest car share database with around 690,000 registered members; it is typical for 45% of registered members to be part of a car share group which regularly travel together. The website contains information about the benefits of car sharing, which will be promoted through the Travel Information Pack.
- 6.14 In addition, the TPC will initiate a car sharing register for staff to enable staff living in a similar location to car share, where practicable. To encourage car sharing three spaces within the school car park will be reserved for staff that car share.
- 6.15 Car sharing is often the most successful single measure in any Travel Plan as it proves highly cost effective for individuals and continues to provide the convenience of car travel. To further promote car sharing, the TPC will make students and staff aware of national 'Lift Share Week' that takes place annually in October.

Walking

- 6.16 Information will be made available to students and staff about the many benefits of walking. The Travel Pack will include details of pedestrian routes to nearby destinations so that students are aware of safe and convenient walking routes to/from the development.
- 6.17 The TPC will promote local and national walking events, such as 'Walk to Work Week' which takes place annually in May.

Cycling

- 6.18 The school will be provided with secure and sheltered cycle storage facilities in line with current cycle parking standards, which will increase the likelihood of staff and students owning and using a bicycle as a mode of transport.
- 6.19 Further possibilities for the site include the creation of a Bicycle User Group (BUG) that may be set up by the TPC. All staff and students will be encouraged to join the BUG, which will provide information about cycle related events such as 'Bike Week' which takes place every year in June. In addition, the TPC and the BUG:
 - ▶ Will seek to negotiate discounts with local cycle retailers, if possible, with regards to purchases and bicycle maintenance;
 - ▶ Will distribute information about cycle training to students; and,
 - ▶ May be able to provide information on Government backed cycle schemes where employees purchase tax-free bicycles via their employers.

Public Transport

- 6.20 The Travel Pack will contain details of the public transport services available locally, including both bus and rail. To help students and staff to plan their journeys by public transport, useful website addresses will be listed. These will include Transport Direct, Traveline, National Rail Enquiries and RBC.

Continued Promotion

- 6.21 The TPC will continually promote all aspects of the Travel Plan with the use of the following tools and initiatives:

