

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 or 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 Montfort 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 am 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 Council's 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



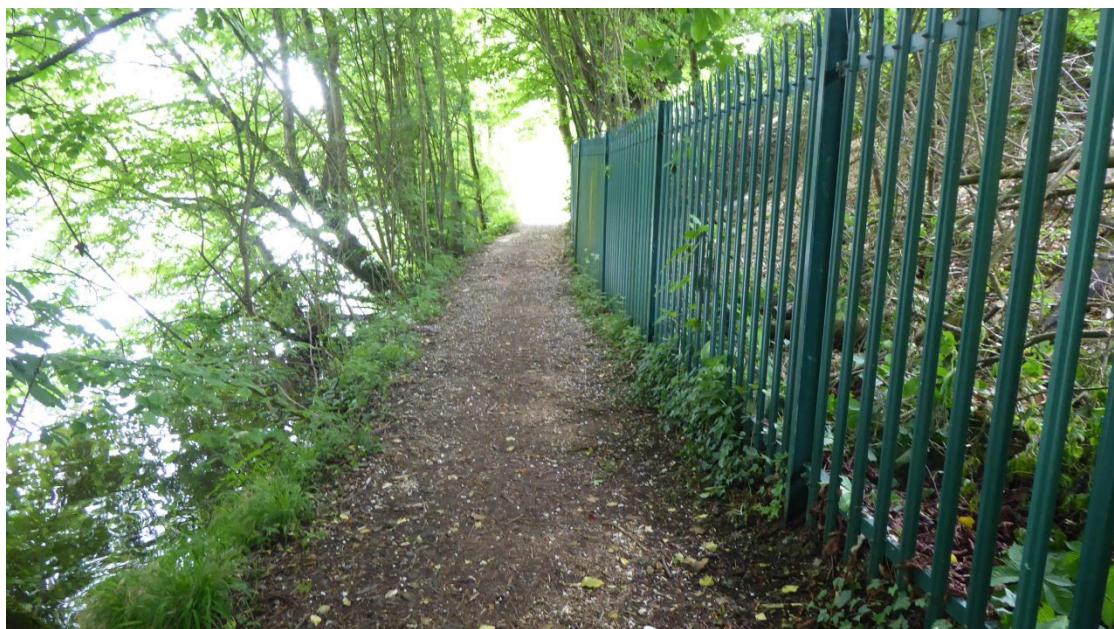
Footbridge over railway to rear of former Roebuck Inn showing 11 steps down onto bridge. Bridge width 2.2 metres.



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



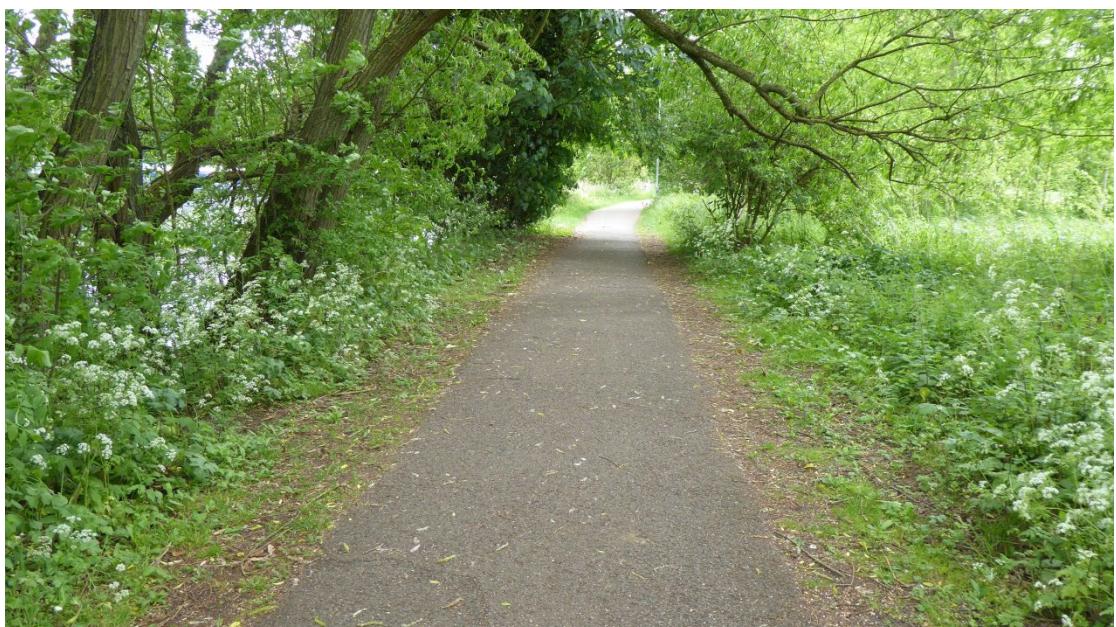
At bottom of steps path is initially 1.2 metres wide and possible widening constrained by river bank falling away.



