

bp pulse

Proposed Charging Hub, Pinkham Way, London

April 2023

Vectos ref: VN222516

Transport Statement

Report control

Document: Transport Statement

Project: Proposed Charging Hub, Pinkham Way, London

Client: bp pulse

Job number: VN222516

File origin: O:\VectosNorthDrive\Vectos Job Data\2022\VN222516 BP Pulse, Pinkham Way\Docs\Reports\Transport Statement V2.docx

Document checking

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Issue	Date	Status	Checked for issue
1	05/01/2023	First Draft	RW
2	20/01/2023	FINAL	RW
3	27/04/2023	FINAL V2	RW

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1 Introduction

Background

- 1.1 Vectos has been appointed by bp pulse to provide highways and transport advice in support of a proposed bp pulse charging hub on land off the A406 Pinkham Way in London.

Site Location

- 1.2 The location of the site is shown in **Plan 1** with **Plan 2** showing the location in a more local context. The site is also shown in **Figure 1.1** below which also shows an indicative red-line boundary.



Figure 1.1: Site Location

- 1.3 The site is located to the south of the A406 Pinkham Way in the London Borough of Haringey. It currently accommodates a 12 pump BP petrol filling station (PFS) with associated M&S Simply Food provision. **Plan 3** provides the existing site layout.
- 1.4 The PFS currently provides 11 car parking spaces which are situated around the site's southern boundary. This includes three EV charging bays and two disabled bays.
- 1.5 Vehicle access to the site is achieved separate ingress and egress junctions with the A406 Pinkham Way, with the ingress junction shared with an adjacent car dealership.

Development Proposals

- 1.6 The planning application proposes the redevelopment of the existing PFS to deliver an electric vehicle (EV) charging hub. The EV hub will provide 10 charging bays.
- 1.7 The application also proposes that the existing sales building will be demolished, and then reconstructed including a small extension.

- 1.8 The planning application does not propose any alterations to the way in which vehicles currently enter and exit the site. However, the proposals do include a reconfiguration of the internal site layout, with 14 new car parking spaces introduced in the centre of the site.
- 1.9 The proposed site layout is shown in **Plan 4**, with the development proposals described in detail in Section 4 of this report.

Scope of the Report

- 1.10 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document. The report provides the following information:
- Section 2: A review of the pertinent national planning policy guidance;
 - Section 3: A review of baseline conditions;
 - Section 4: A description of the development proposals and the traffic impact; and
 - Section 5: Report summary and conclusions.

2 Planning Policy Overview

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) was first published on 27th March 2012 and updated on 24th July 2018, 19th February 2019, and 20th July 2021, and sets out the government’s planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.2 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
 - a) appropriate opportunities to promote sustainable transport 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;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) 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.
- 2.3 Paragraph 111 goes on to state that “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”.

3 Baseline Conditions

Introduction

3.1 Section 3 sets out the baseline conditions in the vicinity of the site.

Surrounding Highway Network

3.2 Vehicle access to the existing PFS is achieved via priority controlled junctions with the A406 Pinkham Way. Of these the eastern access accommodates inbound vehicle movements to the existing PFS, along with two-way vehicle movements to the adjacent car dealership. The western junction accommodates outbound vehicle movements only from the PFS.

3.3 The existing ingress and egress junctions are used by both customer and delivery vehicles. While the existing site receives regular oil tanker movements, the largest vehicle which accesses the existing site is a 16.5 metre articulated vehicle, which delivers to the M&S Simply Food unit.

3.4 The wider highway network in the vicinity of the site is illustrated in **Figure 3.1** below, with the site identified by the red star.



Figure 3.1: Surrounding Highway Network (Source OpenStreetMap)

3.5 As this plan highlights, the A406 Pinkham Way forms the sites northern boundary. This road provides two traffic lanes in both directions, and is subject to a 30mph speed limit adjacent to the site.

3.6 The A406 forms a major distributor road on the northern side of London, with the DfT matrix website indicating that an average annual daily traffic (AADT) flow of circa 45,000 vehicles was recorded on this road in 2021.

- 3.7 Immediately east of the site the A406 forms a four arm signal controlled junction with the A109 Station Road to the north and the A109 Bounds Green Lane to the south. This junction provides connections towards New Southgate and Whetstone to the north, Palmers Green to the east, and Wood Green to the south. Meanwhile to the west of the site the A406 provides connections towards Finchley and Brent Cross.
- 3.8 Pedestrian movements in the vicinity of the site are served by street lit footways which are provided on both sides of the carriageway, with controlled crossing facilities, including dropped kerbs and tactile paving, provided on all arms of the A406/ A109 junction. The eastern and southern arms of this junction also provide a shared off-carriageway pedestrian/ cycle facility.
- 3.9 The site is accessible by public transport, with the Transport for London (TfL) awarding it a PTAL access level rating of 4, as shown in **Figure 3.2**.

