

A Planning Application by
INSTAVOLT LIMITED

In respect of
**Land Adjacent to Bath Road,
CHIPPENHAM, SN14 0AF**

Transport Statement

2508-020/TS/01 | October 2025



Document Management

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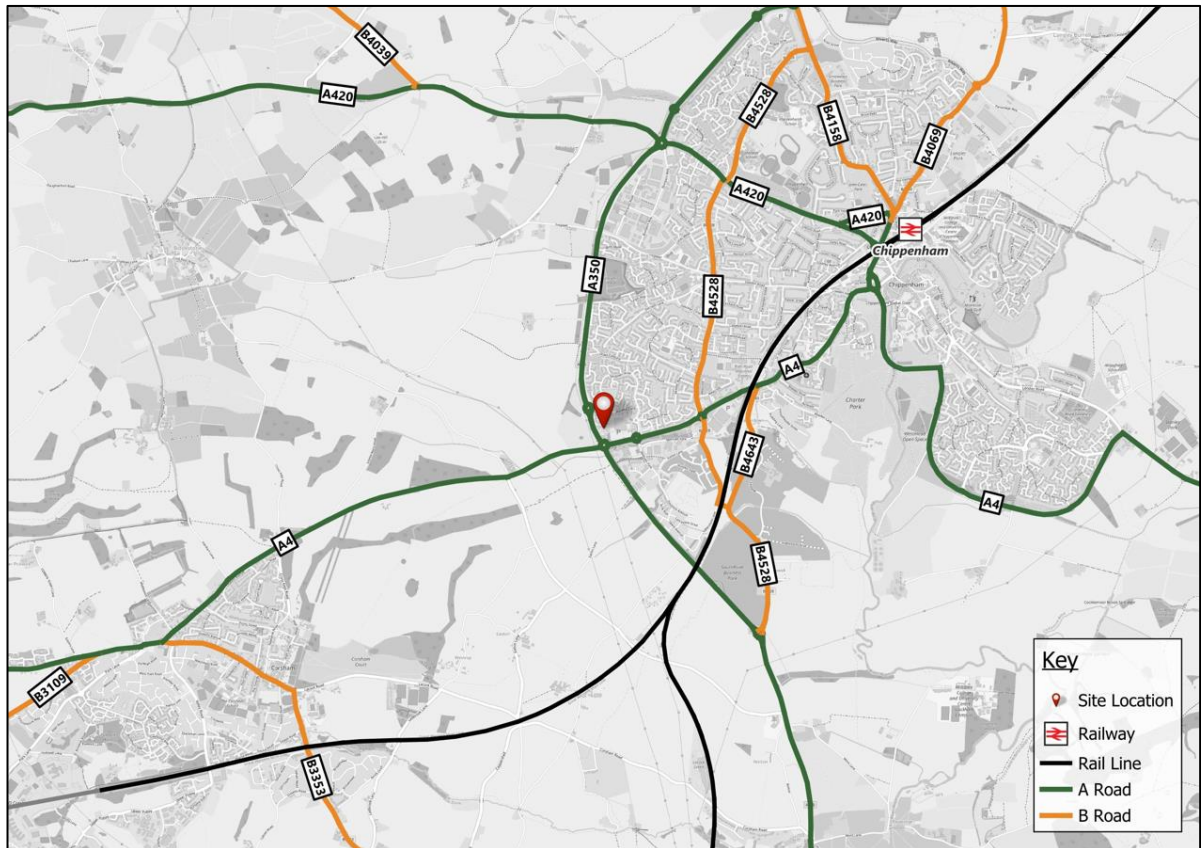
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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been instructed by InstaVolt Limited (the "Client") with respect to a proposed EV charging station at the Land adjacent to Bath Road, Chippenham, SN14 0AF. The local authority is Wiltshire Council (**WC**) and the site location in context to the wider regional area is presented below in **Figure 1.1**.

Figure 1.1 Site Location – Wider Context



Source: © OpenStreetMap contributors

- 1.2 The proposal includes 16 EV charging bays and associated landscaping. The site will be accessed via a new vehicle access on the private road leading to Busy Bees Nursery. This Transport Statement (TS) provides an outline of the development proposals and addresses transport and highways matters, support the planning application.

