



SDP

Framework Travel Plan

Land West of Kidmore End Road,
Oxfordshire

April 2025

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Document Details:

Revision	Date	Filename	Author	Check / Review
1	April 2025	SDP-TP-090425-01	NM	SDP

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1 Introduction

1.1 Overview

- 1.1.1 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.
- 1.1.2 Following the principles of sustainable development, the implementation of a residential Travel Plan will seek to influence the travel choices of residents of the new homes. This document sets out the principles and likely range of measures which will form the detailed Travel Plan. It is anticipated that the detailed Travel Plan will be secured by planning condition.
- 1.1.3 Travel Plans can assist in increasing accessibility whilst reducing congestion, local air pollution and noise. A well-developed Travel Plan can mitigate adverse travel impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at a local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine and potentially reduces the need for travel by other modes of transport such as by private vehicle, buses and trains.
- 1.1.4 A Travel Plan is consistent with the aims of local and national planning policies. The National Planning Policy Framework aims to encourage a sustainable approach to development that reduces the negative environmental impacts associated with the private car and give people the choice about how they travel. It aims to:
- Reduce the impacts of travel to and from the development
 - Increase residents' awareness of the advantages and potential for travel by environmentally friendly modes
 - Reduce car ownership
 - Have no adverse effect on local parking in the streets within and surrounding the site

1.1.5 To achieve the potential benefits, a Residential Travel Plan requires:

- The committed support of the Developer and residents
- The addressing of residents' needs for access to a full range of facilities
- Combining physical measures of site design and new facilities with the behavioural measures for marketing, promotion and awareness raising among existing and new residents
- A designated Travel Plan Co-ordinator appointed before occupation of the site who will be responsible for the development, implementation and day-to-day running of the plan

1.2 Report Structure

1.2.1 This document sets out the principal strategies that will be put in place and developed by the Full Travel Plan. This document comprises the following sections:

- Section 1: Introduction
- Section 2: Summarises existing conditions and sets out development proposals
- Section 3: Presents the objectives and targets of the Travel Plan
- Section 4: Sets out a package of measures to help meet the proposed targets
- Section 5: Presents the management and marketing strategy
- Section 6: Sets out the monitoring and reporting requirements
- Section 7: Provides the Action Plan

2 Site Audit Report

2.1 Site Location

2.1.1 The proposed residential development site is located at Land West of Kidmore End Road, Oxfordshire.

2.1.2 Figure 1 shows the site location in relation to the surrounding area.

2.2 Local Road Network

2.2.1 The site is to be accessed from the south, via the new residential roads being constructed as part of the previously consented scheme on land forming the former Reading Golf Club. This development is accessed from Kidmore End Road.

2.2.2 Heading north, Kidmore End Road meets Chalkhouse Green Lane which continues north to Kidmore End and Sonning Common. Kidmore End Road continues south to meet Peppard Road at its southern end. To the north of this is a junction with Grove Road. Grove Road runs westwards and gives access to Emmer Green Primary School, St Barnabas Church and Emmer Green Surgery. Peppard Road provides access to Emmer Green to the north and Caversham and Reading Town centre to the south.

2.3 Pedestrian and Cycle Facilities

2.3.1 The current network of footways in the locality provides a good network of routes to local facilities and public transport services in the vicinity of the site.

2.3.2 There are a wide range of local amenities within walking distance of the site. Emmer Green Local Centre is approximately 1km from the site, at the end of Kidmore End Road. This can be reached in around 12 minutes on foot and provides amenities including a Post Office, pharmacy, supermarket, convenience store, hair salon/barbers, cafés and takeaways. A signalised crossing is provided on Peppard Road, to the south of the junction with Kidmore End Road, which assists pedestrians in reaching the local centre shops adjacent to the junction of the eastern side of Peppard Road.

2.3.3 In addition, a GP surgery, primary schools and Highdown Secondary School and Sixth Form Centre are also within walking and cycling distance of the site.

2.3.4 To the south of the site, the residential areas of Kidmore End Road and Highdown Hill Road provide suitable walking and cycling routes to the wider area. Reading Borough Council cycle routes R40, R41 and R4 provide connections to Caversham Park Village, Caversham, Reading Station and Reading town centre via a combination of on-road cycle routes and traffic-free cycle paths.

2.3.5 The site is conveniently located to access the National Cycle Network. To the west of the site, National Cycle Route 5 runs along Highdown Hill Road and provides connections towards Wallingford, Didcot and Oxford to the north.

2.3.6 Walking and cycling isochrones have been produced to show the areas that can be reached within 5, 10, 15 and 20 minutes from the site, on foot and by cycle. Figure 2 shows the local facilities within walking distance of the development and Figure 3 shows the areas that can be reached by cycling.

2.4 Public Transport

2.4.1 The site is within walking distance of three bus routes. Bus service 25 runs between central Reading and Peppard Common via Kidmore End Road and Courtenay Drive. The nearest bus stop to the site for service 25 is 'Chalgrove Way', located at on Kidmore End Road. Bus services 23 and 24 are circular routes connecting Emmer Green and Caversham Park with central Reading. The nearest bus stops to the site for services 23 and 24 are located at the eastern end of Grove Road, close to the junction with Kidmore End Road.

2.4.2 Figure 4 shows the location of bus stops and the bus routes serving the area. The timetables for local buses are appended to this report in Appendix A and the frequency of services summarised in Table 4.1.

Table 2.1 – Local bus services and their frequencies

Service Number	Route	Monday-Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
23	Central Reading - Caversham Park - Emmer Green - Central Reading (anticlockwise)	30 mins	30 - 60 mins	30 mins	30 - 60 mins	60 mins	60 mins
24	Central Reading - Emmer Green - Caversham Park - Central Reading (clockwise)	30 mins	60 mins	30 mins	60 mins	60 mins	60 mins
25	Peppard Common - Emmer Green - Central Reading	30 mins	60 mins	30 mins	60 mins	60 mins	-

2.4.3 The nearest railway station is Reading. The station is approximately 4km from the site and can be reached via Peppard Road and George Street. Frequent services operate to a wide range of destinations including London Paddington, London Waterloo, Bristol Temple Meads, Basingstoke, Newbury, Gatwick Airport, Manchester, Wales and the South West.

2.4.4 The Elizabeth Line now provides stopping services between Reading and Central London and east to Abbey Wood. It operates a half-hourly service throughout the day and a 15 minute frequency at peak times.

2.4.5 Bus routes 23, 24 and 25 all serve Reading Station. The station also provides ample secure bike storage with CCTV in operation.

2.5 Existing Travel Patterns

2.5.1 Interrogation of the 2011 Census shows that the site falls within Super Output Area Lower Layer 'South Oxfordshire 020A'. This is bounded to the south by Super Output Area Lower Layer 'Reading 001D'. The areas are shown in Figure 2.1.



