

# **Representation to Local Inquiry into Reading Borough Council partial update to the Local Plan 2024**

## **1 Introduction**

- 1.1 My name is Henry Colin Hatcher and I am Footpath Officer for the Pang Valley Ramblers Group of the Ramblers' Association.
- 1.2 In January 2024, I commented on the Public Consultation to Partially Update their Adopted Local Plan. That representation is attached as Appendix A together with Appendix 1 and Appendices A, B and C that were attached to Appendix 1.

## **2 Submission**

- 2.1 I have carefully examined the amendments to the Local Plan Update but can find no reference to walking in the Amended Policy TR4 and Figure 9.1 on Page 60 of the Consultative Document has been removed altogether. Reference is made to "Walking" as a footnote to Policy TR5 in paragraph 4.5.24 of the updated Plan following the Consultation:

*"The Council is committed to encouraging sustainable travel choices and to improving the accessibility and quality of sustainable active travel infrastructure. Walking is essential for achieving door-to-door journeys and is the dominant mode for movements into and out of central Reading. Outside the central area, walking is one of the main means of travelling to local destinations and forms a key element of wider local journeys made by public transport. Challenges including the provision of local facilities and services, such as shops, schools and healthcare, personal security, attractiveness of public realm as well as footway parking are to be overcome in order to encourage more people to consider walking for local journeys. **There is not therefore a specific policy on walking,** but consideration of walking has informed many elements of the whole plan."*

- 2.2 I have to ask the obvious question "why not?". Policy TR4 is devoted to cycling and facilities. Reference is made to the Council's Transport Strategy 2040 that supports Active Travel including walking and cycling. Policy RTS14 – Walking and Cycling sets out in general aspirational terms support for walking and Policy RTS16 – Rights of Way contains a promise "to maintain and improve the existing rights of way across the Borough including footpaths and bridleways".
- 2.3 Even the Council's "Local Cycling and Infrastructure Plan" is not helpful:

- A. Ramblers are not included in the list of Key Stakeholders, (Users Groups) in Appendix A (Page 16) of Document “Stage 1: Determining the Scope” form EX004a.
  - B. EX004b is not helpful because the plans are indecipherable whilst in EX004c contains a plan “North Reading LCWIP Cycle Routes that clearly shows the Thames Path as a Cycle Route which it is legally not.
  - C. EX004d only deals with Cycling Audits, EX004e is a Network Plan for walking and EX004f comprises walking Route Audits along pavements (not footpaths or Public Rights of Way).
  - D. EX004g is a prioritised list of Cycling and walking measures that makes no reference to the status of the Thames Path. The one specific item of interest is contained in EX004h reporting on Cycle Forum Requested Schemes. Item 20 says” Allow Cycling on the southern section of the Thames Path between Caversham Bridge and Reading Bridge”. The RBC response was “Statutory and risk assessment complete. Legal documents are being prepared and will be submitted to Secretary of State in 2020”. It is my belief that such a submission to Secretary of State did not happen. Item 29 of the same document says “Improve the surface of the Thames Path between Tilehurst and the Town Centre”. RBC response was “Funding for improvements to the Thames Path currently being prepared” but was it?
  - E. Needless to say Ramblers did not appear in the List of Stakeholders compiled as EX004i.
- 2.4 The date of 2020 in EX004 suggests that the Council are relying on an out-of-date document as the basis of their policy for Cycling and Walking.
- 2.5 As I have set out in previous documents, our main concern is the confused status of the Thames Path which is designated as a Public Footpath and not a Public Footpath /Cycleway. It is not wide enough to achieve dual status and to segregate pedestrians and cyclists to ensure added security and safety for both parties.
- 2.6 I have suggested to Reading Borough Council that signage be erected reminding cyclists that pedestrians have right of way as a stopgap measure until the Status and improvements are undertaken to comply with guidance on the width of a combined usage.

### 3 **Conclusion**

- 3.1 I have attached my previous various submissions for completeness.
- 3.2 The removal of Figure 9.1 from the Consultation Document without its replacement with one showing the true status of the Thames Path only leads to the confusion.

- 3.3 The continued use by cyclists of a path that does not comply with the minimum requirements of a combined Public Footpath/Cycleway leaves the Council vulnerable should there be an incident involving cyclists and pedestrians.
- 3.4 The absence of any specific policy on walking whilst devoting a whole Policy to Cycling and their facilities in the Main Local Plan is difficult to understand given the statement in Paragraph 4.5.24 that “walking is the dominant mode for movement”.
- 3.5 Lastly the dependence on a clearly out of date Local Cycling and Walking Infrastructure Plan without any Policy dealing with the interest of walkers and showing a plan indicating the Thames Path as a cycle route surely are grounds for introducing policies that safeguard the current status of the Thames Path as designated Public Footpath and recognises the rights of walkers to inclusion in the shaping of future policies within the Local Plan Partial Update.

H C Hatcher  
8 January 2026

**Representation on Proposal by Reading Borough Council to  
Partially Update the Local Plan 2024**

**1 Introduction**

- 1.1 My name is Henry Colin Hatcher and I am Footpath Officer to the Pang Valley Group of the Ramblers' Association.
- 1.2 Reading Borough Council has launched a Public Consultation to Partially Update their Adopted Local Plan.
- 1.3 In May 2017, The Borough Council put to public consultation a proposal to alter the status of the Thames Path from a footpath to a joint footpath and cycleway. I made representation on behalf of the Pang Valley Rambler Group of the Ramblers' Association and a copy of that representation is attached as Appendix 1. Appendices A,B and C to that document are included.
- 1.4 The proposal to alter the status of the Thames Path to a combined footpath and cycle track was never implemented.

**2 Submission**

- 2.1 Figure 9.1 on Page 60 of the Plan shows the Thames Path as being part of the "Cycling Network of the Local Cycling and Walking Infrastructure Plan".
- 2.2 That designation is incorrect because the legal status is a footpath and not a cycleway of cycleway/footpath.
- 2.3 Cyclists persist with riding without a bell or any warning and go much too fast without consideration to walkers, many of whom are elderly, with or without dogs. It is only a matter of time before a walker or cyclist is severely injured or killed.
- 2.4 The Council should amend the designation of the Thames Path in Figure 9.1 to make clear the legal status of the Thames Path.