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



Cycling in Reading

Route map and facilities guide

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



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

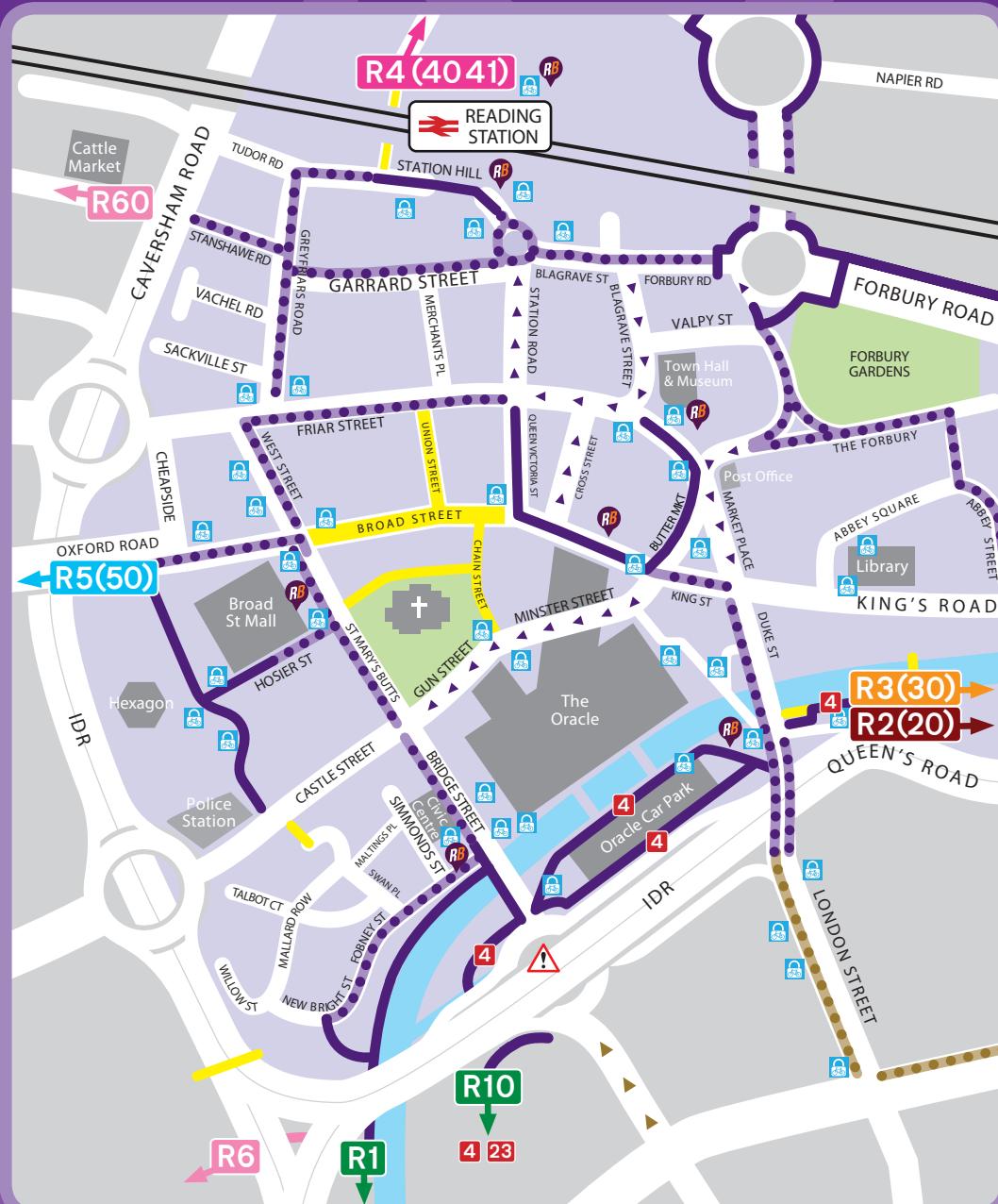
Considerate Cycling



- 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/Travel And Transport/Highwaycode/DG_069837

Cycle Routes in Central Reading



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

R
Reading Cycle Route

Town Centre Route

Linking Route

RB Ready Bike
Cycle Hire

4 National
Cycle Path

⚠️ Busy junction, no
cycling facilities,
caution advised

🔒 Cycle parking
facilities

🚂 Railway
Station

Cycling in Reading



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





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

Potholes, highway
maintenance, street lighting
Freephone 0800 626540

West Berkshire Council
01635 42400 or
www.westberks.gov.uk

Wokingham Borough Council
0118 974 6000 or
www.wokingham.gov.uk

For information on
local cycle campaigns, visit:
www.readingcyclecampaign.org.uk or
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 or call 0845 7484 950. Compact folding cycles are carried free of charge without restrictions.



Reading
Borough Council
Working better with you



PUBLIC BIKE HIRE IN READING!



**OCCASIONAL
AND YEARLY
MEMBERSHIP
AVAILABLE**

**GO ONLINE
AND CHECK YOUR
NEAREST DOCKING
STATION IN AND
AROUND READING**

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.

REGISTER ONLINE AT WWW.READYBIKE.CO.UK

 @readybikerdg

 ReadyBike RDG

ReadyBike is part of a Reading Borough
Council programme to improve sustainable
transport options in and around Reading.
Visit www.readingtravelinfo.co.uk/policy
to find out more.

