

TRANSPORT STATEMENT



SYSTRA

BP ASHINGTON EV FACILITY

TRANSPORT STATEMENT

IDENTIFICATION TABLE

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Project	BP Ashington EV Facility
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1. INTRODUCTION

1.1.1 BP wishes to deliver an upgrade to the established roadside petrol filling station (PFS) adjacent to the A24 corridor in West Sussex. The site is located to the north of the B2133 between two roundabouts that form the main access to and from Ashington from the A24. SYSTRA has been appointed by Envevo, acting on behalf of BP, to prepare a brief Transport Statement to support the proposals.

1.1.2 The location of the PFS is shown in **Figure 1**.

Figure 1. Site Location



1.1.3 Under the proposals, the established car wash will be demolished and replaced with two new jet wash units and six new standard spaces. The existing EV bays and standard spaces at the south of the site will also be replaced with three new Alpitronic chargers, five standard EV charging bays, and one accessible EV charging bay. There will be no changes to site access, egress, or circulation.

1.1.4 The purpose of this Technical Note is to discuss transport and access-related considerations associated with the proposed development and to provide an assurance that the proposed changes can be accommodated at the site without detriment to operations within the site or on the adjoining transport corridor.

1.1.5 Following this introductory chapter, the report is structured as follows:

- **Chapter 2** - Summarises the existing situation at the PFS.
- **Chapter 3** – Discusses the proposed development.
- **Chapter 4** – Sets out a forecast of the expected trip generation.
- **Chapter 5** – Provides a summary of the report and sets out conclusions.

2. EXISTING CONDITIONS

- 2.1.1 The purpose of this section is to provide background context to the PFS and the adjoining transport network. While it would typically be expected that a Transport Statement gives consideration to access by all relevant travel modes, the proposed development in this case is an electric car charging facility. For this reason, the report does not examine access by foot, bicycle, or public transport.
- 2.1.2 The site access is taken from the north-eastern arm on the London Road / Billingham Road / B2133 roundabout to the west of the site.
- 2.1.3 The general layout of the PFS site is illustrated in **Figure 2**.

Figure 2. Site Layout



- 2.1.4 The site currently incorporates a car wash and an M&S Simply Food retail outlet.

3. PROPOSED DEVELOPMENT

3.1 Introduction

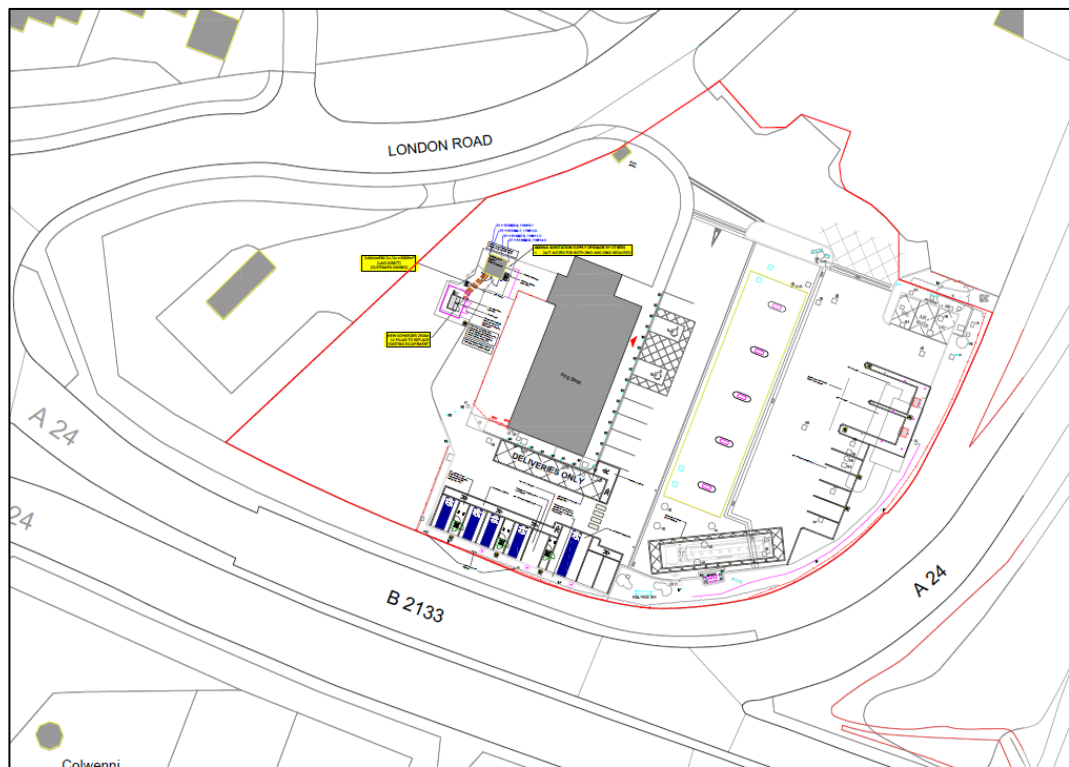
3.1.1 The development proposals include the demolition of the established car wash, to be replaced with two new jet wash units and six standard parking spaces. The proposals also include the replacement of the existing EV charging bays with three new Alpitronic chargers, five standard EV charging bays, and one accessible EV charging bay.