**3 Conclusion**

- 3.1 Pang Valley Ramblers object to Figure 9.1 on Page 60 of the document "Partial Update of the Reading Borough Local Plan because it shows the incorrect status of the Thames Path within Reading.
- 3.2 For the continuing use by cyclists of a path that does not comply with the minimum requirements of a combined Public Footpath/Cycleway leaves the Council vulnerable should there be an incident involving cyclists and pedestrians.

H C Hatcher

19 January 2024

## APPENDIX 1 TO UPDATE OF Reading Borough Local Plan

### Representation on Proposal by Reading Borough Council to alter the Status of half the width of the Thames Path between the Former Roebuck Inn and Kennet Mouth from Public Footpath to Footpath and Cycle Track

#### **1 Introduction**

- 1.1 My name is Henry Colin Hatcher and I am Footpath Officer to the Pang Valley Group of the Ramblers' Association.
- 1.2 Reading Borough Council has launched a Public Consultation by Notice Dated 27 April 2017 on their proposal to convert half the width of public footpaths covering the length of the Thames Path from the Roebuck Hotel through to Kennet Mouth.

#### **2 Legislation**

- 2.1 The conversion of a footpath to a cycle track is covered under Section 3 of the Cycle Tracks Act 1984. The Department of Transport supplemented the Act with the Cycle Tracks Regulations 1984 deals with this specifically in Sections 12 and 13 which is reproduced in full immediately below.

##### *CONVERSION OF A FOOTPATH TO A CYCLE TRACK General*

*12. Section 3 of the 1984 Act provides a new procedure under which a local highway authority can convert all, or part, of a footpath to a cycle track. The effect of an order made and confirmed under this section is to convert the footpath, or part thereof, to a cycle track with a right of way on foot. On conversion the cycle track becomes a highway maintainable at public expense (section 36 of the Highways Act 1980) even if the footpath had not previously had that status.*

*13. A local highway authority can make and confirm an order under section 3 if there are no unwithdrawn objections. **If the order is opposed it has to be submitted to the Secretary of State for confirmation.** (my emphasis) The necessary procedures for the making and confirmation of an order are set down in section 3 and in the 1984 Regulations. For convenience the advice in this Circular follows the general sequence followed when an order is made and confirmed. The advice is cross referenced to the 1984 Act and 1984 Regulations which should be read together with it.*

#### **3 Reading Borough Strategy**

- 3.1 Reproduced below is an extract from Item 19 of the Reading Borough Council Traffic Management Sub-Committee 15 June 2016 Agenda Item 19

##### *CYCLING STRATEGY IMPLEMENTATION PLAN 2016/17*

*4.4 The Cycling Strategy delivery programme for 2016/17, as set out at Appendix C, has been developed by assessing the level of available funding alongside an assessment methodology to prioritise projects which meet strategic objectives and deliver value for money.*

4.5 The opening of the pedestrian and cycle bridge has led to an increase in cycle use in the vicinity of the River Thames and Thames Path, which is legally classified as a footpath over which the public has a right of way by foot only. Increased cycle use has been highlighted through site visits along the Thames Path and ongoing dialogue with the Cycle Forum that led to the decision to carry out informal consultation seeking the views of key stakeholders regarding the possibility of permitting cycling along the Thames Path between Reading and Caversham Bridge. **It should be noted that the Council initiated the process to convert the section of the Thames Path between Reading and Caversham Bridge to a cycle track in 2007, which resulted in over 150 objections and 29 letters of support. Objections related to concerns regarding the width of the footpath, the perceived threat to wildlife and conflicts between different user groups. The consultation resulted in the Council seeking independent legal advice and taking the decision to not pursue the Order further.** (my emphasis)

4.6 Respondents were generally in support of opening up more traffic-free routes in order to avoid alternative busy roads and to encourage cycling amongst vulnerable groups or less confident cyclists, including the Thames Path Management Group that is reviewing cycle access across the whole Thames Path route. Half of the respondents also suggested the need to consider improved signing promoting considerate use, such as the slogan adopted by The Canals & Rivers Trust - 'share the space, drop your pace'. However a number of respondents raised concerns regarding the width of the towpath being appropriate for a shared facility, in particular the section of footpath between De Montfont Road and Reading Bridge was highlighted to be of insufficient width to accommodate dual-use. The majority of the Thames Path between Reading and Caversham Bridge has a width of between 2 and 2.6 metres. However, one short section of the Thames Path near Thameside measured 1.7 metres wide. **National guidance recommends that unsegregated share-use facilities should ideally be 3 metres wide as reflected in our Cycling Strategy that also states that shared-use facilities will be a minimum of 2 metres wide. The Environment Agency requested that sections of failing river banks be taken into consideration should improvements be made to the path.** (my emphasis)

4.7 It is now recommended that a statutory consultation is carried out to seek the views of landowners to further identify options for cycle use along the full section of the Thames Path (Footpath 1) in Reading. The results from the consultation will be reported back to the Committee along with our recommendation taking into account feedback from the informal and statutory consultation.

#### **4. Current Situation**

- 4.1 A major change since Reading Bough Council carried out the Consultation Process in 2007 has been the construction and opening of the new footbridge across the Thames on the stretch between Caversham and Reading Bridges. That Consultation process in 2007 resulted from the proposal to convert the Public Footpath to a Cycle Track. The proposal was dropped for reasons well highlighted in The Cycling Strategy Implementation Plan 2016-17 set out in Paragraphs 4.5 to 4.7 above. The length of path between Caversham and Reading Bridges is 0.5 miles (0.8 Km) .

- 4.3 The current proposal is to convert 4.25 miles (6.80 Km) of the Thames Path from the status of a public footpath to a cycle track.
- 4.4 There are stretches of the path that do not comply with Reading Borough Council's own criteria because they are less than 2.0 metres wide. None of the section of path is admitted by Reading Borough Council to comply with National Guidelines for a shared user path of 3.0 metres wide.

