

Technical Note

Project:	P23-133 1017 Oxford Street, Reading		
Subject:	Transport Technical Note		
Prepared by:	Jake Blay – Graduate Transport Planner	Date:	04/04/2023
Authorised by:	Andrew Miles – Principal Transport Planner	Status:	S2 - Information
Document Ref:	23133-RLL-23-XX-TN-D-5001	Revision:	P02

1 Introduction

This Technical Note (TN) has been produced by Rodgers Leask on behalf of Duckquiff Ltd to support a planning application for a change of use at 1017 Oxford Road, Reading from a C1 land use (Hotel) to a C2 (Residential Institution) to provide a respite care home.

The property is located along Oxford Road, Reading, which is approximately 5km to the north-west of Reading Town Centre. The location plan has been included within this TN as **Appendix A**.

In October 2022, a planning application (App ref: 221497) was submitted for the property for a change in use from a C1 land use (Hotel) to a C2 land use (Residential Institution). Reading Borough Council (RBC) Highways responded to the application in November 2022 and requested confirmation on the number of employees and shift patterns proposed to understand the correct level of onsite car and cycle parking. The Reading Borough Council Highways response can be seen at **Appendix B**. It should be noted that the previous planning application had a shared car park between 1017 and 1019 Oxford road. As seen in **Appendix A**, the car parks at 1017 and 1019 Oxford Road are to remain separate.

A Parking Statement was submitted with the application providing details on employee numbers, shift patterns and the proposed parking arrangements however, the application was withdrawn in February 2023.

This TN provides information on the operation of the proposed respite care home at 1017 Oxford Road, the sustainable transport measures available to travel to/from the property and the parking proposals.

2 Site Operation

2.1 Introduction

The proposal is for a respite care home providing short term respite space for children. The respite care home will provide 8 residential beds. All of the children who will stay at the respite care home will only be based there temporarily.

The neighbouring property to the north-west of 1017 Oxford Road is 1019, a permanent children's care home which is owned and operated by the applicant. Although the two properties are not physically connected internally, they are connected via a shared gate in the garden, providing access between the two private gardens.

2.2 Employee Numbers

The proposed respite care home at 1017 Oxford Road will operate on a rotated shift pattern, with the three shifts shown below:

- 07:15 – 16:30
- 16:15 – 21:30
- 21:15 – 07:30

There is a requirement that the care home must have at least 8 employees working per shift, 1 employee per child staying when at full capacity. A maximum of 35 employees will be associated with the care home.

2.3 Access Arrangements

This planning application will require the existing driveway to the property to be centralised to accommodate the parking arrangements on-site. This centralisation will move the driveway approximately 6m to the south-east and, given the topography and alignment of Oxford Road, the change to the extent of the visibility splay from the access to the southeast will be nominal.

For children who require use of a wheelchair, there will be a ramp at the rear of the property. All children visiting the respite care home will be using the entrance to the rear, whilst all staff and visitors will use the entrance at the front of 1017 Oxford Road.

2.4 Parking Provision

At present there are seven standard car parking spaces marked on the drive of 1017 Oxford Road. The proposed parking provision at 1017 Oxford Road has been provided with reference to the standards set out in RBC's Revised Parking Standards and Design Supplementary Planning Document (October 2011).

This document outlines the RBC zonal scheme, a system to inform the parking standards for different areas of the borough dependant on the availability of good alternative travel options to the private car. The zonal system identifies developments located close to public transport and local centres which will require less parking than other areas of the borough. 1017 Oxford Road is located in Zone 3 'Secondary Core Area'. Zone 3 is described as:

Areas within this zone feature a variety of land uses and densities and include some local centres for day-to-day needs. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes. These buses link not only to the Central Core Area, but also zone 2 areas and beyond to major supermarket and local centre facilities. Walking and cycling can play an important role in these areas.

An extract from the Revised Parking Standards and Design Supplementary Planning Document (October 2011) is provided in **Appendix C**. This extract includes a zonal map of the Borough and identifies the high frequency bus routes with Oxford Road highlighted as being used by one of these routes.

The closest C2 land use in the RBC Parking Standards documents, representative of respite care, is for Nursing Homes. The response from RBC Highways to the previous application stated:

In accordance with the adopted Parking Standards and Design SPD, a C2 development would be required to provide parking provision of 1 parking space per FTE staff and 1 per 4 residents; given that this is a children's facility, parking spaces for residents would not be appropriate, however visitor parking should be provided at the same ratio i.e. 1 per 4 residents.

The maximum parking standards for the C2 Nursing Homes land use and the proposed parking at 1017 Oxford Road are shown below in **Table 1**.

Table 1: Reading Borough Council Maximum Car Parking Standards

Car Parking Standards (C2: Nursing Home) - (Zone 3)	Proposed Parking
1 Space per Full Time Equivalent Staff	8
3 disabled spaces or 5% if total capacity, whichever is greater ²	1
Total	9

¹: standard per residents has been used to calculate the required visitor spaces

²: standard for disabled parking spaces taken for 'all developments' with up to 200 spaces (section 6.0)

The proposed parking arrangements at 1017 Oxford Road will provide 8 standard car parking spaces and 1 disabled car parking space on site. It should be acknowledged that employees will be required to be physically able to meet the care needs of the children staying at the development. One disabled car parking space has been provided as it is considered appropriate given the scale of the development. The provision also allows for dropping off / picking up a child who requires a wheelchair use of the space if required.

The applicant has confirmed that they have an agreement with the SsangYong car dealership, situated opposite 1017 Oxford Road, to lease 10 car parking spaces. The agreement ensures that the parking demand at 1017 Oxford Road can be met during the shift changeover periods. Photographs showing the area of the SsangYong car dealership available for car parking as part of the agreement are shown in **Appendix D**.

The applicant has also confirmed that they will pay for employees to park at Tilehurst Rail Station if all spaces at 1017 Oxford Road and at the SsangYong car dealership are occupied. Tilehurst Rail Station has 114 parking spaces and is approximately 280m from the site, a 3-minute walk from 1017 Oxford Road.

On this basis the proposed car parking and leased car parking spaces will ensure that parking demand for the development can be accommodated without employees needing to park on the public highway.

It should be considered that due to the short term stay for children they will rarely have visitors. This has been observed in the neighbouring 1019 Oxford Road care home, albeit for long term placements, where children rarely have visitors once settled. On this basis the development proposals will not require specific visitor parking. In the unlikely event that family and friends are visiting the care home, they can either use the on-site parking, if a space is available, or one of the car parking spaces at the SsangYong dealership.