Planning History

- 1.3 A planning application was previously submitted¹ on 23 March 2021, entailing the development of a coffee shop with drive through facility with associated car parking and landscaping. The development proposals also included a separate electric vehicle charging facility, comprising 6 rapid charge EV bays.
- 1.4 As the highway authority, WC recommended a refusal of the application based on the following highway reasons extracted below on 16 June 2021:

"The traffic generated from this proposal would use a road (the fourth arm of the Chequers Roundabout and the shared access to the site) which is considered unsuitable to accommodate the increase in traffic. The proposal will result in a significant increase in the vehicle movements on a section of the highway network that is either near or at full capacity at peak periods at present and in the future. The increase in movements associated with the proposed development would be prejudicial to the operation of the related junctions with the A350 and A4, contrary to highway safety and Wiltshire Core Policy 61.

The application does not include sufficient information to enable the LPA to determine whether the suitable access arrangements can be satisfactorily accommodated for the Construction Phase, therefore the proposal for the construction of a Class E unit café and drive through is considered contrary to highway, traffic and pedestrian safety and Wiltshire Core Policy 61 and 62."

- 1.5 This application was later withdrawn by the applicant on 08 July 2021.
- 1.6 The above comments have been addressed in this TS, with reference to the revised proposals.

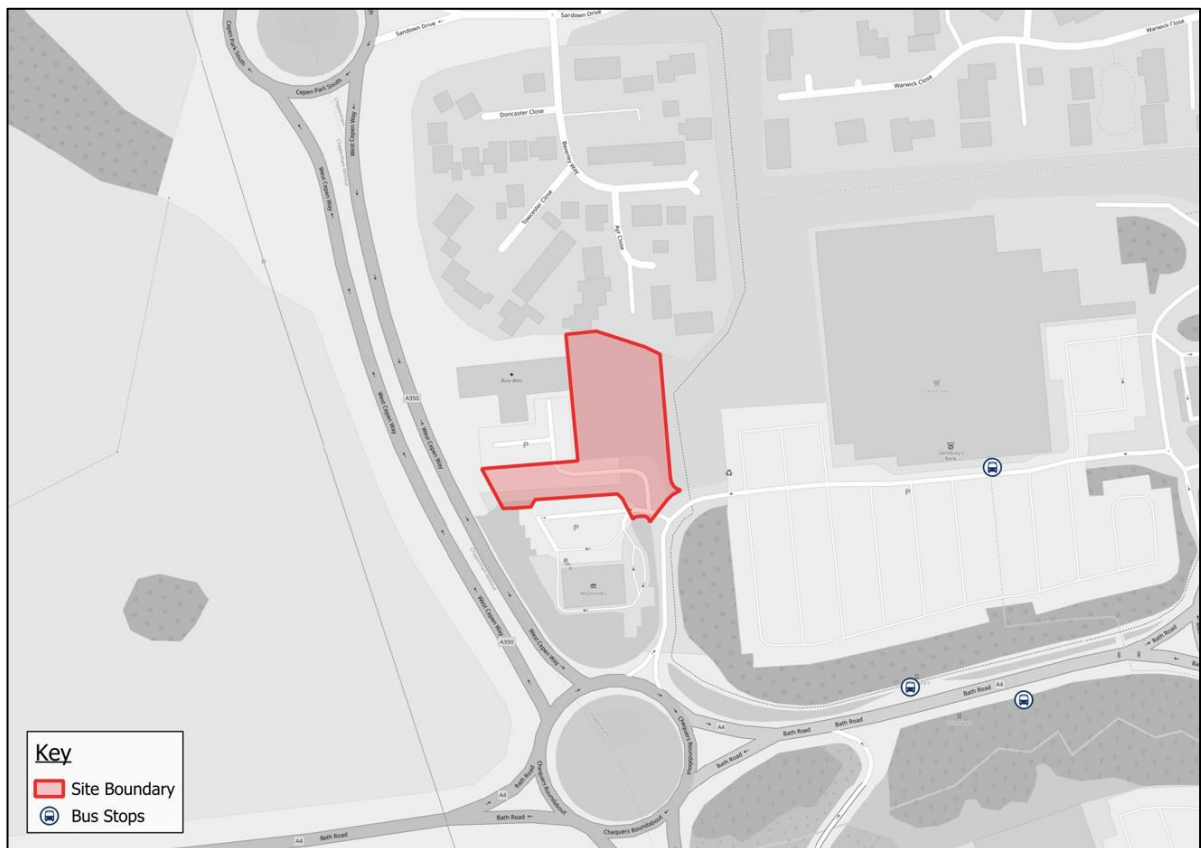
¹ Wiltshire Council Planning Application Reference: PL/2021/03002

2 Transport Baseline

Site

- 2.1 The site currently comprises vacant land and is bounded by Busy Bees Nursery to the west, fast food restaurant to the south and vegetation to the east. The site is accessed through the existing access to the nursery to the south of the site, off of the service road from Chequers Roundabout.
- 2.2 Chequers Roundabout connects the site to the A4 (Bath Road), and the A350 (West Cepen Way). The site access will continue to provide access to Busy Bees Nursery. To the east of the site, a cycleway is available and connects the site with residential areas to the north.
- 2.3 The surrounding area consists of residential dwellings to the northeast, industrial buildings to the southeast and open farmland to the west. The site is located 3.8km to the southwest of Chippenham Railway Station. While the wider context of the site is shown in **Figure 1.1**, the local context of the site is shown in **Figure 2.1**.