 **Reading**
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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	E3	Church Rd, Earley	F3-F4	East Street	D3	Grosvenor Road	D2-E2
Abbotsmead Place	D2	Blenheim Rd, Cav	E2	Church Street, Cav	D2	Eastbury Avenue	A3	Grove Hill	D2
Aberman	D1	Bluebury Drive	A3	Church Street	D3	Eastcourt Avenue	F3-F4	Grove Road	D1
Abingdon Drive	E1	Blundell's Road	B3	Churchill Drive	H5	Eastern Avenue	E3-E4	Grovelands Road	B3-C3
Acres Road	D4	Boston Avenue	D4	Citra Avenue	E4	Edenham Crescent	C4	Gun Street	TC
Addington Road	E4	Boulton Road	D4	Circuit Lane	C4	Edgell Street	C2	Gurney Close	B2
Addison Road	D3	Boundary Lane	C2	Circus Drive	E6	Edinburgh Road	C3	Haddon Drive	G3
Adelaide Road	F4	Boume Avenue	D4	City Road	A3	Egremont Drive	G5	Hedgegate Rise	E1
Admirals Court	D4	Brakedale Way	F4	Clarendon Road	F4	Elderberry Way	G5	Hagley Road	D4
Albany Street	C3	Brasmarsh Road	B3	Clements Mead	A3	Elan Road	H3	Halls Road	A3
Albert Road	D2	Bridging Way	A1	Gleadow Road	B2	Elton Square	E3-E4	Hamilton Road	E3-G3
Albury Gardens	B4	Briants Avenue	E2	Clifton Park Road	D2	Elton Terrace	E3	Hawthorn Close	F3
Alcroft Road	E4	Bridge St, Cav	D4	Clifton Street	D3	Elgar Road	E4	Harcourt Drive	E5
Aldbourne Avenue	F4	Bridge Street	D3-TC	Clommet Close	E2	Ellard Way	D2	Hardwick Road	B3
Aldworth Close	C4	Cockbridge Close	C3	Cockney Hill	B4	Elm Lane	F5	Harlech Avenue	E1
Alexandra Road	E3-E4	Bridgeman Road	D3	Coley Avenue	D4	Elm Park	C3	Harley Road	D2
All Hallows Road	E2	Brighton Road	F4	Coley Hill	D3	Elm Park Road	C3	Harcroft Road	C2-D2
Allendale Road	F4	Brimpton Road	C4	Coley Place	D3	Elm Road	E5	Hartland Road	D5-E5
Alma Street	C3	Brisbane Road	B3	College Road	E3	Elmhurst Road	E4	Hartley Court Road	C6-D6
Alpine Street	D4	Britten Road	D4	Colliers Way	C3	Elmstone Drive	A3	Hartsbourne Road	F4-F5
Ambleside Road	B3	Brixham Road	D4-D5	Colts Street	D4	Elsley Road	A2	Hartslock Way	A3
Ambrook Road	D5	Broad Street	D3-TC	Colmansmoor Road	G4	Estow Avenue	E1	Hayford Road	B4-C4
Amersham Road	E2	Brock Gardens	C3	Clyton Way	A1	Ethham Avenue	E1	Hatherley Road	E4
Amhurst Road	F4	Brock Drive	C5-D5	Combe Road	B3	Etwaston Way	B3	Hawkhurst Road	E5
Amity Road	E3	Brook Street	D4	Comet Way	H3	Edgar Road	E4	Hawkedown Way	G5
Amity Street	E3	Brooklyn Drive	D1	Commercial Road	D5	Epsom Court	E4	Hawkesbury Drive	B4
Ammers Farm Road	B5	Brookby Road	A2	Compton Avenue	A3	Erie Avenue	D1	Hawthorn Way	G2
