



Enterprise Rent-a-Car
171 Basingstoke Road, Reading
Transport Statement

June 2021

Project Code: 05612

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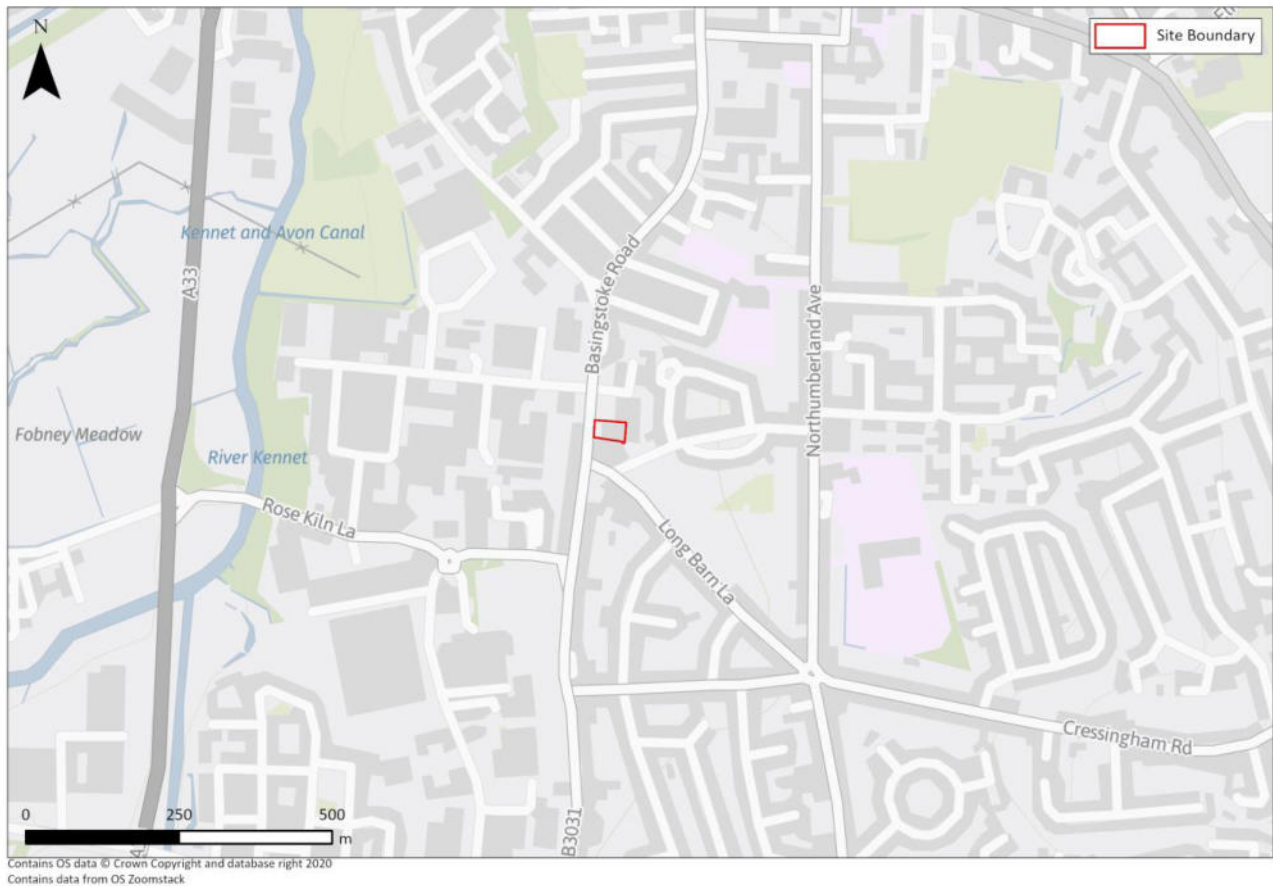
I Introduction

I.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared on behalf of Enterprise Rent-a-Car in association with a planning application for the proposed redevelopment of the front part of 171 Basingstoke Road, Reading, RG2 0HF.
- 1.1.2 The site is located at 171 Basingstoke Road, approximately 2km south of Reading town centre and 2.8km north of the M4 Junction 11. The site consists of the front part of an existing Ford car dealership with customer and operational car parking. Access to the site is currently provided via two vehicular crossovers along the site's frontage onto Basingstoke Road, with a further access via a connection to the rear part of the dealership (which will not be redeveloped and will be let for alternative stand-alone commercial use), which is itself provided with a vehicular crossover onto Canterbury Road. A site location plan is provided in Figure 1-1.
- 1.1.3 The development proposes to relocate an existing Enterprise Rent-a-Car site located on Boulton Road, Reading to the site at 171 Basingstoke Road, Reading. The proposals seek to demolish the front part of the existing car dealership on the site and construct a new modular office building, wash bay and associated operational car parking to enable the front part of 171 Basingstoke Road to be used as an Enterprise Rent-a-Car facility. The proposals also seek to retain the existing vehicular crossover access arrangements to the north-west corner of the site and remove the existing vehicular crossover located to the south-west corner.
- 1.1.4 This TS provides a comprehensive review of the existing transport conditions and sets out the anticipated impacts of the development proposals on the surrounding highway network and transport infrastructure.



Figure 1-1: Site Location Plan



I.2 Report Structure

1.2.1 The structure of this TS is as follows:

- **Section 2** provides an overview of the national, regional and local transport and land use planning policy relevant to the proposed development.
- **Section 3** sets out the existing local highway network conditions and provides an analysis of collision trends on the local network.
- **Section 4** sets out how the site can be accessed by sustainable modes of transport.
- **Section 5** provides a summary of the development proposals including access arrangements, car parking provision and delivery and servicing arrangements.
- **Section 6** outlines a trip attraction and provides a qualitative assessment of the potential impacts of the development proposals.
- Finally, **Section 7**, provides a summary and conclusion.



2 Policy Review

2.1 Overview

- 2.1.1 This section of the report sets out the key national and local transport policy requirements relevant to the proposed development.

2.2 National Policy

National Planning Policy Framework

- 2.2.1 The revised National Planning Policy Framework (NPPF) was published in March 2012 and updated in July 2018 and February 2019 and sets out the governments planning policies for England and how these are expected to be applied.
- 2.2.2 Paragraph 111 notes that *“all development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”*. This TS has been prepared to satisfy this requirement.
- 2.2.3 Paragraph 108 of the NPPF states that:
- “In assessing site that may be allocated for development in plan, or specific applications for development, it should be ensured that:*
- a. Appropriate opportunities to promote sustainable modes can be or have been – taken up, given the type of development and its location;*
 - b. Safe and suitable access to the site can be achieved for all users; and*
 - c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 2.2.4 Furthermore, Paragraph 109 states:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 2.2.5 As set out in Paragraph 110, within this context, applications for development should:
- a. “Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality*



public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use;

- b. Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c. Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d. Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e. Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.6 As detailed in the following sections of this TS, the proposed development is located in close proximity to a large area of residential development and to a number of bus services and is located on the Reading cycle network. As such, the site is well located to support sustainable travel.

2.3 Local Policy

Reading Borough Local Plan (Adopted November 2019)

2.3.1 The Reading Borough Local Plan sets out a strategy and a series of policies for guiding development within the Borough of Reading. The Local Plan sets out a vision for Reading which seeks to make Reading a smart and sustainable city by 2050.

2.3.2 The Local Plan centres around a presumption in favour of sustainable development, with Policy CC1 stating the following:

“A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Where appropriate, the Council will work proactively with applicants jointly to find solutions which means that proposals can be approved wherever possible.”

2.3.3 This TS demonstrates that from a transport and highways perspective the development proposals are considered to be sustainable.

2.3.4 The Local Plan also sets out transport specific policies. Policy TR1 Achieving the Transport Strategy states the following:

“Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.



Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.”

2.3.5 Policy TR3 sets out policy regarding access and traffic impacts and states:

“In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ii) The development would not have a material detrimental impact on the functioning of the transport network;*
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- iv) The proposals would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips to compromise the safe movement and free flow of traffic on the network or the safe use of the road.”

2.3.6 The proposals seek to retain the existing site access arrangements and, as outlined within this TS, are not anticipated to result in a material change in traffic volumes compared to the extant use. As such, the proposals meet the requirements of Policy TR3. It is not proposed that HGV access to the site will be needed, with operational requirements being supported by the consented Enterprise site at Cow Lane.



2.3.7 Policy TR5 outlines the requirements for car and cycle parking. The policy states:

“Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.”

2.3.8 Policy TR5 also sets out requirements for electric vehicle parking, indicating that at least 10% of the parking provision should be provided with active charging points.

2.3.9 As demonstrated throughout this TS, the development proposals accord with the policy requirements set out within the Reading Borough Local Plan.

Reading Borough Council Local Transport Plan 3: Strategy 2011-2026 (April 2011)

2.3.10 The LTP3 sets out a range of objectives and policies with the aim of *“improving transport in an area, contributing to wider social, economic and environmental benefits”*.

2.3.11 The LTP3 sets out a series of aims and objectives relating to a number of key issues associated with transport. The key objectives of relevance to the proposed development are summarised as follows:

- Travel Information – aim to ensure that people have the information and assistance that they need to be able to make informed choices regarding travel.
- Neighbourhood Enhancements – improve quality of life and safety by creating attractive sustainable environments through transport and public realm improvements.
- Air Quality – preparation of an Air Quality Action Plan to support air quality improvements.
- Road Safety – enhance road safety, supported by the Road Safety Strategy.
- Public Transport – provide public transport services that are available, accessible and affordable, supported by the Public Transport Strategy.
- Network Management – effectively manage traffic to ensure the expeditious movement of traffic on the highway network within Reading and neighbouring authorities.
- Walking & Rights of Way – provide a safer, more convenient and more attractive pedestrian network, serving key destination and break down real and perceived barriers to pedestrian movements.
- Cycling – promote and enhance the Reading cycle network in line with the Cycling Strategy.

2.3.12 The LTP3 states that following regards car parking:

“Car parking has always been a major element of land use planning and development... As there are different land uses and densities in Reading, a zonal approach has been adopted. This



considers accessibility to sustainable forms of transportation in the case of residential parking, the distance to local facilities and services.”

Reading Borough Council Draft Local Transport Plan (2020-36) Reading Transport Strategy 2036

- 2.3.13 The draft LTP4 is an emerging document that will replace the LTP3 and provides a number of policies which seek to build upon those set out within the LTP3. Policy RTS4 specifically addresses new developments and states the following:

“4.1: We will work with developers to design development that supports delivery of our transport strategy.

4.2: We will work with developers to secure land for transport infrastructure where required.

4.3: New developments will be required to demonstrate how they will deliver healthy streets and make a positive contribution to the walking, cycling and public transport network and support sustainable travel, such as initially subsidising bus services, through the development and implementation of travel plans.

4.4: Private sector contributions, including Section 106 and the Community Infrastructure Levy, will be used where appropriate to improve the transport network and mitigate the impact of development, including through enhancement of walking, cycling and public transport facilities.”

- 2.3.14 The LTP4 also identifies key transport improvements for the Reading area. Of these, those relevant to the site include:

- The provision of a Quality Bus Corridor along Basingstoke Road, which includes the provision of high quality buses, bus priority measures and the expansion of red routes.
- The provision of a strategic cycle route along Basingstoke Road based on the principles of London Cycle Superhighways supported by the reallocation of road space and segregation.



3 Existing Local Highway Network

3.1 Overview

- 3.1.1 This section of the TS sets out the existing local highway, including existing site access arrangements and the existing highway network in the vicinity of the site. An analysis of existing personal injury collision data has also been provided to assess whether there are any existing collision trends on the local network that may be exacerbated by the development proposals.

3.2 Existing Site Access

Vehicular Access

- 3.2.1 Vehicular access to the site is currently provided via two dropped kerb vehicular crossovers along the sites frontage from Basingstoke Road, with entry taken from the northern crossover and exit from the southern crossover.
- 3.2.2 A secondary gated vehicular access point is provided via Canterbury Road. This access falls outside of the development boundary, and will be retained for access to the rear of 171 Basingstoke Road.

Pedestrian and Cycle Access

- 3.2.3 Pedestrian and cycle access to the development is provided via an existing shared footway along the site frontage, which routes north-south for 200m along the eastern side of Basingstoke Road, where the route continues as on carriageway segregated cycle lanes. Access into the site from the shared footway is currently provided at the vehicular access points.
- 3.2.4 An alternative pedestrian access route is provided via an existing footway along the northern side of Canterbury Road, providing access to the rear of the 171 Basingstoke Road. This pedestrian access falls outside of the development boundary.

3.3 Existing Highway Network

B3031 Basingstoke Road

- 3.3.1 The B3031 Basingstoke Road routes from the M4 in the south, to the A327 to the north. The A327 continues to Reading town centre.
- 3.3.2 The B3031 Basingstoke Road is a single carriageway, two-way road subject to a 30mph speed limit in the vicinity of the site. A southbound bus lane is provided along the B3031 Basingstoke Road running from the junction with Acre Road to 70m south of the junction with Buckland road.
- 3.3.3 As discussed in the preceding section, the site is accessed via two vehicular crossovers onto the B3031 Basingstoke Road.