Figure 2.1 Site Location – Local Context



Source: ©OpenStreetMap Contributors

Existing Pedestrian Infrastructure

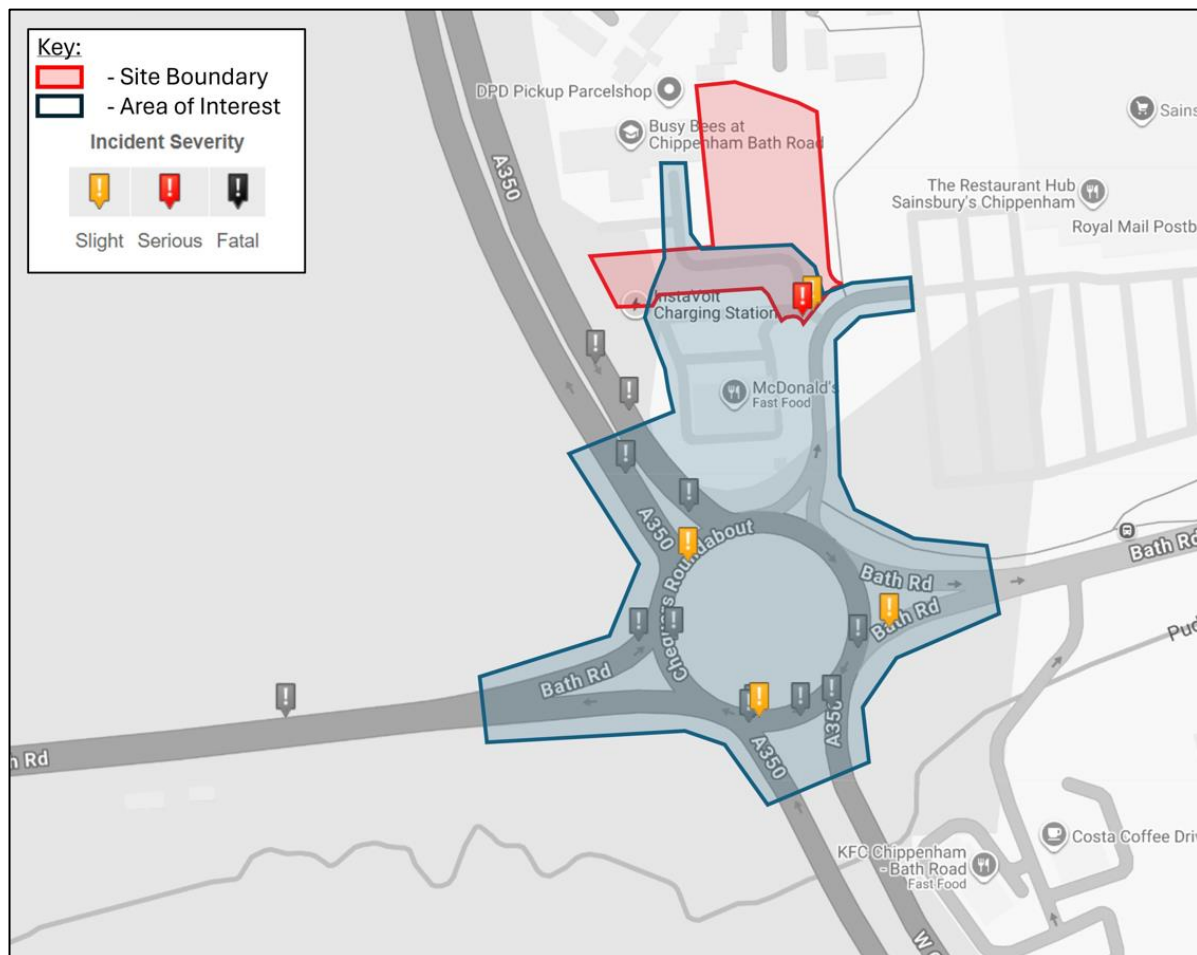
- 2.4 A pedestrian footway, measuring circa 2m in width is located on the north side of the access road and connects the site with the adjacent Sainsbury's Supermarket and the wider area. A raised table crossing is available, crossing the service road. The footways in the vicinity of the site are intermittently lit.