## **5 The Evidence**

- 5.1 Photographic evidence is contained within **Appendix A** together with the measured width of the footpath at the point where the photographs were taken.
- 5.2 The measurements physically taken do not agree with the Statement Accompanying the Definitive Map:
1. Number 1(PV) states that the minimum width for the section from "Reading Bridge E past Caversham Lock and over Kings Meadow and the River Kennet, following Thames Towpath" has a width varying from 5.0 metres to 3.0 metres. My measurement for the Path at the Eastern end of Kings Meadow is 1.5 metres wide and 1.7 metres wide opposite the "Better Boating Company".
  2. Number 1B(PV) gives a minimum width of 2.0 metres from "Roebuck Ferry Cottage...along Thames Towpath to E side of Caversham Road". My measurements show that at the bottom of the steps leading to Roebuck Bridge over the Railway Line, the towpath is only 1.2 metres wide widening to 1.5 metres wide further along the Towpath where it is constrained both by metal fencing and by the River bank.
  3. Reading Borough's own Cycling Strategy delivery programme for 2016/17 said that "The majority of the Thames Path between Reading and Caversham Bridge has a width of between 2 and 2.6 metres. However, one short section of the Thames Path near Thameside measured 1.7 metres wide" and yet the definitive map reference 1(PV) claims widths of up to 4.0 metres but accepting in one area that it is only 2.0 metres wide.
- 5.3 Additionally there is a perfectly good alternative for cyclists between Tilehurst Railway Station (a short distance from the Roebuck) and I make no apology for repeating an submission by Ray Clayton, The Pang Valley Rambler's Walks Co-ordinator
- "There is already a metalled cycle track which avoids cyclists using the busy roads. This goes alongside the A329(Oxford Road) from Tilehurst Railway Station to Norcot Road Junction, from Norcot Road Junction to Cow Lane alongside Portman Road, and from Cow Lane alongside Richfield Avenue to Caversham Bridge. The section under Cow Lane Bridges is currently controlled by traffic lights, but will be regularised for cyclists when the bridges under the railway are finally constructed."
- 5.4 During this exercise two cyclists overtook at speed without sounding their bells. Since dog and solo walkers were using the footpath at the same time, those cyclists were thoughtless and dangerous and did not comply with Reading Borough Councils own standards for cycling reproduced as **Appendix B**. A further cyclist dismounted on the Oxford Road to the west of the Roebuck Inn and entered a footpath which is clearly signed to prohibit cyclists (**Appendix C**) demonstrating that cyclists disregard notices where they are posted. It is unlikely therefore that they will abide by any code relating to shared footpaths.

## **6. Conclusion**

- 6.1 Whilst the concept of a cycle track along the Thames Path might seem attractive, the path is not wide enough to accommodate both walkers and cyclists. In many places it is below the width deemed appropriate by Reading Borough Council and falls well below the National Guideline of 3.0 metres minimum width admitted in Reading Borough Council's Cycling strategy.
- 6.2 Problems will arise because cyclist do not give warning of their approach by use of their bell, cycle too fast and often do not consider the mobility of walkers. Widening the path is not an option in stretches of the path because of the close proximity of the river bank. Any proposals that Reading Borough Council might have to widen the path should have been included in the strategy document and stated in the notice and the conversion of the footpath should not have been proposed until those works had been undertaken.

H C Hatcher

23 May 2017



## APPENDIX A



Footbridge over railway to rear of former Roebuck Inn showing 11 steps down onto bridge. Bridge width 2.2 metres.



70 steps down from footbridge over railway to Thames. Cyclists would have to carry bicycles up or down these steps.





At bottom of steps path is initially 1.2 metres wide and possible widening constrained by river bank falling away.



Further along Thames Path width is 1.5 metres constrained by metal fencing and river bank.





Across Kings Meadow the footpath is 1.5 metres wide. Widening is possible here but no mention of widening is mentioned in official notice.



Opposite Better Boating Company it widens to 1.7 metres and eventually to 2 metres at the back of Tesco Superstore





See inside for information  
and docking station locations  
for Reading's public  
bike hire scheme



Route map and  
facilities guide

# Cycling in Reading

## Cycling Safely

Whether you are an experienced or inexperienced cyclist you must obey the Highway Code – it applies to cyclists as much as to motorists. Below you will find an outline of some of the points illustrated in the code.

### On-Road

You MUST obey all traffic signs and traffic light signals.

Bus lanes may be used by cyclists only if the signs include a cycle symbol. Be very careful when overtaking or leaving a bus lane as you will be entering a busier traffic flow.

The law requires that you must have lights and reflectors when on the road between sunset and sunrise.

Advanced Stop Lines enable cyclists to position themselves ahead of other traffic at traffic signal junctions.

### Off-Road

Look out for footpaths designated as shared-use for pedestrians and cyclists. These may be segregated by a white line or unsegregated.

Take care when passing pedestrians, especially children, elderly or disabled people and allow them plenty of room. Always be prepared to slow down and stop if necessary.



## Top Safety Tips

- Aim to be seen by other road users – wear bright or reflective clothing
- Wear a helmet that conforms to current regulations
- The law requires that you must have lights and reflectors when on the road between sunset and sunrise

## Considerate Cycling



- Follow the Highway Code
- Cycle only on pavements designated as share-use
- Use your bell to make other road users aware of your presence as not all pedestrians can see you.
- Make eye contact with other road users
- Signal when carrying out turning manoeuvres and check your blind spots
- Cycle at an appropriate speed dependent upon the facilities being used
- Be prepared to stop or slow down particularly where other road users are present

More information on the Highway Code can be found at [www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG\\_069837](http://www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_069837)