WebCAT

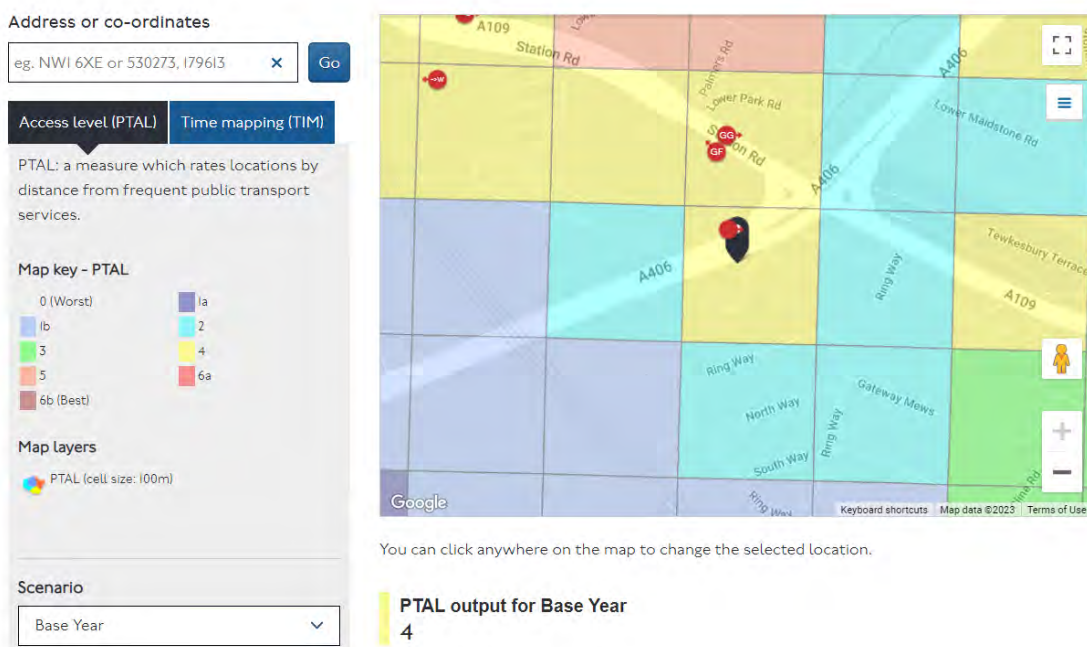


Figure 3.2: PTAL Rating

- 3.10 The high PTAL rating reflects the regular bus services which operate in the vicinity of the site, including the No. 221, 382 and 232 routes which are operated on Station Road and Pinkham Way, including a stop on Pinkham Way located opposite the site. The nearest London Underground Station is Arnos Grove, while overland rail services are operated from New Southgate Station. All public transport services can be safely reached via the existing infrastructure in the vicinity of the site.

4 Development Proposals

Proposed Development

- 4.1 The planning application proposes the redevelopment of the existing PFS to provide an EV vehicle charging hub. This will provide 10 vehicle charging bays, of which 1 will be designated as an accessible bay. The development will help facilitate the increased usage of electric vehicles, with associated environmental benefits.
- 4.2 To facilitate the development a small (circa 100 sqm) extension to the existing sales building is required. However it has been determined that the existing building is not capable of being extended, and as such the proposal is to demolish the existing building, and then reconstruct this in the same location including the aforementioned extension. The building will continue to trade as an M&S Simply Food store.
- 4.3 Finally, the development will remove the existing parking spaces provided along the southern site boundary (with the exception of a standard and disabled bay currently located directly north of the sales building), with 14 new car parking bays introduced in the centre of the site. This an area currently occupied by the existing PFS forecourt. The new customer parking bays will provide dimensions of 2.7 metres x 5 metres.
- 4.4 This represents an increase of 8 standard spaces over the existing provision, and will help to address ad-hoc parking practices which currently occur within the site, as well as temporarily accommodating vehicles should demand for the EV bays ever exceed supply.

Vehicle Access

- 4.5 The planning application does not propose any alterations to the way in which vehicles currently enter and exit the site.
- 4.6 However, the proposals do include a reconfiguration of the internal site layout, with a clockwise circulatory route introduced.
- 4.7 While this reconfiguration will not have a material impact on the ability of light vehicles to enter, exit or move through the site, it will have an impact upon HGV movements, albeit the total number of HGV's visiting the site will decrease due to the removal of all petrol tanker movements.
- 4.8 To confirm that the reconfigured site layout will not detrimentally affect service vehicle movements, an assessment has been undertaken using the AutoTRACK programme. This has been undertaken using a 16.5 metre articulated vehicle, which as previously outlined is the largest vehicle which currently accesses the site.
- 4.9 The AutoTRACK assessment is presented in **Plan 5** and demonstrates that all required HGV movements can be safely undertaken.