Local and Strategic Highway Network

- 2.5 As previously mentioned, the site can be accessed from the local highway network from the service road at the Chequers Roundabout located in southwestern Chippenham.
- 2.6 Within the vicinity of the site, the A350 (West Cepen Way) is a dual carriageway road, subject to the national speed limit and benefits from street lighting commensurate with the surrounding area adjacent to the site. The A350 provides a north to south bypass around Chippenham. The A4 (Bath Road) is a single carriageway road within the vicinity of the site and has a speed limit of 40mph to the east of the roundabout, and the national speed limit to the west. The A4 provides strategic connectivity between Bath (to the west) and Chippenham Town Centre (to the east)..

Road Safety

- 2.7 A review of highway safety records has been undertaken utilising the Crashmap website. This data illustrates that for the most recent 5-year period (2019 to 2023). Personal Injury Collision (PIC) data was reviewed and the incidents with vulnerable road users within the area of interest is highlighted.
- 2.8 One serious and one slight incident occurred at the junction from the access to the service road. Both incidents involved motorcycle casualties. While 14 slight incidents occurred on or adjacent to the Chequers Roundabout, a total of three slight incidents involved vulnerable road users. These include one incident involving a pedal cycle casualty, and two involving motorcycle casualties. The relevant PIC data is shown in **Figure 2.2**.

Figure 2.2 Crashmap Data - Vulnerable Road Users

Source: Crashmap

- 2.9 The recorded incidents appear to be isolated and are not indicative of any inherent safety deficiencies within the highway network., with no incident clusters identified. The nature and distribution of these collisions suggest they are more likely attributable to individual driver behaviour or error, rather than systemic issues with road design or layout.

3 Proposed Development

- 3.1 The proposed site layout plan is presented in **Appendix A**.
- 3.2 As outlined in the plan, the proposals seek to provide the following:
- Twelve 5m x 3m wider EV charging bays, and;
 - Four 6m x 3.6m fully accessible EV charging bays.
- 3.3 The EV charging bays are accessible to pedestrians by a new painted pedestrian access. A new internal access road / circulation aisle will be tied in with the existing access to Busy Bees Nursery.

Access

- 3.4 Within the EV charging facility, dropped kerbs are proposed joining a new painted pedestrian access, circa 1.2m in width, with the footways along the existing access road. A one-way system will be created to access the charging bays with the carriageway measuring 6.5m in width.

Servicing and Refuse Collection

- 3.5 Servicing activity associated with the proposed development is expected to be minimal, limited to occasional visits by technicians for maintenance of the charging units. These visits will be carried out using light vans only.

Construction activity impact

- 3.6 The highway authority raised concern, in response to the previous application, that construction traffic / activity would have a severe impact. The current proposals will require a significantly shorter construction period, with far fewer vehicles involved, as there is no building to construct and only resurfacing of the site / installation of the chargers / associated utility apparatus. A Framework Construction Traffic Management Plan (CTMP) has been prepared and submitted with the application and it is anticipated that a full CTMP will be secured via planning condition.
- 3.7 The CTMP will include key restrictions such as no construction related traffic being permitted during network peak hours / peak hours for the adjacent nursery and will set out limits on construction hours, days of the week and on where construction related vehicles will be permitted to stop / park.

4 Planning Policy

4.1 This section will outline the transport planning policy and guidance background for the scheme. The policy and guidance documents include:

- National Planning Policy Framework (December 2024);
- Wiltshire Local Transport Plan 4 2025-2038 (March 2025); and
- Wiltshire Core Strategy (2015).
- Chippenham Neighbourhood Plan

National Planning Policy Framework (NPPF)

4.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

4.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 79).

4.4 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs" (para 7).

4.5 Regarding transport assessments/statements and travel plans, it states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored" (para 118).

4.6 According to the NPPF, applications for development should, inter alia:

"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.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

[...]" (para 117).

4.7 Considering development proposals:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios". (para 116).

4.8 The baseline review included in Chapter 2 of this report has concluded that the site is in a suitable location and benefits from various modes of transport.

Wiltshire Local Transport Plan 4

4.9 Adopted in March 2025, the Wiltshire Local Transport Plan 4 (LTP 4) recognises the rapid development of the EV market and proposes ten key measures to *"facilitate and encourage move to low and zero emission vehicles"*.

