



ttp consulting
transport planning specialists

PizzaExpress

256 Shinfield Road, Reading

Transport Statement

December 2015

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1 INTRODUCTION

- 1.1 TTP Consulting have been appointed by PizzaExpress 'The Applicant' to provide traffic and transport advice in relation to the proposed change of use of No. 256 Shinfield Road ('the site'), in Reading, RG2 8EY, within Reading Borough Council.
- 1.2 The application site comprises a two storey end of terrace building which has an off-licence currently trading at ground floor level and residential use above. There is forecourt parking for up to 2 – 3 cars.
- 1.3 The development proposal seeks to change the use of the existing ground floor unit from A1 retail use to A5 hot food take away use. PizzaExpress Delivered will be the occupant of the unit. PizzaExpress Delivered will allow customers to order deliveries or pick-up pizza to enjoy at home.
- 1.4 It is proposed that the development site will provide some seating for food consumption on-site (up to 6 stools) but that the primary function of the unit will be for food to be consumed off-site by either take away or delivery. Motorbike parking for the delivery of food orders will be split between the existing forecourt area and the internal parking area at the rear of the building.
- 1.5 This Transport Statement examines the effects of the proposed development in traffic and transport terms. It considers practical issues such as accessibility, trip generation, parking, servicing arrangements and refuse collection associated with the development.
- 1.6 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the site's accessibility;
 - Section 4 describes the development proposals;
 - Section 5 reviews the relevant transport planning policy;
 - Section 6 considers the effects of the development;
 - Section 7 presents a summary and conclusion.

2 EXISTING SITUATION

Site Use

- 2.1 The application site, at 256 Shinfield Road, comprises a two storey end of terrace building which has an off-licence currently trading at ground floor level and residential use above. There is forecourt parking for up to 2 – 3 cars. The site is located at the end of a row of shops which front onto Shinfield Road.

Site Location

- 2.2 The site is located within Reading, approximately 4.5km to the south of the town centre and Reading Station. A site location plan is included at **Figure 1**. The site is bound by Shinfield Road to the east, commercial / residential properties to the north and south and the rear of properties on Lacewood Gardens to the west.
- 2.3 The area surrounding the site is mixed in use, characterised by residential properties comprising low rise blocks of flats and large detached properties and there are further shops to the north and a petrol filling station.

Local Highway Network

Shinfield Road

- 2.4 Shinfield Road (the A327) is a single carriageway road which connects to the B3031 to the north and the B3270 / Black Boy roundabout to the south. To the north of the site, Shinfield Road is subject to a 20mph speed limit and to the south it is subject to a 30mph speed limit.
- 2.5 There are double yellow lines on the carriageway immediately in front of the site. There are on-street parking bays in front of the row of shops adjacent to the site.
- 2.6 To the north of the site, the junction with Whitley Wood Road is signal controlled and has advanced stop lines on the northbound lane and the Whitley Wood Road approach.

Whitley Wood Road

- 2.7 Whitley Wood Road is a northeast / southwest road which has a single lane for traffic in either direction. It provides connection to the southbound lane of Basingstoke Road and either direction of the M4 to the southwest.

- 2.8 There are double yellow lines on the carriageway in the vicinity of the junction with Shinfield Road.

On-Street Parking

- 2.9 The on-street parking bays located in front of the row of shops on Shinfield Road are subject to parking controls Monday to Saturday, between 08:00 – 18:30. Parking is allowed for 3 hours, with no return within 1 hour.

3 ACCESSIBILITY

- 3.1 This section of the report describes the accessibility of the site by sustainable modes of travel.

Walking

- 3.2 The site is well connected to the main pedestrian routes that serve local bus stops and local amenities.
- 3.3 There are footways on both sides of Shinfield Road and Whitley Wood Road. In front of the site, there is a forecourt area and footways are in the region of 2 – 3m wide on both sides of the road. There are dropped kerbs at many of the junctions in the area and there is a signal controlled crossing at the Shinfield Road junction with Whitley Wood Road. Each arm of the crossing has green man push-button facilities, tactile paving with colour differentiation and dropped kerbs.

Cycling

- 3.4 There are many dedicated cycle routes in Reading and roads that are suitable for cycling. Reading's cycle map contained in **Appendix A** indicates routes around the area.
- 3.5 A section of Shinfield Road, immediately north of the site, forms part of a dedicated cycle route which connects to Northcourt Avenue to the north and Westlands Avenue to the south. The route is called 'R2 South-East Reading & Wokingham', and connects to RBH, the University, Earley & Winnersh. The majority of this route in the vicinity of the site is described as an 'On-road cycle route which is either traffic calmed or on a quiet residential road'.
- 3.6 There are links to the wider cycle network and in particular Redlands Road to the north, towards Reading town Centre, forms an 'on road route without dedicated facilities'.
- 3.7 There are 2 'Sheffield' style cycle stands on the footway in front of the site and a further 3 are located on the footway close to the junction with Whitley Wood Road.

Public Transport

Bus Services

- 3.8 The site is well served by local bus services. The nearest northbound and southbound bus stops are located on Shinfield Road approximately 100 – 200m from the site, equivalent to a 2 – 3 minutes' walk.

- 3.9 There are two bus services that serve these bus stops including Leopard Route 3 and Scarlet Route 9. The bus route timetables and maps for both routes are contained in **Appendix B**. Reading's wider bus network map is contained in **Appendix C**.
- 3.10 The local bus services available from these bus stops are summarised in **Table 3.3**.

Table 3.3: Local Bus Services			
Route	Description	Frequency Number of buses per hour	
		Monday – Friday	Saturday
Leopard Route 3	Wokingham Station to Central Reading	3 – 4	3 – 4
Scarlet Route 9	Shinfield Park to Central Reading	2	2

Rail Services

- 3.11 The nearest stations to the site are Earley located circa 3km to the northeast of the site. There are 4 services every hour to / from Earley Station, including 2 to / from Reading and 2 to / from London Waterloo.
- 3.12 Reading Station is located approximately 4.5km to the north of the site which provides in the region of 30 services every hour to destinations including London Paddington, Bristol Temple Meads, Exeter St David's and Oxford.

4 PROPOSED DEVELOPMENT

- 4.1 The development proposal seeks to change the use of the existing ground floor unit from A1 retail use to A5 hot food take away use.

PizzaExpress Delivered

- 4.2 PizzaExpress Delivered will be the occupant of the unit. PizzaExpress Delivered will allow customers to place orders for delivery or collection.
- 4.3 It is proposed that the development site will provide some seating for food consumption on-site but that the primary function of the unit will be for food to be consumed off-site by either take away or delivery.
- 4.4 It is anticipated that 90% of turnover will be deliveries by motorbike and the remaining 10% will be over the counter sales.
- 4.5 A copy of the architect's layout plans have been included at **Appendix D**.