Access by Sustainable Travel Modes

- 4.10 The very nature of the existing and proposed developments means that trips to the site by sustainable travel modes will be very limited.
- 4.11 The development site already accommodates a similar use to that which is proposed, and the development is not anticipated to materially alter the number of staff working at the site.
- 4.12 For this reason, it is concluded that the proposed development will not materially increase the volume of trips to the site which are undertaken by a sustainable travel mode, and would certainly not increase trips by a level which would render the existing sustainable travel infrastructure no longer safe or suitable.

Traffic Generation

- 4.13 To consider the traffic impact of the proposed development a comparison of the vehicle trips generated by the existing and proposed uses has been undertaken.
- 4.14 In undertaking this assessment it is reasonably assumed that the small increase in the floor area of the sales building will not materially increase the traffic generation of this element of the development compared to the current situation, with the vast majority of peak hour trips to this use still linked to the wider vehicle refuelling/ charging hub.

Existing Development

- 4.15 To determine the traffic generation of the existing 12 pump PFS the TRICS database Version 7.9.4 has been interrogated for the 'Petrol Filling Stations' range of sites. The assessment has focussed on sites which are in comparable locations to the development site, as per the TRICS Good Practice Guidelines.
- 4.16 The resultant trip rates are presented in **Table 4.1** below, together with the associated traffic generations. These are presented for typical weekday network peaks of 0800 – 0900 and 1700 – 1800. The full TRICS output files are provided in **Appendix A**.

Period	Trip Rate		Trip Generation		
	Arr	Dep	Arr	Dep	Two Way
08:00-09:00	6.178	6.137	74	73	147
17:00-18:00	6.589	6.548	79	79	158

Table 4.1: Existing Development Trip Rates and Trip Generations

- 4.17 As can be seen, the existing development would typically be expected to generate 147 two-way trips during the AM peak hour and 158 two-way trips during the PM peak hour.

Proposed Development

- 4.18 The nature of EV charging facilities means that they do not experience a turnover of bays/pumps in line with a standard PFS. As such, it is not robust to derive development traffic flows from surveys of this type of land use.
- 4.19 Similarly, the emerging nature of this type of provision means that at present there is a lack of analogous sites that can be surveyed to provide an understanding of trip generation characteristics.
- 4.20 For this reason, a first principles approach has been undertaken to establish the trip generation of the 10 bay facility. bp pulse advise that their assumption is that an average customer would use the charging facilities for a 20 minute period. Using an Ultra Fast Charge (UFC) facility this would typically provide a modern vehicle with a 70 – 80% charge.
- 4.21 On this basis each charging bay could in theory be used 3 times in each hour. Therefore, adopting the very robust assumption that the bays are 100% utilised for the full peak hour, this would result in 30 vehicular arrivals to the site, and 30 vehicular departures from it, during both AM and PM peak hours (i.e. 60 two-way trips in both peak hours).
- 4.22 By reference to **Table 4.1** it is therefore apparent that the proposed EV charging hub is forecast to generate significantly fewer vehicle trips than the existing PFS in both peak hours. It is therefore concluded that the existing site access arrangements remain appropriate in the context of the proposed development.
- 4.23 For both the existing and proposed developments the majority of peak hour trips will occur as pass-by trips that are linked to a wider journey purpose. The impact of the proposed development on the wider highway network will therefore be indiscernible. However, the reduction in vehicle movements turning into, and out of, the proposed development will result in betterment for in the operation and safety of the immediate highway network.
- 4.24 Likewise, the reduction in HGV trips to the site as a result of the removal of oil tanker movements will also have highway operational, safety, and air quality benefits.