- 3.3.4 The B3031 also provides access to a number of residential and commercial properties. The majority of residential properties along Basingstoke Road in the vicinity of the site do not have vehicular access.
- 3.3.5 The B3031 Basingstoke Road provides an important bus corridor between Whitley Wood and Reading town centre / Reading railway station. The B3031 Basingstoke Road also provides sections of segregated cycle lanes and shared use routes, facilitating cycle journeys north and south of the site.
- 3.3.6 Pedestrian infrastructure along the B3031 Basingstoke Road is provided through the provision of footways on both sides of the carriageway. In the vicinity of the site, a shared footway with segregation for pedestrians and cyclists is provided. A number of pedestrian crossing points are provided along the B3031 Basingstoke Road, with the nearest located 60m south of the site, in the form of an uncontrolled crossing with dropped kerbs and central refuge island. A number of additional crossings are provided along the B3031 Basingstoke Road in the form of controlled and uncontrolled crossings. A toucan crossing is provided approximately 85m north of the site, providing access to Cradock Road and Elgar Road.
- 3.3.7 On-street parking along the B3031 is restricted in the vicinity of the site by the presence of double yellow lines to both sides of the carriageway. Permit holder only parking is provided on the western side of the carriageway immediately to the south of the site, with further permit holder only bays located in the vicinity of the junction with Rose Kiln Lane.

Rose Kiln Lane

- 3.3.8 Rose Kiln Lane connects to the B3031 Basingstoke Road approximately 200m to the south of the site at a large, signalised junction and provides a route to the A33. Rose Kiln Lane is a single carriageway, two-way road subject to a 30mph speed limit.
- 3.3.9 Rose Kiln Lane is provided with footways to both sides of the road, with the northern footway accommodating a shared use pedestrian and cycle route.
- 3.3.10 On-street parking is restricted by the presence of double yellow lines to both sides of the carriageway.

A33

- 3.3.11 The A33 forms a major route in the area, linking from the M4 to Reading Centre. The A33 is a dual carriageway, two-way road subject to a 40mph speed limit.

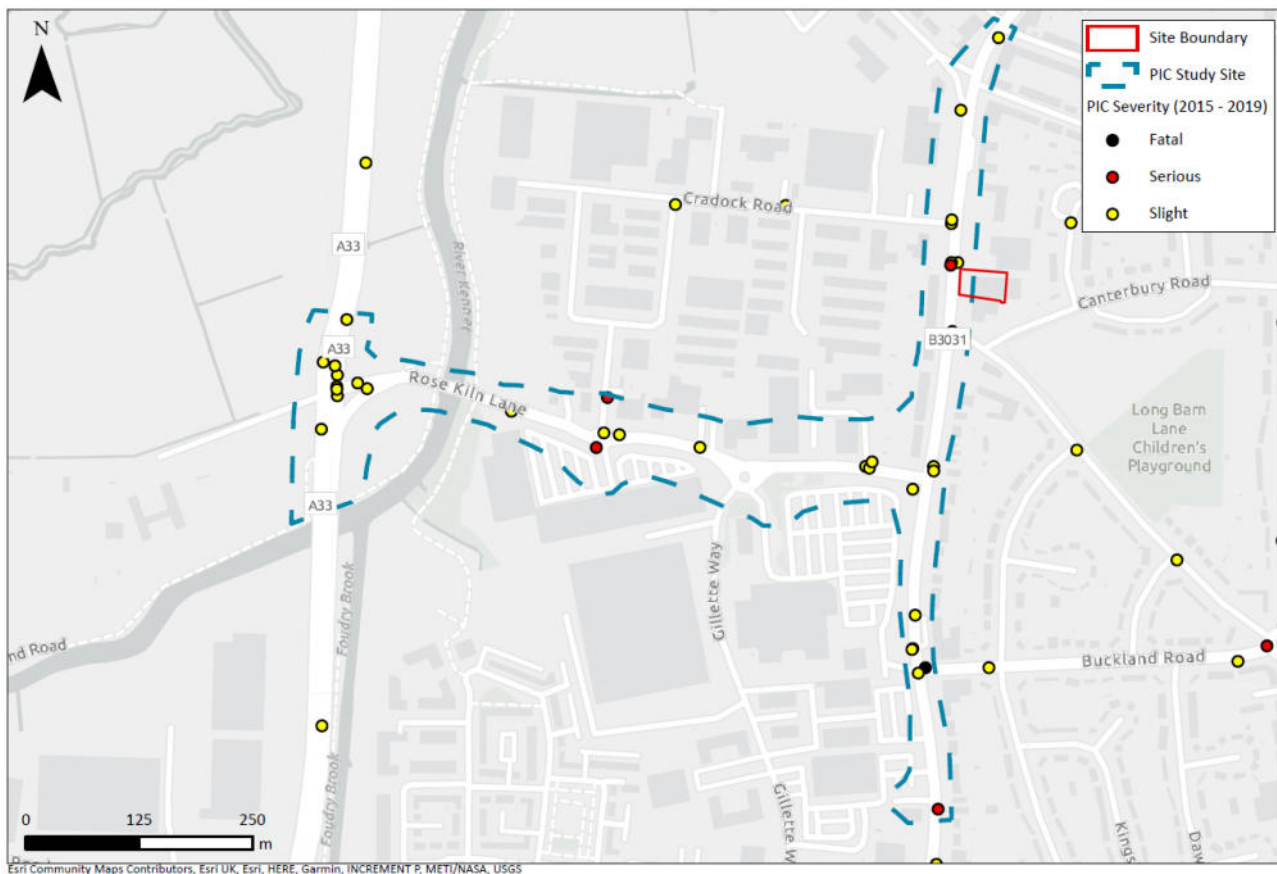


- 3.3.12 A southbound bus lane is provided along the A33 from the junction with Imperial Way up to the junction with Island Road. The A33 is also provided with shared use footways on both sides of the road.

3.4 Collision Data Analysis

- 3.4.1 This section provides a review of collision data obtained from the Department for Transport's (DfT) Road Safety Data and from CrashMap (www.crashmap.co.uk), both for the latest available five-year period from 2015-2019.
- 3.4.2 Within the study site, as outlined in Figure 3-1 below, 39 collisions occurred within the study period. One of these collisions was classified as fatal, four as serious and 34 as slight. One serious and two slight collisions occurred immediately north of the site. Figure 3-1 shows the locations where collisions occurred and their severity. The DfT collision data is provided in **Appendix A** and the CrashMap reports are shown in **Appendix B**.

Figure 3-1: Collision Data Study Area



- 3.4.3 A fatal collision was identified at the junction between Basingstoke Road and Buckland Road. The identified fatal collision is considered to be an isolated collision and does not form part of a collision cluster. The fatal collision occurred when a pedestrian crossing Buckland Road on the pedestrian



crossing facility was struck by a HGV. The collision occurred when the weather was fine, road surface was dry and during the hours of light. A slight collision was also identified at this junction, however this occurred when a pedestrian crossing Buckland Road away from the pedestrian crossing was struck by a car when the road conditions were wet and during the hours of darkness. Therefore, as the conditions of these collisions were not similar, it can be concluded that there is no trend or existing highways safety issue at the junction. As there is no existing trend in collisions at this location, it is concluded that the development proposals would not exacerbate any existing issues here.

- 3.4.4 The serious collision located at the Rose Kiln Lane / Boulton Road roundabout involved a motorcycle being struck by a car. The collision occurred when the road surface was described as wet and occurred during the hours of darkness. The collision does form part of a cluster, with two slight collisions also occurring at the roundabout, one of the slight collisions involved two cars on a dry day but during the hours of darkness, and the other collision involved a cyclist and a car on Boulton Road approaching the roundabout on a dry day and during daylight hours. Therefore, as none of the collisions show similar patterns, it can be concluded that there is no collision trend at this roundabout.
- 3.4.5 A serious collision was also identified immediately north of the site access, which involved a motorcycle and a car when the motorcycle was overtaking another vehicle and the car was performing a U-turn. The collision occurred when the weather was fine, the road surface was dry and during the hours of daylight. Two other collisions, both classified as slight, also occurred at this location, one of the collisions involved two cars when moving off, the other slight collision involved a car and a cyclist, where the car struck the cyclist when it was in the act of turning right. Therefore, as none of the collisions within the cluster occurred in a similar manner it can be concluded that there is no existing collision trend at this location.
- 3.4.6 The serious collision located approximately 150m south of the Basingstoke Road / Buckland Road T-junction involved a car striking a cyclist when the cyclist was changing lane to the right. The serious collision is an isolated collision, as no other collisions have been recorded within the time period at this location. Therefore, there is no existing trend in collisions at this location, and the development proposals would not exacerbate any existing issues here.
- 3.4.7 Boulton Road is the location of an isolated serious collision, where a car struck a cyclist when the cyclist was in the act of turning right. As the collision is isolated, with no other collisions occurring within the vicinity, there are no existing collision trends at this location and therefore, the development would not impact any existing collision issues.



PIC Summary

- 3.4.8 Overall, the collision analysis demonstrates that although fatal and serious collisions have occurred within the study area, and that some of these are a part of collision clusters, there are no existing trends in collisions that would be exacerbated by the development proposals. As outlined in **Section 6**, the proposals are anticipated to result in a net decrease in vehicular trips in the AM peak and a minor increase in the PM peak. Consequently, it can be concluded that the development proposals would have no material impact and would not result in any highways safety concerns.

3.5 Summary

- 3.5.1 Access to the site is currently provided via two dropped kerb vehicular crossovers onto the B3031 Basingstoke Road. A wide shared use path is provided along the site frontage along Basingstoke Road to facilitate pedestrian and cycle access.
- 3.5.2 The B3031 Basingstoke Road provides a key route from the M4 and onwards towards Reading town centre and serves both commercial and residential properties. The road provides bus services and cycle facilities routing towards Reading town centre.
- 3.5.3 A review of collision data has concluded that the development proposals would not result in any material impact on existing collision trends.



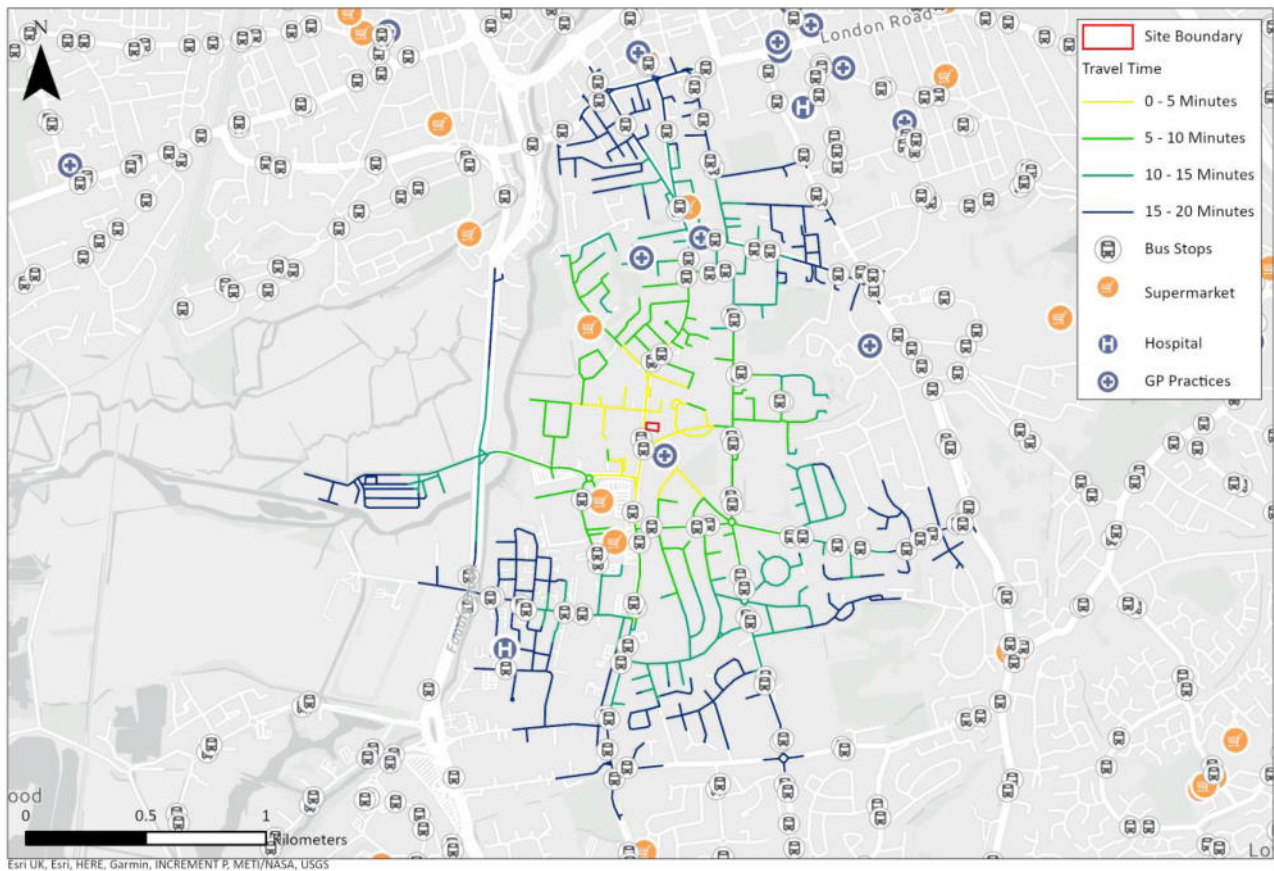
4 Access by Sustainable Modes

4.1 Walking

- 4.1.1 A shared pedestrian and cycleway is provided on the eastern side of Basingstoke Road along the site frontage. A wide footway is also provided on the western side of the road. There is regular street lighting along Basingstoke Road and a number of pedestrian crossings, with the nearest located 60m south of the site.
- 4.1.2 The area accessible within a 20 minute walk distance of the site is shown in Figure 4-1. A number of facilities are located within the 20 minute walk distance. These are summarised as follows:
- Bus stops on Basingstoke Road – 85m walk distance south of the site;
 - Morrisons supermarket – 400m south-west of the site;
 - ALDI supermarket – 500m south-west of the site.
- 4.1.3 Therefore, people who work at the site will be able to walk to access key facilities, including public transport. Furthermore, visitors to the site would be able to access the site sustainably, given the proximity to bus stops. The site is also surrounded by residential development located within a walk distance, and therefore it is possible that some employees at the proposed development could walk to work and some visitors could also access the site on foot.