Parking

Motorbike parking

- 4.6 Motorbike parking for the delivery of food orders is proposed to be provided within the existing forecourt area. The forecourt area will enable up to 5 motorbikes to be parked at any one time and there will be space for 10 motorbikes to be parked on-site to the rear of the building.

Bicycle parking

- 4.7 Bicycle parking for staff will be provided in accordance with local minimum standards. Space for one bicycle to park will be provided on-site at the rear of the building.
- 4.8 As noted previously, there are 2 existing 'Sheffield' style cycle stands immediately outside the site on Shinfield Road and a further 2 are located approximately 20m to the north. These stands would be suitable for use by customers.

Customer and Staff Parking

- 4.9 The proposals will not provide any on-site car parking spaces for staff or customers.

- 4.10 There is on street parking available outside the row of retail units adjacent to the site on Shinfield Road which has time limit restrictions during the day Monday to Saturday between 08:00 – 18:30. The parking would be suitable for customers to use to stop for short periods of time to pick up their order. However, as noted previously, orders will primarily be delivered by staff by motorbike; circa 90% of orders are anticipated to be deliveries by motorbike and the remaining 10% will be customer collections. It is therefore not considered likely that customer parking will result in a material impact on local parking conditions.
- 4.11 It is anticipated that the majority of staff will be able to make use of the local bus services to access the development.

Servicing Requirements

- 4.12 All deliveries associated with the proposed development will take place on-street from Shinfield Road.

Refuse Storage and Collection

- 4.13 A dedicated waste and recyclables storage area will be provided at ground floor level, to the rear of the building. The bin store will be accessible internally and externally. It is envisaged that the site manager will move bins to the back of the footway prior to collection.
- 4.14 The refuse and recycling collection regime will be undertaken on-street from Shinfield Road, as per the existing situation.

5 POLICY CONTEXT

- 5.1 This section provides a summary of the relevant transport policies at a national (Central Government), and local (Reading Borough Council) levels.

National Transport Policy

National Planning Policy Framework (NPPF)

- 5.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.
- 5.3 Paragraph 14 states: *"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."*
- 5.4 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

- 5.5 Chapter 4 – 'Promoting Sustainable Transport' continues by stating:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*

- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

Local Guidance

Reading Borough Local Development Framework Adopted Core Strategy

- 5.6 Reading Borough Council adopted its Core Strategy in January 2008, with alterations adopted January 2015. This document, in conjunction with the policies of the Local Plan, forms the suite of policies at a local level by which planning applications are considered.
- 5.7 Policy CS4 (Accessibility and the Intensity of Development) states that *"the scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities."*
- 5.8 Policy CS20 (Implementation of the Reading Transport Strategy) specifically relates to highways and provides guidance with regard to development proposals and their impact upon the highway network and the promotion of alternatives to the use of the private car.

Revised Parking Standards and Design

- 5.9 The Revised Parking Standards and Design document forms part of Reading's LDF. The document was adopted in October 2011.
- 5.10 There is a zonal system for parking standards in Reading. There are 4 zones that have been identified. The application site is located close to the boundary but within Zone 3 which is defined as a Secondary Core Area containing a variety of land uses, within 400m walk of high frequency bus services.
- 5.11 Minimum cycle parking standards at new A5 Hot Food Take-Away restaurants in Reading within Zones 1 – 4 require 1 space per 6 staff and 1 space per 300sqm. Space for 1 bicycle to park on-site will be provided at the rear of the building for staff and 1 stand will be provided on the forecourt for customers.
- 5.12 Maximum car parking standards require 1 space per 40sqm. It is noted at page 11 of the document that car parking standards are to be imposed as maximums.
- 5.13 For minor developments, less than 1,000sqm, motorbike parking may be required but will be considered on a case-by-case basis.

Reading Borough Council Third Local Transport Plan, 2011-2026

5.14 Reading's third Local Transport Plan (LTP3) was published in April 2011 and provides the context for Reading in terms of the economy, environment and quality of life. The long-term vision for transport in Reading is the aim of better 'connecting Reading' through a transport system that enables people to move around easily, safely, sustainably and in comfort promoting inclusion, intervention and innovation. This is reflected in the key LTP3 objectives which are:

- To facilitate more physically active travel for journeys in a healthy environment;
- To improve personal safety on the transport network;
- To provide affordable, accessible and inclusive travel options for everyone;
- To ensure that the transport network operates safely and efficiently to meet the needs of all users;
- To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
- To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;
- To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;
- To improve journey times, journey time reliability and the availability of information;
- To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low carbon future.

Policy Summary

5.15 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes.

6 EFFECTS OF DEVELOPMENT

- 6.1 This section considers the potential effects of the planning application proposal in relation to motorbike parking, car parking and bicycle parking, trip generation, servicing requirements and refuse storage and collection.
- 6.2 The development proposal seeks to change the use of the existing ground floor unit from A1 retail use to A5 hot food take away use. A copy of the architect's layout plans have been included at **Appendix D**.

PizzaExpress Delivered

- 6.3 PizzaExpress Delivered will be the occupant of the unit. PizzaExpress Delivered will allow customers to place orders for delivery or collection.
- 6.4 It is proposed that the development site will provide some seating for food consumption on-site but that the primary function of the unit will be for food to be consumed off-site by either take away or delivery.
- 6.5 The operating hours of the site will be 11:00 – 23:30 every day of the week.

Parking

Motorbike parking

- 6.6 Motorbike parking for the delivery of food orders will be split between the existing forecourt area and the on-site parking area at the rear of the building. As noted previously, the forecourt area will enable up to 5 motorbikes to be parked at any one time and there will be space for 10 motorbikes to park at the rear of the site.
- 6.7 The forecourt in front of the development is currently used for vehicle parking and there is an existing dropped kerb. This will be beneficial for access to and from Shinfield Road for motorbikes. There is good visibility in both directions onto Shinfield Road.

Car and Bicycle Parking

- 6.8 The proposed development will provide zero on-site car parking spaces. Due to the nature of the development and the accessibility of the site by bus for staff, the provision of zero car parking is deemed acceptable for the site.

- 6.9 Bicycle parking will be provided for staff in accordance with local minimum standards which require 1 space per 6 staff. It is proposed that space for one bicycle to park will be provided on-site in a secure location.
- 6.10 In terms of visitors / customers travelling by bicycle, one 'Sheffield' style cycle stand will be provided on the forecourt. Furthermore, there are 2 existing 'Sheffield' style cycle stands on the footway in front of the site and 3 are located on the footway close to the junction with Whitley Wood Road, approximately 20m to the north.

Trip Generation

- 6.11 It is expected that 90% of turnover will be deliveries by motorbike. There will be the option for customers to collect their orders, which is anticipated to account for around 10% of business. There will be a small amount of stools within the unit (up to 6) which customers can either use to sit and wait or consume pizza there.