4.10 Policy I1 encourages the move towards low and zero emission vehicles. An extract of the policy states:

"[...] At a local level, this policy seeks to accelerate uptake by providing public charging points and encouraging the private sector to do likewise [...]"²

4.11 Within the policy, relevant measures are extracted below:

- *"[...] Measure I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments;*
- *Measure I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context;*
- *Measure I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks;*
- *[...]*
- *Measure I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users." [...]"³*

4.12 The proposed EV charging facility is to be located in areas with high car usage and are accessible by pedestrians to destinations adjacent to the site.

4.13 The proposals support the local policies by providing EV charging services for users of the amenities near the site, and residents. This would allow for lower and zero emission vehicles to be used.

Wiltshire Core Strategy

4.14 While the Wiltshire Core Strategy (2015) does not specifically mention electric vehicles, policies on parking demand management and development are still relevant.

4.15 Within Core Policy 64, demand management strategies focus on reducing car dependency and increasing the use of sustainable transport alternatives.

The Chippenham Neighbourhood Plan

4.16 The Chippenham Neighbourhood Plan (the "NP") identifies opportunities to decarbonise the transport network locally, setting out in paragraph 3.37 that:

"Opportunities to decarbonise the transport network in Chippenham include the provision of electric vehicle charging infrastructure, encouraging and investing in public transport modes,

² Wiltshire Local Transport Plan 4, p.48

³ Wiltshire Local Transport Plan 4, p. 57-58

and investing in improving the cycle and walking networks to encourage active travel as an alternative to the use of the private car.”

4.17 Electric vehicle charging infrastructure supports decarbonisation of the local transport network.

4.18 The NP sets out its vision for local transport in chapter four, including objectives to:

“ Incorporate electric vehicle charging infrastructure into new development and in public places.”

4.19 Electric vehicle charging infrastructure is further supported in chapter 5, with the 5.41 stating:

“Examples of proposals that ‘meet the needs of’ local communities could include, but may not be limited to:

- Proposals which deliver additional amenities or services that the community considers to be of benefit to the local area e.g. biodiversity enhancements, new footpaths, or electric vehicle charging points (where appropriate);”*

4.20 Further support is indicated in chapter 9, with paragraphs 9.6 stating that:

“The Neighbourhood Plan supports the decarbonisation of transport in Chippenham, and the cleaner air that this provides. The Government’s intention to phase out petrol cars by 2030 means that electric vehicles will likely replace petrol vehicles as the dominant mode of private transport. Little in the way of electric vehicle charging infrastructure currently exists in the town, and therefore new development needs to incorporate this infrastructure in order to meet Government targets.”

4.21 Policy T3 deals directly with electric vehicle charging infrastructure and the policy text is reproduced below:

Policy T3 - Electric Vehicle Charging Infrastructure

Where it is not possible to provide off-street parking in new development the provision of cable routes, to allow for electric vehicle charging on-street, will be encouraged. Such charging infrastructure should be placed in the road/ carriageway, and not on footways where it could create obstructions or trip hazards for people walking or cycling.

Public electric vehicle charge points will be designed to be fully accessible to all potential users, including disabled people, those with reduced mobility and older people, in line with the latest industry recognised technical standards.

Rapid electric vehicle charge points will be provided at new taxi ranks.

Electric bus charging points will be supported at Chippenham Bus Station, (in accordance with the requirements of Neighbourhood Plan Policy T2)

- 4.22 The proposals include dedicated charging spaces that are fully accessible, thus meet this policy requirement.

5 Traffic Impact

- 5.1 This section sets out the proposed trip attraction and methodology. To determine the potential impact of the proposed development, the number of trips likely to be attracted has been determined with reference to the Trip Rate Information Computer System (**TRICS**) database (version 8.25.6).
- 5.2 Although the existing site is currently vacant, a trip attraction exercise has been undertaken for the purposes of this report, comparing the revised scheme with the previous application. The development quantum of the current scheme is set out in Table 5.1, which also includes a comparison with the previous scheme.

Table 5.1 Comparison of Development Quantum

Previous Scheme*			Current Scheme^		
Use Class		Unit/GIA	Use Class		Unit
Sui Generis	EV Charging Bay	6	Sui Generis	EV Charging Bay	16
E(b)	Drive-through Café	167m ²	-	-	-

Source: * Motion Transport Statement (2021);

^InstaVolt Limited

Trip Attraction – Previous Application

- 5.3 To derive the likely level of trips attracted by the previous scheme of the site, the estimates of the previous application (PL/2021/03002) have been extracted. The trip attraction rate for the EV charging facility is based on those provided in the Transport Statement that supported the previous application, while the rates for drive-through café were derived from a service station on A46 in Warwickshire.
- 5.4 It is noted that the previous trip attraction was considered unsuitable by WC due to different traffic profiles between the proxy and the proposal, with the highway comments extracted below:

"The TRICS data comes from a study from a site on the A46 on the Warwick bypass. The comparison site is accessed via a northbound carriageway only, with a service station and car parking that is sufficient for the limited capacity required at this location. [...]"