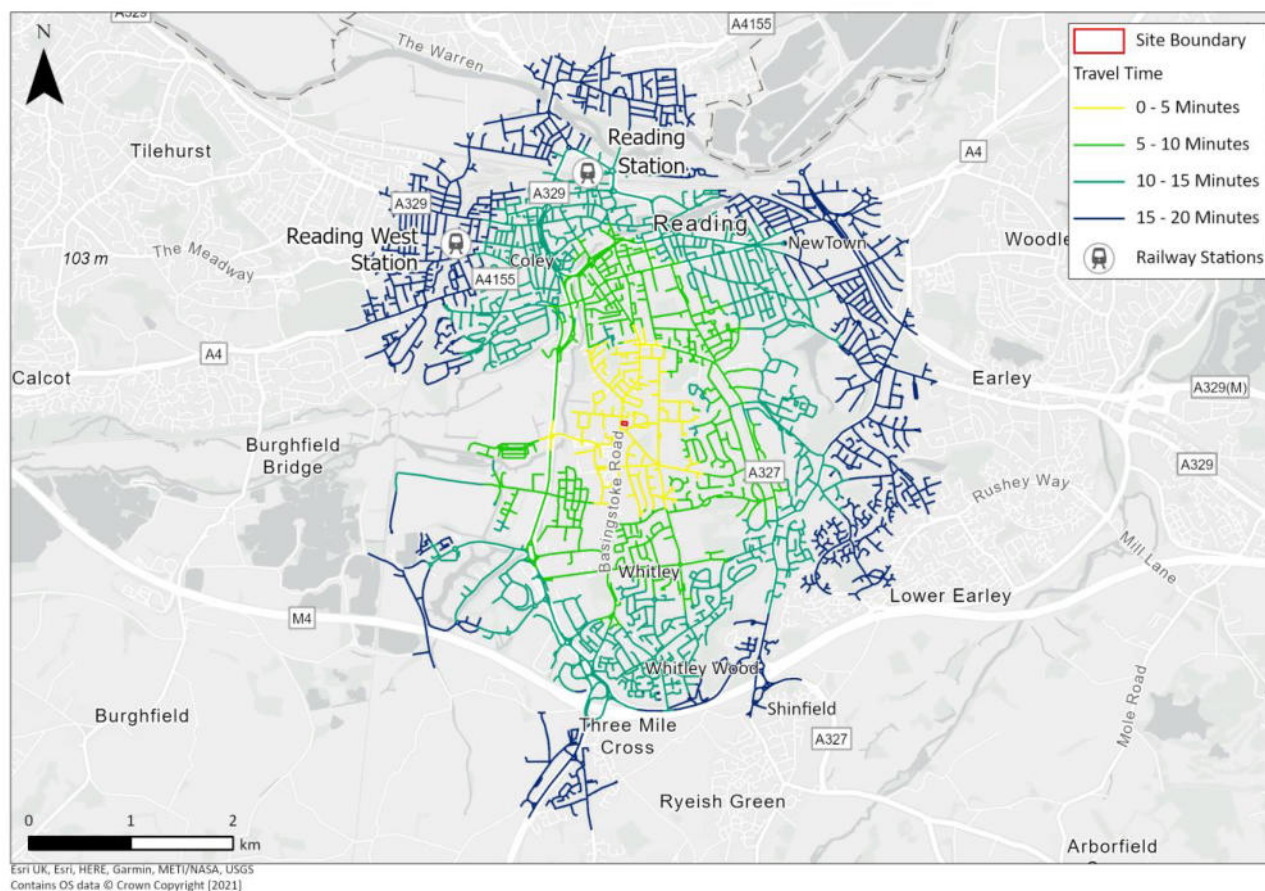
Figure 4-1: Walk Isochrones



4.2 Cycling

- 4.2.1 The area which can be accessed within a 20 minute cycle of the site is shown in Figure 4-2. This demonstrates that the entirety of Reading town centre can be reached within this time period, as well as both Reading and Reading West railway stations and large areas of residential development around Reading.

Figure 4-2: Cycle Isochrones



4.2.2 The existing footway adjacent to the site along Basingstoke Road accommodates cycle route R10 which forms a part of the Reading Cycle Network. This route runs north-south, linking to Reading town centre in the north and to Whitley Wood to the south. Route R10 links up to National Cycle Routes (NCR) 4 and 23. The route predominately uses cycle lanes and quiet roads. The B3031 Basingstoke Road benefits from a segregated shared use cycle track along the eastern side of the road along the site frontage and segregated cycle lanes on both sides of the road 85m north of the site up to the junction with Elgar Road.

4.2.3 NCR 23 runs in a predominately north-south direction to the west of the site, from Reading centre to Southampton via Basingstoke and Winchester. NCR 4 routes in an east-west direction through the centre of Reading, from London to Bristol and further onto the west of Wales.

4.3 Bus

4.3.1 There are a number of bus stops located on the B3031 Basingstoke Road, with the closest (northbound stop) located within a 45m walk distance south of the site. The southbound stop is located approximately 80m south of the site. An uncontrolled pedestrian crossing with a central



refuge island is provided on the B3031 Basingstoke Road, 60m south of the site, which can be used to access the northbound stop.

4.3.2 The northbound stop has a layby and bus flag with timetable information. The southbound stop has a shelter with seating, a layby and bus flag with timetable information.

4.3.3 Table 4-1 summarises the bus services accessible from the bus stops on the B3031 Basingstoke Road

Table 4-1: Summary of Bus Services from B3031 Basingstoke Road

Bus No.	Route	Mon-Fri peak frequency	Mon-Fri hours of operation	Saturday daytime frequency	Saturday hours of operation	Sunday daytime frequency	Sunday hours of operation
6 Emerald	Reading Station – Whitley Wood	Every 10 minutes	24 hours	Every 10 minutes	24 hours	Every 20 minutes	05:00-04:15
7 The Tiger	Reading Station - Fleet	Every hour and a half	05:50-23:48	Every hour and a half	07:05-23:48	Every 2 hours	10:00-19:07

4.4 Rail

4.4.1 Reading railway station is located approximately 2.3km north of the site and Reading West station is located approximately 2.5km north-west of the site. As demonstrated in Figure 4-2 the site is located within a cycle distance of both Reading and Reading West stations. Furthermore, Reading station can be accessed via the Emerald 6 and the Tiger 7 bus services, providing regular and convenient connections.

4.4.2 Reading station is served by Great Western Railway, Cross Country and South Western Railway services. Rail services from Reading station are summarised in Table 4-2.

Table 4-2: Summary of Rail Services from Reading Station

Operator	Destination	Frequency			Journey Time
		Mon-Fri	Sat	Sun	
Great Western Railways	London Paddington	9ph	9ph	6ph	24 mins
	Basingstoke	2ph	1ph	1ph	27 mins
	Newbury	3ph	3ph	1ph	26 mins
	Didcot Parkway – Swindon – Bristol Temple Mead	2ph	2ph	1ph	1 hour 8 mins
	Farnborough – Guildford – Gatwick Airport	1ph	1ph	1ph	1 hour 24 mins
	Oxford	2ph	2ph	1ph	23 mins
South Western Railway	Wokingham – Ascot – Staines - London Waterloo	2ph	0ph	0ph	1 hour 22 mins
Crossrail	London Paddington	2ph	2ph	2ph	1 hour
Cross Country	Basingstoke – Southampton - Bournemouth	Every 2 hours	Every 2 hours	Every 2 hours	1 hour 21 mins
	Oxford – Birmingham -Manchester Piccadilly	1ph	1ph	1ph	3 hours 8 mins



4.5 Summary

- 4.5.1 The site benefits from very good access to sustainable transport infrastructure and services provided along the B3031 Basingstoke Road. The B3031 Basingstoke Road provides cycle infrastructure and high frequency bus services into Reading town centre and to Reading station. The access to sustainable transport offers opportunities for both future staff and visitors to travel to the site by sustainable means of transport.



5 Proposed Development

5.1 Overview

- 5.1.1 The development proposals seek to demolish the front part of the existing car dealership on the site and construct a new modular office building, wash bay and associated operational car parking to enable the front part of 171 Basingstoke Road to be used as an Enterprise Rent-a-Car facility. The proposed layout plans are provided in **Appendix C**.
- 5.1.2 The building and land to the east of the development site (the rear of 171 Basingstoke Road) will be retained and let for alternative commercial use as a standalone site, with its own access from Canterbury Road. This building therefore does not form part of this application.
- 5.1.3 This section of the TS summarises the development proposals, including the proposals for site access, car parking and delivery and servicing.

5.2 Site Access

Vehicular Access

- 5.2.1 Vehicular access to the site is proposed to be retained via the existing vehicular crossover access arrangements to the north-west corner of the site, onto the B3031 Basingstoke Road. The proposals also include the removal of the existing crossover located to the south-west corner.
- 5.2.2 Vehicular access to the site will be restricted by a swing gate and removable security bollards. When staff are opening and closing the site, there is space for a car to pull into the site and drop or raise the bollards with the swing gate closed, ensuring that the car will not overhang onto the public highway or the shared use route running along the front of the site.

Pedestrian and Cycle Access

- 5.2.3 Pedestrian and cycle access to the site will also be taken from the B3031 Basingstoke Road via the existing shared use footway adjacent to the site.

5.3 Car Parking

- 5.3.1 The development proposes 34 car parking spaces in total. All parking spaces are intended to be used for operational purposes, with the majority used for the storage of rental vehicles rather than for customers or staff. No customer parking is to be provided on-site, to encourage sustainable travel to the site. Enterprise do offer a Pick-up/Drop-off service to every customer, so customers are not required to visit the site. There is also limited demand for staff car parking, as the staff routinely move Enterprise's rental vehicles between branches at the beginning and end of each working day, and therefore use those rental vehicles to get to and from work.



5.3.2 A total of four electric vehicle charging (EVC) spaces are proposed, equating to 12% of the total parking provision.

5.3.3 Vehicle swept path analysis demonstrating how the proposed car parking bays can be accessed is provided in **Appendix D**.

5.4 Delivery and Servicing

5.4.1 Delivery and servicing vehicles will enter the site via the site access and loop around the site, to exit the same way. Vehicle swept path analysis demonstrating how delivery and servicing vehicles would access the site is provided in **Appendix D**.

5.5 Summary

5.5.1 The development proposals seek to demolish the front part of the existing car dealership on the site and construct a new modular office building, wash bay and associated operational car parking to enable the front part of 171 Basingstoke Road to be used as an Enterprise Rent-a-Car facility.

5.5.2 Vehicular access to the site is proposed to be retained via the existing vehicular crossover access arrangements to the north-west corner of the site and pedestrian and cycle access to the site will be taken from the B3031 Basingstoke Road via the existing shared use footway adjacent to the site.

5.5.3 A total of 34 car parking spaces are proposed, mainly for the purpose of storing rental vehicles, with new electric vehicle charging infrastructure to be provided for 12% of all spaces.

5.5.4 Delivery and servicing vehicles are proposed to enter the site via the site access and loop around the site, to exit via the site access.