Amphytlan Lane	C4	Broomfield Road	B3	Conifer Drive	A2	Ereleigh Court Drive	F3	Hawthorne Road	E2
Anderson Avenue	F3-F4	Brownlow Road	C3	Consiborne Avenue	C1-C2	Ereleigh Court Gardens	F3	Haywood Way	B4
Andrews Road	F4	Brown Road	B4	Comme Close	D5	Hawthorn Way	B4	Hazel Crescent	E5
Angle Field Road	E2	Brunswick Hill	C3	Coppard Close	D4	Hawthorn Way	B4	Lawrence Road	B3
Anison Crescent	E5	Brunswick Street	C3	Cunningham Road	E6	Hawthorn Way	B4	Lakeside	F5
Antrim Road	G4	Bryburn Close	E5	Connaught Road	C3	Hawthorn Way	B4	Nelson Road	E4
Appleford Road	B4	Buckingham Drive	D1-TC	Coppefields	D2	Hawthorn Way	B4	Redlands Road	E4
Arber Lane	H6	Buckland Avenue	D5	Copse Avenue	E2	Hawthorn Way	B4	Redrow Way	E4
Ardler Road	D2	Bulmerside Road	E3-F4	Corbridge Road	E4	Hawthorn Way	B4	Repton Road	D4
Argyle Road	C3	Burbridge Close	B4	Cononation Square	B4	Hawthorn Way	B4	Richfield Avenue	D2
Argyle Street	C4	Burghfield Road	B4-B6	Comme Close	D5	Hawthorn Way	B4	Ridgeway Close	B4
Armedale Court	C4	Burghurst Road	A3	Corsham Road	B4	Hawthorn Way	B4	Riverside	D4
Armour Hill	A3	Burnham Rise	D1	Corven Road	B3	Hawthorn Way	B4	Roxton Road	E4
Armour Road	A3	Burhhouse Lane	B6	Corven Road	A3	Hawthorn Way	B4	Rydon Road	E4
Ash Copse	F1	Bute Street	B4	Cotswold Way	A2	Hawley Road	E4	Sackville Street	TC
Ash Road	B3	Butts Hill Road	G3	Cottage Lane	C5	Hawley Road	E4	Sandgate	D2
Ashampstead Road	B4-C4	Butter Market	TC	Courtney Drive	D1	Hawley Road	E4	Sandgate	D2
Asburton Road	E5	Buxton Avenue	D2	Coventry Road	E3	Hawley Road	E4	Sandgate	D2
Asbury Drive	A3	Byfield Road	B4	Cow Lane	C3	Hawley Road	E4	Sandgate	D2
Ashley Road	C4	Byron Road	F3	Highbury Close	E2	Hawley Road	E4	Sandgate	D2
Ashmore Road	E5	Catok Place	B4	Frick Road	D4	Hawley Road	E4	Sandgate	D2
Auckland Road	F4	Callington Road	D5	Grafton Road	B3-C3	Hawley Road	E4	Sandgate	D2
Audley Street	C3	Camelford Close	D5	Granbury Road	C3	Hawley Road	E4	Sandgate	D2
Avalon Road	F4	Cannock Way	F5	Gravesend Road	D1	Hawley Road	E4	Sandgate	D2
Baker Street	D3	Canon Street	C3	Cremyll Road	D3	Hawley Road	E4	Sandgate	D2
Balliol Road	C2	Canterbury Road	D4	Crescent Road	E4	Hawley Road	E4	Sandgate	D2
Balmore Drive	D2	Cardiff Road	D3	Cressingham Road	E5	Hawley Road	E4	Sandgate	D2
Balmore Park	D2	Cardigan Road	E4	Crockhamwell Road	G4	Hawley Road	E4	Sandgate	D2
Balmore Walk	D2	Cardinal Close	D2	Cromwell Road	D2	Hawley Road	E4	Sandgate	D2
Bamburgh Close	E4	Carey Street	D3	Cross Street	TC	Hawley Road	E4	Sandgate	D2
Barbara's Meadow	A2	Carlton Road	C1	Crown Place	E4	Hawley Road	E4	Sandgate	D2