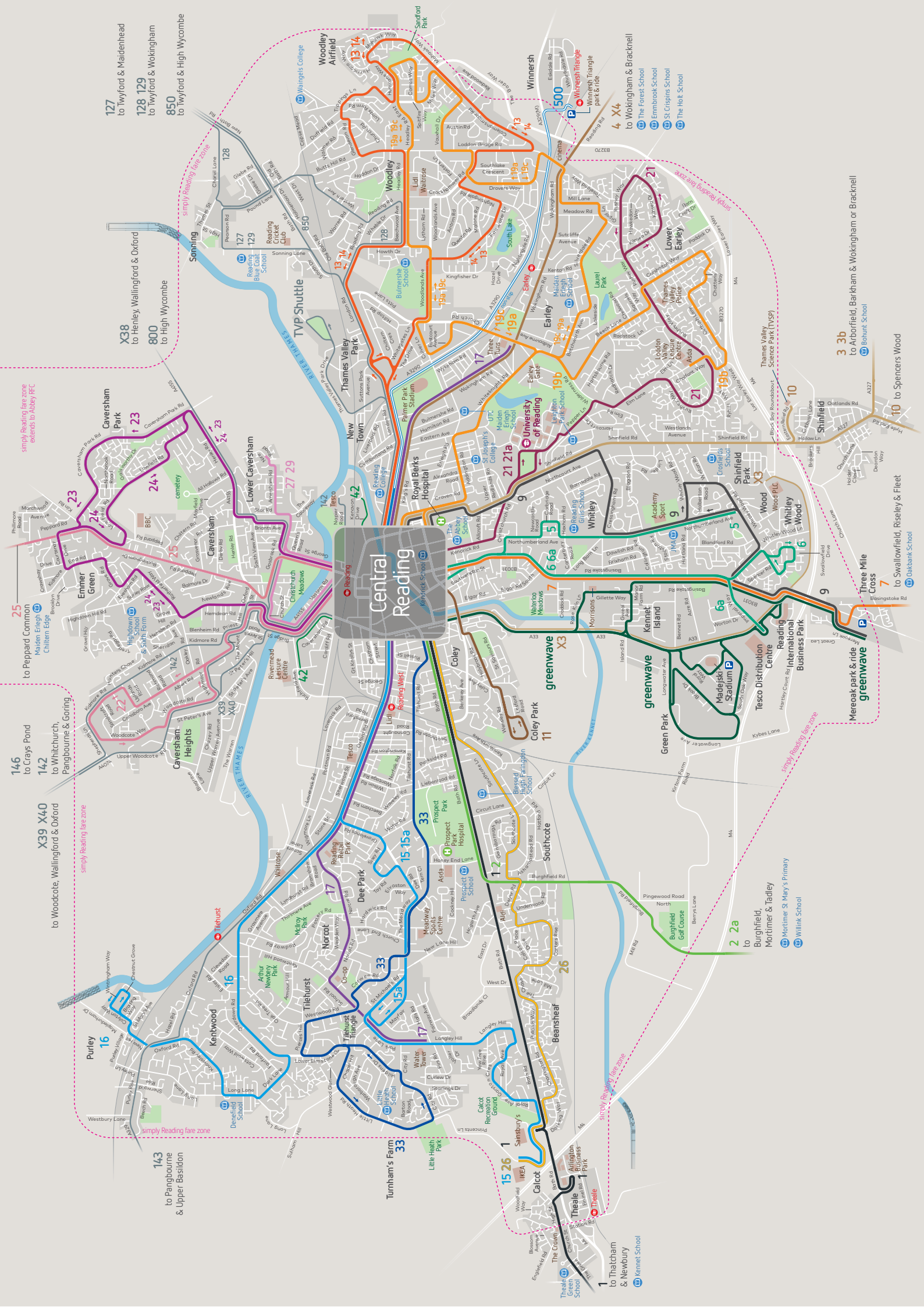
- ▶ Site notice boards will be erected in a predominant area and will be regularly updated to keep students and staff informed of available travel services and facilities and any related events.
- ▶ Site events (e.g. healthy living promotions and car share campaigns) will be organised to maintain awareness of the benefits of the Travel Plan to individuals, the local community and the environment. Participation in local and national sustainable travel events will be encouraged e.g. Bike Week (www.bikeweek.org.uk) and Mobility Week (www.mobilityweek.eu). The TPC will maintain contact with CCC so as to be aware of all relevant activities in the area.

7.0 Summary and Conclusions

- 7.1 This Travel Plan has been prepared to accompany a planning application to extend both the existing Sixth Form Building and the General Teaching Block at the Abbey Senior School, Reading.
- 7.2 This Travel plan will be initiated prior to the start of the academic year and the Travel Plan Coordinator will implement the plan and control the day to day management of the Travel Plan, which will include consultation with RBC.
- 7.3 This document sets out how site users will travel to and from the development by modes other than private car and has indicated that these opportunities, as well as accompanying benefits will be set out within marketing material which will be prepared in respect to this development.
- 7.4 It can therefore be concluded that the Travel Plan is sufficiently robust to deliver more sustainable travel choices in relation to the site. At the same time, it maintains a degree of flexibility to enable the Travel Plan to respond to changing circumstances and continue to deliver more sustainable transport choices into the future.