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Figure 2.1 – Super Output Area boundaries

2.5.2 As the 'South Oxfordshire 020A' area comprises a large, rural region, it is considered that the 'Reading 001D' comprises a more appropriate area to review journey to work trends. The journey to work modal split for the 'Reading 001D' Super Output Area is presented in Figure 2.2.

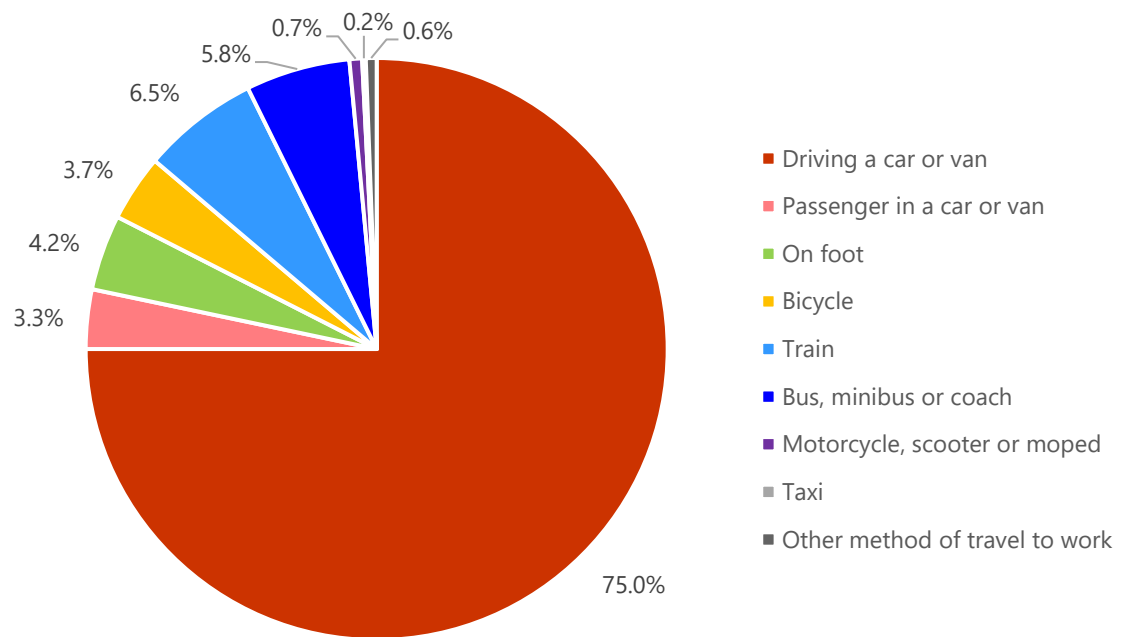


Figure 2.2 – Modal split of journeys to work from 2011 Census

2.5.3 This shows that around 75% of residents in the area who travel to work do so by driving a car or van. Around 8% of journeys to work are by walking or cycling and around 12% of journeys to work are by public transport.

2.5.4 The 2011 Census also reveals that the average number of cars and vans available in this area is 1.7 vehicles per household.

2.6 Development Proposals

2.6.1 A total of 70 homes are proposed. The internal street layout of the proposed development will be designed to assist in controlling vehicle speeds and improving the accessibility for pedestrians and cyclists by creating a permeable layout that offers a choice of well-connected routes to all destinations, to encourage walking and cycling.

3 Objectives and Targets

3.1 Travel Plan Objective

3.1.1 The overall objective of the Travel Plan is:

“To create a more sustainable environment for residents, which promotes a range of lifestyle and travel choices and reduces reliance on the private car”.

3.1.2 Key objectives are:

- To reduce single occupancy car travel to and from the development
- To promote walking and cycling as healthy and sustainable ways of travelling to and from the development
- To encourage the use of public transport where walking and cycling are not possible

3.1.3 This will be achieved by:

- Understanding the likely travel patterns for residents of the development
- Promoting and improving awareness of the travel plan process
- Adopting a package of measures which focus on promoting access by sustainable modes of transport
- Promoting active living and health benefits due to improved air quality and the potential reduction in road casualties
- Continually developing, implementing and monitoring the progress of the strategy

3.2 Targets

3.2.1 The ultimate targets that will be set will accord with an acronym endorsed by the Department for Transport, which states that targets shall be SMART:

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

3.2.2 The main target is to reduce the number of vehicle trips between 07:00 and 19:00 by 10% compared to the value stated in the Transport Assessment. This predicted a total of 325 two-way trips over this twelve-hour period. The aim is therefore to reduce this to fewer than 293 two-way trips.

3.2.3 A secondary target will be to change the proportions of the mode of transport that residents usually use for their journey to work, education and leisure trips, by decreasing the proportion of trips by private car and increasing the proportion of pedestrians, cyclists and public transport users.

3.2.4 The proposed targets to be achieved are presented in Table 3.1.

Table 3.1: Modal Split Targets for the full development

Mode of Travel	Baseline taken from Census (%)	Year 1 Review (%)	Year 3 Review (%)	Year 5 Review (%)
Driving a Car	75%	72%	69%	67%
On Foot	4%	5%	6%	7%
Cycling	4%	5%	6%	7%
Public Transport	12%	14%	15%	16%

3.2.5 The targets will be updated following the completion of the initial survey of residents, proposed to be undertaken at 50% occupation of the development.

4 Measures

4.1 Methodology

- 4.1.1 The main core of a Travel Plan is its package of measures, which can comprise a mixture of different kinds of actions, incentives and infrastructure improvements. Measures might be motivational, for awareness raising, for information provision or include financial incentives or loans to remove barriers to sustainable travel.
- 4.1.2 The remainder of this chapter sets out a package of measures which will be introduced to influence residents' travel to and from the development.

4.2 Measures to Encourage Walking

- 4.2.1 Walking is the most sustainable method of travel, has proven health benefits and is an important source of personal freedom. Walking is important for most people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work, particularly for those living within two miles of their workplace. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel such as emissions, pollutants or severance. Walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 4.2.2 The surrounding area has a well-defined network of footways linking the development to the surrounding streets, schools, local facilities and public transport facilities.
- 4.2.3 Walking will be further encouraged with the provision of maps illustrating the routes to local facilities and by promoting the health benefits. These maps will be given to residents as part of their Welcome Pack and will highlight the location of local facilities such as:
- Bus stops
 - Education and childcare facilities
 - Leisure and recreation
 - Employment areas
 - Shopping and banking facilities
 - Healthcare and community needs
- 4.2.4 The health benefits associated with walking will also be promoted by the Travel Plan Co-ordinator through highlighting events such as Walk to Work / School Week, which are held annually. The Travel Plan Co-ordinator will also provide links to internet pages that promote walking.