The RBC cycle parking standards are minimum standards. For a C2 Nursing Home, the standard is 1 space per 3 staff. Cycle parking will be provided to employees towards the rear of the property.

As recognised with the RBC zonal system, it is important to acknowledge the range of sustainable travel options available to employees in the area surrounding 1017 Oxford Road. This is detailed further in **Section 3** below.

3 Sustainable Transport

3.1 Introduction

To understand the potential for future employees to travel by alternative modes to the private car, routes to 1017 Oxford Road by sustainable modes have been explored. The sustainable transport options detailed primarily focus on what methods are available to employees during the shift changeover periods and the areas of the borough which can be reached.

3.2 Cycling

The RBC cycling map has been appended to this note as **Appendix E**. The map also shows that the R52 cycle route runs along Oxford Road from the Oxford Road / Knowsley Road roundabout and connects to the R50, which runs from Little Heath to Reading West Train Station. On road 'linking routes' as shown on the RBC cycling map provide connections to R51, R6, R5 and 422,

These routes are classed as "North West Reading" cycle routes. Whilst it does not have an on carriageway cycle lane, Oxford Road is a recommended cycling route.

The map which shows a range of cycling routes in close proximity to 1017 Oxford Road providing access to Reading Train Station, Emmer Green, Whiteknights and Coley. Also seen on the cycling map, the R5 cycling route originates at Tilehurst Train Station, which connects cyclists to the town centre.

A 5km cycling catchment has been calculated and is shown below in **Figure 1**. The figure shows that the majority of West Reading can be reached via cycling, with residential areas such as Little Heath, Calcot, Southcote Churchend, Norcot and Coley being reached within a 15 minute cycle. Cycling parking will be provided at 1017 Oxford Road at the rear of the property to encourage employees to cycle to work.



Legend

- ★ Site Location
- Cycling Catchment
- 5km - 15 Minute Cycle

Source: © OpenStreetMap contributors, CC-BY-SA



Client:
Duckquiff Ltd
Project:
1017 Oxford Road, Reading

Figure Title:
5km Cycling Catchment

Status:
FOR INFORMATION

Scale:
A4 @ 1:45000

Drawn	Checked	Date
JWB	ADM	10/03/23

Figure Number:
Figure 1

St James House, Mansfield Road, Derby, DE1 3TQ, Tel: 01332 285000, Fax 01332 291728, www.rodgersleask.co.uk

3.3 Bus

The closest bus stops to the site with a frequent service are located approximately 450m to the south-east, a 5 minute walk at the “Overlanders End” bus stops on Overdown Road, which can be seen on **Figure 2**. Overdown Road can be reached from 1017 Oxford Road via the connecting Carlisle Road. This bus stop is served by the Sky Blue 16 bus service operated by Reading Buses.

A summary of the Sky Blue 16 bus service by direction is presented below in **Table 2**.

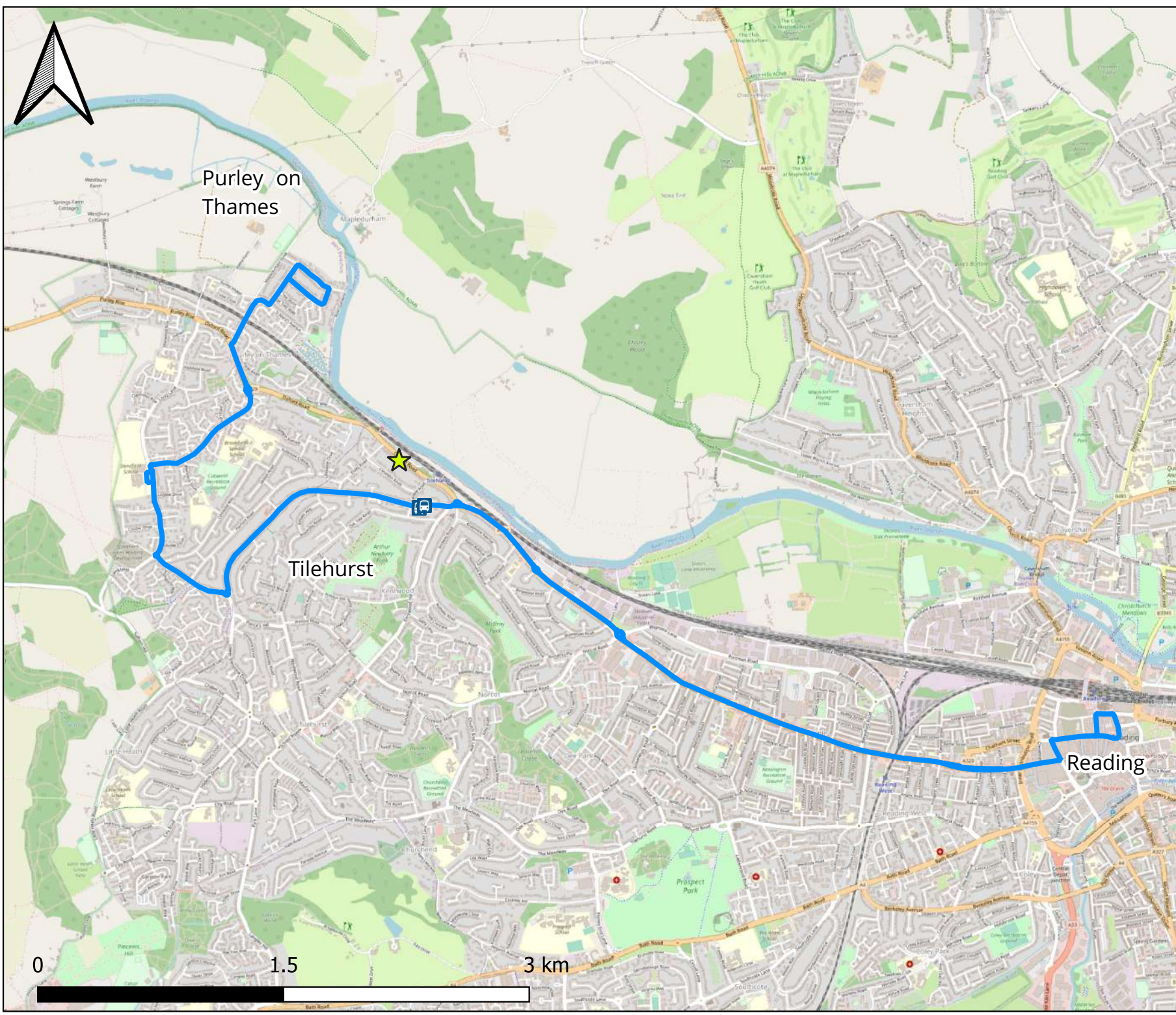
Table 2: Local Bus Service

Service No. (Operator)	Route	Service Frequency & Operating Times		
		Weekday	Weekend	
		Mon - Fri	Sat	Sun
Sky Blue 16 (Reading Buses)	Reading – Purley on Thames	05:33 – 23:36 (Every 20 – 30 mins)	06:06 - 23:36 (Every 20 – 30 mins)	07:33 – 23:37 (Every 30 mins – 1 hour)
	Purley on Thames – Reading	06:03 – 00:03 (Every 20 mins – 1 hour)	06:33 - 00:03 (Every 20 mins – 1 hour)	08:09 - 00:03 (Every 30 mins – 1 hour)