Operating Overview

- 6.12 The following bullet list provides an operating overview:
- The development will provide 15 motorbikes for pizza deliveries.
 - Electric bikes will be used which emit limited noise and have zero emissions.
 - Staff will undergo training on bike parking within local council laws.
 - Typically it is anticipated that there will be 2 – 3 bikes in use at any one time.
 - The busiest time periods are expected to be lunchtimes and Friday and Saturday nights between 18:00 – 21:00 outside of the usual commuter peak hours which are typically between 08:00 – 09:00 and 17:00 -18:00.
 - After 21:00 there are expected to be around 2 drivers operating.

Servicing Requirements

- 6.13 It is proposed that servicing would be undertaken from the street as per the existing situation, which is considered to be reasonable and appropriate.

6.14 It is expected that the majority of deliveries would be undertaken by small to medium sized vehicles e.g. transit vans, with the occasional requirement to accommodate larger vehicles such as an 8 metre box van or a dray vehicle.

6.15 A national operator such as PizzaExpress generates a relatively low demand for deliveries as items are grouped together / consolidated. The anticipated deliveries are summarised in **Table 6.1**. The applicant has advised on the frequency of deliveries, the types of vehicles used and the expected loading times which are shown within the table.

6.16

Table 6.1: Deliveries to the Proposed Development				
Supplier	Product / Service	Frequency	Type of Vehicle	Expected loading time
h Bidvest	Frozen / drinks etc.	Once / twice per week	18 tonne or 26 tonne rigid vehicle	30 – 45 minutes
Bidvest CE	packaging etc.	weekly/fortnightly	3 tonne transit van	15 minutes
e Reynolds	Fresh foods	Three times per week	7.5 tonne to 18 tonne vehicle	20mins
e Initial Washroom Services	Air fresheners, nappy / sanitary bins	Weekly / fortnightly / monthly	Transit Vans or smaller	Up to 20 minutes
e Banner	Stationary	Weekly / fortnightly	Transit Vans or smaller	Up to 10 minutes

ce to the table above, typically, the average duration of stay would be less than 20 minutes, with a small proportion needing to stay for longer.

6.17 It is expected that the number of deliveries will be no more than those experienced at the existing building which is currently in use as a discount store selling alcohol which will have generated a number of trips per day for deliveries of stock.

Refuse Storage and Collection

6.18 A dedicated waste and recyclables storage area will be provided at ground floor level, to the rear of the building. The bin store will be accessible internally and externally.

6.19 The applicant advises that there will be up to 1,000 litres of general waste produced each week. There will be 4 bins provided and waste will be split as per the following:

- General Waste: 1 x 360 litre bin to be collected 3 times per week.
- Glass: 1 x 240 litre bin to be collected twice per week.

- Mixed recycling: 1 x 360 litre bin to be collected 5 times per week, Monday to Friday.
- Food: 1 x 240 litre bin to be collected twice per week.

6.20 It is envisaged that a dedicated member of staff will move bins to the back of the footway on Whitley Wood Road prior to collection. The refuse and recycling collection regime will be undertaken on-street as per the existing situation.

7 SUMMARY AND CONCLUSION

Summary

- 7.1 TTP Consulting are retained by PizzaExpress 'The Applicant' to provide traffic and transport advice in relation to the proposed change of use of No. 256 Shinfield Road ('the site'), in Reading, RG2 8EY, within Reading Borough Council from A1 retail to A5 hot food take-away.
- 7.2 The application site comprises a two storey end of terrace building which has an off-licence currently trading at ground floor level and residential use above. There is forecourt parking for up to 4 cars.
- 7.3 The development proposal seeks to change the use of the existing ground floor unit from A1 retail use to A5 hot food take away use. PizzaExpress Delivered will be the occupant of the unit. There will be space for up to 5 motorbikes to park within the forecourt area in front of the site and there will be space for 10 motorbikes to park on-site to the rear.
- 7.4 PizzaExpress Delivered will allow customers to place orders for delivery or collection. There will be a small amount of stools within the unit (up to 6) which customers can either use to sit and wait or consume pizza there. It is anticipated that 90% of turnover will be deliveries by motorbike and 10% will be customers collections.
- 7.5 The development has good public transport facilities and there are two bus services that serve bus stops within a short walk of the site. There are regular links with Reading Station by bus or bicycle.
- 7.6 The busiest time periods are expected to be at lunchtimes and on Friday and Saturday evenings between 18:00 – 21:00 which is outside of the usual commuter peak hours.
- 7.7 The proposed development will not provide any on-site parking which is deemed acceptable for the site's location and use.
- 7.8 Cycle parking will be provided for staff and visitors in accordance with Reading's minimum standards which will be secure and sheltered.
- 7.9 Refuse will be stored on-site at ground level to the rear of the site. Bins will be brought to the back of the footway on Whitley Wood Road by a dedicated member of staff prior to collection.

- 7.10 All servicing activity including deliveries and refuse collections will be undertaken on-street. It is anticipated that there will be a low number of deliveries made to the proposed development (typically up to 8 per week) and as such there will be little or no material impact on the local highway network.