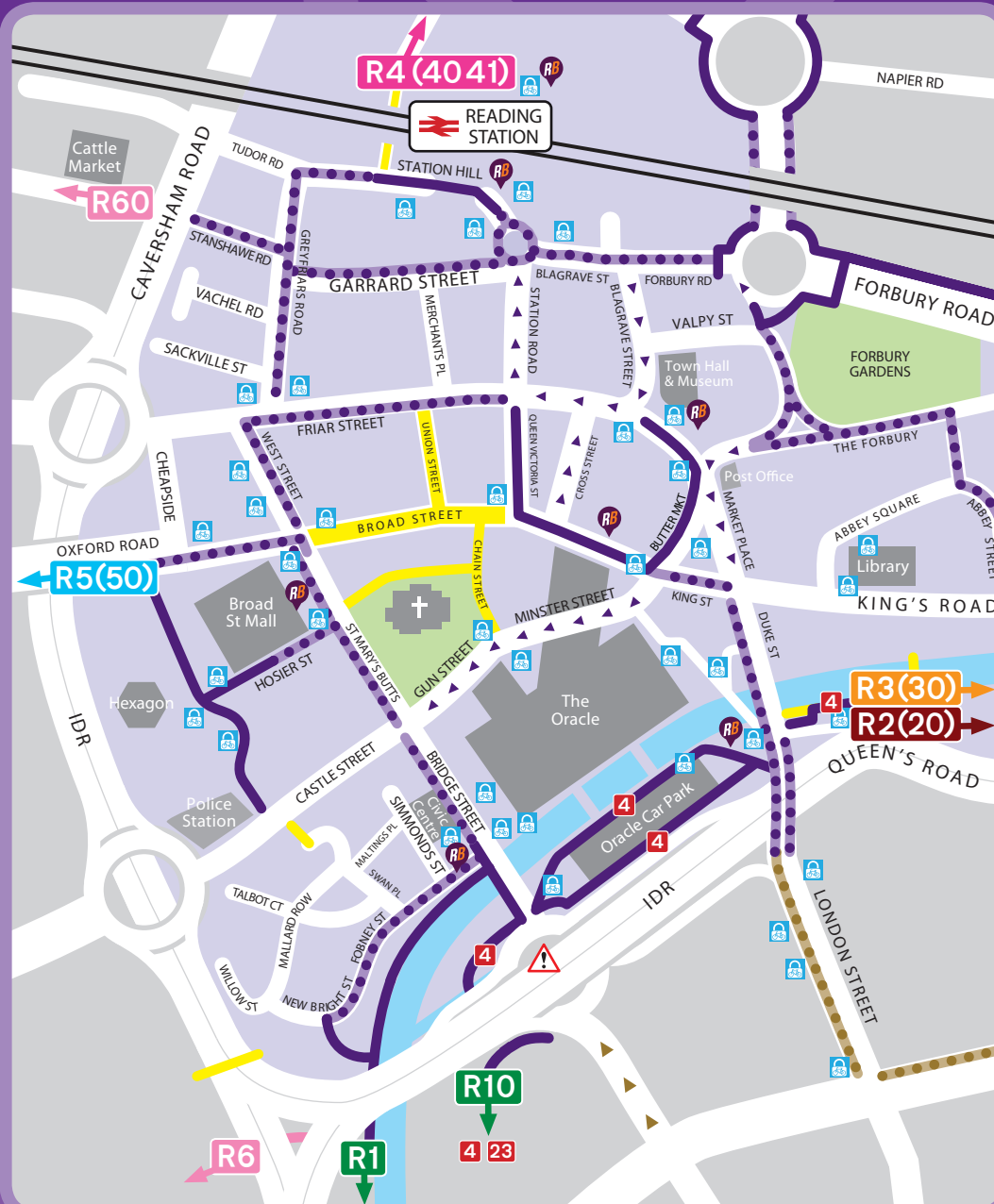
# Cycle Routes in Central Reading



# Cycling in Reading



Reading  
Cycle Routes



## Legend

### Cycle Facilities Key (for all route colours)

Traffic-free cycle route

On-road cycle route/  
facilities

On-road cycle route  
– one-way street

Pedestrian zone

Reading Cycle Route

Town Centre Route

Linking Route

Ready Bike  
Cycle Hire

National  
Cycle Path

Busy junction, no  
cycling facilities,  
caution advised

Cycle parking  
facilities

Railway  
Station

**Bikes are the most energy-efficient form of transport and can be faster and more predictable than car or bus for short journeys.**

For example, at a relatively comfortable 10mph, you can cycle from Green Park to The Oracle in 15 minutes – burning around 100 calories in the process.

Cycling regularly can keep you fit, save you money (no tax, no fuel, no fares) and it's one of the most environmentally-friendly ways to travel.

Whether you are an experienced or inexperienced cyclist, planning a journey to work, school or for leisure, Reading Borough Council is happy to provide copies of this cycle map. Please call 0118 937 3787 for hard copies. Alternatively it is online at [www.reading-travelinfo.co.uk/cycling](http://www.reading-travelinfo.co.uk/cycling)







**MORE  
CYCLE  
MAPS**

Reading  
Cycle Routes

**R1 R10**

**South Reading**  
Green Park & Whitley

**R2 R20**

**Reading & Wokingham**  
RBH, Uni & Winnersh

**R3 R30**

**East Reading & Woodley**  
Newtown, & Bulmershe

**R4 R40/41**

**North Reading**  
Caversham & Emmer Green

**R5**

**West Reading**  
Oxford Road & Tilehurst

**R50**

**West Reading**  
Tilehurst & Prospect Park

**R6 R60**

**South-West Reading**  
Coley Park & Southcote

## Contacts

Reading Borough Council  
0118 937 3787 or  
[www.reading.gov.uk](http://www.reading.gov.uk)

Potholes, highway  
maintenance, street lighting  
Freephone 0800 626540

West Berkshire Council  
01635 42400 or  
[www.westberks.gov.uk](http://www.westberks.gov.uk)


Wokingham Borough Council  
0118 974 6000 or  
[www.wokingham.gov.uk](http://www.wokingham.gov.uk)

For information on  
local cycle campaigns, visit:  
[www.readingcyclecampaign.org.uk](http://www.readingcyclecampaign.org.uk) or  
[www.readingctc.co.uk](http://www.readingctc.co.uk)



## Lock it or Lose It

To Protect Your Bike From Theft with four simple practical steps:

- Do lock your bike to something solid
- Do use the many bike parks around the town 
- Do invest in a good quality lock
- Do have your frame postcoded

### BUT

- Don't leave your bike obstructing a way used by pedestrians
- Don't leave it unlocked, EVER, not even for a few seconds

## Bike and Train

Bicycles are carried on most trains operating on the National Rail Network. However, each train operating company has its own rules. For full details go to [www.nationalrail.co.uk/passenger\\_services/cyclists.html](http://www.nationalrail.co.uk/passenger_services/cyclists.html) or call 0845 7484 950. Compact folding cycles are carried free of charge without restrictions.