6 Trip Attraction

6.1 Overview

6.1.1 This section of the report sets out the anticipated trip attraction of the existing site and the proposed development and consequently the net impact of the development proposals on the local highway network.

6.2 Existing Development

6.2.1 For the assessment of the existing car show room on the site, the TRICS database has been interrogated to assess the likely trip attraction of the existing development. The TRICS database has been utilised as it contains surveys of sites similar to the proposals and contains traffic surveys that were undertaken prior to the COVID-19 Pandemic and are therefore likely to be more representative of typical conditions. The TRICS assessment utilised the following search criteria:

- Land use 14 A – Car Show Room
- Sites excluding Greater London
- Sites with between 0.06-0.3 hectares

6.2.2 A total of three suitable sites were available on the TRICS database. Trip rates have been extracted from the suitable sites and applied to the existing development floor area of 0.16 hectares. The resulting vehicle trip rates and trips are summarised in Table 6-1. The corresponding TRICS output report is provided in **Appendix E**.

Table 6-1: Existing Development – Total Vehicle Trips (0.16 hectares)

Total Vehicle	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rates	59.091	29.545	88.636	2.273	9.091	11.364
Trips	10	5	15	0	2	2

6.2.3 A total of 15 two-way vehicle trips are estimated in the AM peak hour and 2 two-way vehicle trips in the PM peak hour associated with the existing car dealership on the site.

6.3 Proposed Development

6.3.1 Data has been provided from the existing Enterprise Rent-a-Car site located at 19 Boulton Road, Reading, which would relocate to the site outlined in this TS, to determine the total number of trips generated by the proposed development. The relocated Enterprise operation would operate in the same manner and serve the same areas as the existing site. Table 6-2 below shows the average annual daily bookings by hour for each day of the week.



Table 6-2: Enterprise Reading Rental and Return Transactions (Average by Year/Week/Hour)

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	2	7	5	4	3	3	3	2	3	3	4	2	0	0	0	0	0
Tuesday	0	0	0	0	0	0	0	2	7	4	3	2	3	2	2	2	3	4	2	0	0	0	0	0
Wednesday	0	0	0	0	0	0	0	2	6	4	3	2	3	2	2	3	3	3	2	0	0	0	0	0
Thursday	0	0	0	0	0	0	0	2	6	4	3	3	3	2	3	3	4	4	2	0	0	0	0	0
Friday	0	0	0	0	0	0	0	2	5	4	3	3	3	3	3	3	4	4	2	0	0	0	0	0
Saturday	0	0	0	0	0	0	0	1	3	5	4	4	2	0	0	0	0	0	0	0	0	0	0	0
Average Day	0	0	0	0	0	0	0	2	5	4	3	2	2	2	2	2	2	3	1	0	0	0	0	0
Average Week Day	0	0	0	0	0	0	0	2	6	4	3	3	3	2	2	3	3	4	2	0	0	0	0	0



- 6.3.2 The results from Table 6-2 demonstrate that on an average weekday there would be a total of 38 bookings. It has then assumed that each booking equates to two vehicle movements.
- 6.3.3 To establish the number of trips to the proposed development in the peak hours, the average number of bookings in each peak hour for the average weekday was taken and multiplied by the number of vehicle movements anticipated per booking. It has been assumed that the number of arrival and departures would be equal in the peak hours.
- 6.3.4 It has been assumed that staff will arrive and depart outside of the peak hours, consistent with the existing operation. Further, it has also been assumed that no non-hire operational trips would occur in the peak hours. The results are shown in Table 6-3 below.

Table 6-3: Number of Trips to the Existing Site in the Peak Hours

Total Number	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trips	6	6	12	4	4	8

- 6.3.5 The resulting trip attraction indicates that the proposed development would be anticipated to generate up to 12 two-way trips in the peak hours.

6.4 Net Impact

- 6.4.1 To assess the net impact of the development proposals, the existing site's trip attraction has been compared to the proposed development trip attraction calculated in the preceding sections. Table 6-4 below demonstrates that the development proposals would have a negligible impact, with a maximum of six additional two-way vehicular trips in the PM peak hour, and a positive impact in the AM peak hour with a reduction of three two-way vehicular trips.

Table 6-4: Net Impact

Total Vehicle	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trips	-4	1	-3	4	2	6

6.5 Summary

- 6.5.1 The TRICS database v7.8.2 has been interrogated to establish suitable total vehicular trip rates for the existing car dealership. The trip generation indicates that the existing development would attract up to 15 two-way vehicle trips in the AM peak hour and two two-way vehicle trips in the PM peak hour.
- 6.5.2 Data on the number of bookings in an average week from the existing Enterprise branch in Reading has been utilised to anticipate the number of trips to the proposed development. The resulting trip



attraction indicates that the proposed development would be anticipated to generate up to 12 two-way trips in the peak hours.

- 6.5.3 A net trip attraction has been presented demonstrating the change in trips as a consequence of the development proposals. In the PM peak a maximum of six additional two-way vehicular trips are anticipated and in the AM peak a reduction of three two-way vehicular trips is anticipated.
- 6.5.4 As such, it can be concluded that the development proposals would not result in a material impact on the local transport or highway networks and consequently, in line with NPPF paragraph 109, the development would not result in a severe impact.



7 Summary and Conclusion

7.1 Summary

- 7.1.1 This Transport Statement (TS) has been prepared by PJA on behalf of Enterprise Rent-a-Car in association with a planning application for the proposed redevelopment of the front part of 171 Basingstoke Road, Reading RG2 0HF.
- 7.1.2 The development proposals seek to demolish the front part of the existing car dealership on the site and construct a new modular office building, wash bay and associated operational car parking to enable the front part of 171 Basingstoke Road to be used as an Enterprise Rent-a-Car facility. The proposals also seek to retain the existing vehicular crossover access arrangements to the north-west corner of the site and remove the existing crossover located to the south-west corner.
- 7.1.3 The site is located at 171 Basingstoke Road, approximately 2km south of Reading Town Centre and 2.8km north of the M4 Junction 11. The site consists of part of an existing Ford car dealership with customer and operational car parking. Access to the site is currently provided via two vehicular crossovers along the sites frontage onto Basingstoke Road and via a connection to the site to the rear, which is provided with a vehicular crossover onto Canterbury Road.
- 7.1.4 The B3031 Basingstoke Road provides a key route from the M4 and onwards towards Reading town centre and serves both commercial and residential properties. The road provides bus services and cycle facilities for vehicles routing towards Reading town centre.
- 7.1.5 A review of collision data concluded that the development proposals would not result in any material impact on existing collision trends.
- 7.1.6 The site benefits from very good access to sustainable transport infrastructure provided along the B3031 Basingstoke Road. The B3031 Basingstoke Road provides cycle infrastructure and high frequency bus services into Reading town centre and to Reading station.
- 7.1.7 Vehicular access to the site is proposed to be retained via the existing vehicular crossover access arrangements to the north-west corner of the site and pedestrian and cycle access to the site will be taken from the B3031 Basingstoke Road via the existing shared use footway adjacent to the site.
- 7.1.8 A total of 34 car parking spaces are proposed, mainly for the purpose of storing rental vehicles, with electric vehicle charging infrastructure to be provided for 12% of all spaces. Delivery and servicing vehicles are proposed to enter the site via the site access and loop around the site, to exit the same way.
- 7.1.9 A net trip attraction has been presented demonstrating the change in trips as a consequence of the development proposals. In the PM peak a maximum of six additional two-way vehicular trips are



anticipated and in the AM peak a reduction of three two-way vehicular trips is anticipated. As such, it can be concluded that the development proposals would not result in a material impact on the local transport or highway networks.

7.2 Conclusion

- 7.2.1 Paragraph 109 of the National Planning Policy Framework document states '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of the development would be severe.*'. This Transport Statement has demonstrated that the development would not result in a severe impact on the highway network and that the site is in a highly sustainable location. As such there are no grounds for refusal on highways matters.



Appendix A DfT Collision Data

ID	Accident	Location	Location	Longitude	Latitude	Police_Fo	Accident	Number	Number	Date	Day_of	Time	Local_Aut	Local_Au	F1st_Roa	F1st_Roa	Road_Typ	Speed	lin	Junction	Junction	F2nd_Roa	F2nd_Roa	Pedestria	Pedestri	Light	Con	Weather	Road_Sur	Special	C	Carriagew	Urban_or	Did_Polic	Field32	Longitude	Latitude	1
0	201543W0	471889	171715	-0.967094	51.439878	43	3	1	1	#####	1	20:30	472	E0600003E	4	3031	6 30			3	4	6	7201	0	8	1	1	1	0	0	1	1	-0.96709	51.43988				
1	201543W0	471837	171510	-0.967883	51.438041	43	3	2	1	#####	5	17:14	472	E0600003E	4	3031	6 30			3	4	6	7201	0	0	4	2	2	0	0	1	1	-0.96788	51.43804				
2	201543W0	471159	171343	-0.977669	51.436625	43	3	2	1	#####	7	08:45	472	E0600003E	3	33	3 40			6	2	6	7201	0	0	1	1	1	4	0	2	2	-0.97767	51.43663				
3	201543W0	471797	171078	-0.968546	51.434163	43	3	2	1	#####	7	12:35	472	E0600003E	4	3031	6 30			9	4	6	0	0	0	1	1	1	0	0	1	1	-0.96855	51.43416				
4	201543W1	471445	171263	-0.973572	51.43587	43	2	2	1	#####	6	19:18	472	E0600003E	6	7201	1 30			1	4	6	7201	0	0	7	1	2	0	0	1	1	-0.97357	51.43587				
5	201543W1	471159	171320	-0.977674	51.436419	43	3	2	3	#####	4	22:55	472	E0600003E	3	33	3 40			3	2	6	7201	0	4	4	1	2	0	0	2	1	-0.97767	51.43642				
6	201543W1	471192	171328	-0.977198	51.436486	43	3	2	1	#####	5	16:00	472	E0600003E	3	33	6 30			6	2	6	7201	0	0	1	1	1	0	0	2	2	-0.9772	51.43649				
7	201543W2	471844	171467	-0.967791	51.437654	43	3	2	1	#####	5	11:43	3	472	E0600003E	4	3031	6 30			3	4	6	0	0	0	1	1	1	0	0	1	2	-0.96779	51.43765			
8	201543W2	471838	171391	-0.967893	51.436971	43	3	2	3	#####	3	12:13	472	E0600003E	4	3031	6 30			3	4	6	7201	0	0	1	2	2	0	0	1	1	-0.96789	51.43697				
9	201543W2	471837	171467	-0.967892	51.437655	43	3	2	2	#####	6	18:10	472	E0600003E	4	3031	6 30			0	-1	-1	0	0	0	1	1	1	0	0	1	2	-0.96789	51.43766				
10	2.01643E+	471836	171470	-0.967903	51.437629	43	2	2	1	#####	3	07:15	472	E0600003E	4	3031	6 30			0	-1	-1	0	0	0	1	1	1	0	0	1	2	E01016377	-0.9679	51.43763			
11	2.01643E+	471453	171285	-0.973449	51.436014	43	3	2	1	#####	4	16:28	472	E0600003E	6	7201	1 30			1	4	6	7201	0	0	1	1	1	0	0	1	1	E01016377	-0.97345	51.43601			
12	2.01643E+	471836	171393	-0.967918	51.436936	43	3	2	1	#####	5	18:00	472	E0600003E	4	3031	6 30			3	4	6	7201	0	0	4	1	1	0	0	1	2	E01016377	-0.96792	51.43694			
13	201643W0	471794	171223	-0.968557	51.435413	43	3	2	1	#####	1	18:35	3	472	E0600003E	4	3031	3 40			3	2	6	7201	0	5	1	1	1	0	0	1	2	E01016442	-0.96856	51.43541		
14	201643W0	471742	171248	-0.9693	51.435645	43	3	2	1	#####	4	14:15	472	E0600003E	6	7201	6 30			3	4	6	7201	0	0	1	1	2	0	0	1	1	E01016377	-0.9693	51.43565			
15	201643W0	471351	171309	-0.974912	51.436242	43	3	3	1	#####	4	15:35	472	E0600003E	6	7201	6 30			0	-1	-1	0	0	0	1	1	1	0	0	2	1	E01016377	-0.97491	51.43624			
16	201643W0	471808	171026	-0.968396	51.433364	43	1	1	2	#####	4	12:00	472	E0600003E	4	3021	6 30			3	2	6	7201	0	5	1	1	1	0	0	1	1	E01016442	-0.9684	51.43364			
17	201643W1	471817	171248	-0.968221	51.435635	43	3	2	1	#####	2	14:00	472	E0600003E	3	33	3 40			3	2	6	7201	0	0	1	1	1	0	0	1	2	E01016442	-0.96822	51.43564			
18	201643W1	471457	171324	-0.973384	51.436364	43	2	2	1	#####	7	11:14	472	E0600003E	6	7201	6 30			8	4	6	0	0	0	1	1	1	0	0	1	1	E01016377	-0.97338	51.43636			
19	201643W1	471822	170870	-0.968226	51.432236	43	2	2	1	#####	6	06:20	472	E0600003E	4	3031	6 30			0	-1	-1	0	0	0	1	1	1	0	0	1	1	E01016442	-0.96823	51.43224			
20	2.01743E+	471834	171378	-0.967933	51.436856	43	3	1	1	#####	2	15:45	472	E0600003E	4	3031	6 30			3	4	6	7201	0	8	1	2	2	0	0	1	1	E01016442	-0.96793	51.43686			
21	2.01743E+	471846	171635	-0.967708	51.439165	43	3	2	1	#####	3	13:25	472	E0600003E	4	3031	6 30			0	-1	-1	0	0	5	1	1	1	0	0	1	2	E01016377	-0.96771	51.43917			
22	2.01743E+	471157	171330	-0.97768	51.43651	43	3	2	3	#####	5	22:51	472	E0600003E	3	33	3 40			6	2	6	7201	0	0	4	2	2	0	0	2	1	E0101638E	-0.97768	51.43651			
23	2.01743E+	471155	171353	-0.977704	51.436717	43	3	2	1	#####	5	12:57	472	E0600003E	3	33	3 40			3	2	6	0	0	0	1	1	1	0	0	2	2	E0101638E	-0.9777	51.43672			
24	2.01743E+	471157	171327	-0.97768	51.436483	43	3	2	1	#####	4	18:31	472	E0600003E	3	33	3 40			3	2	6	7201	0	0	1	1	1	0	0	2	1	E0101638E	-0.97768	51.43648			
25	2.01743E+	471469	171277	-0.973203	51.435994	43	3	2	1	#####	4	22:30	472	E0600003E	6	7201	1 30			1	4	6	7201	0	0	4	1	1	0	0	1	2	E01016377	-0.9732	51.43599			
26	2.01743E+	471793	171041	-0.968591	51.433832	43	3	2	1	#####	2	14:37	472	E0600003E	4	3031	6 30			3	2	6	7201	0	5	1	1	1	0	0	1	2	E01016442	-0.96859	51.43383			
27	2.01843E+	471168	171404	-0.977507	51.437174	43	3	3	3	#####	3	14:02	472	E0600003E	3	33	3 40			0	-1	-1	0	0	0	1	1	2	0	0	2	1	E0101638E	-0.97751	51.43717			
28	2.01843E+	471142	171357	-0.97789	51.436755	43	3	2	1	#####	3	07:29	472	E0600003E	3	33	3 40			0	-1	-1	0	0	0	1	1	2	0	0	2	1	E0101638E	-0.97789	51.43676			
29	2.01843E+	471558	171263	-0.971926	51.435857	43	3	1	1	#####	5	13:15	472	E0600003E	6	0	6 30			0	-1	-1	0	0	0	1	1	1	0	0	1	3	E01016377	-0.97193	51.43586			
30	2.01843E+	471836	171514	-0.967876	51.438079	43	3	2	1	#####	4	08:30	472	E0600003E	4	3031	6 30			3	4	6	0	0	4	1	8	1	0	0	1	3	E01016377	-0.96788	51.43808			
31	2.01843E+	471792	171040	-0.968605	51.433823	43	3	2	1	#####	6	23:33	472	E0600003E	4	3031	6 30			3	2	6	7201	0	0	1	1	1	0	0	1	1	E01016442	-0.96861	51.43382			
32	2.01843E+	471799	171014	-0.96851	51.433588	43	3	1	1	#####	7	20:31	472	E0600003E	4	3031	6 30			3	2	6	7201	0	4	4	1	2	0	0	1	1	E01016442	-0.96851	51.43359			
33	2.01843E+	471745	171240	-0.969241	51.435627	43	3	2	1	#####	3	13:27	472	E0600003E	6	7201	6 30			3	4	6	7201	0	0	1	1	1	0	0	1	1	E01016377	-0.96924	51.43563			
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35	2.02E+12	471748	171247	-0.969196	51.435689	43	3	2	1	#####	3	12:30	472	E0600003E	6	7201	6 30			3	4	6	72															