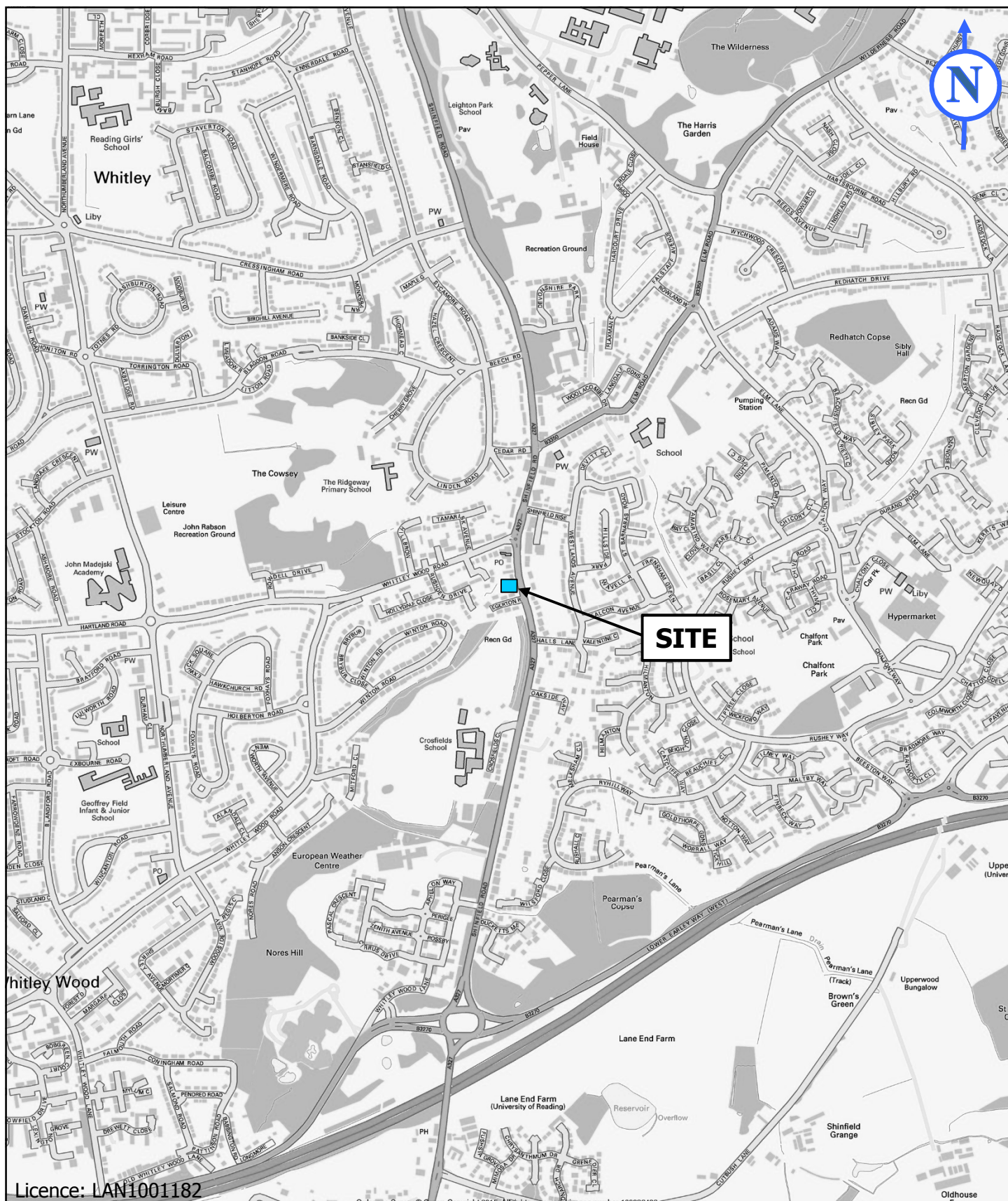
Conclusion

- 7.11 In light of the above, we conclude that the proposed development will not result in a material impact in highways and transportation terms. The proposed scheme is consistent with relevant transport policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 32, which states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

- 7.12 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures



Licence: LAN1001182

TITLE:

Site Location Plan

PROJECT:

256 Shinfield Road

CLIENT:

PizzaExpress

DRAWN:

J.P

CHECKED:

DATE:

17.12.2015

SCALE:

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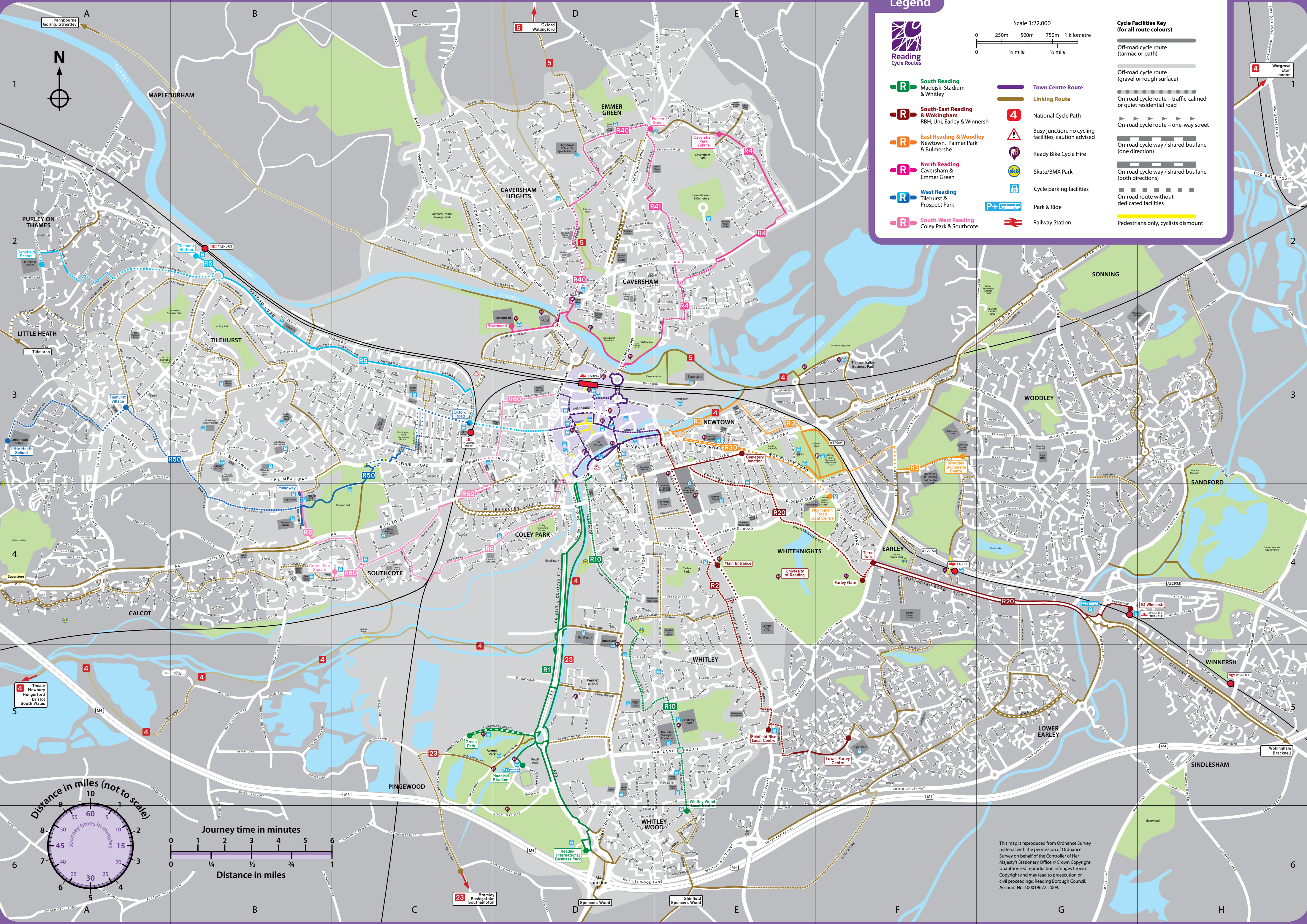
Figure 1

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APPENDIX A

Reading's Cycle Map



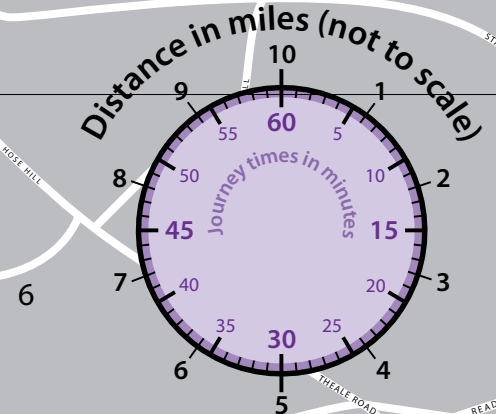
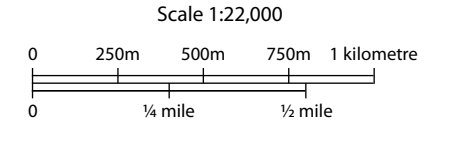
Legend