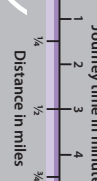
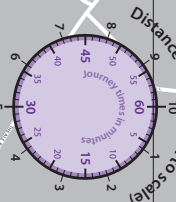
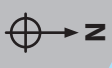
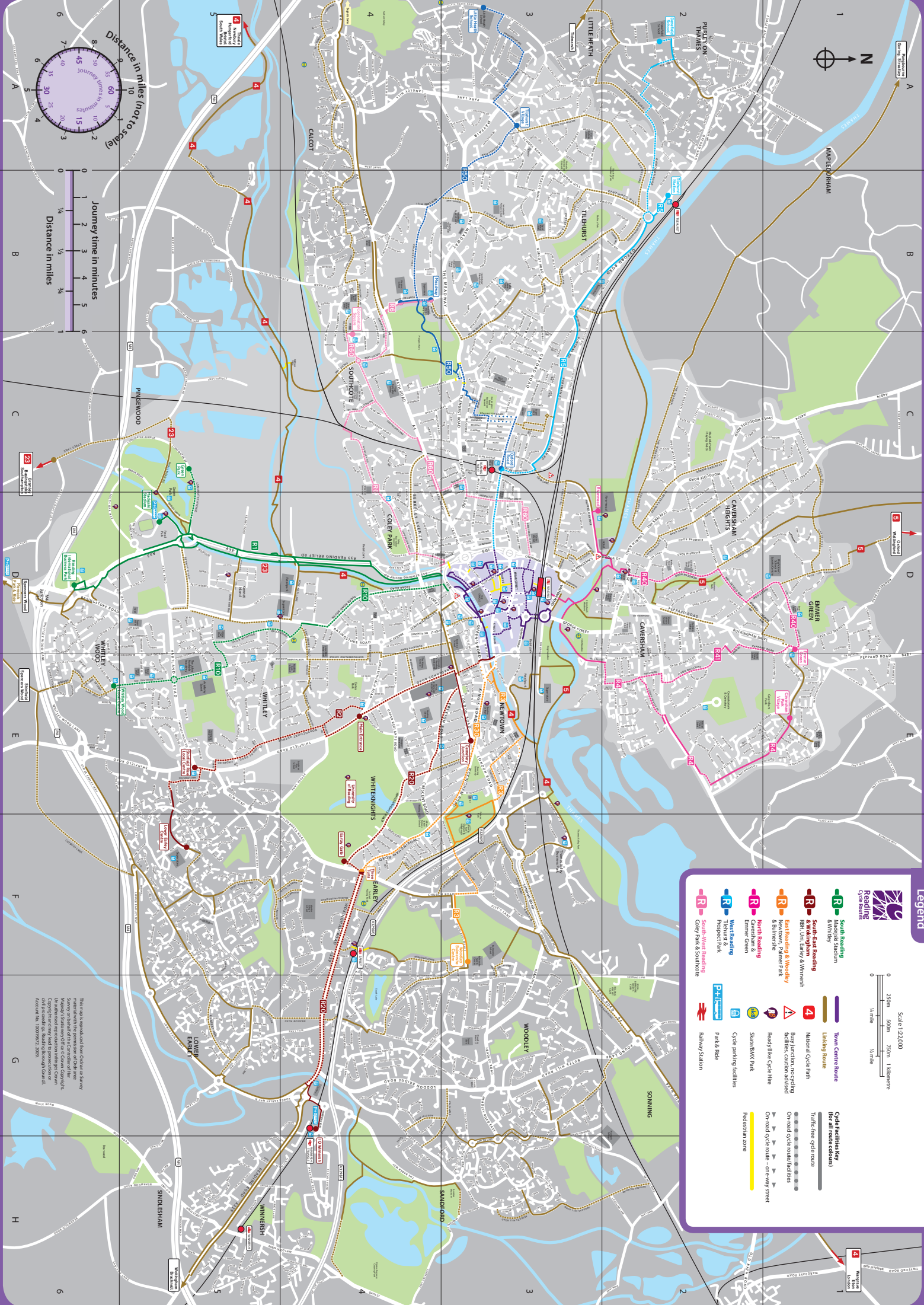
Appendix A

Bus Timetable and Route Maps

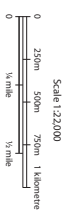


Appendix B

Reading Cycleway Map



Legend



- South Reading**
 - Medical Stadium
 - Swanley
 - South-East Reading**
 - 18th, 19th, 20th & Winkless
 - East Reading & Woodley**
 - Newbury, Winkless & Woodley
 - North Reading**
 - Newbury, Winkless & Woodley
 - West Reading**
 - Winkless & Woodley
 - South-West Reading**
 - Winkless & Woodley
- Other facilities**
 - Cycle parking facilities
 - Park & Ride
 - Railway Station
 - Cycle hire
 - Ready bike C&S Hire
 - Star/Bike Park
 - On-road cycle route - one-way street
 - Pedestrian zone

This map is reproduced from Ordnance Survey data and is not to be used for navigation. It is a general guide only. The map is not to be used for navigation. It is a general guide only. The map is not to be used for navigation. It is a general guide only.