4.3 Measures to Encourage Cycling

- 4.3.1 Cycling is cheap, offers reliable journey times and is environmentally friendly. Travel Plans can promote the substantial health benefits to individuals who cycle more frequently. Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination.
- 4.3.2 Homes will be provided with secure cycle storage/parking. Cycling will be encouraged through information being provided to residents within their Welcome Packs, including information on cycle routes, cycle facilities and cycle shops. The health benefits associated with cycling will be promoted through the information packs and the Travel Plan Co-ordinator promoting events such as Bike Week, which is held annually, and by providing links to internet pages that promote cycling.

4.4 Measures to Encourage Public Transport Use

- 4.4.1 The benefits of travelling by public transport can include:
- Reduced congestion
 - No need to park
 - Being able to relax, read or work (particularly for business travel during the day)
 - The ability to combine active travel as part of the journey
- 4.4.2 It is important to recognise that for shorter distances walking and cycling are usually more beneficial and favourable modes of travel than public transport as they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 5 miles (8km).
- 4.4.3 The provision of public transport information within the residents' Welcome Pack will encourage and support the use of public transport.

4.5 Measures to Encourage Car Sharing and Car Club Use

- 4.5.1 Residents who live close to one another can potentially share cars for some of their journeys. There are several databases that enable matching of suitable candidates where two or more people are found to live and work in similar locations and can therefore share the journey. Information on these databases will be included in the Welcome Pack.
- 4.5.2 Car club provision will be discussed with car club operators to determine suitable requirements and the potential demand for car club vehicles in the vicinity of the site.
- 4.5.3 The Travel Plan Co-ordinator will promote the use of the car sharing through the Welcome Packs.

5 Management and Marketing Strategy

5.1 Overview

- 5.1.1 A Travel Plan strategy that clearly sets out the stages by which the Travel Plan will be developed and implemented is very important. The strategy is set out within the remainder of this chapter which discusses how the Travel Plan will be managed and marketed. The strategy requires the allocation of resources to the plan and the formation of a structure to oversee its development.

5.2 Managing the Plan: roles and responsibilities

Travel Plan Co-ordinator

- 5.2.1 All Travel Plans are dependent on a nominated individual being given time and resources for success to occur. The Travel Plan Co-ordinator will be suitably qualified and interested in sustainable travel issues. The Travel Plan Co-ordinator will be responsible for overseeing and implementing the various measures outlined in this Travel Plan. A named person will be nominated to act as the Travel Plan Co-ordinator for the regeneration scheme. The Travel Plan Co-ordinator will:
- Implement and market the Travel Plan, taking account of both short and long-term objectives
 - Be a contact point and 'face' for the Travel Plan
 - Promote the Travel Plan and be available to discuss travel requirements and ideas as to how the plan could provide further encouragement or facilities to make sustainable transport more accessible
 - Have the ability to provide personalised travel plan services to new residents
 - Establish and promote the individual measures in the Travel Plan
 - Where appropriate, explore the potential of joining forces with community groups within the local area
 - Promote local and national events such as National Bike Week and Walk to School Week to raise awareness of more sustainable modes of transport
 - Collate travel survey information to measure, monitor and develop the success of the Travel Plan so that targets can be refined and developed
 - Coordinate with other Travel Plan Co-ordinators in the area
- 5.2.2 The Travel Plan Co-ordinator will be appointed upon commencement of the development and prior to the first occupation. The name and contact details of the appointed Travel Plan Co-ordinator will be provided to the Local Authority's Travel Plan team when appointed.

Partners and Stakeholders

5.2.3 The Travel Plan Co-ordinator is a central figure in establishing partnerships and maintaining links and lines of communication. The Travel Plan Co-ordinator is prepared to co-operate with others who work towards the same objectives in the local area to assist in achieving the aims of the Travel Plan. Organisations need to work with partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. Likely / possible partners include:

- Oxfordshire County Council
- South Oxfordshire District Council
- Reading Borough Council
- Other local Travel Plan Co-ordinators
- Car club operator(s)
- Local cycle shops

5.3 Securing the Travel Plan

5.3.1 The Travel Plan will be secured by planning condition and the costs to cover Travel Plan monitoring will be secured by a Section 106 Planning Agreement. The funding of the Travel Plan and its proposed measures will be the responsibility of the developer.

5.4 Marketing

5.4.1 Marketing and awareness raising strategies are an important part of Travel Plans. They cover the involvement / engagement of residents and raising their awareness about travel options and the benefits of more sustainable or efficient travel.

5.4.2 The primary means by which the Travel Plan will be marketed will be through leaflets. This will help to promote the initiatives and disseminate the information about the Travel Plan to residents.

5.4.3 The accessibility of the development will be explained to prospective residents and included in the general marketing information issued by the site sales staff. Welcome packs will be provided to the occupants of each new home on its first occupation.

5.4.4 The pack will include:

- Information on the Travel Plan, the targets and benefits it can achieve
- Public transport information, including bus stop and rail station locations, approximate journey times and potential cost savings compared to car travel
- Cycle information including maps of cycle routes and locations of cycle facilities and shops
- Local area map showing community facilities
- Information on car club schemes
- Contact details for the Travel Plan Co-ordinator

5.4.5 Additionally, the initial occupants of the homes will receive travel vouchers worth £150 towards public transport season tickets, cycle equipment or car club membership.

6 Monitoring and Reporting

6.1 Monitoring

- 6.1.1 This Travel Plan is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the residents, visitors and those using the local facilities.
- 6.1.2 The Travel Plan will be monitored at years 1, 3, 5, from 50% occupation of the new development units based on the approved survey templates.
- 6.1.3 The Travel Plan Co-ordinator will ensure surveys are conducted to monitor progress towards targets.

6.2 Reporting

- 6.2.1 As appropriate, key survey and/or monitoring findings will be disseminated amongst residents through newsletters. In addition, a monitoring / performance report will also be prepared and issued to the local planning and highway authorities for their review.
- 6.2.2 The reporting will include:
- A recap of the Travel Plan objectives and targets
 - Monitoring methodology and results
 - Progress against agreed measures
 - Any corrective measures, such as more publicity or additional incentives, to get the Travel Plan back on track should this be necessary
 - Proposals to develop the Travel Plan in the future
- 6.2.3 Any penalties to be imposed should the travel plan targets not be met will be agreed with both the Local Planning and Local Highway Authorities. These may take the form of a financial penalty with the money reinvested into promoting/improving sustainable methods of transport in the area or extended monitoring.

7 Action Plan

7.1.1 This chapter draws together the proposed measures for implementation, monitoring and review. The actions are summarised in Table 7.1 showing what needs to be implemented, who is responsible and the timeframe for each action.