- 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**
- 4** 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)**
- Off-road cycle route (tarmac or path)
 - Off-road cycle route (gravel or rough surface)
 - On-road cycle route - traffic-calmed or quiet residential road
 - On-road cycle route - one-way street
 - On-road cycle way / shared bus lane (one direction)
 - On-road cycle way / shared bus lane (both directions)
 - On-road route without dedicated facilities
 - Pedestrians only, cyclists dismount



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APPENDIX B

Bus Route Timetables and Maps (Local Services)

Central
Reading

Royal
Berkshire
Hospital

University
of Reading

simplyReading
zone

Catch the leopard, scarlet 9, or any of the nineteens
from Reading Station to the Royal Berkshire Hospital.
That's 9 buses an hour!

simplyNetwork
zone

Wokingham
Station

Wokingham

Shinfield

Arborfield

Barkham

Arborfield
Cross

Arborfield
Garrison

Wick Hill

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street						7.07		7.50			8.20			9.26
Wokingham Hospital						7.08		7.51			8.21			9.28
Barkham Church Lane				6.58	7.08	7.15		7.57			8.28			9.35
California Crossroads Ratepayers Hall				7.04	7.14	7.21		8.06			8.36			9.41
Arborfield Garrison Sheerlands Road	6.03	6.43	6.58	7.16	7.26	7.34	7.56	8.15	8.30		8.50	9.13	9.33	9.53
Arborfield Cross The Swan	6.08	6.48	7.03	7.21	7.31	7.39	8.01	8.20	8.35		8.55	9.17	9.37	9.57
Shinfield School Green	6.12	6.52	7.08	7.26	7.36	7.45	8.06	8.25	8.40	8.50	9.00	9.23	9.43	10.03
RBH main entrance	6.27	7.07	7.26	7.46	7.56	8.09	8.29	8.49	9.02	9.09	9.19	9.38	9.58	10.18
Central Reading Station Road stop SA	6.37	7.17	7.40	8.02	8.15	8.25	8.45	9.05	9.16	9.22	9.32	9.53	10.13	10.33

						pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street			26			2.26				3.43				4.43
Wokingham Hospital			28			2.28				3.45				4.45
Barkham Church Lane			35			2.35				3.52				4.52
California Crossroads Ratepayers Hall			41			2.41				3.58				4.58
Arborfield Garrison Sheerlands Road	13	33	53	until		2.53	3.15	3.35	3.55	4.10	4.30	4.50		5.10 5.30
Arborfield Cross The Swan	17	37	57			2.57	3.19	3.39	3.59	4.14	4.34	4.54		5.14 5.34
Shinfield School Green	23	43	03			3.03	3.23	3.43	4.03	4.18	4.38	4.58	5.08	5.18 5.38
RBH main entrance	38	58	18			3.18	3.41	4.01	4.21	4.36	4.56	5.16	5.26	5.36 5.56
Central Reading Station Road stop SA	53	13	33			3.33	3.55	4.15	4.35	4.50	5.10	5.30	5.40	5.50 6.10

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street		5.38				6.48	7.31			8.01				
Wokingham Hospital		5.40				6.50	7.33			8.02				
Barkham Church Lane		5.47				6.57	7.38			8.08				
California Crossroads Ratepayers Hall		5.53				7.03	7.43			8.13				
Arborfield Garrison Sheerlands Road	5.50	6.05		6.25	6.45	7.15	7.53		8.23	9.28	10.28	11.28		
Arborfield Cross The Swan	5.54	6.09		6.29	6.49	7.19	7.56	8.11	8.26	9.31	10.31	11.31		
Shinfield School Green	5.58	6.13	6.23	6.33	6.53	7.23	8.01	8.16	8.31	9.36	10.36	11.36		
RBH main entrance	6.16	6.31	6.41	6.48	7.08	7.40	8.11	8.26	8.41	9.46	10.46	11.46		
Central Reading Station Road stop SA	6.30	6.45	6.55	6.59	7.18	7.54	8.20	8.35	8.50	9.55	10.55	11.55		

Saturdays

	am	am	am	am	am	am	am	am			am	pm	pm
Wokingham Broad Street					7.42					23		11.23	
Wokingham Hospital					7.44				then at these mins past each hour	25		11.25	
Barkham Church Lane					7.50		8.29			31		11.31	
California Crossroads Ratepayers Hall					7.56		8.35			37		11.37	
Arborfield Garrison Sheerlands Road	6.09	7.02	7.32	7.57	8.06	8.26	8.45	9.07		27 47 07	until	11.47	12.08 12.29
Arborfield Cross The Swan	6.13	7.07	7.37	8.02	8.11	8.31	8.50	9.12		32 52 12		11.52	12.12 12.33
Shinfield School Green	6.18	7.12	7.42	8.07	8.16	8.36	8.55	9.17		37 57 17		11.57	12.17 12.38
RBH main entrance	6.31	7.25	7.55	8.20	8.32	8.52	9.11	9.33		53 13 33		12.13	12.33 12.54
Central Reading Station Road stop SA	6.41	7.38	8.08	8.33	8.46	9.06	9.25	9.47		07 27 47		12.27	12.47 1.08

					pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street		25				6.25			7.27				
Wokingham Hospital	then at these mins past each hour	27				6.27			7.29				
Barkham Church Lane		33				6.33			7.33				
California Crossroads Ratepayers Hall		39				6.39			7.39				
Arborfield Garrison Sheerlands Road		49 09 29	until		6.29	6.49	7.09	7.34	7.50	8.28	9.28	10.28	11.28
Arborfield Cross The Swan		53 13 33			6.33	6.53	7.13	7.38	7.54	8.31	9.31	10.31	11.31
Shinfield School Green		58 18 38			6.38	6.58	7.18	7.43	7.58	8.36	9.36	10.36	11.36
RBH main entrance		14 34 54			6.54	7.14	7.34	7.59	8.10	8.46	9.46	10.46	11.46
Central Reading Station Road stop SA		28 48 08			7.08	7.22	7.52	8.13	8.20	8.55	9.55	10.55	11.55