Bamsdale Road	E4-E5	Carmarvon Road	E3	Frasier Avenue	E1	Hawley Road	E4	Sandgate	D2
Barnwood Close	C3	Caroline Court	F3	Foxhays Road	E5	Hawley Road	E4	Sandgate	D2
Barrington Way	C4	Carlisle Close	D4	Gulver Road	E4	Hawley Road	E4	Sandgate	D2
Barton Road	A3	Carlton Way	F5	Fullbrook Crescent	A2	Hawley Road	E4	Sandgate	D2
Basingstoke Road	D4-D6	Carters Rise	B4	Fulmead Road	C3	Hawley Road	E4	Sandgate	D2
Bath Road	B4-C4, F3-G1	Carlton Grove	B4	Gainsborough Road	B4-C4	Hawley Road	E4	Sandgate	D2
Bathurst Road	H6	Castle Crescent	D4	Gardiner Road	B4	Hawley Road	E4	Sandgate	D2
Battle Street	D3	Castle Hill	D3	Garrison Road	C1	Hawley Road	E4	Sandgate	D2
Baydon Drive	C4	Castle Street	D3/TC	Dark Lane	A2	Hawley Road	E4	Sandgate	D2
Bayford Drive	B4	Catherine Street	C3	Garston Close	D5	Hawley Road	E4	Sandgate	D2
Bearwood Path	H5	Caversham Park Rd	E1-E2	David Street	H4	Hawley Road	E4	Sandgate	D2
Beauroad Road	H6-H7	Caversham Road	D3/TC	David Street	H4	Hawley Road	E4	Sandgate	D2
Beatty Drive	B3	Cesil Adair Drive	A2	De Beauvoir Road	E3	Hawley Road	E4	Sandgate	D2
Bedford Road	D3	Ceder Road	E5	De Montfort Road	D3	Hawley Road	E4	Sandgate	D2
Beech Lane	F4-F5	Chapwood Road	D2	Deacon Way	B2-B3	Hawley Road	E4	Sandgate	D2
Beech Road	E5	Chain Street	TC	Dee Road	B3	Hawley Road	E4	Sandgate	D2
Beecham Road	G3	Chalfont Way	F3	Delamer Road	F3	Hawley Road	E4	Sandgate	D2
Beechwood Avenue	G3	Chalgrove Way	F1	Dell Road	A2	Hawley Road	E4	Sandgate	D2
Beeston Way	F5	Champion Road	E3	Dennmark Road	E3	Hawley Road	E4	Sandgate	D2
Belle Avenue	F4	Chapel Hill	A3	Derby Road	D2	Hawley Road	E4	Sandgate	D2
Bellingham Walk	D1	Charles Evans Way	E2	Devonshire Gardens	E4	Hawley Road	E4	Sandgate	D2
Belmont Road	C3	Chesire Street	D3	Dickens Close	E2	Hawley Road	E4	Sandgate	D2
Bennet Road	D4	Chesham Close	D5	Dorset Street	C3	Hawley Road	E4	Sandgate	D2
Bennet's Hill	A5-A6	Charlton Road	A4	Dewe Lang	A5-B5	Hawley Road	E4	Sandgate	D2
Benson Close	E4	Chatham Street	D3	Dickens Close	E2	Hawley Road	E4	Sandgate	D2
Benyon Court	C4	Chatsworth Avenue	H5	Dorset Close	B3	Hawley Road	E4	Sandgate	D2
Beresford Road	C3	Chatteris Way	F5	Dongeal Close	E2	Hawley Road	E4	Sandgate	D2
Berkeley Avenue	D4	Chazey Road	C2	Donkin Hill	E2	Hawley Road	E4	Sandgate	D2
Berkshire Drive	D4	Cheapside	TC	Donnington Gardens	E4	Hawley Road	E4	Sandgate	D2
Berrylands Road	D2	Chesterton Road	A2	Dorset Street	C3	Hawley Road	E4	Sandgate	D2