3.1.2 The proposals comprise an update to a facility which has been established in this location for many years. Importantly, no changes are proposed to the site access or egress and existing practices in relation to site management will be retained.

3.2 Site Layout

3.2.1 The proposed site layout is shown in **Figure 3** and included as **Appendix A**.

Figure 3. Development Layout



3.2.2 The site currently incorporates a total of 18 parking spaces – this includes 14 standard parking spaces, two accessible parking spaces, and one standard EV charging bay, and one accessible EV charging bay. The proposed development will provide a total of 21 parking spaces – this will include:

- 13 standard parking bays;
- 2 accessible parking bays;
- 5 standard EV charging bays; and
- 1 accessible EV charging bay.

3.2.3 This change represents a decrease of one standard parking bay and an increase of four standard EV charging bays, leading to an overall increase of three parking spaces at the site.

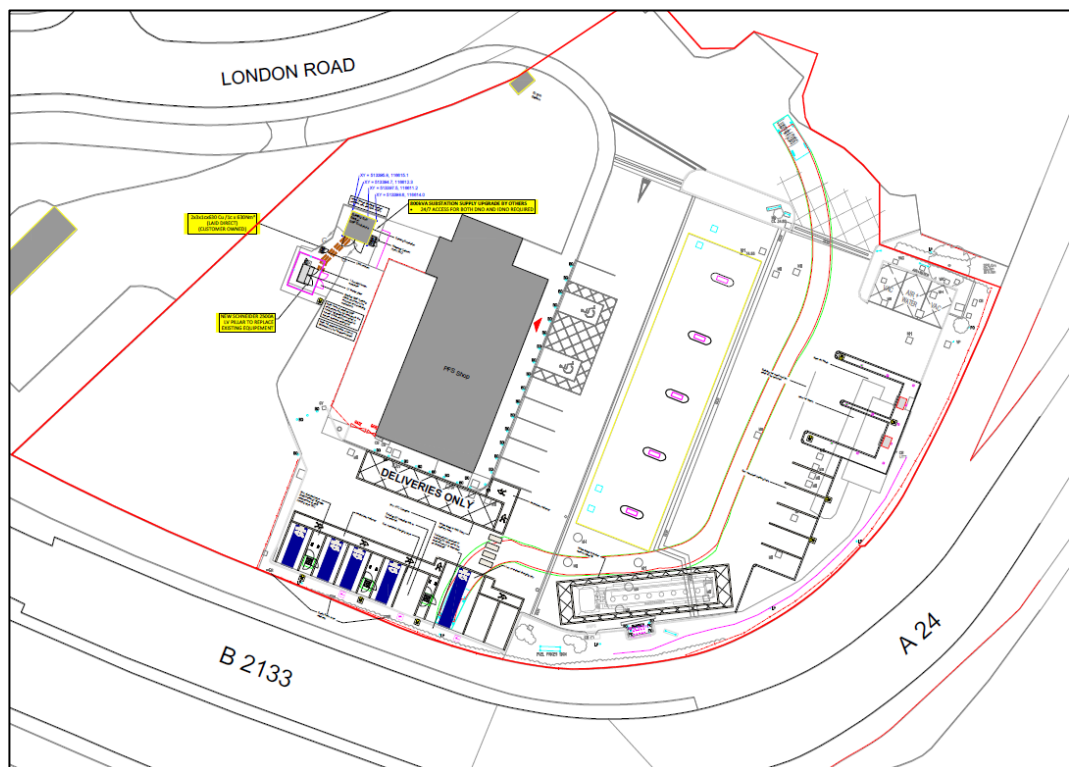
3.2.4 Importantly, there will be no change to site access, egress, or internal circulation.