Table 7.1: Action Plan

Proposed Measures	Responsibility	Time Frame
Appoint Travel Plan Co-ordinator (TPC)	Developer / Successor in Title	Prior to occupation
Provide contact details of TPC to the Local Authority	Developer / Successor in Title	Upon appointment of the TPC
Collate walking, cycling and public transport information	Travel Plan Co-ordinator	Following appointment
Provide residents with Travel Information Pack including: - Contact details of TPC - Objectives of Travel Plan - Benefits of sustainable travel - Established walking and cycling routes - Public transport routes / timetables - Local facilities / home shopping details - Details of car sharing database - Details of local Car Club vehicles - Walking and cycling organisations in the area - Sustainable Transport Voucher for bus travel - Voucher for cycle equipment	Developer / Successor in Title	Prior to occupation
Prepare and site travel noticeboards to show: - Contact details of TPC - Objectives of the Travel Plan - Established walking and cycling routes - Public transport routes / timetables - Details of local Car Club vehicles - Details of local taxi services - News of local / national events	Travel Plan Co-ordinator	Prior to occupation
Conduct baseline travel survey	Travel Plan Co-ordinator	On 50% occupation of development
Produce monitoring report / reassess targets. Send to TP Officer. Make results available to residents	Travel Plan Co-ordinator	4 weeks after end of survey
Production of the final version of Travel Plan	Developer	Following analysis of initial travel survey
Set up Steering Group / liaise partners and stakeholders	Developer / TPC / Successor in Title	Upon occupation / as required
Promote and support local and national events / campaigns	Travel Plan Co-ordinator	Annually / as required
Undertake follow-up Travel Surveys	Travel Plan Co-ordinator	Annually / as required
Liaise with Local Planning and Highway Authorities	Travel Plan Co-ordinator	On-going / as required