Table 2 shows that the bus service operates within all shift changeover periods Monday – Saturday, with the Sunday service operating within the 15:00 and 21:30 shift changeover periods. This will allow employees at 1017 Oxford Road to commute via sustainable transport for the majority of shifts, encouraging the use of this service as a viable alternative to private car travel.

The Sky Blue 16 bus service provides a direct service to Reading town centre which allows for inter connecting journeys on other bus services. The Reading bus map has been included as **Appendix F** which shows the range and destinations of services across the borough which are accessible from Reading town centre.

It is noted that there are two bus stops located on Oxford Road, approximately 160m to the north-west, a 2 minute walk at the “Roebuck Hotel” bus stop. The bus services 89 and 143 operate from these stops however, the services operate on lower frequencies and provide more limited opportunities for bus travel when compared to the Sky Blue 16 bus service.



Legend

- ★ Site Location
- 🚌 Local Bus Stops
- Sky Blue 16 Bus Route

Source: © OpenStreetMap contributors, CC-BY-SA



Client:
Duckquiff Ltd
Project:
1017 Oxford Road, Reading

Figure Title:
Sky Blue 16 Bus Route

Status:
FOR INFORMATION

Scale:
A4 @ 1:30000

Drawn	Checked	Date
JWB	ADM	06/03/23

Figure Number:
Figure 2

3.4 Rail

The nearest train station to the site is the Tilehurst Train Station, approximately 280m to the south-east, a 3 minute walk. There are multiple train stations within a short distance of Tilehurst Train Station, these include Pangbourne, Goring & Streatley, and Reading. The average times to reach these stations from Tilehurst are listed below in **Table 3**, and also includes if there is a need to change at a station, or if the journey is direct.

Table 3: Train Journey Times to Local Stations

Train Station	Time to Reach Tilehurst Station (Minutes)	Direct Service or Changeover Needed
Reading	4	Direct
Pangbourne	4	Direct
Goring & Streatley	8	Direct
Twyford	20	Direct
Earley	25	Change at Reading
Reading West	26	Change at Reading
Winnersh Triangle	27	Change at Reading
Winnersh	29	Change at Reading
Theale	32	Change at Reading
Aldermaston	42	Change at Reading

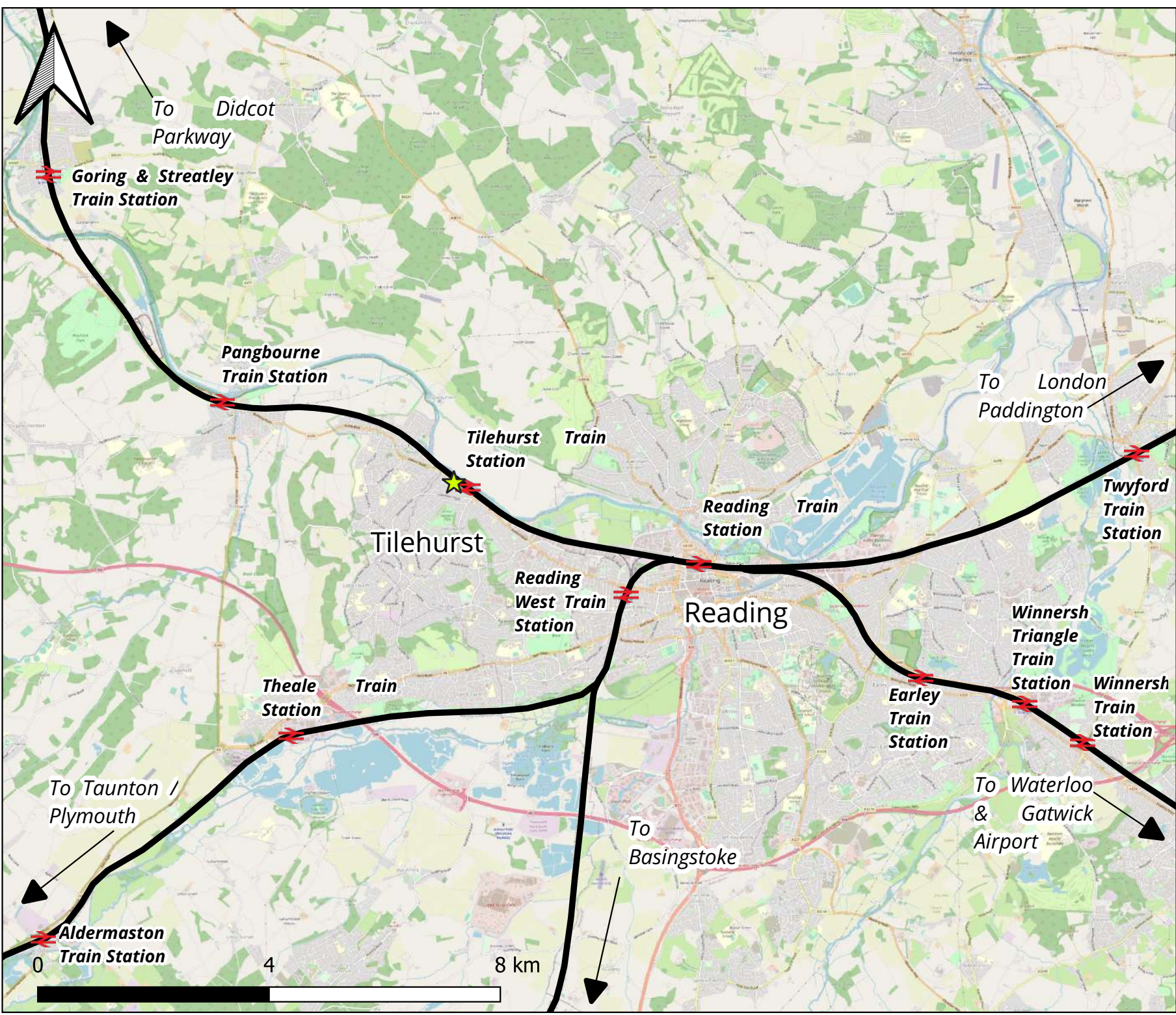
Figure 3 shows the wide range of local train stations within a short commute of Tilehurst railway station. Employees travelling to 1017 Oxford Road can travel 4 minutes by rail from Reading Train Station to Tilehurst Train Station and walk from the railway station to the property. Reading Train Station provides access to a wide range of buses for onward travel as shown on the Reading bus map included as **Appendix F**.