3.3 Swept Path Assessments

3.3.1 SYSTRA has conducted an evaluation of the site layout using AutoTrack swept path analysis software. Analysis was undertaken using the “Luxury 4x4” vehicle type (5m long, 2m wide) as representing the worst-case vehicle which may regularly utilise the charging hub. Full-scale plans of all images from this section are available within **Appendix B**.

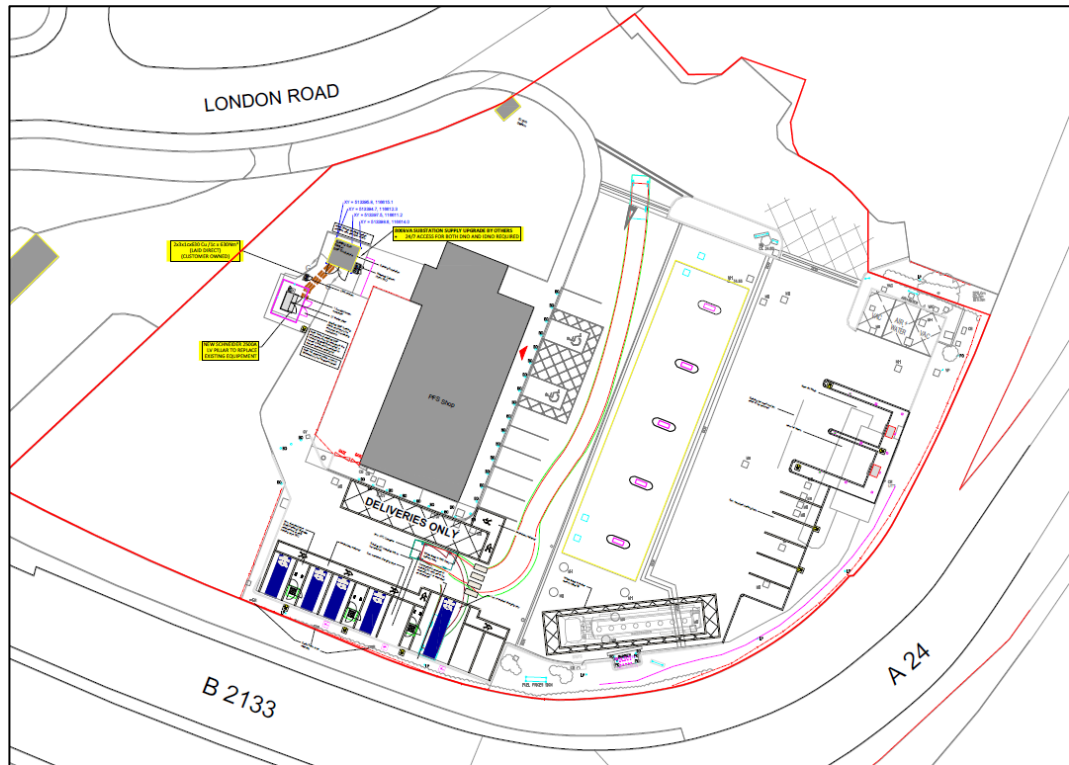
3.3.2 **Figure 4** illustrates a vehicle accessing EV Bay 1 without issue. For reference, the EV bays are numbered one to five from east to west, with the accessible charging bay located east of Bay 1.

Figure 4. Vehicle Accessing EV Bay 1



3.3.3 **Figure 5** demonstrates a vehicle egressing from EV Bay 1 and indicates that there is sufficient space to reverse out of the bay.

Figure 5. Vehicle Egressing from EV Bay 1



3.3.4 The general characteristics of EV Bays 1 to 5 are broadly similar. **Figure 6** demonstrates that a vehicle is able to access Bay 5 and **Figure 7** demonstrates that a vehicle is able to egress from Bay 5.