Figures

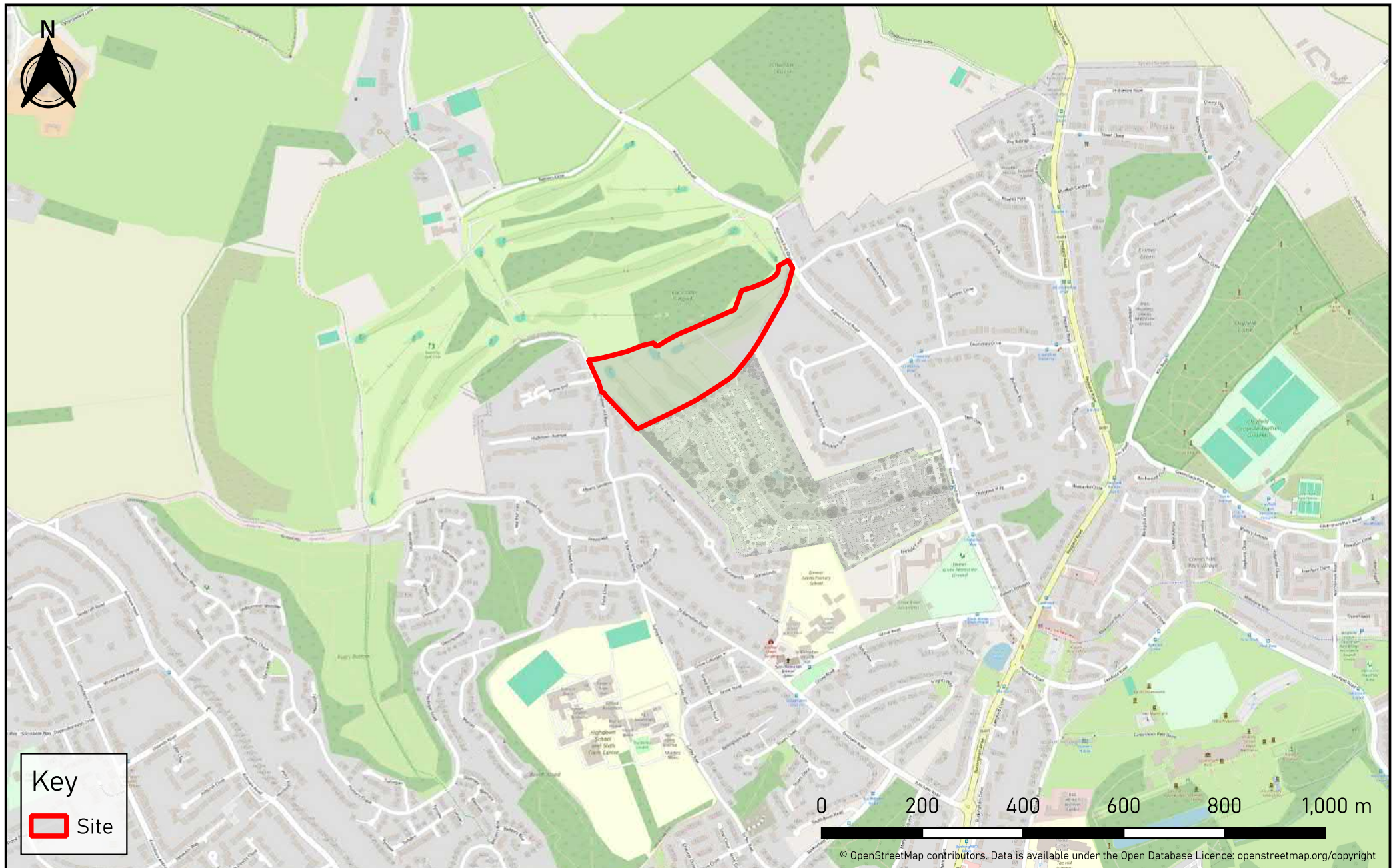


Figure 1 – Site Location

Land West of Kidmore End Road, Oxfordshire

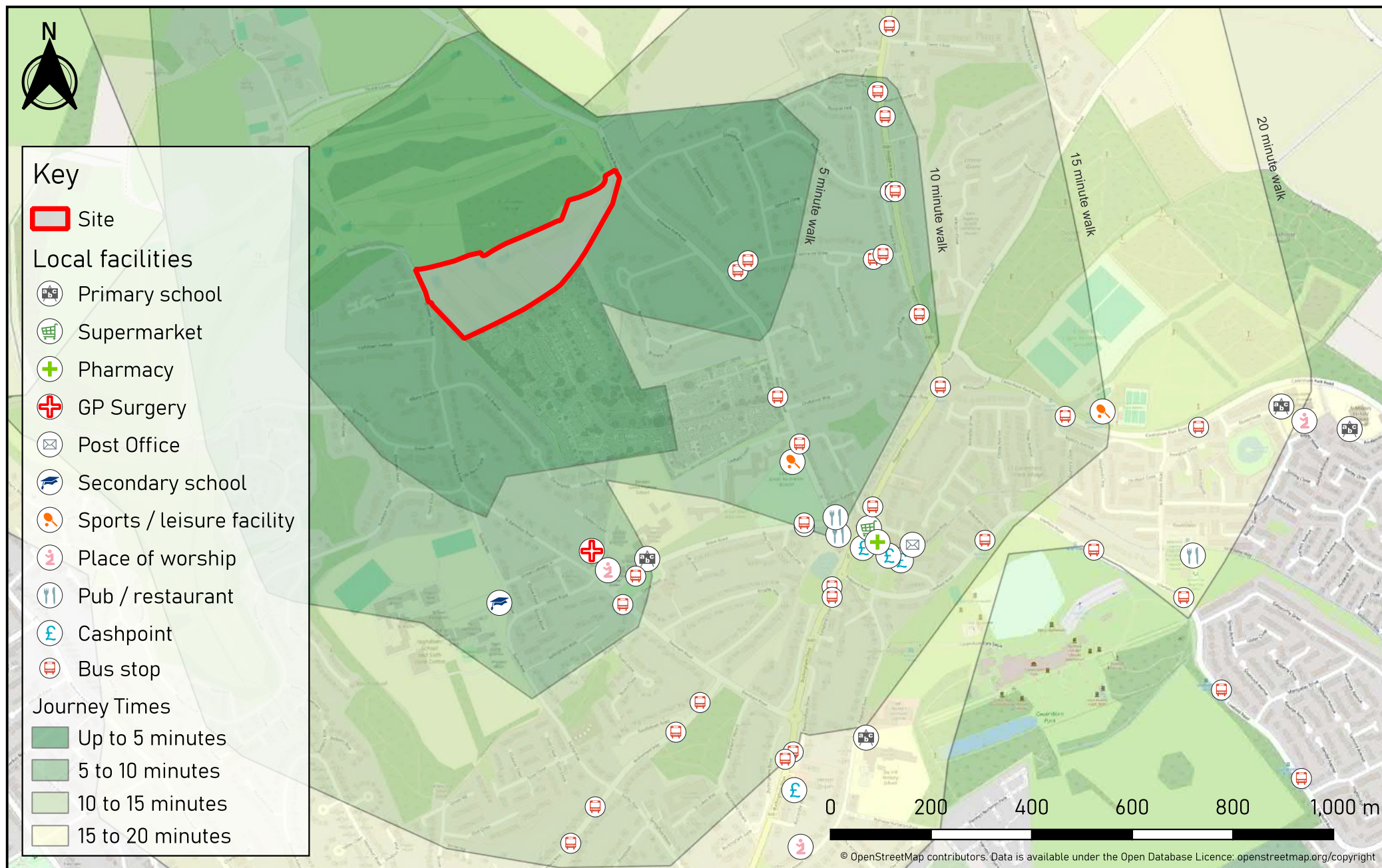


Figure 2 - Local facilities within walking distance of the site

Land West of Kidmore End Road, Oxfordshire

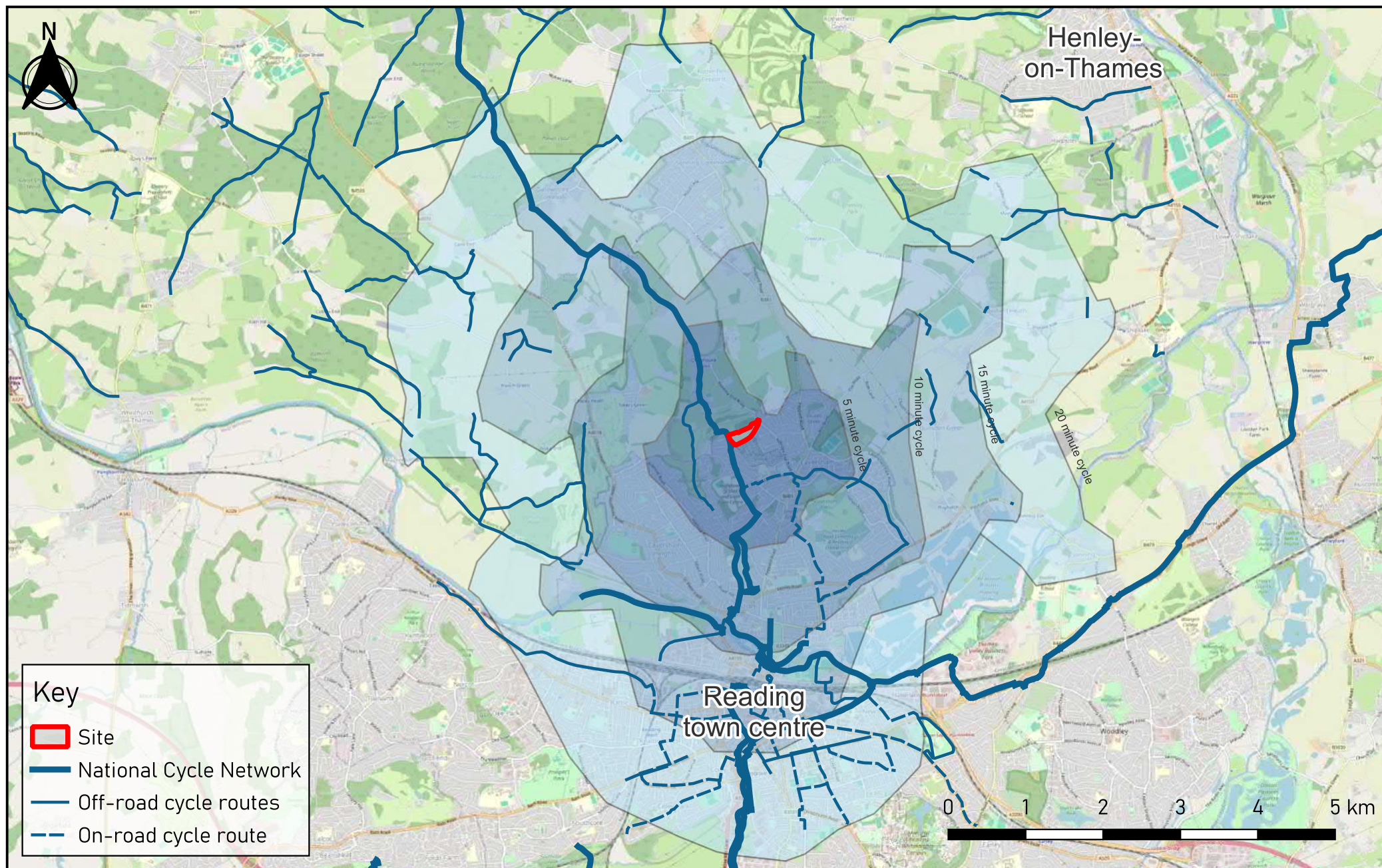


Figure 3 - Cycle routes and journey times from the site

Land West of Kidmore End Road, Oxfordshire

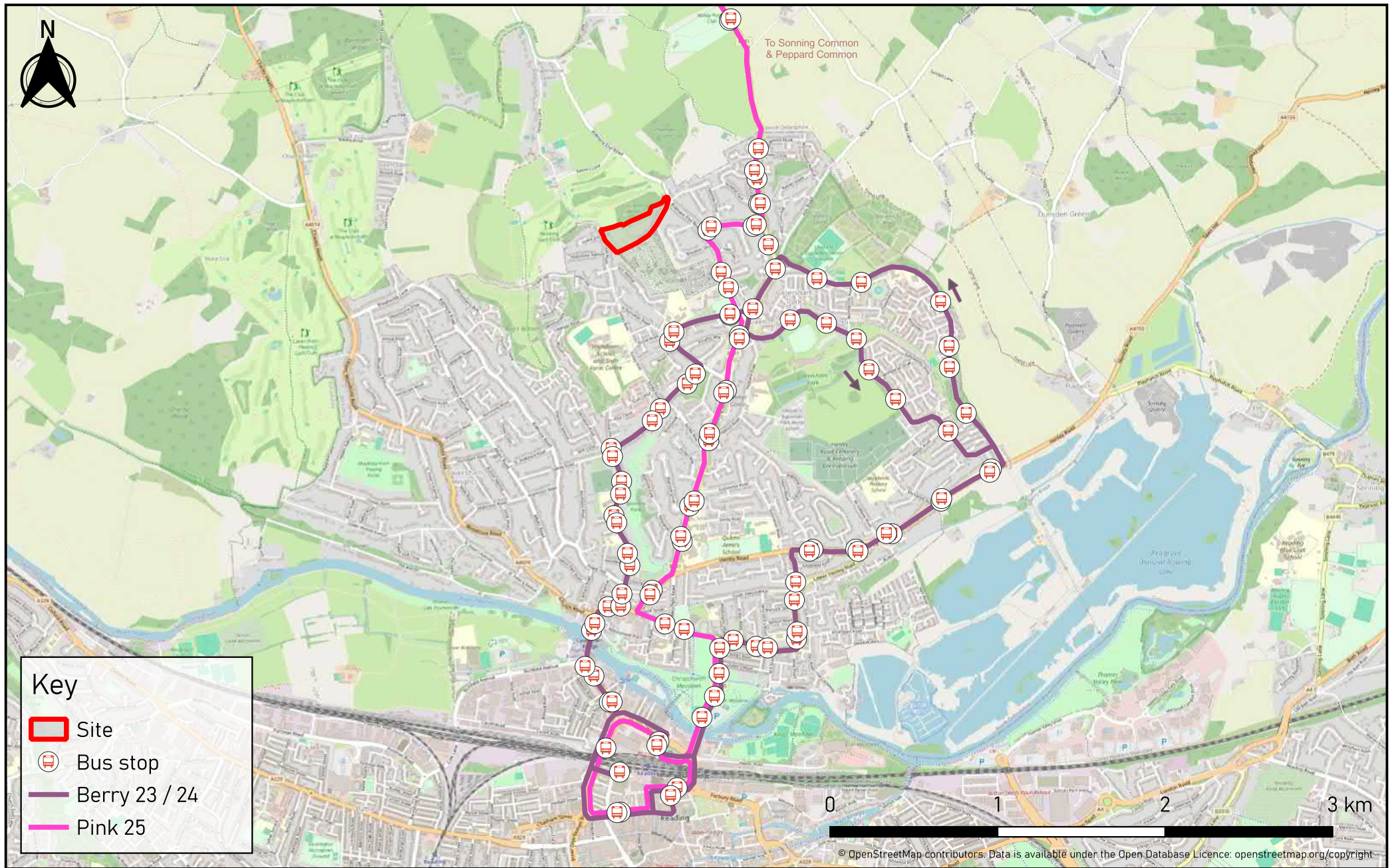


Figure 4 - Local Bus Routes

Land West of Kidmore End Road, Oxfordshire

Appendix A: Public Transport Information

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am		pm	pm	pm	pm
Central Reading Friar Street stop FL	5.35	6.05	6.30	6.55	7.20	7.45	8.30	9.00	9.30	10.00	then every 30 mins until	2.00	2.30	3.00	3.30
Caversham Park Devon Drive	5.46	6.16	6.41	7.06	7.33	8.02	8.47	9.17	9.46	10.16		2.16	2.46	3.16	3.50
Caversham Park Queensway	5.49	6.19	6.44	7.09	7.37	8.06	8.51	9.21	9.50	10.20		2.20	2.50	3.20	3.54
Peppard Road Kiln Road	5.50	6.20	6.45	7.10	7.38	8.07	8.52	9.22	9.51	10.21		2.21	2.51	3.21	3.55