5 Summary and Conclusions

Summary

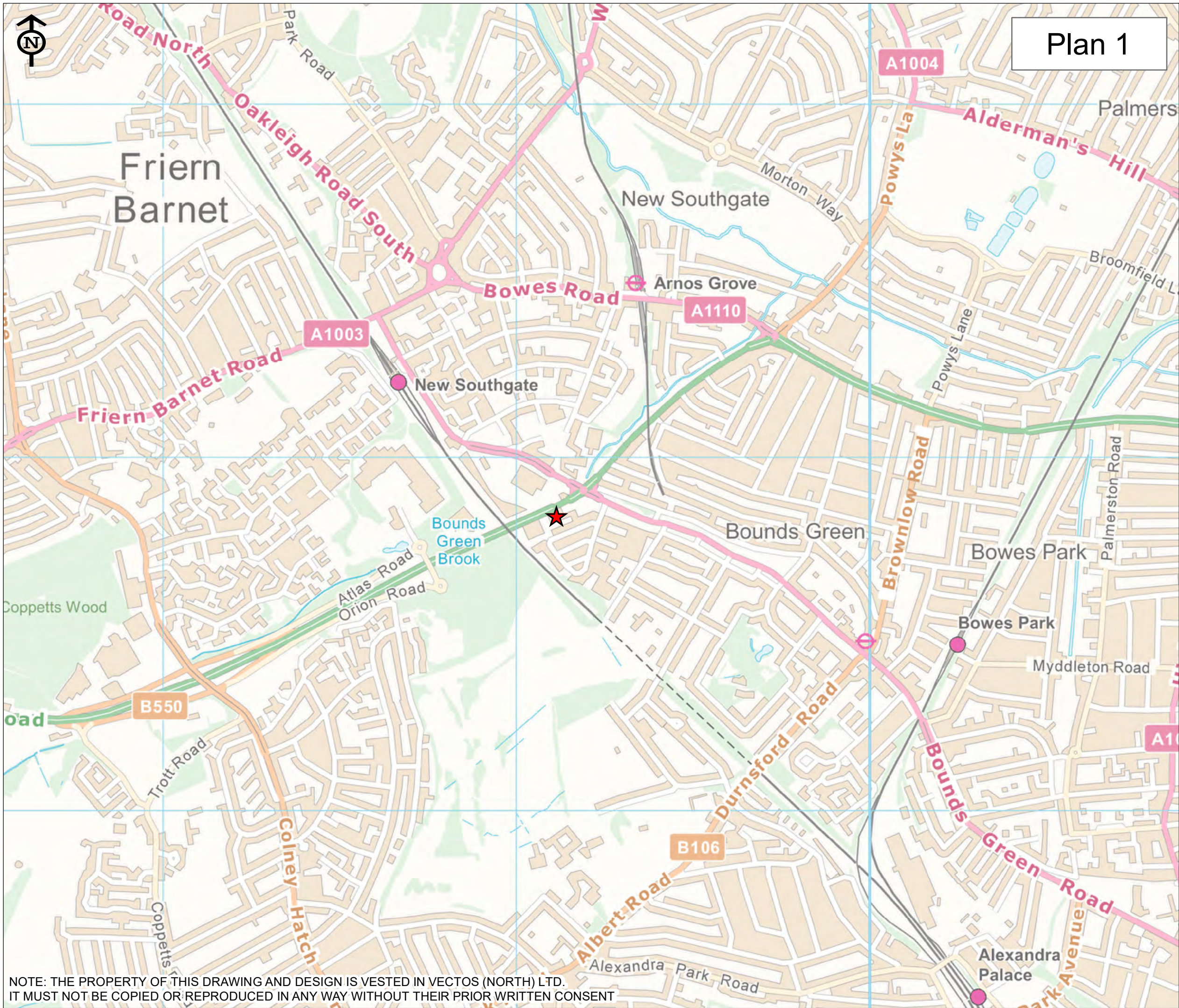
- 5.1 Vectos has been appointed by bp pulse to provide highways and transport advice in support of a proposed bp pulse charging hub on land off the A406 Pinkham Way in London.
- 5.2 The planning application proposes the redevelopment of the existing 12 pump PFS to provide an EV charging hub. This will include 10 vehicle charging bays, of which 1 will be designated as an accessible bay.
- 5.3 The application also proposes that the existing sales building will be demolished, and then reconstructed in the same location including a small extension. The building will continue to trade as an M&S Simply Food store.
- 5.4 Vehicle access to the site will be retained via the existing arrangements with the A406 Pinkham Way.
- 5.5 This Transport Statement has been prepared in accordance with recognised guidance and draws the following key conclusions:
 - The site is located on a major distributor route, with an AADT flow circa 45,000 vehicles. The proposed development is therefore appropriately sited to take advantage of linked pass-by trips.
 - The site is accessible by a range of sustainable travel modes. Notwithstanding this, when compared to the existing PFS the development site is not anticipated to materially increase the volume of trips to the site which are undertaken by a sustainable travel modes, and would certainly not increase trips by a level which would render the existing sustainable travel infrastructure no longer safe or suitable.
 - The proposals will include a small increase in car parking on the site, which will help to address ad-hoc parking practices which currently occur within the site, as well as temporarily accommodate vehicles should demand for the EV bays ever exceed supply.
 - The development proposals include a reconfiguration of the existing site layout. The revised layout has been assessed using the AutoTRACK programme to confirm that all required HGV movements can still be safely undertaken.
 - When compared to the existing PFS the proposed development is forecast to result in a significant reduction in vehicle trips visiting the site during network peak hours. On this basis it is concluded that the existing site access arrangements remain appropriate to serve the proposed development.
 - Given the prevalence of peak hour linked trips (for both the existing and proposed developments), the traffic impact of the proposed development on the wider highway network will be indiscernible. However, the reduction in vehicle movements turning into, and out of, the proposed development will result in betterment in the operation and safety of the immediate highway network.

- The reduction in HGV trips as a result of the removal of oil tanker movements will have highway operational, safety, and air quality benefits.
- Finally, the development will help facilitate the increased usage of electric vehicles, which will have associated environmental benefits.

Conclusions

- 5.6 The National Planning Policy Framework states that *“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.”*
- 5.7 This report has demonstrated that the proposed development would have no detrimental impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, it is concluded that there are no reasons why the planning application should be refused on highway or transportation grounds.