Sundays

	am	am		pm	pm		pm	pm
Arborfield Garrison Sheerlands Road	8.54	9.24	then	12.24	12.58	then	6.58	7.25
Arborfield Cross The Swan	8.59	9.29	every	12.29	1.02	every	7.02	7.29
Shinfield School Green	9.04	9.34	30	12.34	1.06	30	7.06	7.33
RBH main entrance	9.20	9.50	mins	12.50	1.20	mins	7.20	7.46
 Central Reading Station Road stop SA	9.32	10.02	until	1.02	1.32	until	7.32	7.55

public holidays

	am	am		pm	pm		pm	pm
Arborfield Garrison Sheerlands Road	7.24	8.24	then	12.24	12.58	then	6.58	7.25
Arborfield Cross The Swan	7.29	8.29	every	12.29	1.02	every	7.02	7.29
Shinfield School Green	7.34	8.34	30	12.34	1.06	30	7.06	7.33
RBH main entrance	7.50	8.50	mins	12.50	1.20	mins	7.20	7.46
 Central Reading Station Road stop SA	8.02	9.02	until	1.02	1.32	until	7.32	7.55

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	5.35	5.55	6.10	6.20	6.27	6.42	7.05	7.20	7.45	8.15	8.25	8.37	8.58	9.18	9.38
RBH main entrance	5.40	6.00	6.15	6.25	6.34	6.49	7.13	7.28	7.53	8.23	8.33	8.45	9.06	9.26	9.46
Shinfield School Green	5.52	6.12	6.27	6.37	6.47	7.02	7.30	7.45	8.10	8.40	8.46	8.58	9.19	9.39	9.59
Arborfield Cross The Swan	5.56	6.16	6.31	6.41	6.50	7.05	7.33	7.48	8.13	8.43		9.01	9.22	9.42	10.02
Arborfield Garrison Sheerlands Road	6.01	6.21	6.36		6.57	7.12	7.41	7.54	8.21	8.51		9.08	9.29	9.49	10.09
California Crossroads Ratepayers Hall		6.29				7.20	7.49			8.59				9.58	
Barkham The Bull		6.34				7.26	7.55			9.05				10.04	
Wokingham Station		6.40				7.32	7.58			9.11				10.10	
Wokingham Broad Street		6.44				7.37	8.06			9.16				10.15	

						pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
	Central Reading Station Road stop SA	then at these mins past each hour	58	18	38	until	12.18	12.38	12.58	1.18	1.38	1.58	2.18	2.38	2.58	3.18	3.35
	RBH main entrance		06	26	46		12.26	12.46	1.06	1.26	1.46	2.06	2.26	2.46	3.06	3.26	3.43
	Shinfield School Green		19	39	59		12.39	12.59	1.19	1.41	2.01	2.21	2.41	3.01	3.21	3.41	3.58
	Arborfield Cross The Swan		22	42	02		12.42	1.02	1.22	1.44	2.04	2.24	2.44	3.04	3.24	3.44	4.01
	Arborfield Garrison Sheerlands Road		29	49	09		12.49	1.09	1.29	1.51	2.11	2.31	2.51	3.11	3.31	3.51	4.08
	California Crossroads Ratepayers Hall			58			12.58			2.00			3.00				4.17
	Barkham The Bull			04			1.04			2.06			3.06				4.23
	Wokingham Station			10			1.10			2.12			3.12				4.29
	Wokingham Broad Street		15		1.15			2.17			3.17				4.34		

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	3.45	4.05	4.25	4.35	4.45	5.05	5.25	5.45	5.55	6.05	6.25	7.00	7.30	8.00	9.00	10.00	11.00
RBH main entrance	3.53	4.13	4.33	4.43	4.53	5.13	5.33	5.54	6.04	6.14	6.33	7.08	7.36	8.06	9.06	10.05	11.05
Shinfield School Green	4.11	4.31	4.51	5.01	5.11	5.31	5.51	6.12	6.22	6.32	6.48	7.23	7.49	8.19	9.19	10.17	11.17
Arborfield Cross The Swan	4.15	4.35	4.55		5.15	5.35	5.55	6.16		6.36	6.52	7.27	7.52	8.22	9.22	10.20	11.20
Arborfield Garrison Sheerlands Road	4.23	4.43	5.03		5.23	5.43	6.03	6.21		6.41	6.58	7.33	7.57	8.27	9.27	10.25	11.25
California Crossroads Ratepayers Hall			5.11				6.11				7.06	7.41	8.03				
Barkham The Bull			5.17				6.17				7.12	7.47					
Wokingham Station			5.23				6.23				7.18	7.53					
Wokingham Broad Street			5.26				6.26				7.21	7.56					

Saturdays

	am	am	am	am	am	am	am	am					am	pm	
 Central Reading Station Road stop SA	5.40	6.30	6.50	6.58	7.20	7.50	7.55	8.15	then at these mins past each hour	35	55	15	until	11.55	12.15
RBH main entrance	5.44	6.34	6.54	7.04	7.27	7.57	8.02	8.22		42	02	22		12.02	12.23
Shinfield School Green	5.56	6.46	7.06	7.16	7.40	8.10	8.15	8.36		56	16	36		12.16	12.39
Arborfield Cross The Swan	6.00	6.50	7.10	7.19	7.44	8.14	8.19	8.39		59	19	39		12.19	12.42
Arborfield Garrison Sheerlands Road	6.06	6.56	7.16	7.25	7.50	8.20		8.45		05	25	45		12.25	12.48
California Crossroads Ratepayers Hall			7.22					8.53				53			12.56
Barkham The Bull			7.28					8.59				59			1.02
 Wokingham Station			7.34					9.06			06		1.09		
Wokingham Broad Street			7.37					9.11			11		1.13		

						pm	pm	pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	then at these mins	35	55	15	until	6.15	6.35	7.00	8.00	9.00	10.00	11.00
RBH main entrance		43	03	23		6.23	6.43	7.08	8.06	9.06	10.05	11.05
Shinfield School Green		59	19	39		6.39	6.59	7.24	8.19	9.19	10.17	11.17
Arborfield Cross The Swan		02	22	42		6.42	7.02	7.27	8.22	9.22	10.20	11.20
Arborfield Garrison Sheerlands Road		08	28	48		6.48	7.08	7.33	8.27	9.27	10.25	11.25
California Crossroads Ratepayers Hall				56		6.56						
Barkham The Bull				02		7.02						
 Wokingham Station	past each hour			09		7.09						
Wokingham Broad Street				14		7.14						

Sundays

	am	am		pm	pm		pm	pm
 Central Reading Station Road stop SA	8.20	8.40	then	12.40	1.10	then	6.10	6.55
RBH main entrance	8.27	8.47	every	12.47	1.17	every	6.17	7.02
Shinfield School Green	8.39	8.59	30	12.59	1.32	30	6.32	7.14
Arborfield Cross The Swan	8.42	9.02	mins	1.02	1.36	mins	6.36	7.18
Arborfield Garrison Sheerlands Rd	8.49	9.09	until	1.09	1.44	until	6.44	7.23

public holidays

	am	am	am	am		pm	pm		pm	pm
 Central Reading Station Road stop SA	6.50	7.50	8.20	8.40	then	12.40	1.10	then	6.10	6.55
RBH main entrance	6.57	7.57	8.27	8.47	every	12.47	1.17	every	6.17	7.02
Shinfield School Green	7.09	8.09	8.39	8.59	30	12.59	1.32	30	6.32	7.14
Arborfield Cross The Swan	7.12	8.12	8.42	9.02	mins	1.02	1.36	mins	6.36	7.18
Arborfield Garrison Sheerlands Rd	7.19	8.19	8.49	9.09	until	1.09	1.44	until	6.44	7.23