Emmer Green St Barnabas Church	5.51	6.21	6.46	7.11	7.41	8.10	8.55	9.25	9.53	10.23		2.23	2.54	3.24	3.57
Caversham Library	5.56	6.26	6.51	7.16	7.49	8.18	9.03	9.33	10.00	10.30		2.30	3.02	3.32	4.05
Reading Station southwest stop WN	6.01	6.31	6.56	7.21	7.54	8.23	9.08	▼	▼	▼		▼	▼	▼	▼
Central Reading Friar Street stop FL	6.04	6.34	6.59	7.24	7.58	8.30	9.15	9.41	10.07	10.37		2.37	3.10	3.40	4.13

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FL	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.30	10.30	11.30		
Caversham Park Devon Drive	4.20	4.50	5.20	5.50	6.19	6.49	7.17	7.47	8.15	8.45	9.43	10.42	11.42		
Caversham Park Queensway	4.24	4.54	5.24	5.54	6.23	6.53	7.21	7.51	8.18	8.48	9.46	10.45	11.45		
Peppard Road	4.25	4.55	5.25	5.55	6.24	6.54	7.22	7.52	8.19	8.49	9.47	10.46	11.46		
Emmer Green St Barnabas Church	4.27	4.57	5.27	5.57	6.26	6.56	7.24	7.54	8.21	8.51	9.49	10.47	11.47		
Caversham Library Kiln Road	4.35	5.05	5.35	6.05	6.34	7.04	7.32	8.02	8.28	8.58	9.55	10.51	11.51		
Central Reading Friar Street stop FL	4.43	5.13	5.43	6.13	6.42	7.12	7.38	8.08	8.33	9.03	10.00	10.56	11.56		