Plans



Plan 1

Legend

★ Site Location

This is not a construction drawing and is intended for illustrative purposes only.

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CLIENT:

bp pulse

PROJECT TITLE:

bp pulse,
Pinkham Way

DRAWING TITLE:

Site Location
(Wider Context)

SCALE: 0 0.25 0.5 km

DRAWN:	CJ	CHECKED:	RW	DATE:	05/01/2023
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vectos.

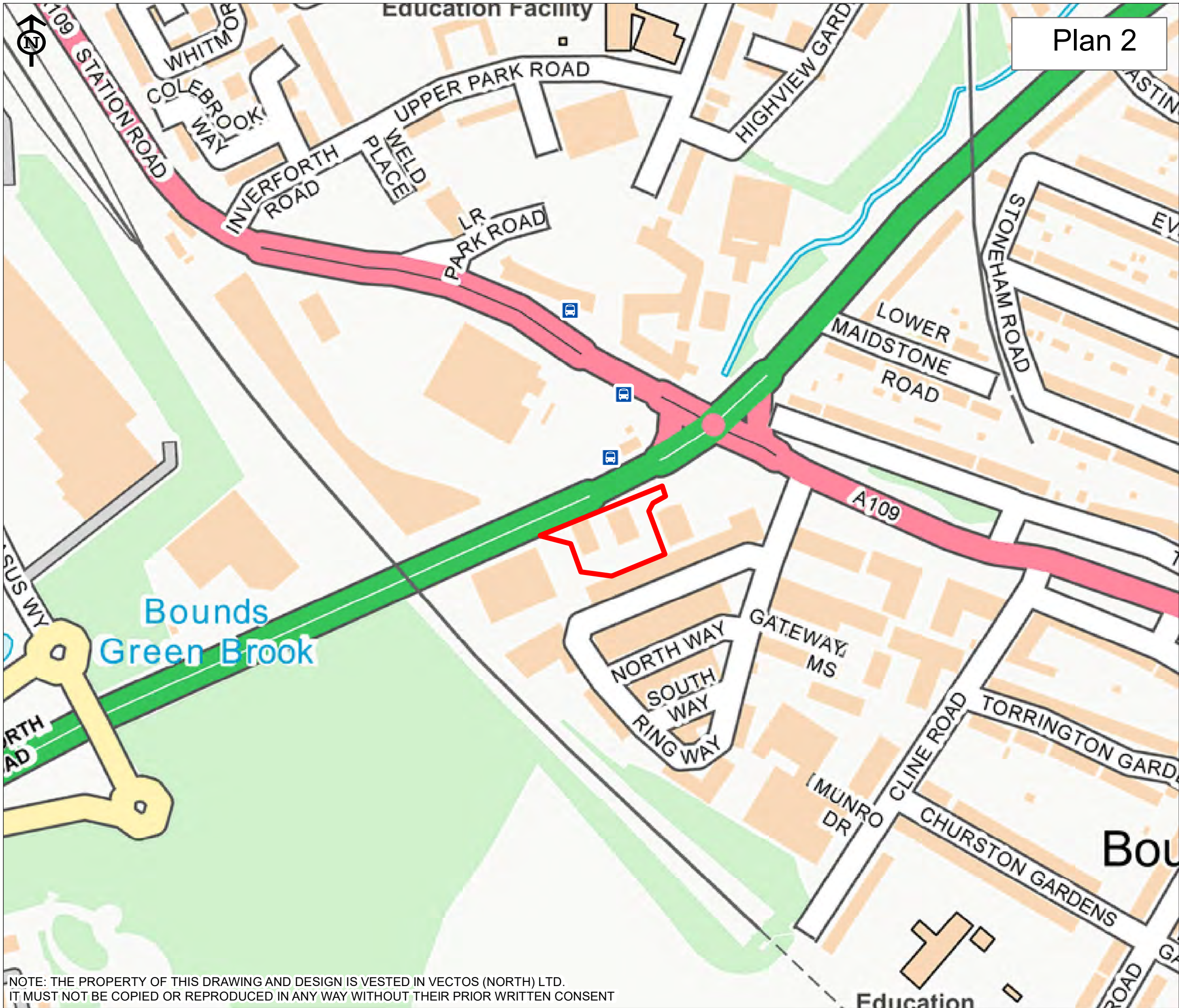
— PART OF SLR

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

DRAWING NO:
VN222516-G100

REVISION:

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Plan 2

Legend

- Site Boundary
- Bus Stop

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CLIENT:

bp pulse

PROJECT TITLE:

bp pulse,
Pinkham Way

DRAWING TITLE:

Site Location
(Local Context)

SCALE: 0 0.05 0.1 km

DRAWN:	CJ	CHECKED:	RW	DATE:	05/01/2023
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— PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
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GENERAL NOTES

This drawing has been prepared for the sole purpose of obtaining planning permission for a Electric Vehicle Charging Installation

This drawing is to be read in conjunction with drawings numbered;

- 20 - Existing Site Layout
- 21 - Existing Site Elevations
- 22 - Proposed Site Layout
- 23 - Proposed Site Elevations
- 24 - Sales Building Details
- 25 - EV Canopy Details
- 26 - Proposed Equipment Details

05 Site Location Plan

Any advertisements are indicative and are subject to a separate advertisement application.