"Given the location of the proposal site it is quite likely that the TRICS data provided could be substantially different based on the different traffic profiles from the comparison site."

- 5.5 Additionally, WC argued that the majority of trips associated with the previous scheme would not be linked, with 80% of trips considered as primary trips. This would result in negative impacts on the access road and Chequers Roundabout, and the comments are reproduced below:

"Additionally, as Sainsbury and McDonalds offer food and drink options it is difficult to ascertain if this level of linked trips will occur. However, if the percentage of pass by trips is used then this would result in additional vehicle movements to the access along the arm of the roundabout that serves Sainsbury supermarket, Busy Bees Nursery and McDonalds. Far from being insignificant this would mean 80% of the trips estimated are additional vehicle movements along the access road and through the shared access of McDonalds, Busy Bees and the proposed Starbucks. These would therefore be additional trips through the access and along the access arm from the roundabout and would lead to a significant negative impact on the functionality of the access road and therefore on the adjacent highway network."

- 5.6 Notwithstanding the above, to facilitate comparison with the trip attraction of the proposed scheme later in the Chapter, the total trip attraction is set out in Table 5.2.

Table 5.2 Trip Attraction – Previous Scheme

Land Use	Peak Period	Trip Attraction		
		In	Out	Total
EV Charging Station (6 Bays)*	AM Peak (08:00-09:00)	12	12	24
	PM Peak (17:00-18:00)	12	12	24
Drive-through Café (167m²)^	AM Peak (08:00-09:00)	15	14	29
	PM Peak (17:00-18:00)	12	17	29
Total	AM Peak (08:00-09:00)	27	26	53
	PM Peak (17:00-18:00)	24	29	53

Source: Motion

*Trip attraction for EV charging bays is extracted from a previous application in Braintree

^Trip attraction for drive-through café is extracted from TRICS v.7.7.4

- 5.7 Table 5.3 of the Transport Statement of the previous application is replicated in Table 5.3 below. 80% of the total trips were considered linked, while the rest (20%) were primary.

Table 5.3 Trip Attraction by Trip Type – Previous Scheme

Trip Type		Linked Trips	Pass-by Trips	New Trips	Total Trips
Proportion		20%	60%	20%	100%
AM Peak (08:00-09:00)	In	5.5	16	5.5	27
	Out	5	16	5	26
PM Peak (17:00-18:00)	In	5	14	5	24
	Out	6	17	6	29

Source: Motion⁴

Trip Attraction – Proposed Application

5.8 As noted in Table 5.1, the revised proposal seeks to provide 16 EV charging bays. Reference has been made to the TRICS database to derive the predicted trip attraction, using the following parameters:

- Land Use Class 13 – Petrol Filling Stations– C - Electric Vehicle Charging Station;
- Sites located in England;
- Sites located Edge of Town, Edge of Town Centre and Suburban Area;
- Surveys undertaken on weekdays only.

5.9 The resulting person trip rates and trip generation for the site is set out in Table 5.4, while the resulting TRICS output is included in **Appendix B**.

Table 5.4 Trip Rate and Attraction – Proposed Scheme

Peak Period	Trip Rate / 1 Bay		Trip Attraction (16 Bays)		
	In	Out	In	Out	Total
AM Peak (08:00-09:00)	0.042	0.167	3	1	4
PM Peak (17:00-18:00)	0.333	0.333	5	6	11
Daily (06:00-22:00)	2	1.999	32	32	64

Source: TRICS v8.25.6

Notes: Any arithmetic errors found due to rounding

⁴ Wiltshire Council Planning Application Reference: PL/2021/03002

- 5.10 Table 5.4 demonstrates that the proposed development is predicted to generate two-way vehicular trips of 4 and 11 trips during the AM and PM peaks respectively, with a daily total of 64 movements. No linked trips are assigned in the trip attraction for proposed scheme for a robust assessment.

Traffic impact – compared with previous proposal

- 5.11 Noting the concerns set out by WC regarding negative traffic impacts on the access road and Chequers Roundabout associated with the previous application, a comparison with the current proposal is compiled to assess the traffic impacts. The trip attraction by trip types of the previous scheme is extracted from Table 5.3, while the trip attraction predicted for the current proposal is extracted from Table 5.4. The results of which are presented below.