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For information on all prices, including annual membership/occasional use options, please see the website. Please check the website for bike availability before planning your journey. Information is correct at the time of going to press May 2014, and could be subject to change.

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 ReadyBike RDG

ReadyBike is part of a Reading Borough Council programme to improve sustainable transport options in and around Reading. Visit [www.reading-travelinfo.co.uk/policy](http://www.reading-travelinfo.co.uk/policy) to find out more.

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# Reading Street Index

TC = Town Centre Map (above)

Abbey Square	TC	Blenheim Gardens	E4	Church Rd, Cav	D2	East Drive	B4	Greystoke Road	D2
Abbey Street	TC	Blenheim Rd, Cav	E3	Church Rd, Early	F3-F4	East Street	D3	Grove Road	D2-E2
Abbotsway Place	D2	Blenheim Rd, Cav	D2-E3	Church Street, Cav	D2	Eastbury Avenue	D2	Gravel Hill	D2
Aberman	D1	Blewbury Drive	A3	Church Street	D2	Eastcourt Avenue	F3-F4	Grove Road	D1
Abingdon Drive	E1	Blundell's Road	B3	Churchill Drive	H5	Eastern Avenue	E3-E4	Grove Road	B3-C3
Acce Road	D5	Boston Avenue	D4	Cintra Avenue	E4	Edenham Crescent	C4	Gun Street	TC
Addington Road	E4	Boulton Lane	D4	Circuit Lane	C4	Edgell Hill Street	C4	Gurney Close	C2
Addison Road	D3	Boundary Lane	C2	Circus Drive	E6	Edinburgh Road	G3	Haddon Drive	G3
Adelaide Road	F4	Bourne Avenue	D4	City Road	A3	Egmont Drive	G5	Haleigh Rise	E1
Admirals Court	D4	Brakelade Way	F4	Clements Road	F4	Elderberry Way	G5	Hagley Road	D4
Albert Road	D2	Branshaw Road	B3	Glendon Road	A3	Eldon Road	E3	Halls Road	A3
Albury Gardens	B4	Brading Way	E2	Clifton Road	B2	Edmon Square	E3	Hamilton Road	E3-E4
Alcroft Road	E4	Brick St, Cav	D2	Clifton Park Road	D2	Edmon Terrace	F3	Hammond Close	F3
Aldbourne Avenue	F4	Bridge Street	D3/TC	Clifford Street	D3	Elgar Road	D4	Harcourt Drive	E5
Aldworth Close	C4	Bridgewater Close	C3	Clonmel Close	E2	Elliot's Way	D2	Harlick Way	E1
Alexandra Road	E3-E4	Brigham Road	D3	Cockey Hill	B4	Elm Lane	F5	Harlech Avenue	E1
All Hallows Road	E2	Brighton Road	F4	Coley Avenue	D4	Elm Park	C3	Harrogate Road	C2-D2
Allendale Road	F4	Brimpton Road	C4	Coley Place	D3	Elm Road	E5	Hartland Road	D5-E5
Alma Street	C3	Brinsane Road	B3	College Road	E3	Elmhurst Road	E4	Hartley Court Road	G6-G6
Alpine Street	D4	Britton Road	D4	Colliers Way	C3	Elmstone Drive	A3	Hartsbourne Road	F4-F5
Ambicote Road	B3	Brinkham Road	D4-E5	Colson Street	D4	Elsey Road	A2	Hartwick Way	A3
Ambrook Road	D3	Brook Street	D3/TC	Colson Street	D4	Elton Road	B4	Hartwick Way	A3
Amersham Road	D2	Brook Gardens	C3	Clyton Way	A1	Elytham Avenue	E1	Hatherley Road	E1
Amhurst Road	F4	Brook Drive	C5-O5	Combe Road	B3	Elvaston Way	B3	Hawthorn Road	E5
Amity Road	E3	Brook Street West	D4	Comet Way	H3	Emmerdale Road	D4	Hawthorn Way	G5
Amity Street	E3	Brooklyn Drive	D1	Commercial Road	D5	Epsom Court	D4	Hawthorn Drive	B4
Amersham Farm Road	B5	Brookside Road	A2	Compton Avenue	A3	Eric Avenue	D1	Hawthorn Drive	G2
Amethyst Lane	C4	Broomfield Road	B3	Conifer Drive	A2	Erleigh Court Drive	F3	Hawthorn Road	E2
Anderson Avenue	F3-F4	Brownlow Road	C3	Conisbore Avenue	C1-C2	Erleigh Court Gardens	F3	Haywood Way	B4
Andrews Road	F4	Brunel Road	B4	Coniston Drive	B2	Erleigh Road	E3-E4	Hazel Crescent	E5
Angle Field Road	E2	Brunswick Hill	C3	Connaught Road	C3	Essex Street	D4	Hazel Road	A2
Anson Crescent	E5	Buckingham Road	E3	Connaught Road	C3	Essex Street	D4	Hazel Road	A2
Antrim Road	E4	Bryher Close	C3	Constitution Road	C3	Fairford Road	D4	Heath Road	F4
Appleford Road	B4	Buckingham Drive	D1-D2	Copperfields	D2	Fairwater Drive	G4	Heathfield Avenue	D6
Arbor Lane	H6	Buckland Avenue	D5	Coppe Avenue	E2	Fairway Avenue	A3	Heathfield Avenue	A3
Arder Road	D2	Bulmer Road	E3-E4	Corbridge Road	E4	Falmouth Road	E6	Helmstedt Close	B3
Argyle Road	C3	Burbridge Close	B4	Coronation Square	B4	Farrowdene Road	D5	Hemden Hill	D2
Argyle Street	C3	Burghfield Road	B4-B6	Corrinne Close	D5	Fawley Road	C4	Hemden Rise	D2
Armadae Court	C4	Burlington Road	A3	Corsham Road	B4	Femdale Ave	B4	Hemden Road	D2
Armour Hill	A3	Burnham Rise	B3	Corwen Road	A3	Fembrook Road	C2	Henley Road	D2-F1
Armour Road	A3	Burnhouse Lane	B6	Corwen Road	A3	Field Road	D3	Henley Street	D3
Ash Close	F1	Bute Street	B4	Cotswold Way	A2	Field Road	D3	Henley Street	D3
Ash Road	B3	Butt's Hill Road	C3	Cottage Lane	E3	Finch Road	F4	Hewett Avenue	E2
Ashampstead Road	B4-C4	Butter Market	TC	Courtney Drive	D1	Croft Close	A3	Hoxham Road	E4
Ashburnton Road	E5	Buxton Avenue	D2	Covenry Road	E3	Firs Lane	C4	High Tree Drive	F4
Ashbury Drive	A3	Byfield Road	B4	Cow Lane	C3	Fobney Street	TC	Highbridge Close	E2