Plan 3



-	-	-
A	22.12.22	Updated to latest measured survey PSB
NR	DATE	DESCRIPTION
REVISIONS		
STATUS		

PLANNING DRAWING



BP Pulse
Breckland, Linford Wood
Milton Keynes
Buckinghamshire
MK14 6GY

PINKHAM WAY SF CONNECT
A406 NORTH CIRCULAR
BOUNDS GREEN, LONDON
N11 2UU

DRAWN:	
DATE:	04.08.20
DESIGN CHECKED:	P
DATE:	
APPROVED:	
DATE:	
ATRACK CHECKED:	
DATE:	
SCALE:	1:2000

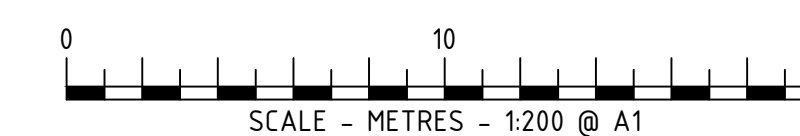
EXISTING SITE LAYOUT

DRAWING NUMBER	REV
14026-20	A

ARCHITECT: MBH

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A1
ORIGINAL
PLOT SIZE





GENERAL NOTES

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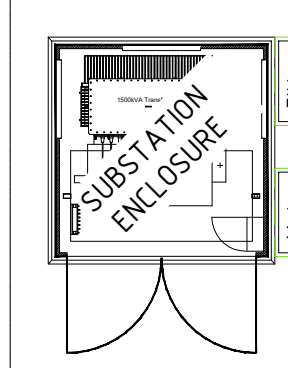
This drawing is to be read in conjunction with drawings numbered;

- 20 - Existing Site Layout
- 21 - Existing Site Elevations
- 22 - Proposed Site Layout
- 23 - Proposed Site Elevations
- 24 - Sales Building Details
- 25 - EV Canopy Details
- 26 - Proposed Equipment Details

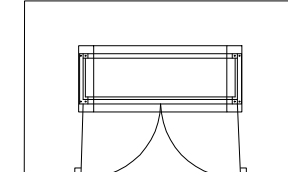
05 Site Location Plan

Any advertisements are indicative and are subject to a separate advertisement application.

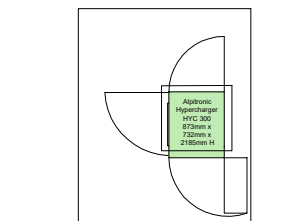
SCHEDULE / LEGEND



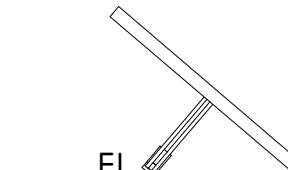
DENOTES TYPICAL DNO HV/LV
 GRP SUBSTATION + METER BOX
 Enclosure 2.8m x 2.8m
 METERING & HARMONIC FILTER
 GRP CABINET
 Envic Engineering Ltd
 Roadside Range Type 'O'
 1065mm x 540mm x 1273mm H



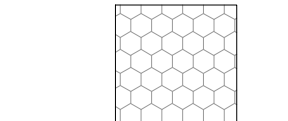
DENOTES LV PILLAR ENCLOSURE
Schneider
Unit Size 2140mm x 665mm x 1583mm H



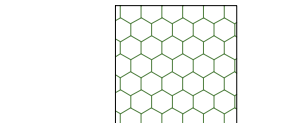
300 KW ALPITRONIC HYPERCHARGER
HYC 300
Unit Size 873mm x 732mm x 2185mm H



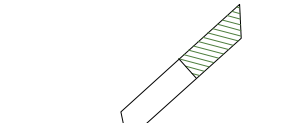
UNIT SIZE 3420mm x 1418mm x 3650mm H



DENOTES LINUX PAVING - RESIN FILLED



DENOTES LINUX PAVING - GRASS FILLED



DENOTES MODULAR SEATING / PLANTER
VARIOUS SIZES

E	20.04.23	Sales building now KDRB	PSB
D	12.01.23	Further revisions from BP	comments PSB
C	20.12.22	Revisions from concept design document	/ measured survey PSB
B	27.09.22	Revised building footprint	PSB
A	12.08.22	Revised to MM comments	PSB

NR	DATE	DESCRIPTION
REVISIONS		

STATUS	PLANNING DRAWING
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BP Pulse
Breckland, Linford Wood
Milton Keynes
Buckinghamshire
MK14 6GY