Reading Station

Central Reading

Huntley & Palmers
Eldon Road
R&H main entrance
R&H south wing
Reahne Court
Royal Berkshire Hospital
UoR London Road
Crown Street

University of Reading

Chancellors Way
Wellington Avenue
for Leighton Park School
Leighton Park Copse
Cressingham Road church
Tanaik Avenue
Downham Court
The Maidens
Beech Road

Whitley Wood

Shinfield Park

Wentworth Avenue
Woodside Way
Whitley Wood Road
Enginer's Court
Drewett Close
Motonway footbridge
Shinfield Park
Ducketts Farm
Weather Centre for Crofields School
Halls Lane

10 mins

5 mins

5 mins

10 mins

bus stops

- towards Shinfield Park
- towards Reading



Central Reading
where to get on and off

- towards central Reading ● getting off only
- towards Shinfield Park ● getting on & off
- towards central Reading ● getting on & off

Shinfield Park | Royal Berkshire Hospital | Reading Station via Shinfield Road

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Shinfield Park	5.35	6.00	6.25	6.57	7.22	7.57	8.14	8.32	9.09	9.34	10.14	then every 30 mins until	2.14	2.44	3.15	3.30	3.50	4.21	4.41
Engineer's Court	5.39	6.04	6.34	7.01	7.26	8.01	8.20	8.37	9.14	9.39	10.19		2.19	2.48	3.19	3.34	3.58	4.29	4.49
Downham Court	5.45	6.10	6.40	7.07	7.32	8.07	8.27	8.43	9.20	9.45	10.25		2.25	2.54	3.25	3.40	4.04	4.35	4.55
RBH Main Entrance	5.52	6.17	6.47	7.16	7.42	8.17	8.39	8.51	9.28	9.53	10.33		2.33	3.02	3.33	3.48	4.15	4.46	5.06
Central Reading Station Rd	6.02	6.27	6.57	7.30	7.58	8.33	8.53	9.06	9.43	10.08	10.48		2.48	3.17	3.48	4.03	4.29	5.00	5.20

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Shinfield Park	5.21	5.41	6.00	6.40	7.01	7.31	7.57	8.47	9.47	10.47	11.47								
Engineer's Court	5.29	5.49	6.05	6.45	7.11	7.41	8.08	8.56	9.56	10.56	11.56								
Downham Court	5.35	5.55	6.10	6.50	7.15	7.45	8.12	9.00	10.00	11.00	12.00								
RBH Main Entrance	5.46	6.06	6.18	6.58	7.23	7.53	8.20	9.06	10.06	11.06	12.06								
Central Reading Station Rd	6.00	6.20	6.29	7.09	7.34	8.04	8.31	9.15	10.15	11.15	12.15								

Saturdays

	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
Shinfield Park	5.36	6.06	6.25	6.53	7.23	7.53	8.24	8.49	9.21	then every 30 mins until	11.51	12.21	then every 30 mins until	6.51	7.47	8.47	9.47	10.47	11.47
Engineer's Court	5.40	6.10	6.29	6.58	7.28	7.58	8.28	8.53	9.25		11.55	12.26		6.56	7.56	8.56	9.56	10.56	11.56
Downham Court	5.44	6.14	6.33	7.03	7.33	8.03	8.33	8.57	9.30		12.00	12.30		7.00	8.00	9.00	10.00	11.00	12.00
RBH Main Entrance	5.51	6.21	6.40	7.10	7.40	8.10	8.42	9.06	9.39		12.09	12.39		7.09	8.06	9.06	10.06	11.06	12.06
Central Reading Station Rd	6.01	6.31	6.50	7.23	7.53	8.23	8.56	9.20	9.53		12.23	12.53		7.23	8.15	9.15	10.15	11.15	12.15

Shinfield Park | Royal Berkshire Hospital | Reading Station via Shinfield Road

Sundays and public holidays

	am	am		pm	pm		pm	pm	pm	pm	pm
Shinfield Park	8.16	8.46	then every	12.46	1.18	then every	6.48	7.42	8.42	9.42	10.42
Engineer's Court	8.21	8.51	30 mins until	12.51	1.22	30 mins until	6.52	7.47	8.47	9.47	10.47
Downham Court	8.26	8.56		12.56	1.26		6.56	7.51	8.51	9.51	10.51
RBH Main Entrance	8.35	9.05		1.05	1.35		7.05	7.58	8.58	9.58	10.58
Central Reading Station Rd	8.47	9.17		1.17	1.47		7.17	8.08	9.08	10.08	11.08

Reading Station | Royal Berkshire Hospital | Shinfield Park via Shinfield Road

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am		pm	pm	pm	pm	pm	pm
Central Reading Station Rd stop SA	5.20	5.45	6.05	6.37	7.00	7.35	8.05	8.43	9.13	9.53	then every 30 mins until	2.23	2.53	3.08	3.25	3.55	4.15
RBH main entrance	5.25	5.50	6.10	6.44	7.08	7.43	8.13	8.51	9.21	10.01		2.31	3.01	3.16	3.33	4.03	4.23
Beech Road	5.31	5.56	6.16	6.49	7.16	7.51	8.20	8.57	9.27	10.07		2.37	3.08	3.23	3.40	4.12	4.32
Shinfield Park	5.35	6.00	6.25	6.57	7.22	7.57	8.32	9.04	9.34	10.14		2.44	3.15	3.30	3.50	4.21	4.41
Engineer's Court	5.39	6.04	6.34	7.01	7.26	8.01	8.37	9.14	9.39	10.19		2.49	3.19	3.34	3.56	4.29	4.49
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm						
Central Reading Station Rd stop SA	4.55	5.15	5.35	6.15	6.40	7.10	7.40	8.30	9.30	10.30	11.30						
RBH main entrance	5.03	5.23	5.44	6.24	6.48	7.18	7.46	8.36	9.36	10.35	11.35						
Beech Road	5.12	5.32	5.54	6.34	6.55	7.25	7.51	8.41	9.41	10.41	11.41						
Shinfield Park	5.21	5.41	6.00	6.40	7.01	7.31	7.57	8.47	9.47	10.47	11.47						
Engineer's Court	5.29	5.49	6.05	6.45	7.06	7.36	8.01	8.51	9.51	10.51	11.51						