Key destinations from Tilehurst Station include Didcot Parkway and London Paddington. **Table 4** shows the frequency of the train services which stop at Tilehurst, as well as the operating times.

Table 4: Train Services from Tilehurst

Route	Service Frequency & Operating Times		
	Weekday	Weekend	
	Mon - Fri	Sat	Sun
London Paddington – Didcot Parkway	05:55 – 00:35 (Every 30 mins – 1 hour)	05:58 – 23:32 (Every 30 mins – 1 hour)	08:28 – 23:24 (Every hour)
Didcot Parkway – London Paddington	05:30 – 23:10 (Every 30 mins – 1 hour)	06:07 – 00:25 (Every 30 mins – 1 hour)	09:04 – 00:11 (Every hour)

Due to the proximity of Tilehurst railway station to 1017 Oxford Road, rail travel provides a viable option for employees to travel to the site from railway stations both within and outside the borough.



- Legend**
- ★ Site Location
 - Train Line
 - ≡ Train Stations

Source: © OpenStreetMap contributors, CC-BY-SA



Client:
Duckquiff Ltd
Project:
1017 Oxford Road, Reading

Figure Title:
Local Train Stations to Tilehurst

Status:
FOR INFORMATION

Scale:
A4 @ 1:90000

Drawn	Checked	Date
JWB	ADM	06/03/23

Figure Number:
Figure 3

4 Summary

This TN has been produced by Rodgers Leask on behalf of Duckquiff Ltd to support a planning application for a change of use at 1017 Oxford Road, Reading from a C1 land use (Hotel) to a C2 (Residential Institution) to provide a respite care home.

1017 Oxford Road will operate as a respite care home, providing short term respite space for children. The site proposes to have 8 residential beds and children will stay on a temporary basis.

This TN has demonstrated that provision of suitable on and off site parking arrangements, in the form of an agreement between the applicant and the SsangYong car dealership opposite 1017 Oxford Road to lease 10 car parking spaces, can be provided to accommodate the parking demand for the respite care home.

There is a local cycle network in proximity to the property with cycle routes to Reading Town Centre available and a wide range of residential areas are accessible within a 15 minute cycle. Cycling parking will be provided at 1017 Oxford Road at the rear of the property.

The nearest bus stops are located along Overdown Road a 5 minute walk from the site, with the nearest train station being a 3 minute walk at the Tilehurst Train Station. The local bus and train services to 1017 Oxford Road are operate during shift changeover times highlighting that travelling to the property by public transport is a viable option for future employees.

Employees will also be encouraged to car share, and it is the intention of the applicant to ensure, where possible, that employees who live near each other are scheduled on the same shifts to promote car sharing.

The on and off site parking arrangements combined with the range of sustainable transport measures available to employees demonstrates that in highways terms, there is no reason why the change of use for 1017 Oxford Road from a C1 land use (Hotel) to a C2 use (Residential Institution) to provide a respite care home should not be permitted.

Appendix A: Proposed Block Plan and Front of Site Plan

Dimensions to be verified on site.
Figured dimensions to take preference to those scaled.
Architect to be notified of discrepancies immediately.

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43 St. Mary's Street, Watlington, Oxfordshire, OX10 0EU
Telephone: 01491 838130 Fax: 01491 836504

AMENDMENTS:

OXFORD ROAD

52.6m



SCALE (m)