DRAWN:	JP
DATE:	04.08.2022
DESIGN CHECKED:	PSB
DATE:	20.12.22
APPROVED:	-
DATE:	-
ATRACK CHECKED:	-
DATE:	-
SCALE:	1:200@A1

SCALED DIMENSIONS SHOULD
NOT BE TAKEN FROM THIS DRAWING
(APPROPRIATE FOR A1 ONLY)

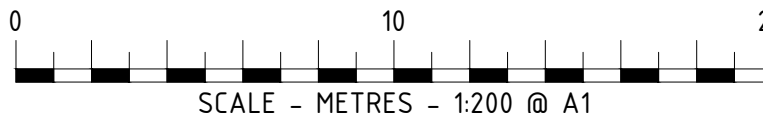
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PINKHAM WAY SF CONNECT
A406 NORTH CIRCULAR
BOUNDS GREEN, LONDON
N11 2UU

PROPOSED SITE LAYOUT

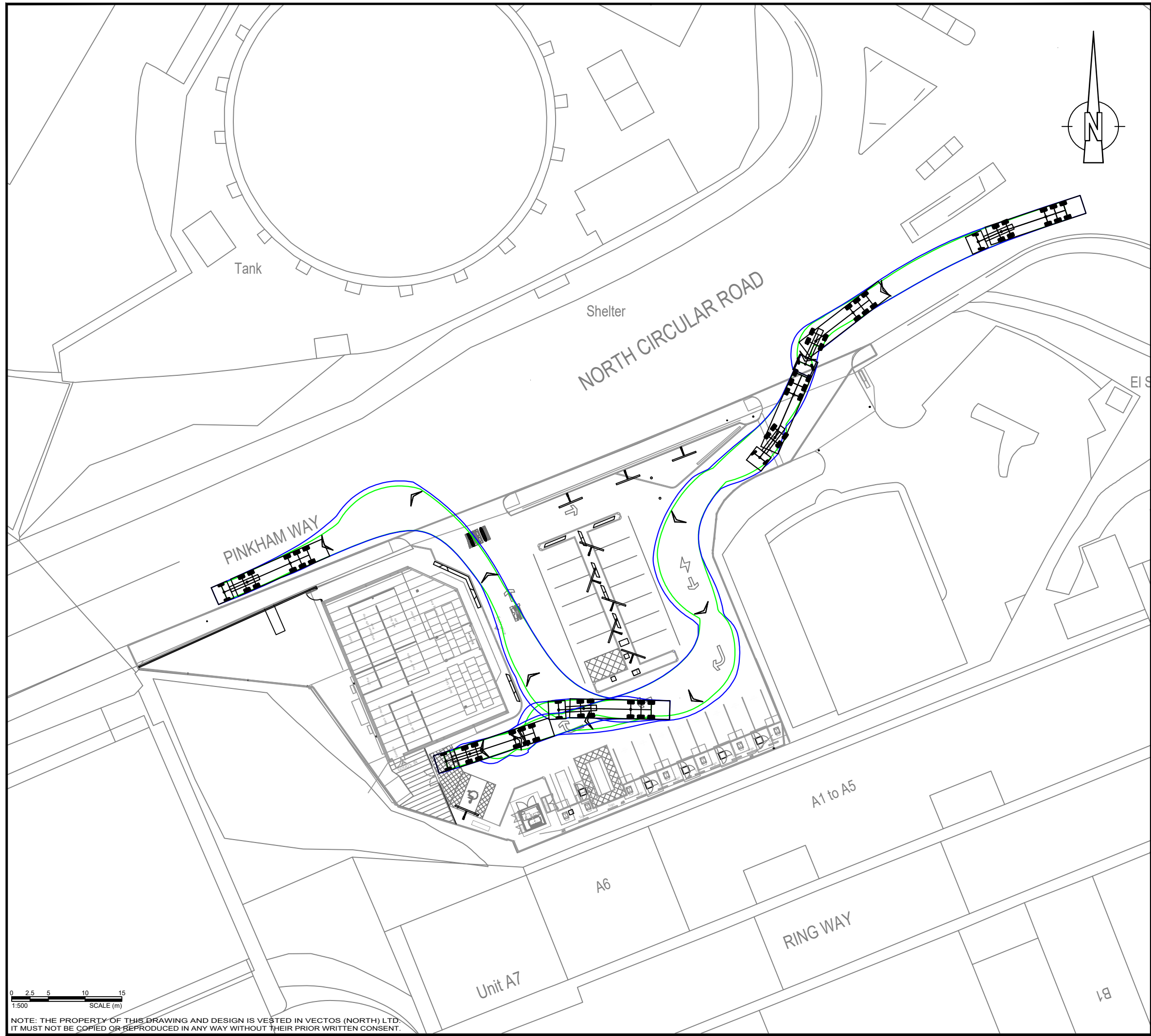
DRAWING NUMBER	REV
14026-22	E

ARCHITECT: MBH



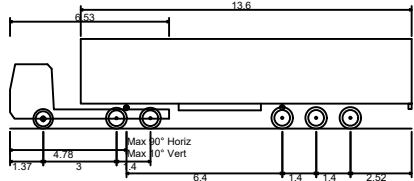
SCALE - METRES - 1:200 @ A

A1
ORIGINAL
PLOT SIZE



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only.
 - 2. White lining is indicative only.