Table 5.5 Traffic Impact of Proposed Development

	Previous Scheme		Proposed Scheme		Impact		
	In	Out	In	Out	In	Out	Total
AM Peak (08:00-09:00)	27	26	3	1	-24	-25	-49
PM Peak (17:00-18:00)	24	29	5	6	-19	-23	-42

Source: Table 5.2 and Table 5.4

- 5.12 Overall, the number of trips attracted from the proposed development is reduced, therefore, demonstrating a lower level of impact. During the AM peak hour, there would be 49 vehicular trips reduced. A similar trend is observed during the PM peak hour with 42 trips reduced when compared with the previous scheme.
- 5.13 Considering the traditional network peak hours, the proposed scheme is predicted to attract a maximum of 11 vehicular movements per hour, which is negligible to the wider road network, including the access road and Chequers Roundabout.
- 5.14 As mentioned above, no linked trips have been assigned to the proposed scheme to ensure a robust assessment. However, in practice, a proportion of vehicular movements associated with the development would not represent new trips on the network. Many of these trips are likely to be linked to adjacent land uses, such as McDonald's, Sainsbury's, and Busy Bees Nursery. As a result, the actual primary trip attraction is expected to be lower than the maximum forecast of 11 vehicles per hour.

Traffic impact – compared with current baseline

- 5.15 To understand the development impact in comparison with the current baseline, where the site generates no traffic, the trip rates in table 5.4 can be considered as all being 'new' traffic at the site

access, albeit the vast majority of traffic is anticipated to be made up of pass-by and diverted trips, given the nature of a rapid EV charging hub. Peak hour traffic impact would therefore be 4 vehicle trips in the morning peak and 11 in the afternoon peak.

- 5.16 This level of traffic is well below the commonly accepted threshold of 30 vehicle trips per hour that may generate a need for highway capacity analysis and is not considered to be likely to generate any material detrimental impact upon the local highway network.

Sensitivity test

- 5.17 As a sensitivity test, even if one were to assume that traffic generation for the site were double that predicted by TRICS (i.e double that recorded at other similar sites) the busiest peak would consist of 22 vehicle movements. This level of traffic generation, especially when considering the anticipated high levels of pass-by and diverted trips, is not considered to be significant enough to justify any highway capacity analysis.

6 Summary and Conclusion

- 6.1 Transport Planning Associates has been commissioned by InstaVolt Limited to provide highways and transportation advice in relation to the proposed EV charging hub at the land adjacent to Bath Road, Chippenham, SN14 0AF.
- 6.2 The proposals are for a total of 16 EV charging spaces, with 4 fully accessible EV charging spaces and 12 wider EV charging bays.
- 6.3 The proposals allow users of the charging bays to walk to amenities near the site by the footways adjacent to the site, including the restaurant and supermarket. Access to the site is taken via the existing access to the Busy Bees Nursery. It is understood that the existing access road would be slightly realigned.
- 6.4 Considering the trip attraction, a maximum of 11 vehicle movements are predicted during the traditional network peak hours. Given the potential for trips to be linked to nearby uses such as McDonald's, Sainsbury's, and Busy Bees Nursery, the number of primary trips attracted is expected to be even lower.

Conclusion

- 6.5 The proposals have been developed in the context of national, regional and local policies and good practice. It will not result in a severe impact, so in conclusion there are no transport or highway reasons for which the proposed development should not be granted planning consent.