Figure 6. Vehicle Accessing EV Bay 5

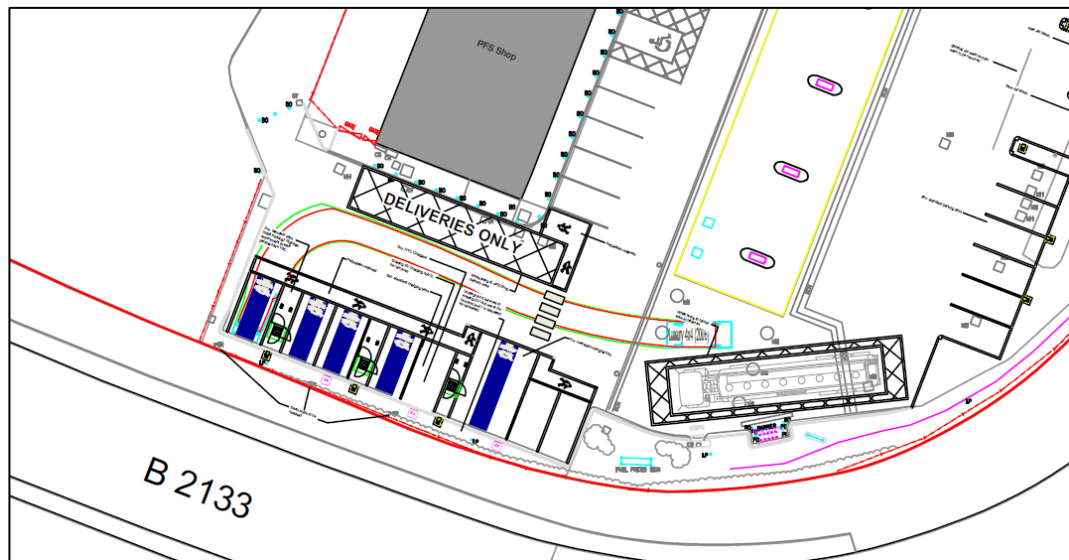
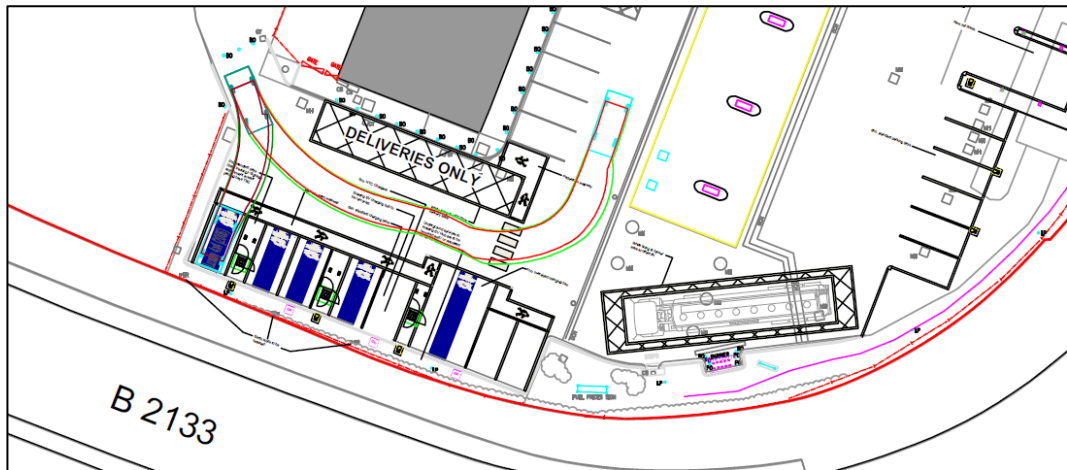
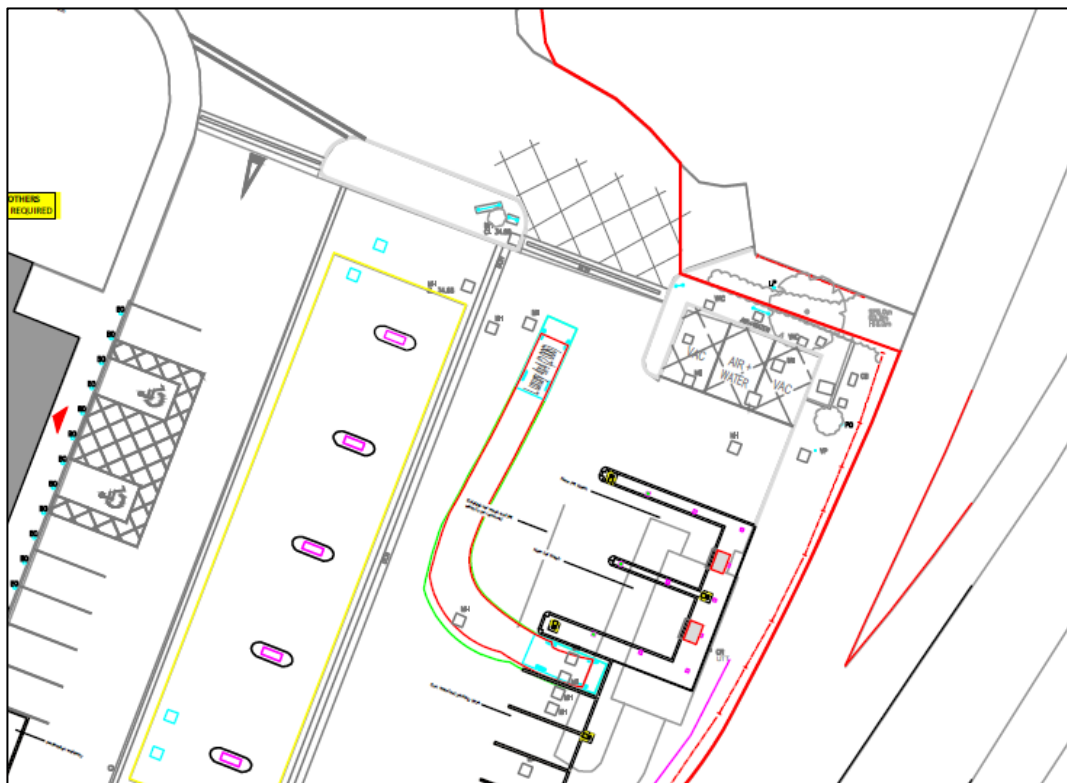