Ashley Road	C4	Byron Road	F3	Graddock Road	B4	Fontwell Drive	B4	Highbury Road	A3
Ashmore Road	E5	Calcot Place	B4	Craig Avenue	B3-C3	Forbury Road	D3/TC	Highdown Avenue	D1
Auckland Road	F4	Callington Road	D5	Crabtree Road	C3	Forest Hill	B2	Highdown Hill Road	D1
Audley Street	C3	Camelford Close	D5	Gaven Road	E4	Fox Hunt Grove	B4	Highfield Road	A2
Avdon Road	F4	Cannock Way	F5	Grashly Drive	D1	Foxcombe Drive	A3	Highgrove Street	D4
Baker Street	D2	Canon Street	D4	Gravelly Road	E3	Gravelly Road	D2	Hilltop Road	D2
Bailall Road	C2	Canonbury Road	D4	Gravelly Road	E3	Gravelly Road	D2	Hilltop Road	D2
Balmore Drive	D2	Cardiff Road	F4	Cressingham Road	E5	Foxhill Lane	E1	Hilliers Drive	A3
Balmore Park	D2	Cardigan Road	E4	Crookhamwell Road	G4	Foxhill Road	E4	Hillrow	E5
Balmore Walk	D2	Cardinal Close	D2	Cromwell Road	D2	Francis Street	D4	Hillside Road	G4
Barnburgh Close	E4	Carey Street	D3	Cross Street	TC	Franklin Street	D3	Hilltop Road, Cav	C1
Barbora's Meadow	E4	Carlton Road	C1	Crown Place	E4	Fraser Avenue	E1	Hilltop Road, Early	F3
Barnsdales Road	E4-E5	Carman Road	E3	Crown Street	D3	Freshwater Road	E3	Hillview Close	A2
Barnwood Close	C3	Caroline Court	C4	Culver Lane	F3	Friar Street	D3/TC	Hillmanton	E5
Barrington Way	C4	Casdale Close	D4	Culver Road	E4	Fullbrook Crescent	A2	Hirstwood	B3
Barton Road	F4	Cashmore Way	F5	Cumberland Road	F3	Fullbrook Crescent	A2	Hirstwood	B3
Basingstoke Road	D4-E6	Carters Rise	B4	Curtain Street	B4	Galsworthy Road	B4-C4	Hogarth Avenue	E2
Bath Road	B4-C4, F3	Carters Grove	B4	Cutbush Lane	F5-G5	Galsworthy Road	B4-C4	Holberton Road	E1
Bathurst Road	H6	Castle Crescent	D4	Cwmcam	D1	Garnet Hill	D4	Holland Road	A3
Battle Street	D3	Castle Hill	D3	Dartmouth Road	D2	Garnet Street	D4	Hollydale Close	E5
Baydon Drive	C4	Castle Street	D3/TC	Dark Lane	A2	Garrard Street	TC	Holmes Road	F4
Bayford Drive	B4	Catherine Street	C3	Darwin Close	D5	Garston Close	B4	Holwood Avenue	B4
Beaumont Path	H5	Caversham Park Rd	E1-E2	Davis Street	H4	Gas Works Road	E3	Holybrook Road	C4
Beaumont Road	H6-H7	Caversham Road	D3/TC	Dawlish Road	D5	Gayhurst Way	E1	Holywood Close	E1
Beatty Drive	B3	Cecil Aldin Drive	A2	De Beauvoir Road	E3	Geoffrey Road	C1	Home Farm Close	D4
Beckford Road	D3	Cedar Road	E5	De Montfort Road	D3	George St, Cav	B4	Honey End Lane	B4
Beckley Road	F4-F5	De Montfort Road	D3	De Montfort Road	D3	George Street	D3	Honey Meadow Close	E5
Beckley Road	E5	Chain Street	TC	Dee Road	B3	Gillette Way	D5	Horsecroft Way	A2
Beckham Road	C3	Chalfont Way	F5	Delamere Road	F3	Gipsy Lane	B3	Horse Hill	A6
Beckwood Avenue	G3	Chalgrave Way	D1	Dell Road	A2	Gipsy Lane, Early	G5	Hosier Street	TC
Beeston Way	F5	Champion Road	E3	Denmark Road	E3	Glenrhonda	D1	Howard Street	D3
Belle Avenue	F4	Chapel Hill	A3	Derby Road	D2	Gloucester Road	C3	Hrowth Drive	G3
Bellingham Walk	D1	Charles Evans Way	E2	Deveron Drive	B3	Goldcrest Way	A3	Hungerford Drive	C4
Belmont Road	C3	Charles Street	D3	Devonshire Gardens	A2	Goldsmid Road	C3	Hunter's Chase	C1-D1
Bennet Road	D5	Chardon Close	D4	Devonshire Park	E5	Goodlife Gardens	A2	Hurricane Way	H3
Bennet's Hill	A5-A6	Charrington Road	A4	Dew Lane	A5-B5	Goodwin Close	B4	Hurst Way	D5
Benson Close	F4	Chatham Street	D3	Dickens Lane	D3	Hyperion Way	B3	Hypocrite Lane	D5
Beynon Court	C4	Chatsworth Avenue	H5	Don Close	B3	Gorselands	D1	Ian Mikardo Way	E2
Beresford Road	C3	Chatteris Way	F5	Donnegal Close	E2	Gosbrook Road	D2	Ibstone Avenue	E2
Berkeley Avenue	D4	Chazey Road	D2	Donkin Hill	E2	Gower Street	C3	IDR	D3/TC
Berkshire Drive	A3	Cheapside	TC	Donnington Gardens	E4	Grafton Road	A3	Ilkley Close	C2
Berrylands Road	D2	Chepstow Road	A2	Donnington Road	E3	Grange Avenue	F4	Imperial Way	D5-D6
Berrys Lane	B5	Chequers Way	F3	Dorset Street	C3	Grantham Road	B4	Inglewood Court	C4
Bethwood Avenue	F4	Chester Street	D2	Douglas Road	E2	Granville Road	B4-C4	Inkpen Close	B4
Beverley Road	A3	Chester Street	C3	Dowlish Square	C3	Grasmere Avenue	B2	Island Road	D5
Bevry Court	C3	Chichester Road	B3	Drayton Road	C3	Grass Hill	C3	Ivydene Road	C3
Bich Avenue	E5	Chilwell Close	A3	Drewhett Close	D5	Gravel Hill	C1-D1	Jesse Terrace	D3
Birch View	E5	Chilcomb Way	G5	Drogers Way	G4	Grays Crescent	F3	Josephine Court	C3-C4
Birdhill Avenue	E5	Chiltern Crescent	F3	Duke Street	TC	Great Knollys Street	D3	Jubilee Road	F4
Bishops Road	F4	Chiltern Road	E2	Dumbarton Way	F1	Great Lea	D6	Junction Road	F4
Bitton Road	A3	Cholmeley Road	E3	Dunsden Way	A3	Green Lane	B5	Juniper Way	A2
Blagdon Lane	E5	Christchurch Gardens	D4-E4	Dunstable Close	A3	Green Road	F4	Keary Road	C4
Blagrove Lane	C2	Christchurch Road	E4	Earley Hill Road	F4	Greenfields Road	D5	Kemham Drive	A2
Blagrove Street	TC	Church End Lane	B3	Earley Hill Road	H4	Greyfriars Road	TC	Kenavon Drive	E3
Blainford Road	E6	Church Lane	E1						