Appendix B CrashMap Collision Reports

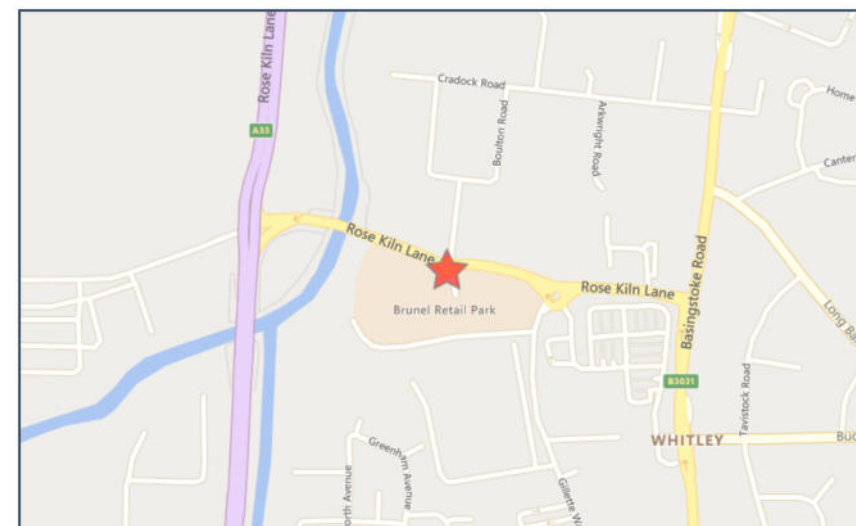


crashmap.co.uk

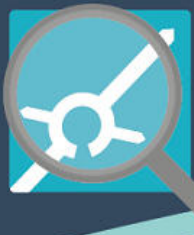
Validated Data

Crash Date: Friday, September 11, 2015 **Time of Crash:** 7:18:00 PM **Crash Reference:** 201543W101095

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	2	OS Grid Reference:	471445 171263
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under	8	Male	16 - 20	Vehicle is slowing down or stopping	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is moving off	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, August 27, 2015 **Time of Crash:** 11:43:00 AM **Crash Reference:** 201543W230085

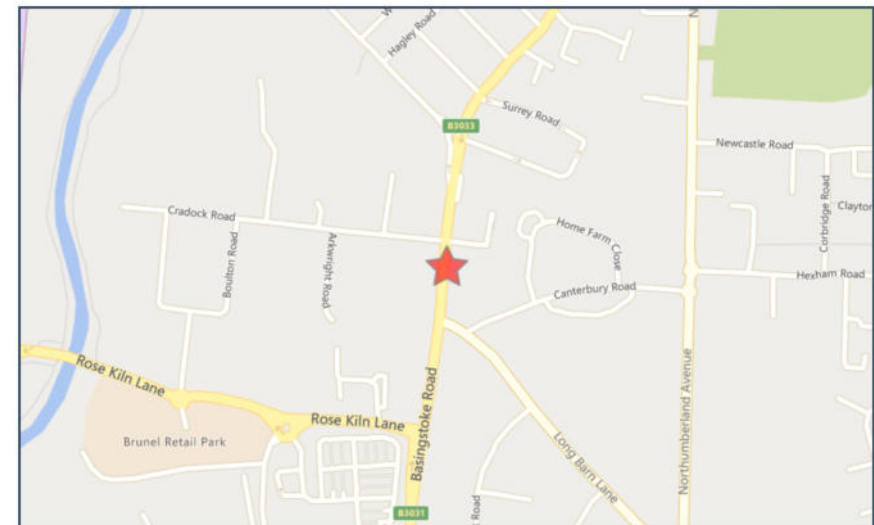
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B3031

Number of Casualties: 1

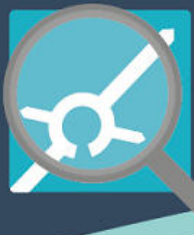
Number of Vehicles: 2

OS Grid Reference: 471844 171467



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

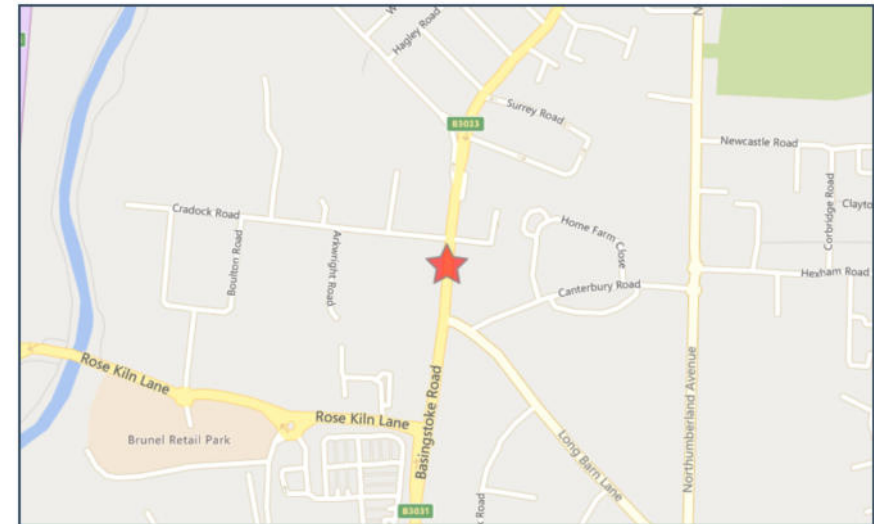
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Validated Data

Crash Date:	Friday, July 31, 2015	Time of Crash:	6:10:00 PM	Crash Reference:	201543W262075
Highest Injury Severity:	Slight	Road Number:	B3031	Number of Casualties:	2
Highway Authority:	Reading			Number of Vehicles:	2
Local Authority:	Reading Borough			OS Grid Reference:	471837 171467
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	16 - 20	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)	13	Male	26 - 35	Vehicle is moving off	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

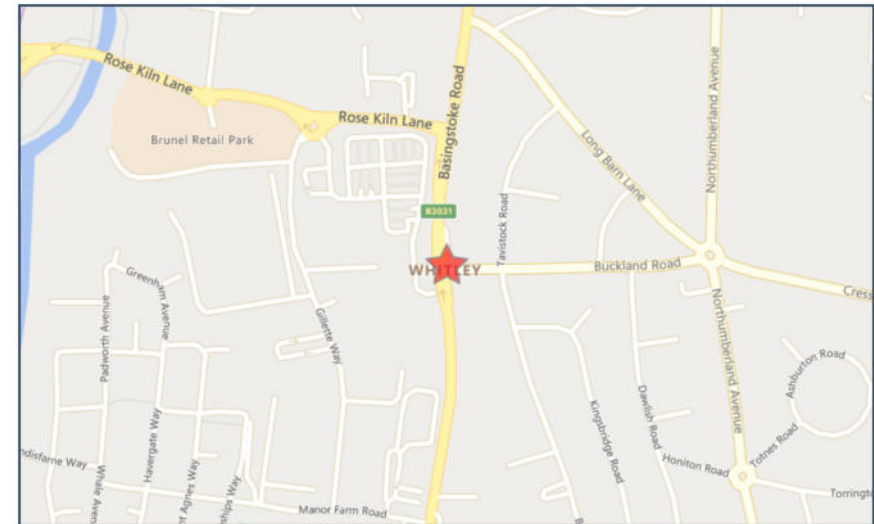
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



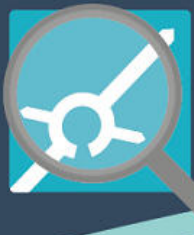
Validated Data

Crash Date: Wednesday, April 13, 2016 **Time of Crash:** 12:00:00 PM **Crash Reference:** 201643W096046

Highest Injury Severity:	Fatal	Road Number: B3021	Number of Casualties: 2
Highway Authority:	Reading		Number of Vehicles: 1
Local Authority:	Reading Borough		OS Grid Reference: 471808 171026
Weather Description:	Fine without high winds		
Road Surface Description:	Dry		
Speed Limit:	30		
Light Conditions:	Daylight: regardless of presence of streetlights		
Carriageway Hazards:	None		
Junction Detail:	T or staggered junction		
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction		
Road Type:	Single carriageway		
Junction Control:	Auto traffic signal		



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	4	Male	46 - 55	Vehicle is moving off	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	16 - 20	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside
1	2	Slight	Pedestrian	Female	0 - 5	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