Berrys Lane	F5	Chegers Way	F3	Drake Street	C3	Hawley Road	E4	Sandgate	D2
Betchworth Avenue	F4	Chester Street	D2	Douglas Road	E2	Hawley Road	E4	Sandgate	D2
Beverley Road	A3	Chester Street	C3	Downshire Square	D3	Hawley Road	E4	Sandgate	D2
Bexley Court	C3	Chichester Road	B3	Grassmere Avenue	B2	Hawley Road	E4	Sandgate	D2
Birch Avenue	B3	Chicheley Close	D6	Drewett Close	E6	Hawley Road	E4	Sandgate	D2
Birch View	E5	Chilcombe Way	G5	Drovers Way	G4	Hawley Road	E4	Sandgate	D2
Birdhill Avenue	E5	Chilfern Crescent	F3	Duke Street	TC	Hawley Road	E4	Sandgate	D2
Bishops Road	F4	Chilford Road	E2	Dumbarton Way	E1	Hawley Road	E4	Sandgate	D2
Bitterne Road	A3	Cholmley Road	E3	Dunstable Way	F1	Hawley Road	E4	Sandgate	D2
Blagdon Road	E5	Christchurch Gardens	D4-E5	Dunstall Close	A3	Hawley Road	E4	Sandgate	D2
Blaggrave Lane	C2	Christchurch Road	E4	Dwyer Road	B4	Hawley Road	E4	Sandgate	D2
Blaggrave Street	TC	Church End Lane	B3	Earley Hill Road	F4	Hawley Road	E4	Sandgate	D2
Blandford Road	E6	Church Lane	E1	Easdale Road	H4	Hawley Road	E4	Sandgate	D2
TC=Town Centre Map (above)									

Developing Reading's Network R1

This map was produced as part of the vision to implement a branded cycle network as set out in Reading's Cycling Strategy 2008. Our updated Cycling Strategy adopted in March 2014 builds on the development of the branded cycle network by identifying key design principles for cycle infrastructure as well as setting out our intention to encourage more people to consider cycling for local journeys. Funding opportunities enable us to implement this strategy, including the provision of new or upgraded facilities and initiatives to promote cycling and develop cycle skills such as training, events and campaigns.

The National Cycle Network 4

Reading is the junction of Route 4, Route 5 and Route 23 of the National Cycle Network. These offer quiet and pleasant alternatives for cyclists wishing to travel to and from Reading. The routes are shown on the map with the numbers above. A new NCN route linking Reading and Windsor via Wokingham, Bracknell and Ascot part-funded by the Local Enterprise Partnership Local Growth Deal, is planned for delivery in 2016/17 and 2017/18. For more information about the national network go to www.sustrans.org.uk or contact Sustrans on 0845 113 0065.



For further copies of this map

please call 0118 937 3787 or go to

www.reading-travelinfo.co.uk/cycling

APPENDIX C



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