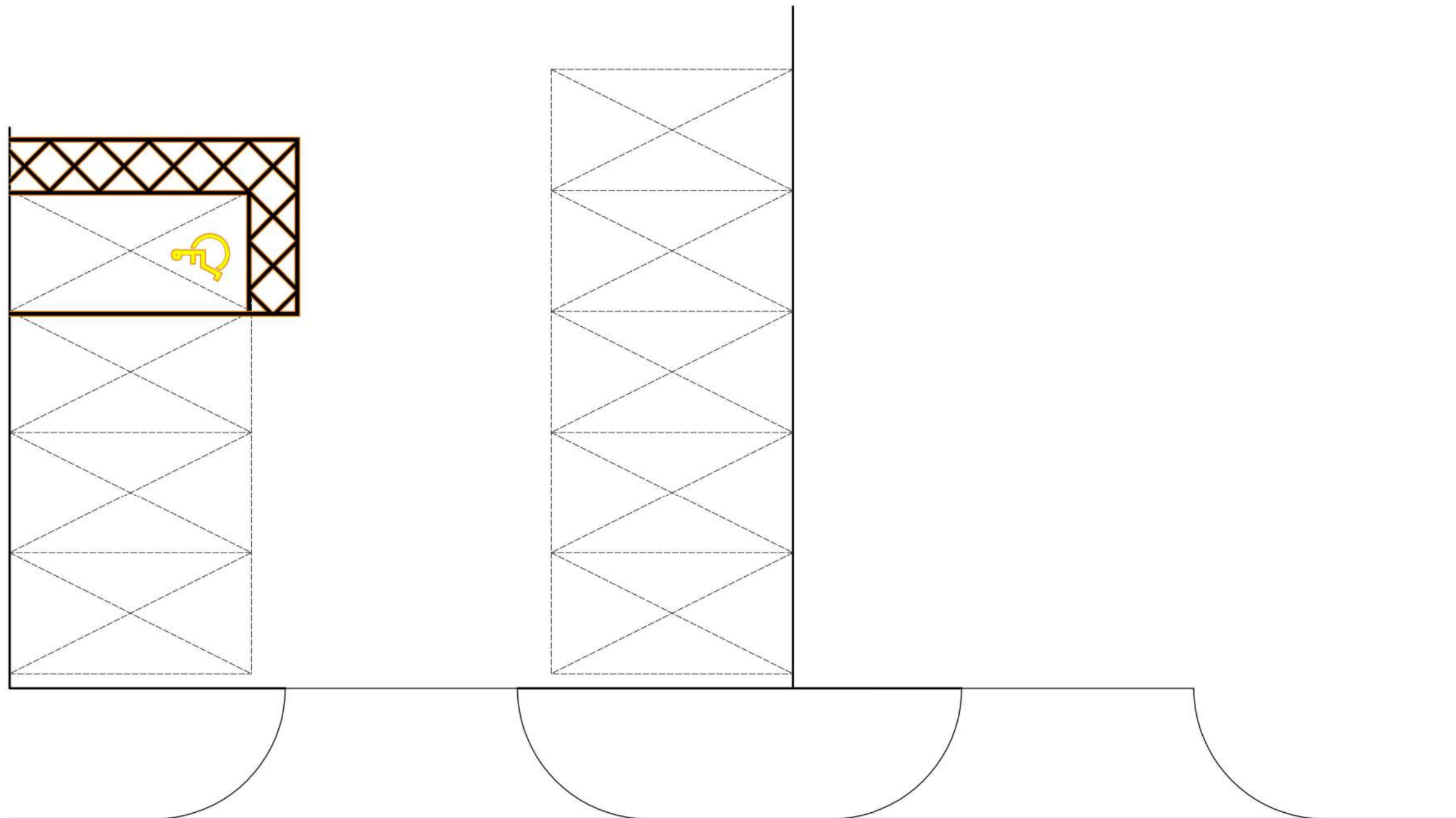


www.cutlerarch.com
mail@cutlerarch.com
01491 838130

Proposed Change of Use:
1017 OXFORD ROAD
TILEHURST
BERKSHIRE, RG31 6TL
DUCKQUIFF LTD.

PROPOSED
BLOCK PLAN

Date	Scale	
FEB 22	1:500 @A4	
JobNo	DwgNo	Rev
926.22.7	P/B01	E



① ② ③ ④ ⑤ ⑥ ⑦

Dimensions to be verified on site.
Figured dimensions to take preference to those scaled.
Architect to be notified of discrepancies immediately.

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AMENDMENTS:



SCALE (m)



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01491 838130

Proposed Change of Use:
1017 OXFORD ROAD
TILEHURST
BERKSHIRE. RG31 6TL
DUCKQUIFF LTD.

PROPOSED
FRONT OF SITE PLAN

Date	Scale
FEB 23	1:100 @A3

JobNo	DwgNo	Rev
926.22.7	P/S01	B

Appendix B: Reading Borough Council Highways Comments

Memo

From: Transport Development Control Floor 1 North Rear Civic Offices Bridge Street
Reading RG1 2LU

To Connie Davis 72413 Connie.Davis@reading.gov.uk

Date: 30 November 2022

Re: Consultation on Planning Application

Application Number: 221497

Application Type: Full Planning Approval

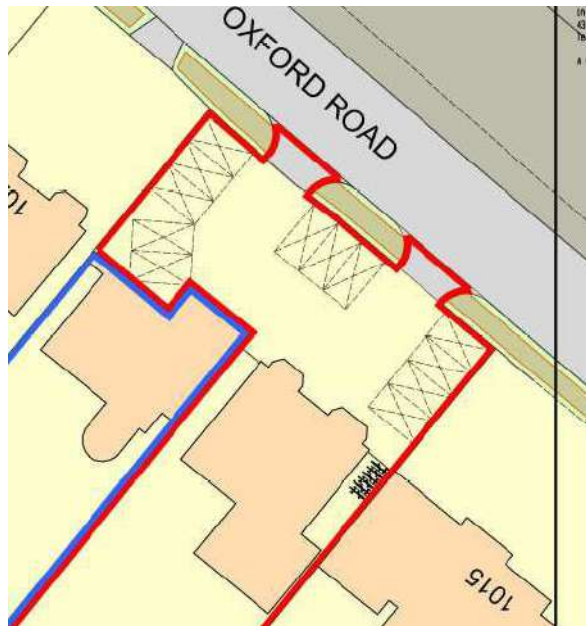
Address: 1017 Oxford Road Tilehurst Reading RG31 6TL

Proposal: Change of use from C1 (Hotel) to C2 (Children's residential care home)

The site is located within Zone 3 Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities.

This application seeks a change of use from a 14 bedroom C1 use (Hotel) to a children's care home. Whilst it is acknowledged that there is not a specific C2 classification for a children's care home facility the C2 nursing home requirements have been applied to assess this application. The property next door (1019) would also appear to be in the ownership of the applicant and is currently a residential home for children with severe learning disabilities.

The submitted Existing Block Plan (EB01 B) illustrates a shared parking area for Nos 1017 and 1019 is prosed, however aerial images identify that a boundary is in place between the 2 properties.



If the application includes a shared parking area, a parking assessment will be required that shows there is a surplus of parking that can be utilised for No1017.

Confirmation on the following is also required:

- Parking arrangements/layout and accesses currently in place for both properties are required to be illustrated on plans.
- Confirmation if an “in out” access proposed

The Design and Access Statement states that there will be 8 permanent residents with a staff level of up to 35 working on a rota system. In accordance with the adopted Parking Standards and Design SPD, a C2 development would be required to provide parking provision of 1 parking space per FTE staff and 1 per 4 residents; given that this is a children’s facility, parking spaces for residents would not be appropriate, however visitor parking should be provided at the same ratio i.e. 1 per 4 residents. Cycle storage should also be provided at a ratio of 1 per FTE staff. Confirmation is required how many staff will be on site and what the proposed shift patterns are so that the correct level of on site parking and cycle parking/storage can be determined.

Street view images for No1019 illustrate a ramp at the front of the building, given this is a facility for children with disabilities it would be assumed that this would need to be retained, however the block plan does not illustrate this. Confirmation if a ramp is to be installed for access to no 1017 is also required as this would impact on the parking layout.

Any changes to the existing accesses in place will require a license from the Highways Team. Confirmation required.

Given the potential loss of trees/bushes on the boundary the Natural Environment Officer should be consulted.