Figure 7. Vehicle Egressing from EV Bay 5

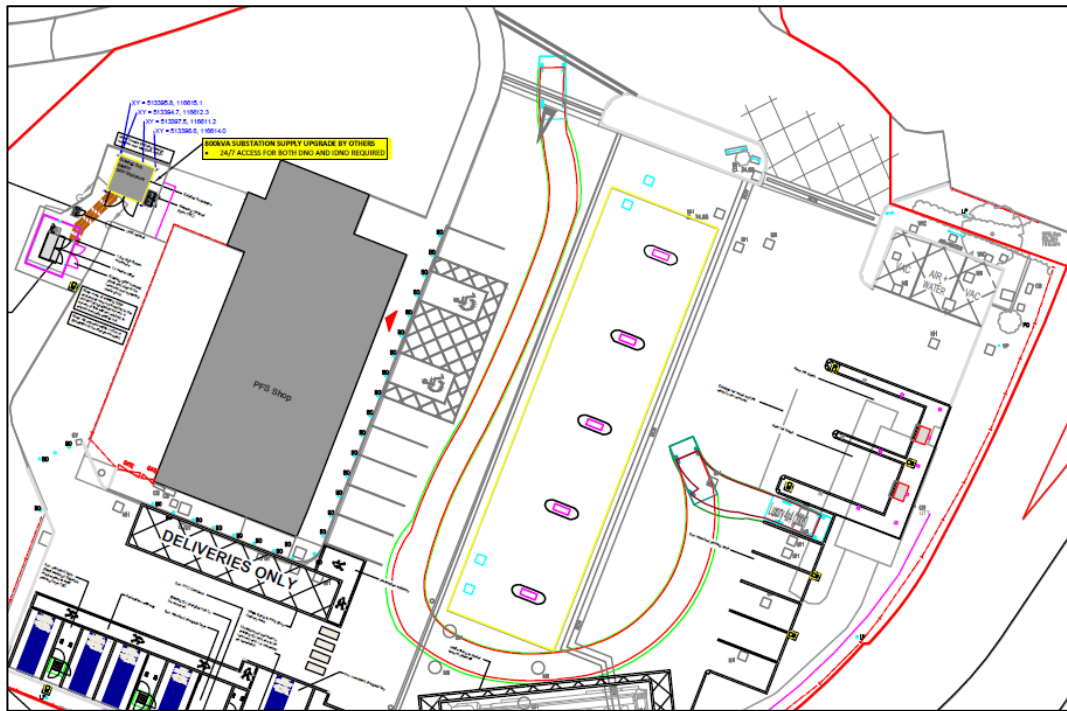


3.3.5 In addition to the new EV charging bays, the proposals also include six new standard bays at the east of the site, adjacent to the new jet wash units. These have been numbered one to six from north to south. **Figure 8** demonstrates a vehicle accessing the northernmost standard Bay 1 and **Figure 9** demonstrates a vehicle egressing from standard Bay 1.

Figure 8. Vehicle Accessing Standard Bay 1



Vehicle Egressing from Standard Bay 1



3.3.6 **Figure 10** demonstrates a vehicle accessing the southernmost Standard Bay 6 and **Figure 11** demonstrates a vehicle egressing from Standard Bay 6.