Saturdays

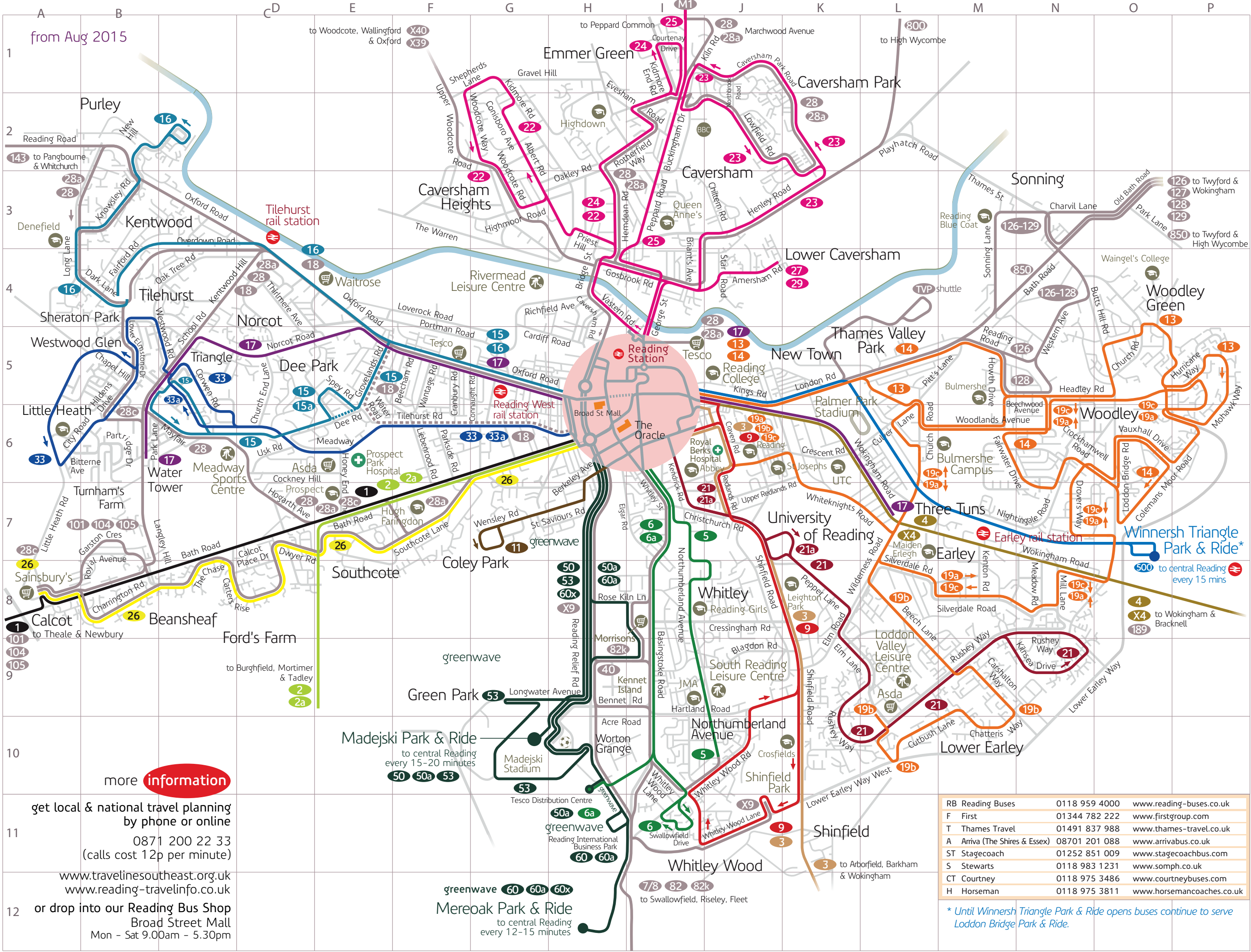
	am	am	am	am	am	am	am	am	am		pm	pm		pm	pm	pm
Central Reading Station Rd stop SA	5.20	5.50	6.05	6.35	7.05	7.35	8.05	8.30	9.00	then every 30 mins until	12.00	12.30	then every 30 mins until	6.30	7.30	8.30
RBH main entrance	5.24	5.54	6.09	6.39	7.12	7.42	8.12	8.37	9.07		12.07	12.38		6.38	7.36	8.36
Beech Road	5.30	6.00	6.15	6.45	7.17	7.47	8.17	8.43	9.13		12.13	12.44		6.44	7.41	8.41
Shinfield Park	5.35	6.05	6.20	6.50	7.22	7.52	8.22	8.49	9.21		12.21	12.51		6.51	7.47	8.47
Engineer's Court	5.40	6.10	6.25	6.55	7.27	7.57	8.27	8.53	9.25		12.25	12.56		6.56	7.50	8.50
	pm	pm	pm													
Central Reading Station Rd stop SA	9.30	10.30	11.30													
RBH main entrance	9.36	10.36	11.36													
Beech Road	9.41	10.41	11.41													
Shinfield Park	9.47	10.47	11.47													
Engineer's Court	9.50	10.50	11.50													

Sundays and public holidays

	am	am		pm	pm		pm	pm	pm	pm	pm
 Central Reading Station Rd stop SA	7.55	8.25	then every	12.25	12.55	then every	6.25	7.25	8.25	9.25	10.25
RBH main entrance	8.02	8.32	30 mins until	12.32	1.02	30 mins until	6.32	7.31	8.31	9.31	10.31
Beech Road	8.07	8.37		12.37	1.08		6.38	7.36	8.36	9.36	10.36
Shinfield Park	8.15	8.45		12.45	1.17		6.47	7.42	8.42	9.42	10.42
Engineer's Court	8.20	8.50		12.50	1.21		6.51	7.46	8.46	9.46	10.46

APPENDIX C

Reading's Bus Route Map



from Aug 2015

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2

3

4

5

6

7

8

9

10

11

12

more **information**

get local & national travel planning
by phone or online
0871 200 22 33
(calls cost 12p per minute)

www.travelinesoutheast.org.uk
www.reading-travelinfo.co.uk

or drop into our Reading Bus Shop
Broad Street Mall
Mon - Sat 9.00am - 5.30pm

RB Reading Buses	0118 959 4000	www.reading-buses.co.uk
F First	01344 782 222	www.firstgroup.com
T Thames Travel	01491 837 988	www.thames-travel.co.uk
A Arriva (The Shires & Essex)	08701 201 088	www.arrivabus.co.uk
ST Stagecoach	01252 851 009	www.stagecoachbus.com
S Stewarts	0118 983 1231	www.somph.co.uk
CT Courtney	0118 975 3486	www.courtneybuses.com
H Horseman	0118 975 3811	www.horsemancoaches.co.uk

* Until Winnersh Triangle Park & Ride opens buses continue to serve Loddon Bridge Park & Ride.

APPENDIX D

Architect's Layout Plans



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