Kendal Avenue	D2	Miles Way	H3	Queen Annes Gate	E2	Spencer Road	D6	Union Street	TC
Kendrick Road	E4-E4	Milford Road	D3	Queen St, Cav	D2	Sney Road	B3	Upavon Drive	D4
Kenilworth Avenue	C4	Mill Lane, Calcot	B4	Queen Victoria Street	TC	Squirrels Way	F5	Uplands Road	C1
Kenilworth Island	D5	Mill Lane, Early	G5	Queens Rd, Cav	D3	St Andrews Road	D2	Upper Redlands Road	E4
Kenilworth Island	D3/TC	Mill Lane, Sinsham	G5-H6	Queens Road	D3/TC	St Ane's Road	D2	Upper Warren Avenue	C2
Kenilworth Road	C3	Mill Road, Cav	E2-3	Queensway	E1	St Barnabas Rd, Cav	D1	Upper Woodcock Rd	C1-C2
Kent Road	C3	Mill Road	A5-B5	Radnor Road	F4	St Barnabas Road	E5	Urk Road	B3-B4
Kenton Road	F4	Millers Grove	B4	Radstock Lane	F5	St Bartholomews Road	E3	Vachel Road	TC
Kentwood Close	B3	Milman Road	D4	Radstock Road	E3	St Edwards Road	F4	Vale Crescent	B3
Kentwood Hill	B2-B3	Milton Road	F3	Ramsbury Drive	F4	St George's Road	C3	Valencia Close	C3
Kidmore End Road	D1	Minster Street	TC	Randolph Road	F3	St John's Hill	E2	Valencia Road	C3
Kidmore Road	C1-D2	Mohawk Way	H3	Rangewood Avenue	B4	St John's Road	E2	Valentine Crescent	E2
Kiln Road	E1	Mole Lane	G7-H6	Rangewood Avenue	G3	St John's Street	E3	Valerie Court	C4
Kilnsea Drive	G5	Mole Road	G6	Reading Road South	A6	St Mary's Butts	D3/TC	Valpy Street	TC
King Street	TC	Monks Way	C4	Reading Rd, Wley	F3-G3	St Mary's Avenue	A2	Vastern Road	D3
King's Road	D3-E3/TC	Monksbarn	E5	Reading Rd, Win	G4-H6	St Michael's Road	A3	Vernon Crescent	D6
Kingsfisher Drive	F4	Montague Street	E2	Recreation Road	A3-B3	St Peter's Avenue	C2-D2	Vicarsage Road	E4
Kings Rd, Cav	D2	Montpelier Drive	E1-E2	Rectory Rd, Cav	D2	St Peter's Hill	D2	Vicarage Wood Way	A2-A3
Kings Street Lane	H5	Morecambe Avenue	C1	Red Cottage Drive	A4	St Peter's Road	F4	Victoria Rd, Cav	D2
Kingsbridge Road	D5	Morgan Road	E4	Redthatch Drive	F5	St Roman's Road	C3	Victoria Rd, Thst	A3
Kingsgate Street	E3	Moriston Close	B3	Redlands Road	E4	St Saviour's Road	D4	Vine Crescent	B4
Kingsley Close	D6	Morlais	D1	Redwood Way	A2	Stadium Way	B3-C3	Virginia Way	C4
Kingsway	E1	Morpeth Close	E4	Rembrandt Way	C4	Stanhope Road	F4	Wainings Road	H3
Kirtons Farm Road	C5	Mount Pleasant	D4	Repton Road	F4	Stanshawe Road	D3	Waldeck Street	D4
Knights Way	D1	Munro Ave	G4	Richfield Avenue	D3	Stanton Close	F4	Walkers Place	C3
Knowsley Road	A2	Napier Road	D3-E3/TC	Richmond Road	C2-D2	Star Road	E2-E3	Walnut Way	A3
Kybes Lane	C6	Narromine Drive	B4	Ridgeway Close	C2	Starlings Drive	A3	Wantage Road	C3
Lakeside	F5	Nelson Road	E2	Ringwood Road	B3	Station Hill	TC	Warborough Avenue	A3
Lamerton Road	D5	New Brighton Street	TC	River Road	C2	Station Rd, Early	TC	Warbeck Drive	A2
Lamorna Crescent	A3	New Cottages	B6	Robin Hood Lane	H4	Station Road	F4	Wardale Avenue	A3
Lancaster Close	E4	New Hill	B2	Rodway Road	B2-B3	Staverton Road	E4-E5	Wardle Ave	A3
Lansdowne Road	A3	New Lane Hill	B4	Roebuck Rise	A2	Stirling Close	E1	Warford Road	B3
Laud Close	D4	New Road, Sinsham	H5	Rokeby Drive	C1	Stockton Road	D5	Warwick Road	E4
Laurel Drive	A3	New Road	E4	Roman Way	G4	Stone Street	B3-C3	Washington Road	D2
Lawrence Road	B3	Newcastle Road	F4	Romany Lane	B3	Stonham Close	B4	Water Road	B3
Leach Close	D1	Newlands Avenue	D2	Romsey Road	B3	Stratly Close	B3	Waterloo Road	D4
Lennox Road	F4	Newport Road	D3	Rose Kin Lane	D4	Stuart Close	D1	Watlington Street	E3
Lesford Road	C4	Newton Avenue	E2	Rosehill Park	D1	Studland Close	D6	Watmore Lane	H6