Figure 10. Vehicle Accessing Standard Bay 6

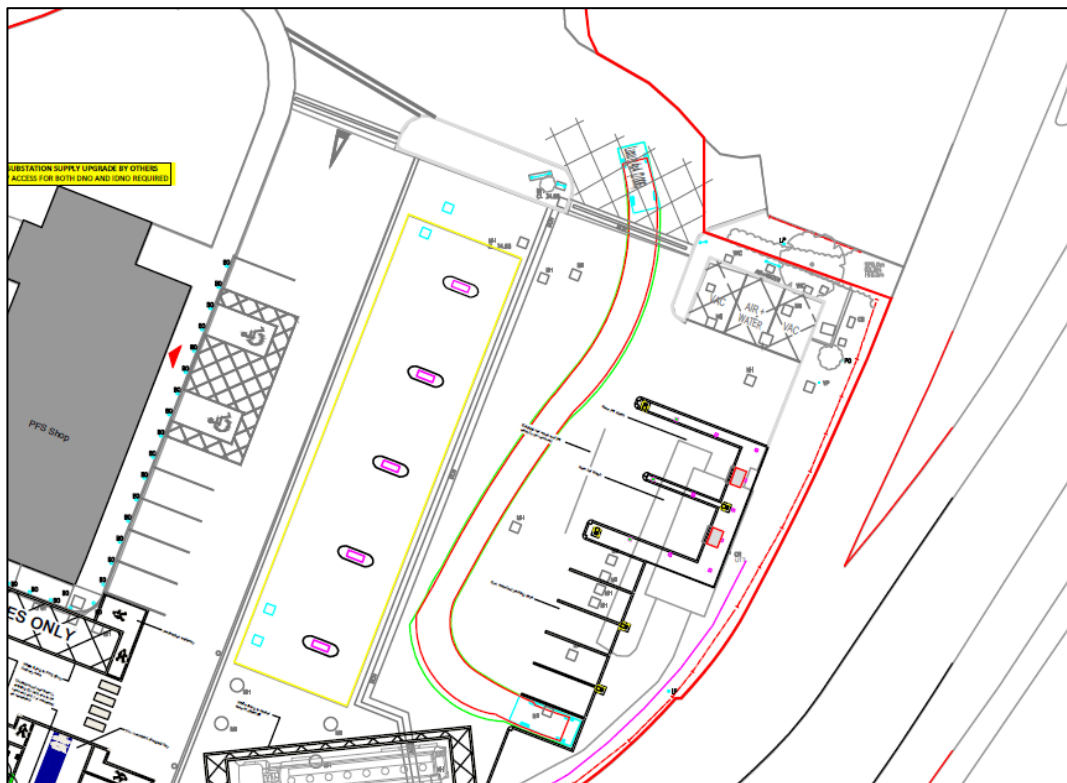
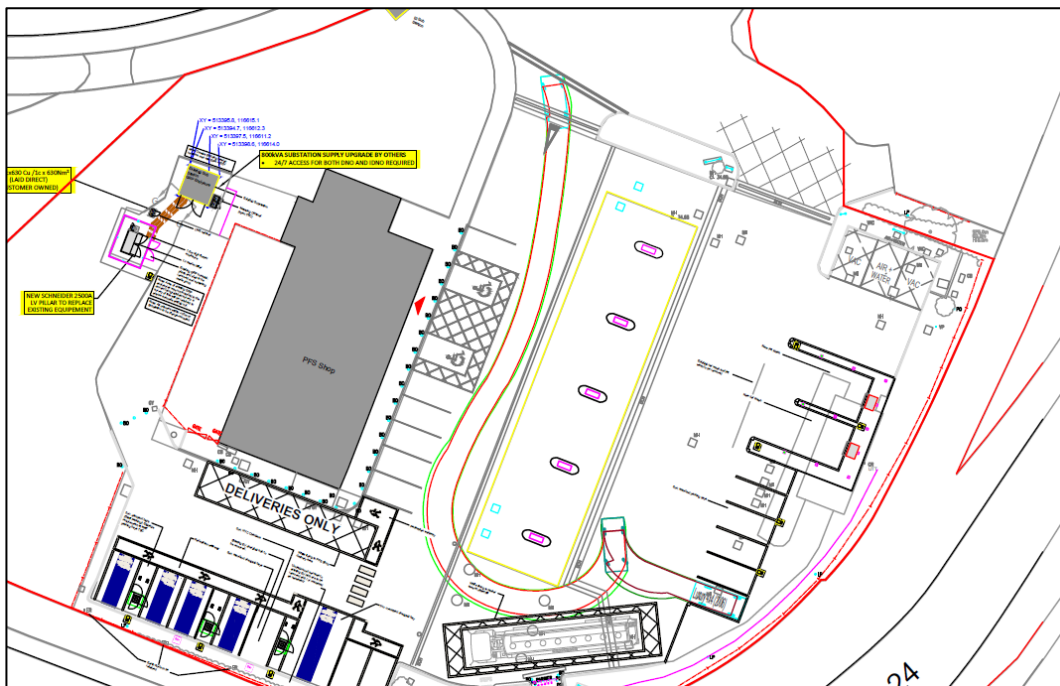