Saturdays

	am	am	am	am	am	am		pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FL	6.35	7.30	8.00	8.30	9.00	9.30	then every 30 mins until	6.30	7.00	7.30	8.30	9.30	10.30	11.30	
Caversham Park Devon Drive	6.46	7.42	8.12	8.42	9.16	9.46		6.46	7.12	7.42	8.42	9.42	10.41	11.41	
Caversham Park Queensway	6.49	7.45	8.15	8.45	9.20	9.50		6.50	7.15	7.45	8.45	9.45	10.44	11.44	
Peppard Road Kiln Road	6.50	7.46	8.16	8.46	9.21	9.51		6.51	7.16	7.46	8.46	9.46	10.45	11.45	
Emmer Green St Barnabas Church	6.51	7.47	8.17	8.47	9.23	9.53		6.53	7.17	7.47	8.47	9.47	10.46	11.46	
Caversham Library	6.56	7.52	8.22	8.52	9.30	10.00		7.00	7.22	7.52	8.52	9.52	10.51	11.51	
Central Reading Friar Street stop FL	7.01	7.58	8.28	8.58	9.37	10.07		7.07	7.28	7.58	8.58	9.58	10.56	11.56	

Reading | Caversham Park | Emmer Green | Reading

via Reading Bridge, Henley Road, Kiln Road & Caversham Library



23

Sundays and public holidays

	am	am		pm	pm	pm
Central Reading Friar Street stop FL	8.30	9.30	then every hour until	7.30	8.30	9.30
Caversham Park Devon Drive	8.46	9.46		7.46	8.42	9.42
Caversham Park Queensway	8.50	9.50		7.50	8.45	9.45
Peppard Road Kiln Road	8.51	9.51		7.51	8.46	9.46
Emmer Green St Barnabas Church	8.53	9.53		7.53	8.47	9.47
Caversham Library	9.00	10.00		8.00	8.52	9.52
Central Reading Friar Street stop FL	9.07	10.07		8.07	8.58	9.58

charge
into town

free WiFi & USB charging on board



Reading | Emmer Green | Caversham Park | Reading

via Caversham Library, Barnard Close, Henley Road & Reading Bridge



Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm
Central Reading Friar Street stop FL	5.25	6.10	6.40	7.05	7.35	8.05	8.40	9.10	9.40	2.40	3.10	3.40	4.10
Reading Station north stop NA	5.28	6.13	6.43	7.10	7.41	8.11	8.45	9.15	9.45	2.45	3.15	3.46	4.16
Caversham Library	5.32	6.17	6.47	7.16	7.48	8.18	8.52	9.21	9.51	2.51	3.21	3.54	4.24
Emmer Green St Barnabas Church	5.35	6.20	6.50	7.21	7.54	8.29	9.03	9.24	9.54	2.54	3.24	4.00	4.30
Emmer Green Black Horse	5.36	6.21	6.51	7.22	7.56	8.32	9.06	9.25	9.55	2.55	3.25	4.02	4.32
Caversham Park Barnard Close	5.37	6.22	6.52	7.24	7.58	8.36	9.10	9.27	9.57	2.57	3.27	4.04	4.34
Central Reading Friar Street stop FL	5.54	6.39	7.09	7.45	8.25	9.03	9.37	9.50	10.20	3.20	3.50	4.29	4.59

then
every
30
mins
until

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FL	4.40	5.10	5.50	6.20	6.50	7.15	8.15	9.10	10.10	11.10
Reading Station north stop NA	4.46	5.16	5.56	6.26	6.56	7.20	8.20	9.14	10.14	11.13
Caversham Library	4.54	5.24	6.04	6.34	7.04	7.26	8.26	9.20	10.20	11.18
Emmer Green St Barnabas Church	5.00	5.30	6.10	6.40	7.10	7.31	8.31	9.25	10.24	11.21
Emmer Green Black Horse	5.02	5.32	6.12	6.42	7.12	7.32	8.32	9.26	10.25	11.22
Caversham Park Barnard Close	5.04	5.34	6.14	6.44	7.14	7.34	8.34	9.28	10.27	11.24
Central Reading Friar Street stop FL	5.29	5.59	6.39	7.09	7.37	7.53	8.53	9.46	10.44	11.39

Saturdays

	am	am	am	am	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FL	6.00	7.10	8.10	8.40	6.40	7.10	8.10	9.10	10.10	11.10
Reading Station north stop NA	6.03	7.15	8.15	8.45	6.45	7.15	8.15	9.14	10.14	11.13
Caversham Library	6.07	7.21	8.21	8.51	6.51	7.21	8.21	9.20	10.19	11.18
Emmer Green St Barnabas Church	6.10	7.24	8.24	8.54	6.54	7.25	8.24	9.25	10.22	11.21
Emmer Green Black Horse	6.11	7.25	8.25	8.55	6.55	7.26	8.25	9.26	10.23	11.22
Caversham Park Barnard Close	6.12	7.27	8.27	8.57	6.57	7.28	8.27	9.28	10.25	11.24
Central Reading Friar Street stop FL	6.29	7.50	8.50	9.20	7.20	7.50	8.50	9.47	10.42	11.39

then
every
30
mins
until

Sundays and public holidays

	am	am	pm
Central Reading Friar Street stop FL	8.40	9.40	6.40
Reading Station north stop NA	8.45	9.45	6.45
Caversham Library	8.51	9.51	6.51
Emmer Green St Barnabas Church	8.54	9.54	6.54
Emmer Green Black Horse	8.55	9.55	6.55
Caversham Park Barnard Close	8.57	9.57	6.57
Central Reading Friar Street stop FL	9.20	10.20	7.20

then
every
hour
until

stops at Greyfriars Road stop FG,
not Friar Street

Mondays to Fridays except public holidays

	25 am	25 am	25 am	25 am	25 am	25 am	25 am	25 am	25a am	25 am		25a am	25 am	25 pm
Central Reading Friar Street stop FJ	5.15	5.40	6.00	6.40	7.00	7.30	8.10	8.45	9.20	9.45	then at	20 25	45	2.45
Emmer Green The Pond	5.23	5.48	6.10	6.51	7.13	7.43	8.28	9.00	9.33	9.58		33 35	58 00	2.58
Emmer Green Courtenay Drive Top	5.25	5.50	6.12	6.53	7.15	7.45	8.30	9.02	9.35	10.00		42 42	09 09	3.00
Sonning Common Brinds Corner	5.33	5.58	6.20	7.01	7.25	7.55	8.39	9.11	9.42	10.09		15		3.09
Peppard Common The Unicorn	5.38	6.03	6.25	7.06	7.30	8.00	8.44	9.16		10.15				3.15