N. Hussain

Transport Development Control Advisor

Appendix C: Extract from the Reading Borough Council Revised Parking Standards and Design Supplementary Planning Document (October 2011)



Reading Borough Local Development Framework

Revised Parking Standards and Design

Supplementary Planning Document

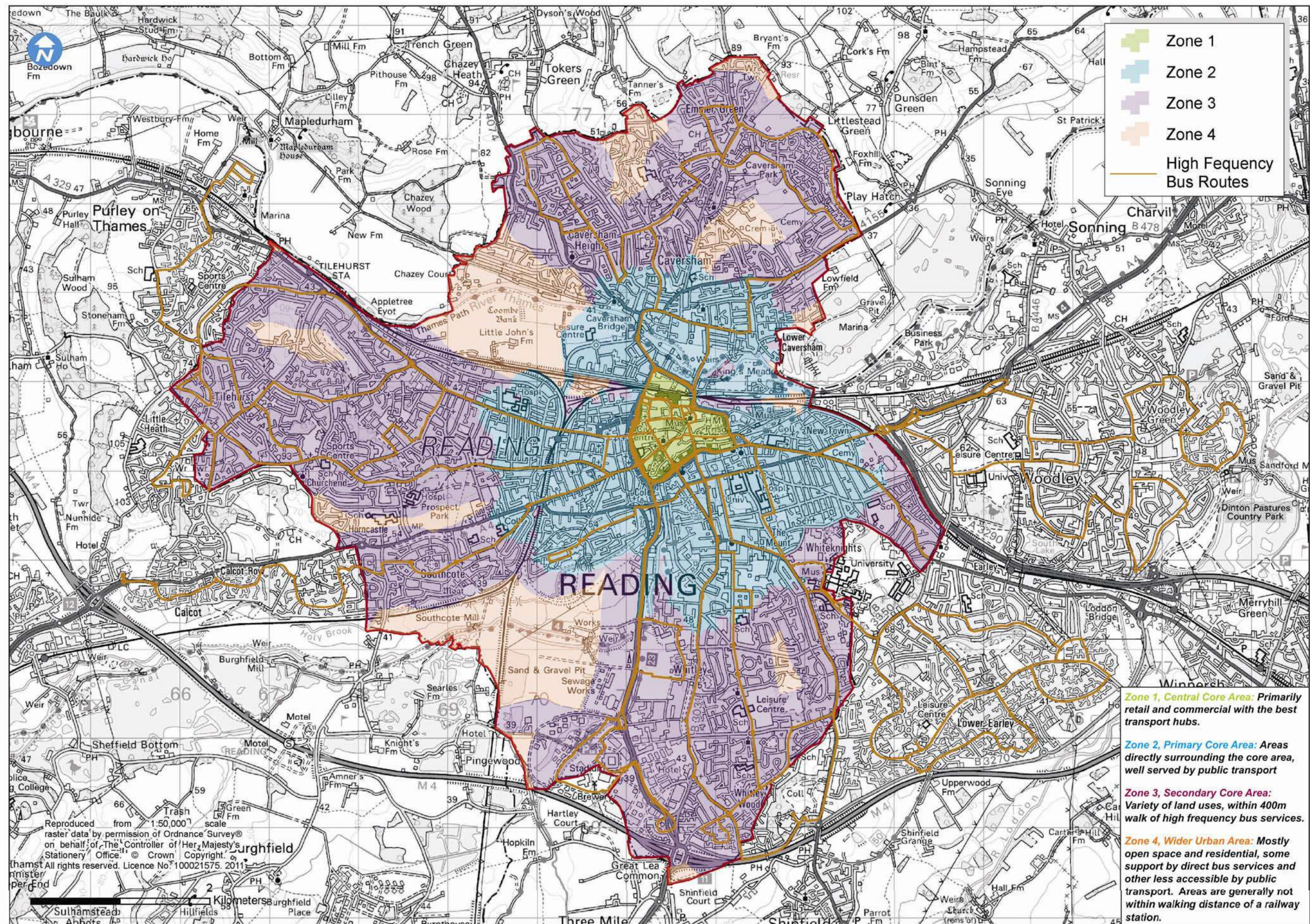
Final

Adopted 31st October 2011

Planning Section
Reading Borough Council
Civic Centre
Reading RG1 7AE
Tel: 0118 937 3797

Email: ldf@reading.gov.uk
www.reading.gov.uk





	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C1 Hotels	0.25* per bedroom	0.5* per bedroom	0.75* per bedroom	1* per bedroom
	* Ancillary facilities such as restaurants, bars and conference areas will be treated as A3/ D2 uses when available to non residents. Major hotel developments where multiple facilities are provided will be considered on their merits			
C1 Guest House and B&B	0.5 per bedroom & 1 for proprietor	1 per bedroom, 1 for proprietor & 0.5 per FTE Staff	1 per bedroom, 1 for proprietor & 0.75 per FTE Staff	1 per bedroom, 1 for proprietor & 1 per FTE Staff
C2 Halls of Residence*	1 per FTE staff & zero for students	1 per FTE staff & zero students	1 per FTE staff & 1 per 15 students	1 per FTE staff & 1 per 10 students
C2 Hospital (In Patients)	1 per 6 FTE staff & 1 per 5 beds	1 per 6 FTE staff & 1 per 4 beds	1 per 4 FTE & and 1 per 3 beds	1 per 4 FTE staff & 1 per 3 beds
C2 Hospital (Out Patients)	1 per 6 FTE staff & 1 per consulting room	1 per 6 FTE staff & 1 per consulting room	1 per 4 FTE staff & 1 per consulting room	1 per 4 FTE staff & 1 per consulting room
C2 Nursing Home	0.5 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents

* Where necessary, student parking restrictions will be enforced through tenancy agreements

6.0 Accessibility Parking

Disabled Parking

The provision of parking for disabled motorists is a key element of all developments that are open to the public. Typically this excludes residential developments, however where such a development is to be of a significant size, or with large amounts of visitor or communal parking bays then the developer should ideally provide some level of parking which takes into account the need of disabled motorists.

When determining the level of provision, guidelines should be taken from Advisory Leaflet 5/95 Parking for Disabled People (Department for Transport, 1995). This document establishes the number of disabled parking bays required by working on the number of standard bays to be provided. However, this does not take into account the zonal basis of car parking. In this situation the developments within the inner zones will require a higher percentage of disabled parking in order to provide an appropriate number of bays for the likely generation of disabled motorists. Notwithstanding this, when establishing the required level of parking for disabled users it must be remembered that some of these motorists could have the option to switch mode, particularly where they have access to high quality bus corridors and routes which tend to feature low floor access buses and other benefits.