Figure 11. Vehicle Egressing from Standard Bay 6



3.3.7 The proposals also include two standard parking spaces to the east of the EV charging bays. **Figure 12** demonstrates a vehicle accessing the easternmost Standard Bay 7 and **Figure 13** demonstrates a vehicle egressing from Standard Bay 7.

Figure 12. Vehicle Accessing Standard Bay 7

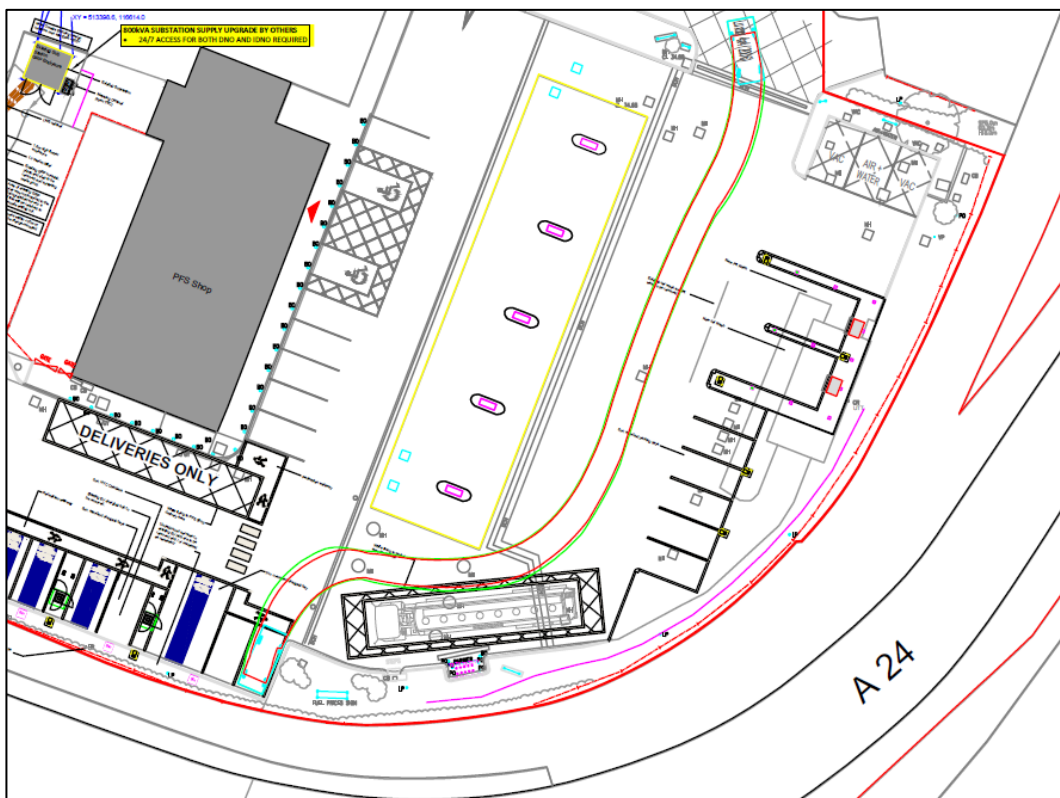
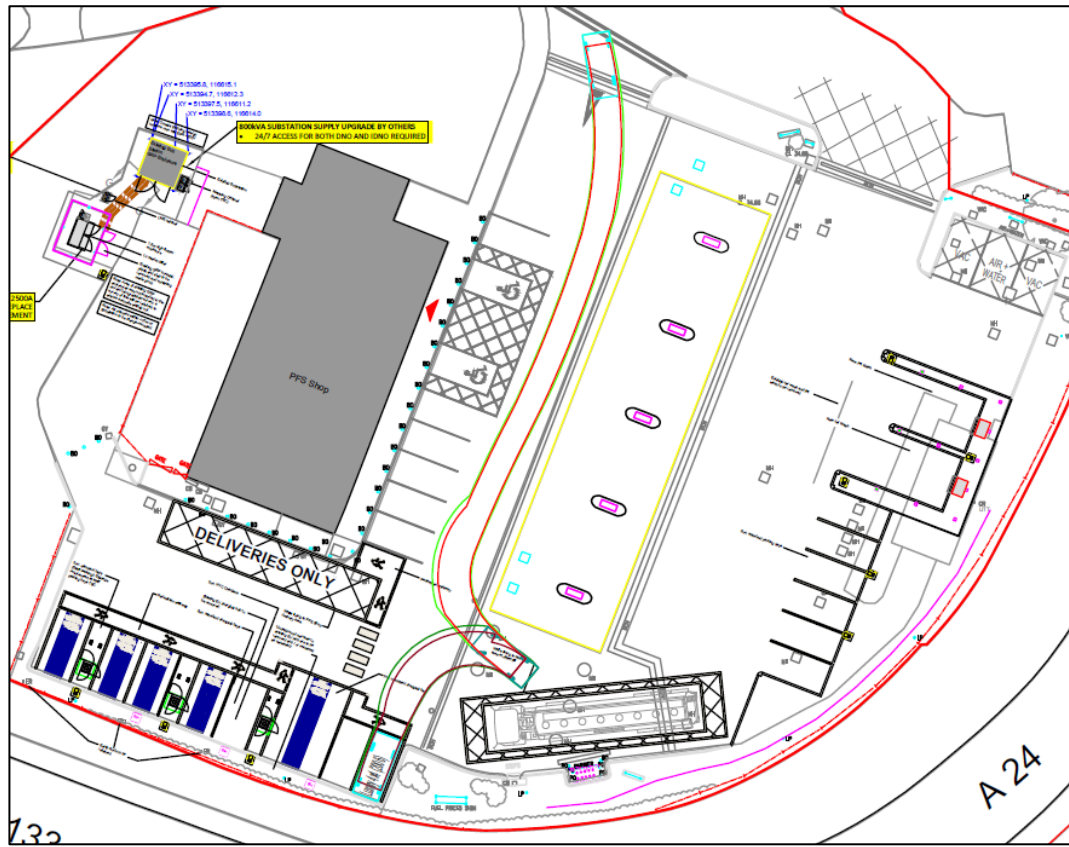