	25a pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm
Central Reading Friar Street stop FJ	3.20	3.45	4.20	4.45	5.15	5.45	6.20	6.55	7.25	8.25	9.20	10.25
Emmer Green The Pond	3.33	3.58	4.33	5.01	5.32	6.02	6.36	7.09	7.37	8.37	9.32	10.37
Emmer Green Courtenay Drive Top	3.35	4.00	4.35	5.03	5.34	6.04	6.38	7.11	7.39	8.39	9.33	10.38
Sonning Common Brinds Corner	3.42	4.09	4.44	5.12	5.43	6.13	6.47	7.20	7.48	8.48	9.42	10.47
Peppard Common The Unicorn		4.15	4.50	5.18	5.49	6.19	6.53	7.26	7.53	8.53	9.47	10.52

school holidays only

Saturdays

	25 am	25 am	25 am	25a am	25 am	25a am	25 am	25a am	25 am		25a am	25 am	25 am	25 am		25 pm
Central Reading Friar Street stop FJ	6.50	7.50	8.45	9.20	9.45	10.20	10.45	11.20	11.45	then at	20	45			until	5.45
Emmer Green The Pond	7.01	8.01	8.58	9.33	9.58	10.33	10.58	11.33	11.58		33	58				5.58
Emmer Green Courtenay Drive Top	7.03	8.03	9.00	9.35	10.00	10.35	11.00	11.35	12.00		35	00				6.00
Sonning Common Brinds Corner	7.12	8.12	9.09	9.42	10.09	10.42	11.09	11.42	12.09		42	09				6.09
Peppard Common The Unicorn	7.16	8.16	9.13		10.13		11.15		12.15		15					6.15

	25 pm	25 pm	25 pm	25 pm	25 pm
Central Reading Friar Street stop FJ	6.45	7.45	8.15	9.20	10.25
Emmer Green The Pond	6.57	7.57	8.27	9.32	10.37
Emmer Green Courtenay Drive Top	6.59	7.59	8.29	9.33	10.38
Sonning Common Brinds Corner	7.08	8.08	8.38	9.42	10.47
Peppard Common The Unicorn	7.13	8.13	8.43	9.47	10.52

Sundays and public holidays

	am	am	am		pm	pm
Central Reading Friar Street stop FJ	7.50	8.45	9.45	then hourly until	4.45	5.45
Emmer Green The Pond	8.01	8.58	9.58		4.58	5.58
Emmer Green Courtenay Drive Top	8.03	9.00	10.00		5.00	6.00
Sonning Common Brinds Corner	8.11	9.10	10.10		5.10	6.10
Peppard Common The Unicorn	8.15	9.15	10.15		5.15	6.15

Peppard Common | Emmer Green | Central Reading

via Sonning Common, Prospect Street & Reading Bridge



Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am			pm	pm	pm
Peppard Common The Unicorn	5.40	6.10	6.30	7.10	7.35	8.05	8.50	9.20		then at	20	until	3.20	4.15
Sonning Common Brinds Corner	5.43	6.14	6.34	7.14	7.39	8.09	8.54	9.23	9.43		23 43		3.23	4.20
Emmer Green Courtenay Drive Top	5.51	6.22	6.42	7.23	7.48	8.18	9.03	9.33	9.53		33 53		3.33	4.38
Emmer Green The Pond	5.53	6.25	6.45	7.27	7.52	8.23	9.08	9.37	9.57		37 57		3.37	4.41
Reading Station North Interchange stop NB	6.00	6.35	6.55	7.41	8.06	8.38	9.23	9.51	10.11		51 11		3.51	4.52
Central Reading Friar Street stop FJ	6.03	6.38	6.58	7.46	8.11	8.43	9.28	9.56	10.16		56 16		3.56	4.56

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Peppard Common The Unicorn	4.20	4.55	5.30	6.00	6.30	7.00	7.30	8.00	9.00	9.50	10.55
Sonning Common Brinds Corner	4.23	4.58	5.33	6.03	6.33	7.03	7.33	8.03	9.03	9.53	10.58
Emmer Green Courtenay Drive Top	4.33	5.08	5.43	6.11	6.41	7.11	7.41	8.11	9.11	10.01	11.06
Emmer Green The Pond	4.37	5.12	5.47	6.15	6.45	7.14	7.44	8.13	9.13	10.03	11.08
Reading Station North Interchange stop NB	4.51	5.26	6.01	6.28	6.58	7.26	7.56	8.22	9.22	10.12	11.17
Central Reading Friar Street stop FJ	4.56	5.31	6.06	6.32	7.02	7.30	8.00	8.25	9.25	10.15	11.20

school holidays only

Tue, Wed, Thu on school days only

Mon & Fri on school days
Tue, Wed, Thu on school holidays

Saturdays

	am	am	am	am	am				pm	pm	pm
Peppard Common The Unicorn	7.20	8.20	9.20		10.20		then at	20		6.20	7.20
Sonning Common Brinds Corner	7.23	8.23	9.23	9.43	10.23	10.43		23 43		5.43	6.23 7.23
Emmer Green Courtenay Drive Top	7.32	8.32	9.33	9.53	10.33	10.53		33 53		5.53	6.31 7.31
Emmer Green The Pond	7.35	8.36	9.37	9.57	10.37	10.57		37 57	until	5.57	6.35 7.34
Reading Station North Interchange stop NB	7.46	8.51	9.51	10.11	10.51	11.11		51 11		6.11	6.48 7.46
Central Reading Friar Street stop FJ	7.49	8.56	9.56	10.16	10.56	11.16		56 16		6.16	6.52 7.50

	pm	pm	pm	pm
Peppard Common The Unicorn	8.20	8.50	9.50	10.55
Sonning Common Brinds Corner	8.23	8.53	9.53	10.58
Emmer Green Courtenay Drive Top	8.31	9.01	10.01	11.06
Emmer Green The Pond	8.34	9.03	10.03	11.08
Reading Station North Interchange stop NB	8.46	9.12	10.12	11.17
Central Reading Friar Street stop FJ	8.50	9.15	10.15	11.20

Sundays and public holidays

	am	am	am		pm	pm
Peppard Common The Unicorn	8.20	9.20	10.20	then hourly until	5.20	6.20
Sonning Common Brinds Corner	8.23	9.23	10.23		5.23	6.23
Emmer Green Courtenay Drive Top	8.35	9.35	10.35		5.35	6.35
Emmer Green The Pond	8.39	9.39	10.39		5.39	6.39
Reading Station North Interchange stop NB	8.52	9.52	10.52		5.52	6.52
Central Reading Friar Street stop FJ	8.56	9.56	10.56		5.56	6.56

SDP

Buncton Barn
Buncton Lane
Bolney
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