Max Legal Length (UK) Articulated Vehicle (16.5m)



Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Plan 5

A		Site layout updated	CG	RW	20.01.23
REV.		DETAILS	DRAWN	CHECKED	DATE

CLIENT:
bp pulse

PROJECT:
bp pulse, Pinkham Way

DRAWING TITLE:
Swept Path Analysis
16.5m Articulated HGV

SCALES:
1:500 at A3

DRAWN:	WD	CHECKED:	RW	DATE:	04.01.23
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vectos.

PART OF
SLR

4th Floor Oxford Place
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Manchester
M1 6EQ

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e: manchester@vectos.co.uk

DRAWING NUMBER:	VN222516-TR100	REVISION:	A
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Appendix A

TRICS Output: Petrol Filling Stations

Calculation Reference: AUDIT-715001-230103-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : A - PETROL FILLING STATIONS
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

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: Filling bays
 Actual Range: 4 to 11 (units:)
 Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/05/22

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
Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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 Centre	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4

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:

Residential Zone	8
Built-Up Zone	1

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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	10 days
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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:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	5 days

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	5 days
1.1 to 1.5	5 days

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.

Travel Plan:

No	10 days
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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	9 days
4 Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-13-A-04	BP		CAMBRIDGESHIRE
	CHERRY HINTON ROAD			
	CAMBRIDGE			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
2	DV-13-A-03	GULF		DEVON
	MAIN ROAD			
	EXETER			
	PINHOE			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	4		
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL	
3	HO-13-A-01	TEXACO		HOUNSLOW
	1 GREAT WEST ROAD			
	HOUNSLOW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: FRIDAY	18/05/12	Survey Type: MANUAL	
4	LC-13-A-01	MURCO		LANCASHIRE
	VICTORIA ROAD			
	PRESTON			
	WALTON LE DALE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Filling bays:	8		
	Survey date: MONDAY	14/05/12	Survey Type: MANUAL	
5	LE-13-A-03	TOTAL		LEICESTERSHIRE
	GLENFIELD ROAD			
	LEICESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL	
6	NB-13-A-03	BP		NORTHUMBERLAND
	BURRADON ROAD			
	NEAR CRAMLINGTON			
	ANNITSFORD			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	11		
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL	
7	SH-13-A-01	LOCAL		SHROPSHIRE
	THE MOUNT			
	SHREWSBURY			
	FRANKWELL			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	4		
	Survey date: FRIDAY	30/05/14	Survey Type: MANUAL	
8	WM-13-A-03	TOTAL		WEST MIDLANDS
	CHESTER ROAD			
	BIRMINGHAM			
	CASTLE BROMWICH			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-13-A-04	SHELL	WEST MIDLANDS
	STATION ROAD		
	BIRMINGHAM		
	STECHFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
10	WS-13-A-02	MURCO	WEST SUSSEX
	SOMPTING AVENUE		
	WORTHING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: FRIDAY	17/10/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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Licence No: 715001

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	6	7	3.500	6	7	3.333	6	7	6.833
07:00 - 08:00	10	7	5.370	10	7	5.164	10	7	10.534
08:00 - 09:00	10	7	6.178	10	7	6.137	10	7	12.315
09:00 - 10:00	10	7	5.658	10	7	5.671	10	7	11.329
10:00 - 11:00	10	7	5.740	10	7	5.685	10	7	11.425
11:00 - 12:00	10	7	5.329	10	7	5.521	10	7	10.850
12:00 - 13:00	10	7	6.014	10	7	6.027	10	7	12.041
13:00 - 14:00	10	7	5.822	10	7	5.918	10	7	11.740
14:00 - 15:00	10	7	5.644	10	7	5.438	10	7	11.082
15:00 - 16:00	10	7	6.425	10	7	6.192	10	7	12.617
16:00 - 17:00	10	7	6.342	10	7	6.534	10	7	12.876
17:00 - 18:00	10	7	6.589	10	7	6.548	10	7	13.137
18:00 - 19:00	10	7	5.973	10	7	5.945	10	7	11.918
19:00 - 20:00	8	7	5.241	8	7	5.534	8	7	10.775
20:00 - 21:00	8	7	4.034	8	7	3.931	8	7	7.965
21:00 - 22:00	8	7	2.241	8	7	2.690	8	7	4.931
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			86.100			86.268			172.368

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: 4 - 11 (units:)
 Survey date range: 01/01/10 - 10/05/22
 Number of weekdays (Monday-Friday): 10
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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