APPENDIX A

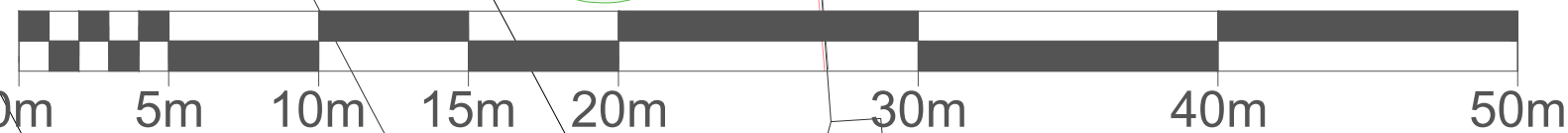
1. InstaVolt to provide 12x wider EV charging bays and 4x fully accessible EV charging bays.
2. Chargers to be installed flush to ground on proposed tarmac, level with bays.
3. Feeder pillars, substation and BESS unit to be installed on proposed hardstanding verge as shown.
4. Existing line painting within site boundary to be configured as shown.
5. Existing vegetation to be removed within site boundary where required to accommodate equipment. For proposed landscaping information, see Appendix 6 of ecology report (**Ref. no.: '250405'**) Further detail is expected to be provided in the form of an HMPP that will be conditioned
 - Vegetation removed for hardstanding: 1087m²
 - New planting / habitat enhancement: 515m²
6. Existing kerb line and verge (hatched blue) to be dropped for a new vehicle crossover. Proposed kerb line to be installed as shown (hatched pink). Footpath to be extended as shown (hatched green). Tarmac to be installed up to the proposed kerb line in level with the charging bays. Dropped kerb to be installed as shown (hatched orange) to provide vehicle access, with pedestrians retaining the right of way.
7. Existing Trees (shown light blue) to be removed. New trees (area shown dark blue) to be planted. All new cabling must avoid retained tree's RPA's (shown circled pink around tree trunk).
8. CCTV Masking Requirements:
 - Masking to be applied for all private property.
 - Masking to be applied for views of commercial buildings outside Instavolt's leasehold.
 - Masking not required for roads and other publicly accessible areas.
9. All measurements to be taken from the centre point of a line, unless stated otherwise.
10. Site Area = 2899m²
11. Please also refer to the following:
 - Transport Note - **Ref. no.: '2508-020 TS01'**
 - Tree Constraints Plan - **Drawing no.: 'TCP-1'**
 - Ecology Report - **Ref. no.: '250405'**

Nursery

1.2m pedestrian access to be installed as shown for additional accessibility.

Bins to be attached to lampposts as shown.

InstaVolt totem to be installed as shown.

[illegible]

APPENDIX B

Audit Code: b90cfbcc-bd44-4123-aba3-719daef5cb24

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 13 - PETROL FILLING STATIONS
Category: C - ELECTRIC VEHICLE CHARGING STATION
Total Vehicles

Selected regions and areas:		
02	SOUTH EAST	
	EX	ESSEX 1 day
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: b90cfbcc-bd44-4123-aba3-719daef5cb24

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	BAYS
Actual Range:	0.01 to 0.02 (units:BAYS)
Range Selected by User:	2 to 8 (units:BAYS)
Parking Spaces Range:	0 - 0

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 28/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	1 days
Thursday	1 days
Tuesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	1 days
Edge of Town Centre	1 days
Suburban Area (PPS6 Out of Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
No Sub Category	1 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	3 days

Audit Code: b90cfbcc-bd44-4123-aba3-719daef5cb24

Secondary Filtering Selection:

Use Class:

Sui Generis	3 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 0

Population within 1 mile:

25,001 to 50,000	3 surveys
------------------	-----------

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

1	EX-13-C-01	BP PULSE	ESSEX
STATION APPROACH			
BRAINTREE			
Edge of Town Centre			
Residential Zone			
Site area: 0.01 hect			
Survey date: Monday 25/03/2024			
Survey Type: Unknown			
2	NN-13-C-01	ECONETIQ	NORTH NORTHAMPTONSHIRE
KESTREL ROAD			
CORBY			
Edge of Town			
Residential Zone			
Site area: 0.01 hect			
Survey date: Thursday 18/04/2024			
Survey Type: Unknown			
3	WM-13-C-01	MFG	WEST MIDLANDS
NEW JOHN STREET WEST			
BIRMINGHAM			
HOCKLEY			
Suburban Area (PPS6 Out of Centre)			
No Sub Category			
Site area: 0.02 hect			
Survey date: Tuesday 06/06/2023			
Survey Type: Unknown			

Audit Code: b90cfbcc-bd44-4123-aba3-719daef5cb24

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/C - ELECTRIC VEHICLE CHARGING STATION

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BAYS	Arrivals	Departures	Totals
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	3	8	0.000	0.000	0.000
07:00-08:00	3	8	0.167	0.042	0.209
08:00-09:00	3	8	0.042	0.167	0.209
09:00-10:00	3	8	0.250	0.083	0.333
10:00-11:00	3	8	0.208	0.167	0.375
11:00-12:00	3	8	0.083	0.208	0.291
12:00-13:00	3	8	0.042	0.083	0.125
13:00-14:00	3	8	0.083	0.083	0.166
14:00-15:00	3	8	0.125	0.125	0.250
15:00-16:00	3	8	0.208	0.125	0.333
16:00-17:00	3	8	0.250	0.250	0.500
17:00-18:00	3	8	0.333	0.333	0.666
18:00-19:00	3	8	0.125	0.125	0.250
19:00-20:00	3	8	0.042	0.083	0.125
20:00-21:00	3	8	0.042	0.125	0.167
21:00-22:00	3	8	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			2.000	1.999	3.999

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	2 - 8 (units: BAYS)
Survey date date range:	06/06/2023 - 18/04/2024
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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.