Therefore it is suggested that a staggered level of provision be made, and that these bays be additional to the standard bays required. The suggested levels for all zones are as follows:

- Up to 200 spaces – All developments: 3 disabled spaces or 5% of total capacity, whichever is greater.
- Over 200 spaces –
 - Retail: 3 disabled spaces plus 4% of total capacity
 - Commercial: 6 disabled spaces plus 2% of total capacity
 - Residential/Hotel: 4 disabled spaces plus 4% of total capacity
 - Residential/Hospitals: To be determined through Transport Assessment
 - Places of public assembly and leisure facilities: 4 disabled spaces plus 5% of total capacity
 - Residential: Where centrally located flats/ apartments do not contain parking for able bodied residents, disabled spaces must be provided based on level of units proposed for disabled persons.

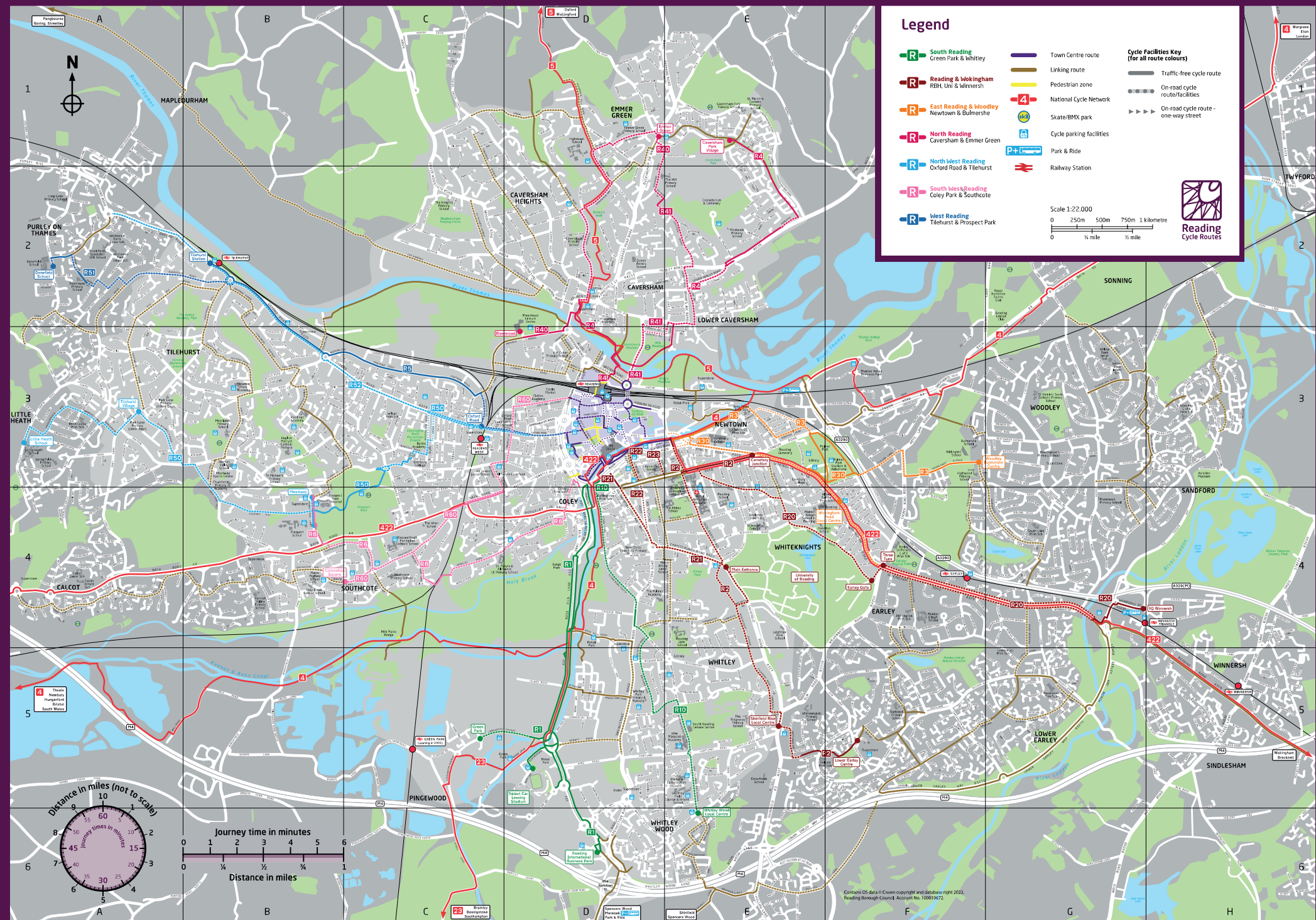
Appendix D: Photographs of the SsangYong car dealership car parking area