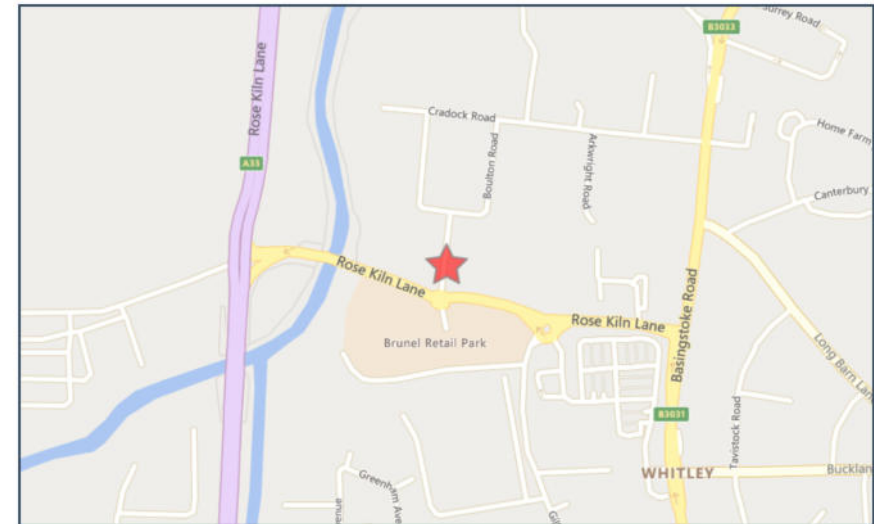


crashmap.co.uk

Validated Data

Crash Date: Saturday, August 20, 2016 **Time of Crash:** 11:14:00 AM **Crash Reference:** 201643W136086

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	2	OS Grid Reference:	471457 171324
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	56 - 65	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Car (excluding private hire)	2	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

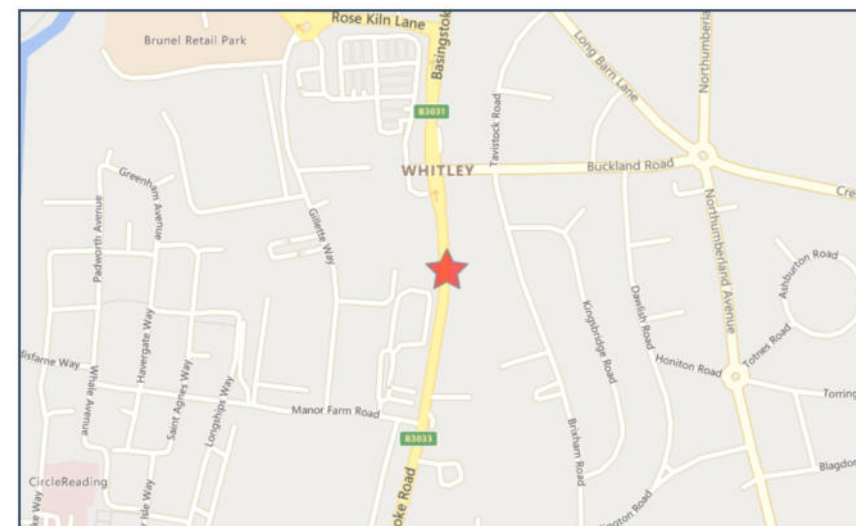


crashmap.co.uk

Validated Data

Crash Date: Friday, June 24, 2016 **Time of Crash:** 6:20:00 AM **Crash Reference:** 201643W164066

Highest Injury Severity:	Serious	Road Number:	B3031	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	2	OS Grid Reference:	471822 170870
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	21 - 25	Vehicle is changing lane to the right (including slip road)	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, September 06, 2016 **Time of Crash:** 7:15:00 AM **Crash Reference:** 2016430254190

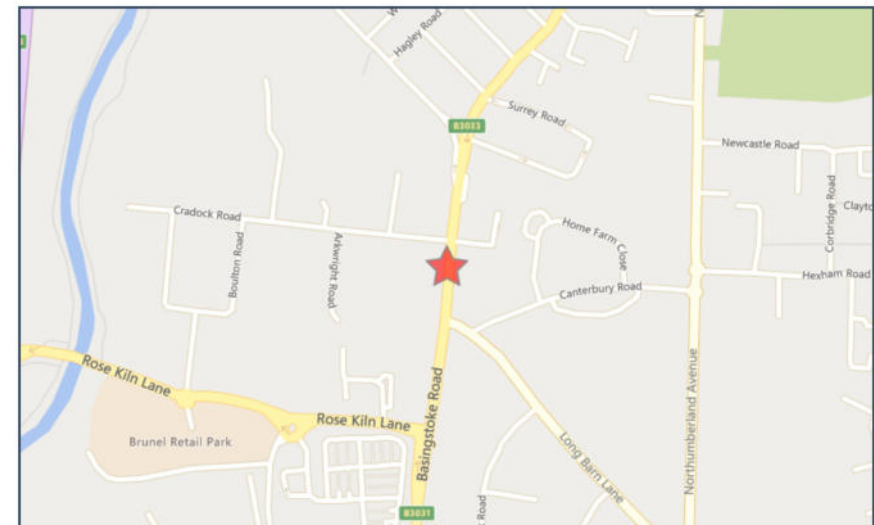
Highest Injury Severity: Serious
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B3031

Number of Casualties: 1

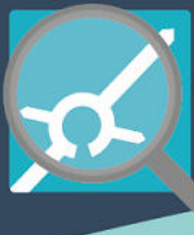
Number of Vehicles: 2

OS Grid Reference: 471836 171470



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	21 - 25	Vehicle is performing a U turn	Front	Journey as part of work	None	None
2	Motorcycle over 500cc	17	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

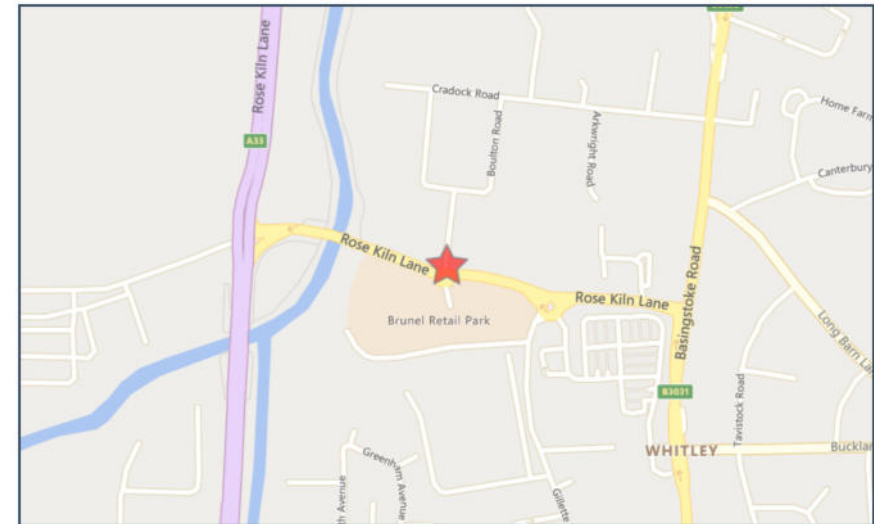
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Validated Data

Crash Date: Wednesday, October 19, 2016 **Time of Crash:** 4:28:00 PM **Crash Reference:** 2016430299109

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	2	OS Grid Reference:	471453 171285
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is waiting to turn right	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

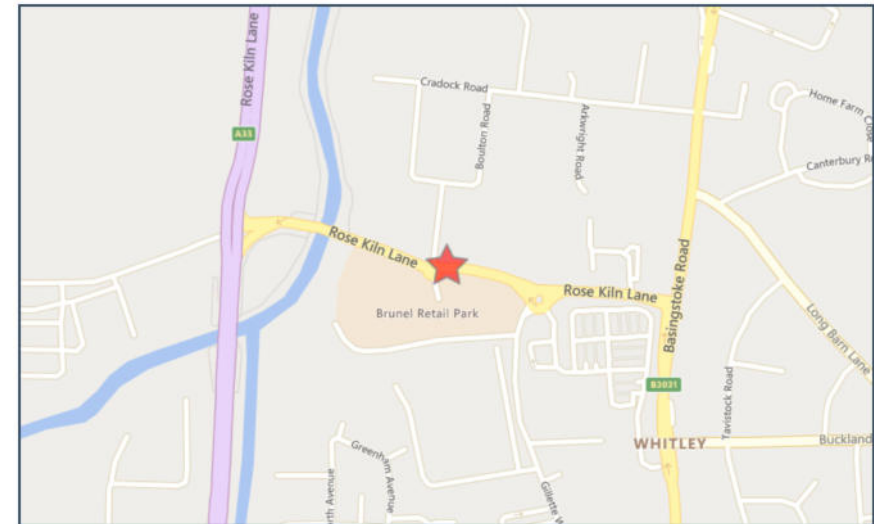
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



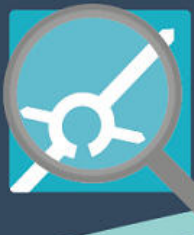
crashmap.co.uk

Validated Data

Crash Date:	Wednesday, April 12, 2017	Time of Crash:	10:30:00 PM	Crash Reference:	2017430113439
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading			Number of Vehicles:	2
Local Authority:	Reading Borough			OS Grid Reference:	471469 171277
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	11	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Saturday, October 06, 2018 **Time of Crash:** 8:31:00 PM **Crash Reference:** 2018430305830

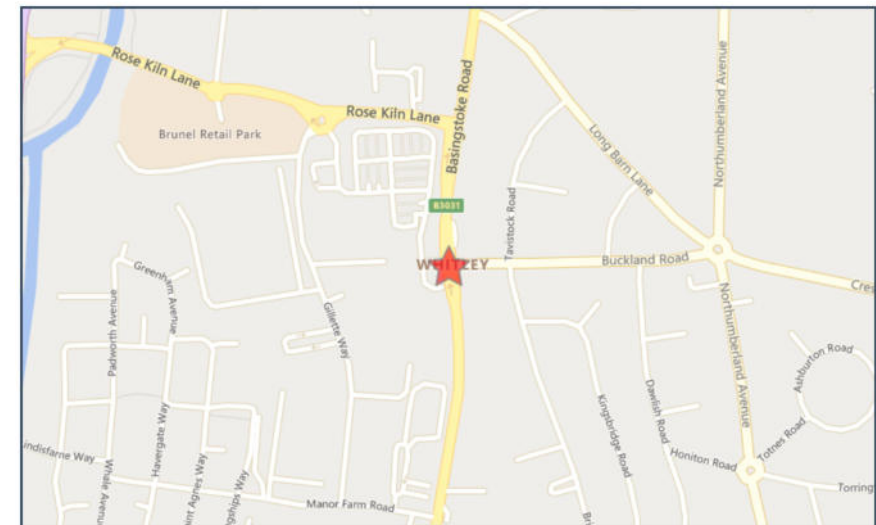
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: B3031

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 471799 171014



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

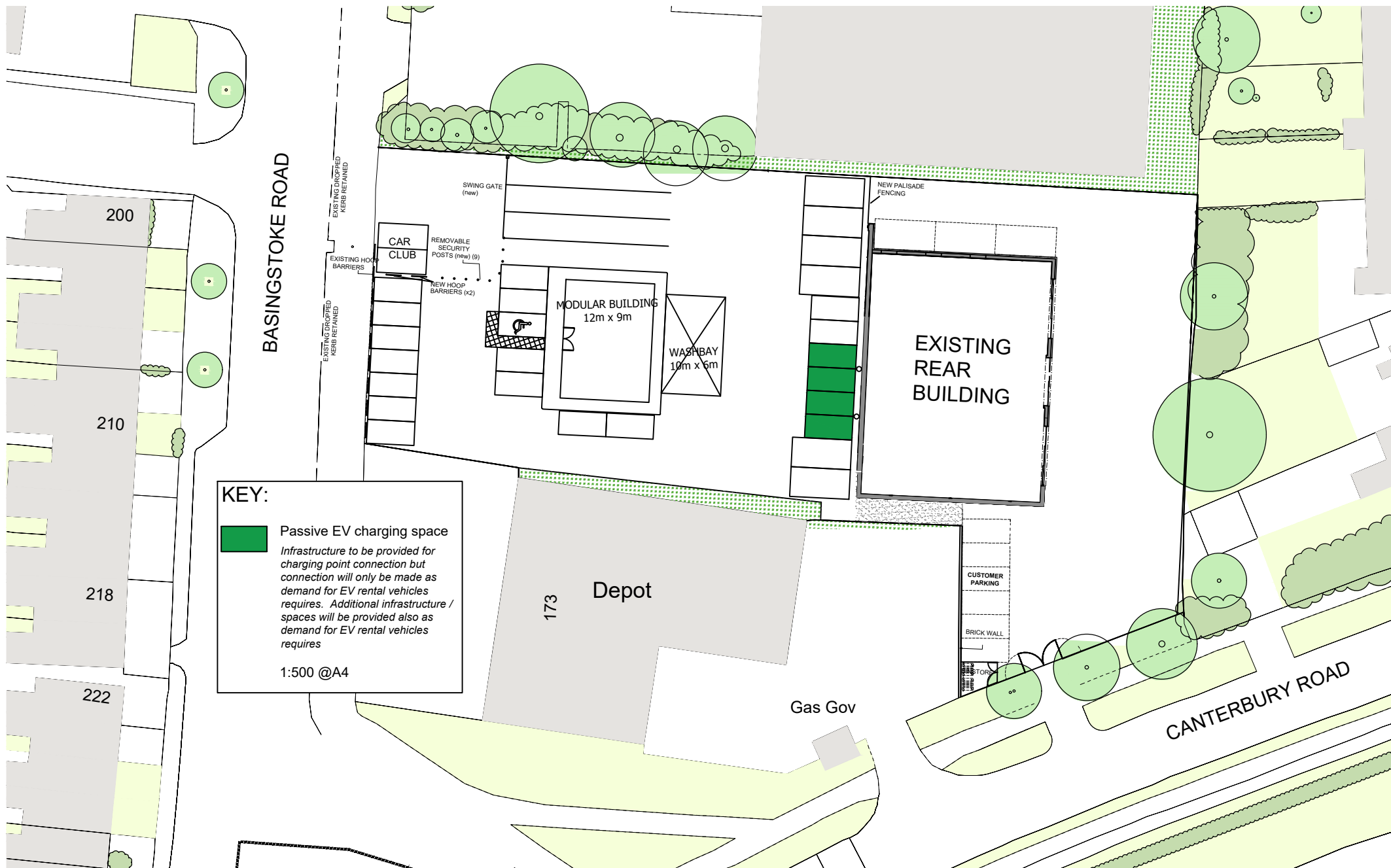
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	56 - 65	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix C Proposed Site Layout Plan