Letcombe Street	D3	Nightingale Road	G4	Ross Road	D3	Sulham Hill	A3	Waverley Court	C4
Liebenroad Road	C3-C4	Nimrod Way	D2	Rotherfield Way	D2	Sulhamstead Road	A6	Waverley Road	C3
Linden Road	E5	Nire Road	E2	Routh Lane	B3	Sunley Road	D1-D2	Waylen Street	D3
Lingholm Close	B4	Norfolk Road	B3	Row Lane	E1	Surrey Road	D4	Weald Rise	B2
Links Drive	B3	Norfolk Road	C3	Rowe Court	B3-C3	Sutherland Grove	B4	Wealden Way	B3
Little Heath Road	A3	Normanstead Road	A3	Rowell Drive	E5	Suttons Park Avenue	E3	Weldale Street	D3
Little Hill Rd	H4	Norris Road	F4	Rupert Street	E3	Swainstone Road	D4	Wellington Avenue	E4
Little Lane	D3	Northgate Drive	C4	Rushey Way	E5-G5	Swallowfield Drive	D6	Wellender Way	A3
Liverpool Road	E1	Northbrook Road	E2	Russett Way	E2	Swanstone Drive	A3	Wellington Avenue	A3
Loddon Bridge Road	G4	Northcourt Avenue	E4-E5	Russett Street	D3	Swan Place	C3	Wellworth Avenue	E5
London Road	E3-F3	Northfield Road	D3	Russett Glade	E1	Swansea Road	D3	West Street	D3/TC
London Street	D3/TC	Northumberland Av	E4-E6	Rydal Road	B2	Sycamore Road	D5	Westbourne Terrace	C3
Long Barn Lane	D4-D5	Norton Road	E3	Ryhill Way	E5-F5	T Valley Park Drive	E3-F3	Westbrook Road	C3
Long Lane	A2	Norwood Road	E3	Sackville Street	TC	Taff Way	C3	Westcote Road	C4
Longear Drive	A2	Nursery Gardens	A1-A2	Sage Road	A2	Talbot Court	TC	Western Avenue	G3
Longwater Avenue	C5-D5	Oak Tree Road	A2-B2	Salscombe Road	E4-F4	Talbot Avenue	F4	Western Elms Avenue	C3
Longworth Avenue	A3	Oakley Road	D2	Salsbury Road	C3	Tallis Lane	C4	Western Road	C3
Lone Street	C3	Oakley Road	E2	Salsbury Road	E6	Tallis Lane	C4	Western Road	C3
Lovell Road	C3	Oakley Road	E2	Salsbury Road	E6	Tallis Lane	C4	Western Road	C3
Lower Amory Way	E6-G4	Old Oakley Wood Lane	H4	Salsbury Road	E6	Tallis Lane	C4	Western Road	C3
Lower Elmstone Drive	A3	Old Whitely Wood Lane	E6	Sal St, Cav	D2	Tay Road	H4	Westminster Way	F5
Lower Henley Road	E2	Orchard Close	E2	School Rd, Thst	A3	Tazelwell Court	D3	Westwood Glen	A3
Lower Louth	A4	Orchard Avenue	A2	School Street	E3	Telford Crescent	G3	Westwood Road	A3
Lower Green	E2	Orts Road	E3	Scott Close	D2	Tern Close	B3	Wharfedale Road	H4
Lowfield Road	E1-E2	Osborne Road	B5	Scours Lane	B3	Tessa Road	D3	Wharfedale Drive	G3
Lowfield Road	E1-E2	Osborne Road	B5	Scours Lane	B3	Tessa Road	D3	Wharfedale Drive	G3
Lowfield Road	E1-E2	Osborne Road	B5	Scours Lane	B3	Tessa Road	D3	Wharfedale Drive	G3
Lundy Lane	F4	Oxendon Road	A4	Seales Farm Lane	B5	Teiviot Road	B3	White Lodge Lane	C3
Luscombe Close	E2	Oxford Rd, Cav	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
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Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
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Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
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Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
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Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
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Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages Lane	F3
Lydford Road	F4	Oxford Road	A2-C3	Sellafield Way	G5	The Bader Way	G4-H3	Whitages	

## APPENDIX C



Gateway just West of former Roebuck Inn displaying clear notice of status of path where cyclist observed cycling.