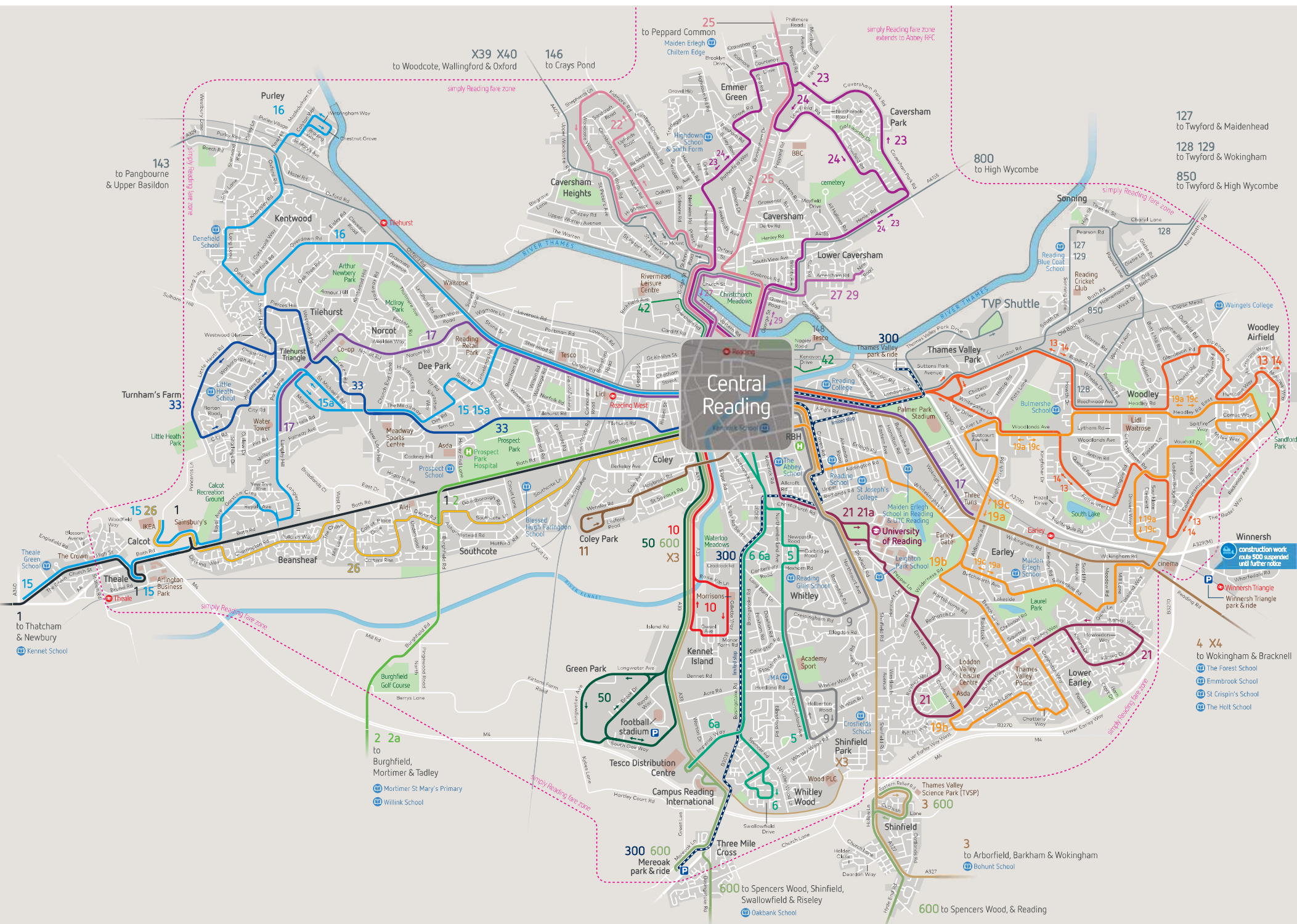




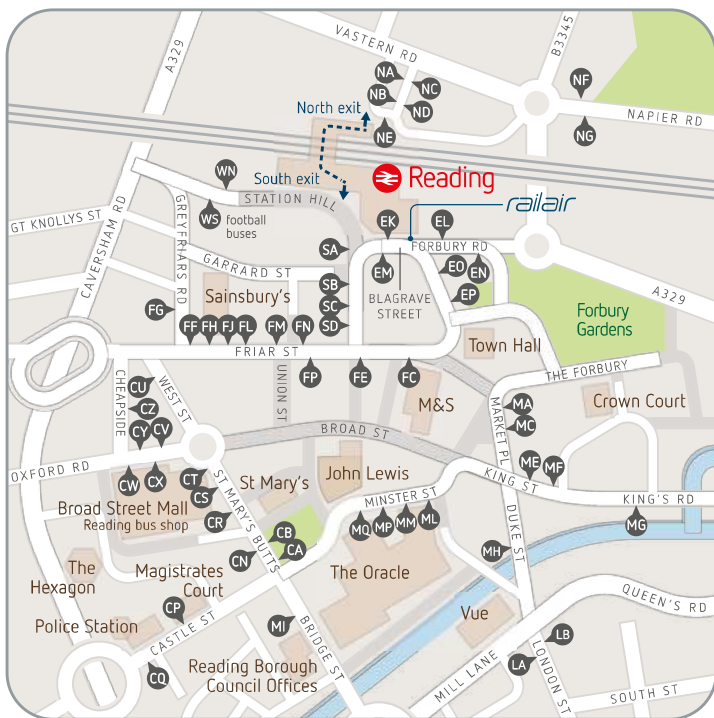
Appendix E: Reading Borough Council Cycling Map



Appendix F: Reading Bus Maps



where to catch your bus in Central Reading



see where your bus is
get live times
buy your ticket

get the app 



route

jet black 1
lime 2 2a
leopard 3
leopard X3
lion 4 X4
emerald 5
emerald 6 6a
route 9
ruby 10
bronze 11
little oranges 19a 19c
little oranges 19b
orange 13 14
sky blue 15 15a
sky blue 16
purple 17
claret 21 21a
pink 22
berry 23
berry 24
pink 25
yellow 26
little berries 29
royal blue 33
buzz 42
greenwave 50
Thames Valley 127 128 129
Winnersh Triangle park & ride 500
service suspended due to works
Mereok park & ride 600
railair
football buses

towards stops at

	Theale/Thatcham/Newbury	EP FP CA CQ
	Burghfield/Mortimer/Tadley	EP FP CA CQ
 Royal Berks Hospital/	 UoR/Shinfield/Arborfield/Wokingham	CR FM SA MA MF
	Shinfield Park (direct)	EP FP
 Reading College/	Winnersh/Wokingham/Bracknell	CT FN EO ME
	Northumberland Avenue	MI CR CU SC MC
	Basingstoke Road /Tesco depot/Whitley Wood	MI CR CU SC MC
 Royal Berks Hospital/	 UoR/Whitley Wood/Shinfield/Spencers Wood	CR FM SA MA MF
	Kennet Island	MI CS FM SD MC
	Coley Park	MI CR FM EO MC
 Royal Berks Hospital/	 UoR/Earley (Silverdale Road)/Woodley	CR FM SA MA MF
 Royal Berks Hospital/	 UoR/Beech Lane/Lower Earley	CR FM SA MA MF
	 Reading College/Woodley Centre/Woodley	EM MF
	Oxford Road/Dee Park/Tilehurst/IKEA/Arlington Business Park/Theale	FE CX
	Oxford Road/Purley	FE CX
 Reading College/Wokingham Road (Three Tuns)		CY FN EO ME
	Oxford Road/Tilehurst (Water Tower)	MG MM CN CW
	 University of Reading/Lower Earley	CR CU EK MA
	Caversham Centre/Caversham Heights	FJ EL NB
	Caversham Centre/Caversham Park/Emmer Green	FL EL
	Caversham Centre/Emmer Green/Caversham Park	FL EL NA
	Caversham Centre/Sonning Common/Peppard Common	FJ EL
	Southcote/Fords Farm/Beansheaf/Calcot (IKEA)	EK FP CA CQ
	Lower Caversham	FJ EL
	Tilehurst/Turnhams Farm	FE CB CQ
	Kenavon Drive	FN EO MF
	Rivermead Leisure Centre	CS FG MP
	Green Park/  football stadium	MI CS SD MC
	Twyford/Wokingham	FC EO MF
	Winnersh Triangle park & ride	MQ CS FM EO MC
	Campus Reading International/Mereok park & ride	MI CS SD MC
	Spencers Wood/Swallowfield/Riseley	MI CS SD MC
	 Heathrow Airport	Reading Station
	 football stadium (matchdays only)	WS