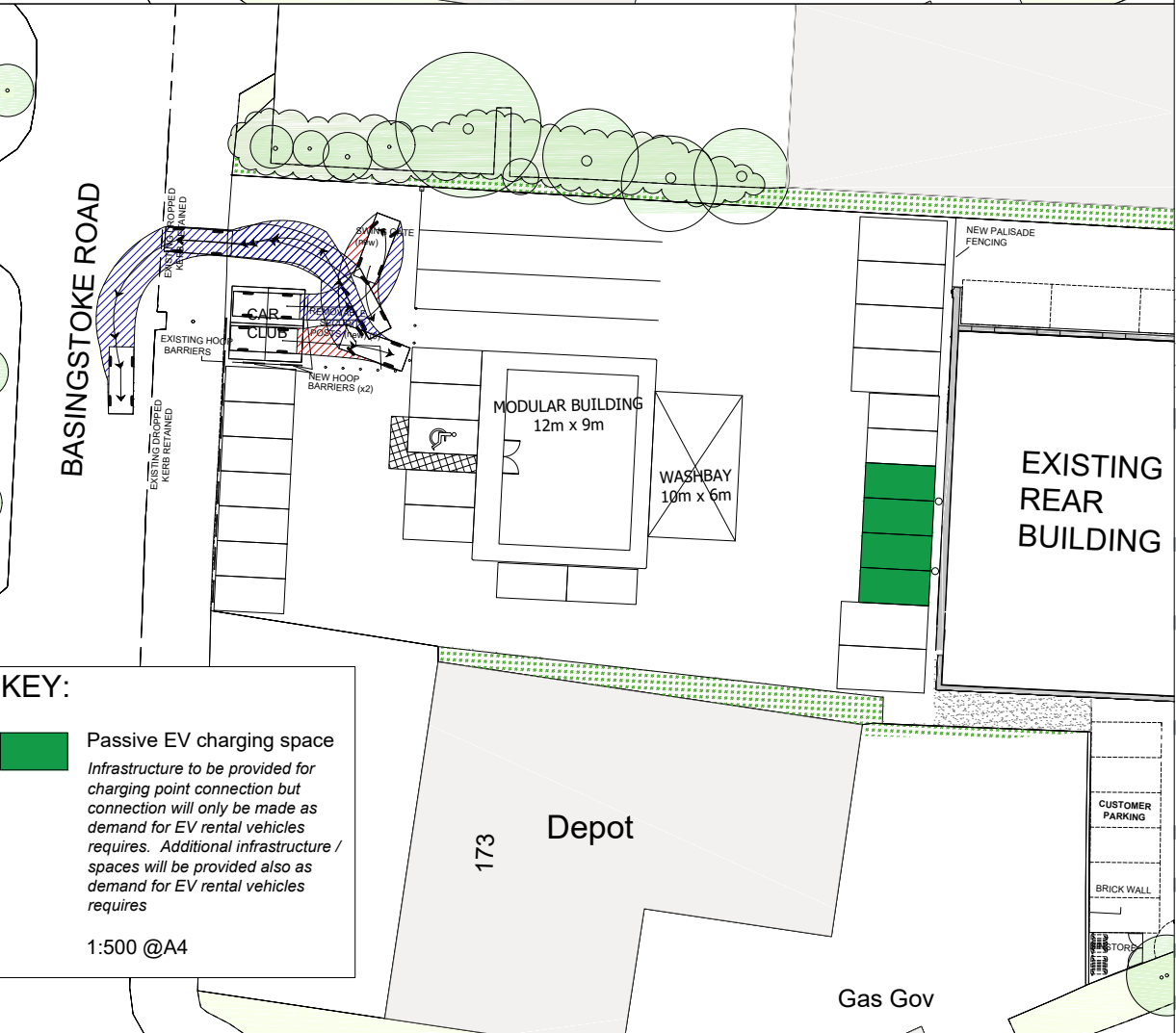
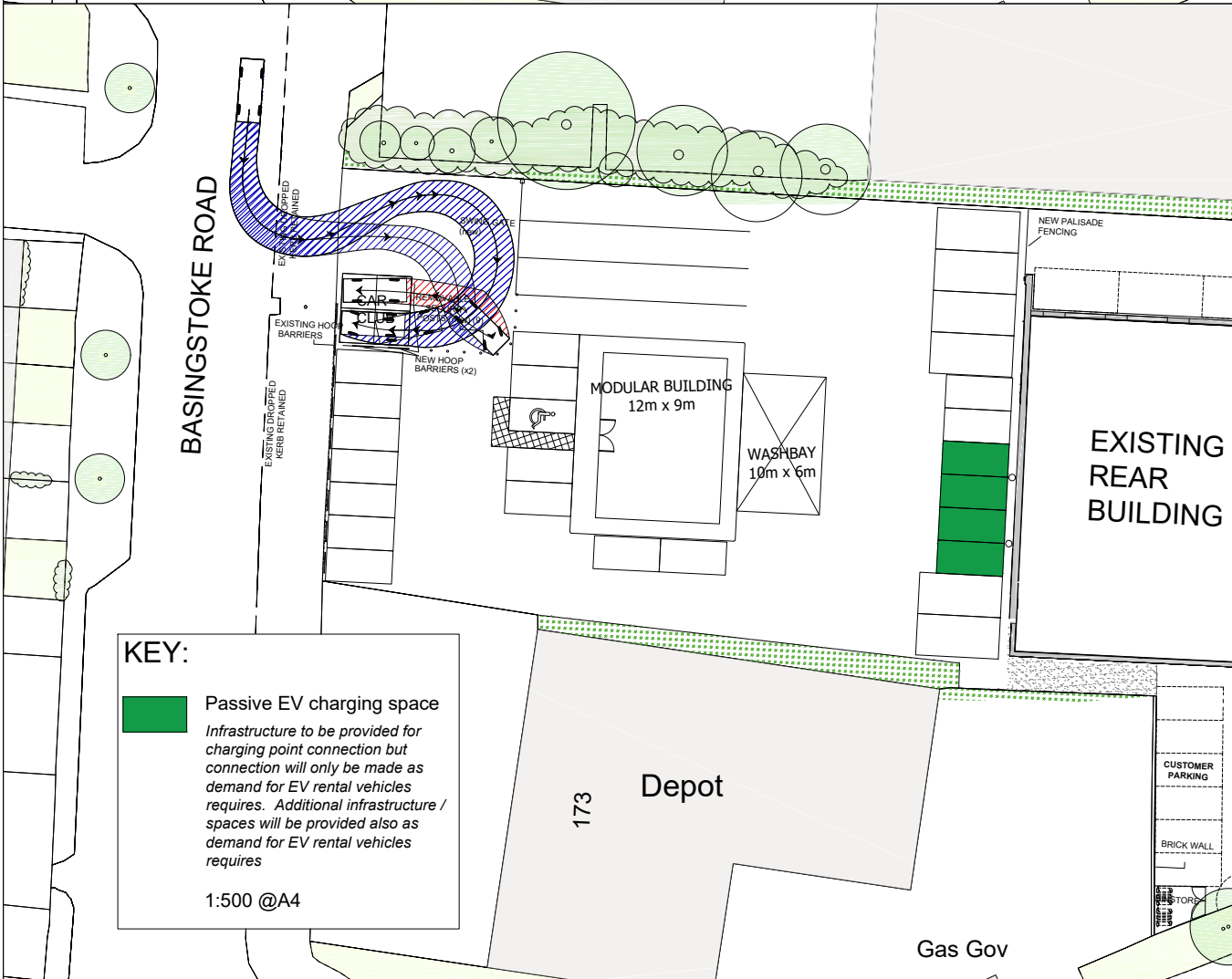
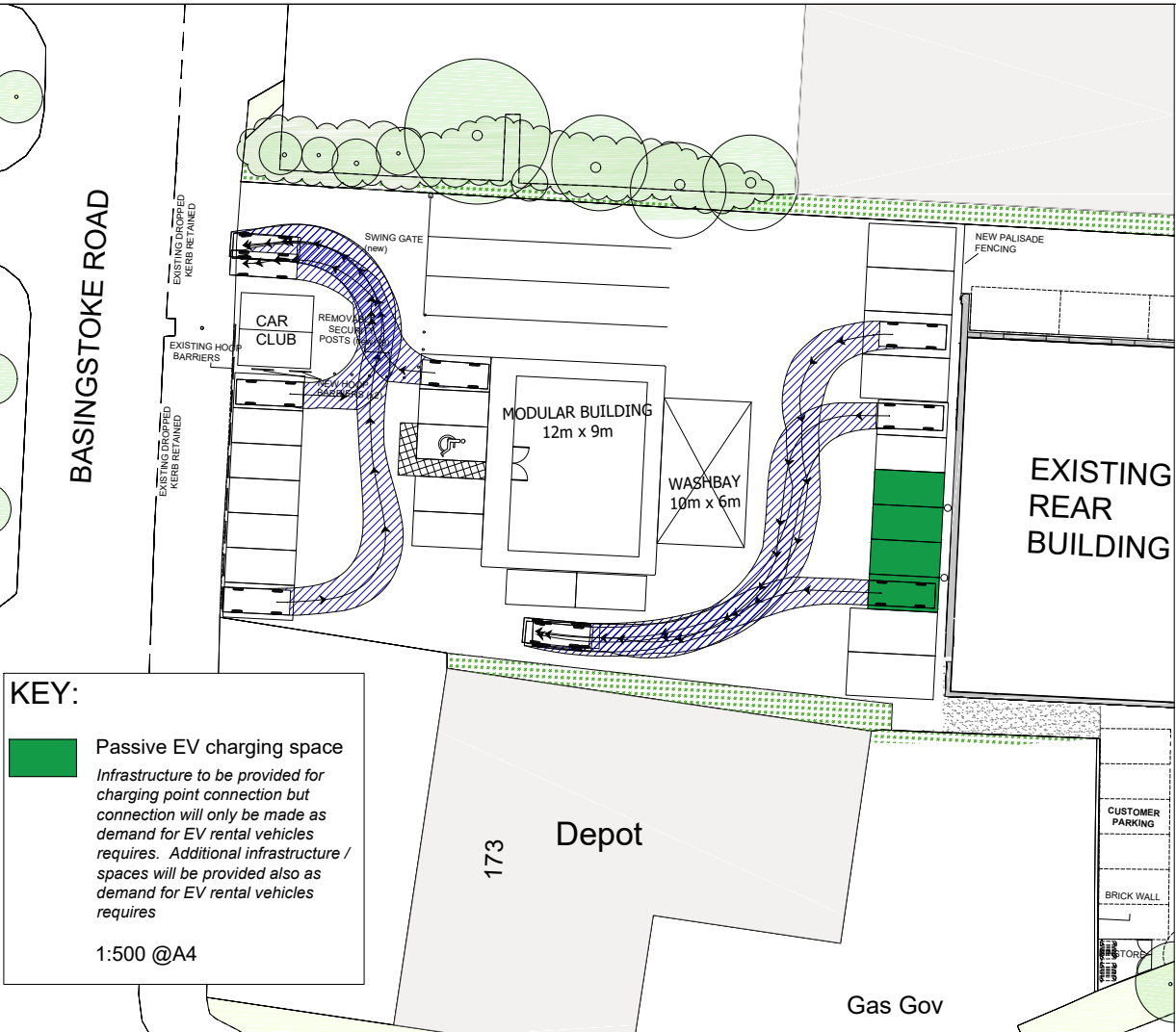
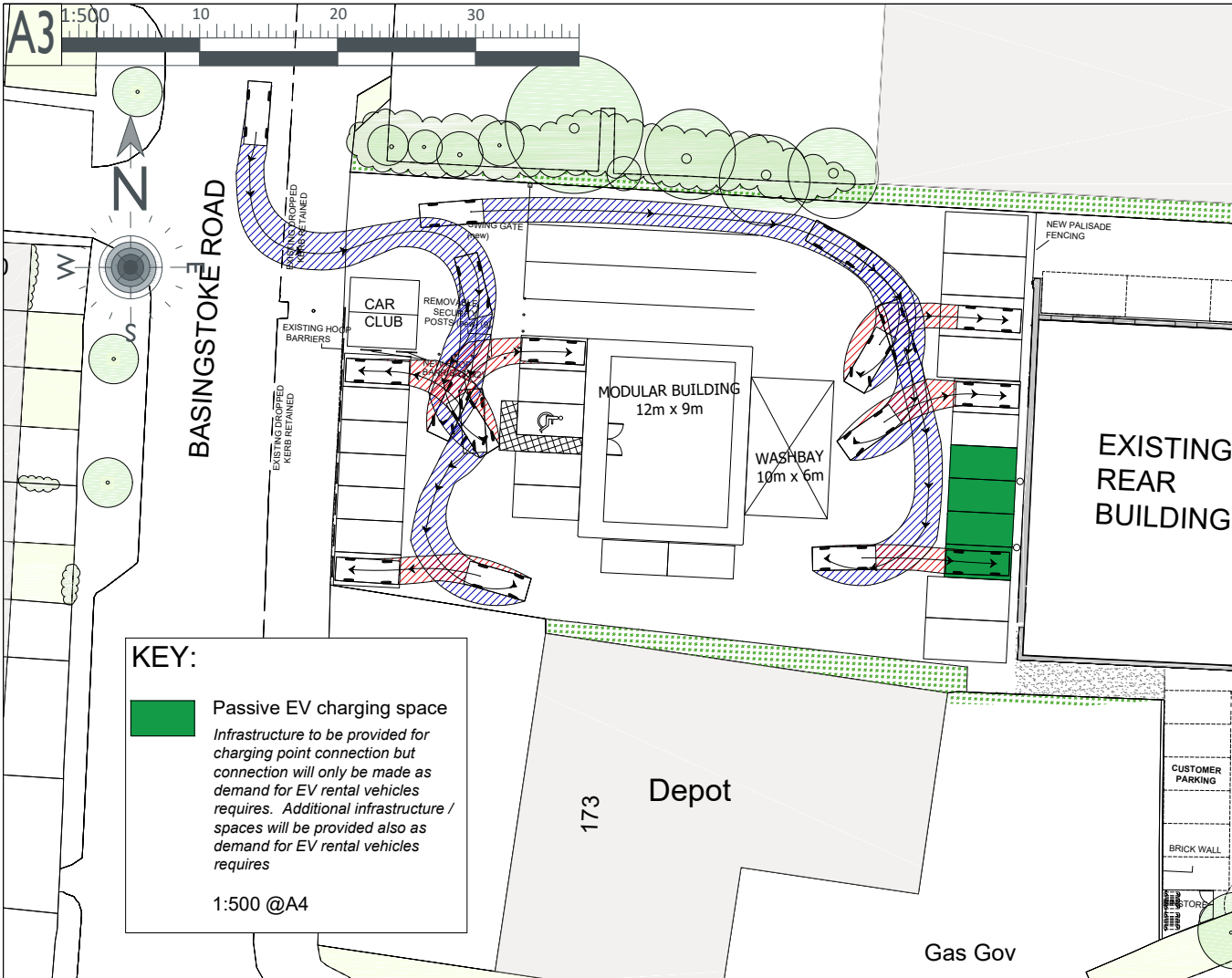
KEY:

 **Passive EV charging space**
Infrastructure to be provided for charging point connection but connection will only be made as demand for EV rental vehicles requires. Additional infrastructure / spaces will be provided also as demand for EV rental vehicles requires

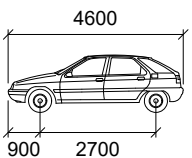
1:500 @A4



Appendix D Vehicle Swept Path Analysis



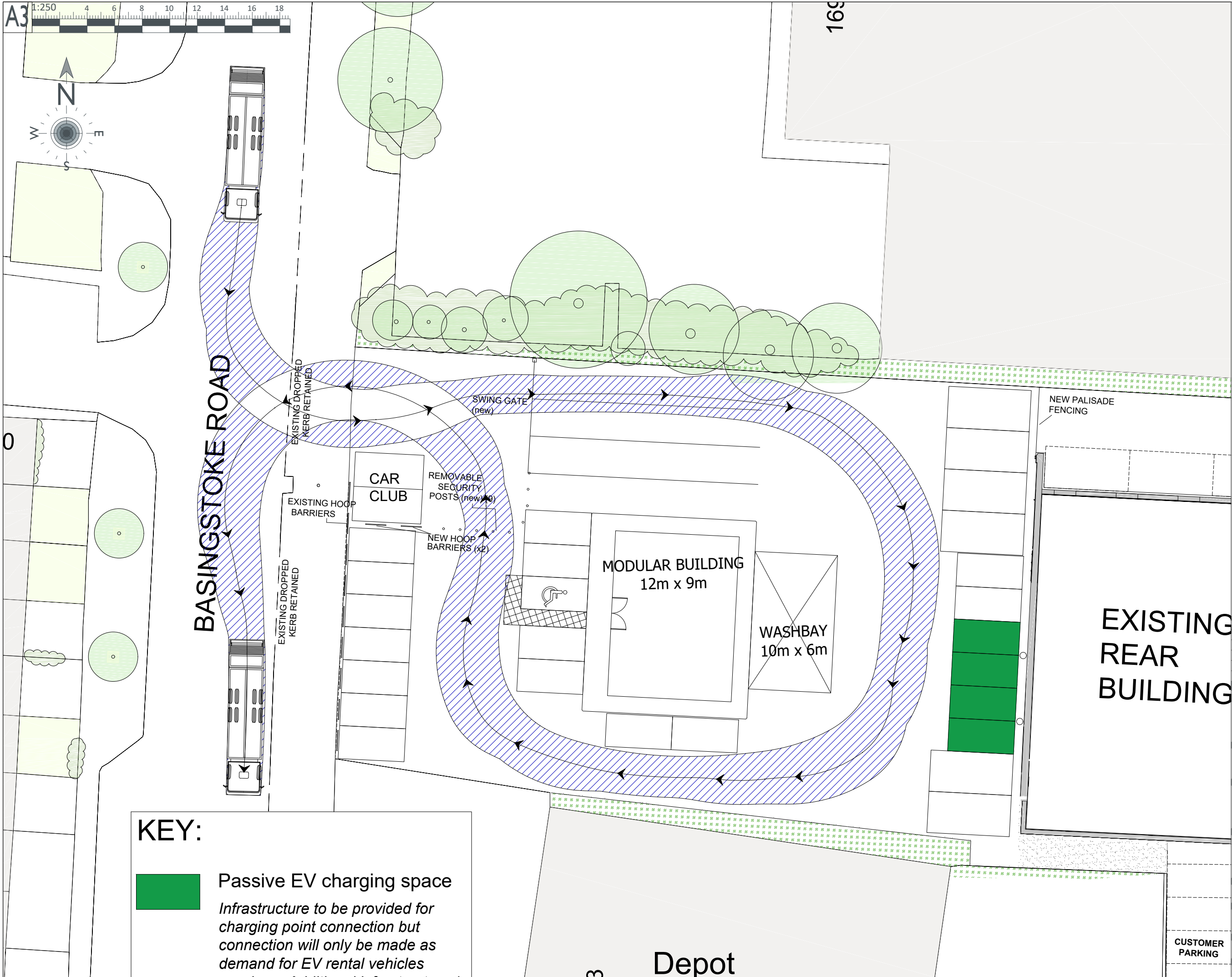
- NOTES**
- These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise stated.
 3. The purpose of this drawing is to provide vehicle swept path analysis of the proposed car park layout.
 4. This drawing is based on drawing Site Layout Proposed-ERAC003 supplied by Planning Prospects.



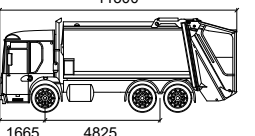
PRVCAR

Width : 1700
Track : 1700
Lock to Lock Time : 6.0
Steering Angle : 32.6

PI	15/06/21	UPDATED SITE LAYOUT	LS
P0	07/06/21	FIRST ISSUE	JW
REV	DATE	REVISION NOTE	BY
PJA CLIENT			
The Aquarium - King Street Reading - RG1 2AN Tel: 0118 956 0909 Birmingham - Bristol Exeter - London - Reading pja.co.uk			
Enterprise Rent-a-Car			
PROJECT			
Enterprise Rent-a-Car 171 Basingstoke Road Reading			
DRAWING TITLE			
Vehicle Swept Path Analysis Private Car			
DRAWING ISSUE STATUS			
PLANNING			
PJA JOB No. SUB-CODE			
05612 - TR- 0001 - PI			
Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction			
BIM DRAWING REFERENCE			
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:500	JW	CH	07/06/2021



- NOTES**
- These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise stated.
 3. The purpose of this drawing is to provide vehicle swept path analysis of the proposed car park layout.
 4. This drawing is based on drawing Site Layout Proposed-ERAC003 supplied by Planning Prospects.



11300
1665 4825

Dennis Eagle 6X4 RHS 2013

Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 32.1

PI	14/05/21	Updated site layout	LS
P0	07/06/21	FIRST ISSUE	JW
REV	DATE	REVISION NOTE	BY

PJA

Seven House - High Street
Longbridge - Birmingham
B31 2UQ - Tel: 0121 475 0234

Birmingham - Bristol
Exeter - London - Reading
pja.co.uk

CLIENT

Enterprise Rent-a-Car

PROJECT

Enterprise Rent-a-Car
171 Basingstoke Road
Reading

DRAWING TITLE

Vehicle Swept Path Analysis
11.3m Refuse Vehicle

DRAWING ISSUE STATUS

PLANNING

PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05612	- TR -	0003	- PI

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction
BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:250	JW	CH	07/06/2021



Appendix E TRICS Output Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

TOTAL VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

Primary Filtering selection:

Parameter: Site area
 Actual Range: 0.06 to 0.20 (units: hect)
 Range Selected by User: 0.06 to 0.3 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/06/19

Selected survey days:

Wednesday 1 days
 Friday 2 days

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Development Zone 1
 Residential Zone 1
 No Sub Category 1

Secondary Filtering selection:Use Class:

Sui Generis 3 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days
 20,001 to 25,000 2 days

Population within 5 miles:

100,001 to 125,000 1 days
 125,001 to 250,000 2 days

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 2 days

Travel Plan:

No 3 days

PTAL Rating:

No PTAL Present 3 days

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

LIST OF SITES relevant to selection parameters

1	LN-14-A-03	CAR SHOW ROOM	LINCOLNSHIRE
	SOUTH PARK AVENUE		
	LINCOLN		
	CANWICK HILL		
	Edge of Town		
	Residential Zone		
	Total Site area:	0.06 hect	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
2	TW-14-A-03	CAR SHOW ROOM	TYNE & WEAR
	SOUTHWICK ROAD		
	SUNDERLAND		
	MONKWEARMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Site area:	0.18 hect	
	Survey date: WEDNESDAY	05/04/17	Survey Type: MANUAL
3	WO-14-A-01	HONDA	WORCESTERSHIRE
	BROMYARD ROAD		
	WORCESTER		
	HENWICK		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Site area:	0.20 hect	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES**Calculation factor: 1 hect****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	0.20	45.000	1	0.20	0.000	1	0.20	45.000
08:00 - 09:00	3	0.15	59.091	3	0.15	29.545	3	0.15	88.636
09:00 - 10:00	3	0.15	36.364	3	0.15	38.636	3	0.15	75.000
10:00 - 11:00	3	0.15	47.727	3	0.15	40.909	3	0.15	88.636
11:00 - 12:00	3	0.15	13.636	3	0.15	31.818	3	0.15	45.454
12:00 - 13:00	3	0.15	20.455	3	0.15	27.273	3	0.15	47.728
13:00 - 14:00	3	0.15	40.909	3	0.15	31.818	3	0.15	72.727
14:00 - 15:00	3	0.15	11.364	3	0.15	25.000	3	0.15	36.364
15:00 - 16:00	3	0.15	22.727	3	0.15	50.000	3	0.15	72.727
16:00 - 17:00	3	0.15	6.818	3	0.15	13.636	3	0.15	20.454
17:00 - 18:00	3	0.15	2.273	3	0.15	9.091	3	0.15	11.364
18:00 - 19:00	2	0.19	0.000	2	0.19	0.000	2	0.19	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			306.364				297.726	604.090	

Parameter summary

Trip rate parameter range selected:	0.06 to 0.20 (units: hect)
Survey date range:	01/01/13 - 28/06/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0