Figure 13. Vehicle Egressing from Standard Bay 7



4. TRIP GENERATION

4.1 Introduction

- 4.1.1 This chapter considers the trip generation for the proposed development and the associated uplift in vehicle demand to the site as a result of the new uses. While a Transport Statement would typically consider total person trip making activity by all relevant travel modes, the nature of these proposals means that most, if not all, new trips will be vehicle-based. Noting the nature of the proposed land use, SYSTRA has calculated a forecast of development-related trips using a first-principles approach.
- 4.1.2 The proposals comprise four additional EV charging bays. The EV charging bays will be available for use by passing motorists, forming part of the growing network of public charging locations.

4.2 Forecast

- 4.2.1 Experience from previous Transport Statements for similar EV charging facilities indicates that each charging bay is typically occupied three times per day, increasing to five times per day after the first year. This being the case, the development will generate up to 24 additional two-way vehicle trips per day in the first year, increasing to 40 additional two-way trips per day thereafter.
- 4.2.2 To apply a sensitivity test to this forecast which considers the number of trips per hour, SYSTRA has assumed a worst-case scenario where each charger is used once per hour, meaning that the increase of four EV charging bays has the potential to generate up to eight additional two-way vehicle trips in an hour.
- 4.2.3 In practice, it is reasonable to assume that the arrival rate will be less onerous than the sensitivity test, meaning that the total number of additional trips attracted to the site would be lower than set out above.

4.3 Discussion

- 4.3.1 In any event, traffic associated with the site is likely to be drawn from the adjacent corridor, with a high proportion of trips already being present on the local road network. Even in the unlikely case that all EV trips associated with the proposed EV charging bays were entirely new to the road network, the total number of movements is unlikely to be operationally significant. The site layout and configuration will help to ensure dwelling vehicles are absorbed away from the road edge and hence there are not expected to be any issues with clocking back from the site onto the adjacent A24 corridor.
- 4.3.2 SYSTRA understands that the operator does not impose any restrictions regarding the maximum permissible occupancy time of the charging bays.

5. SUMMARY

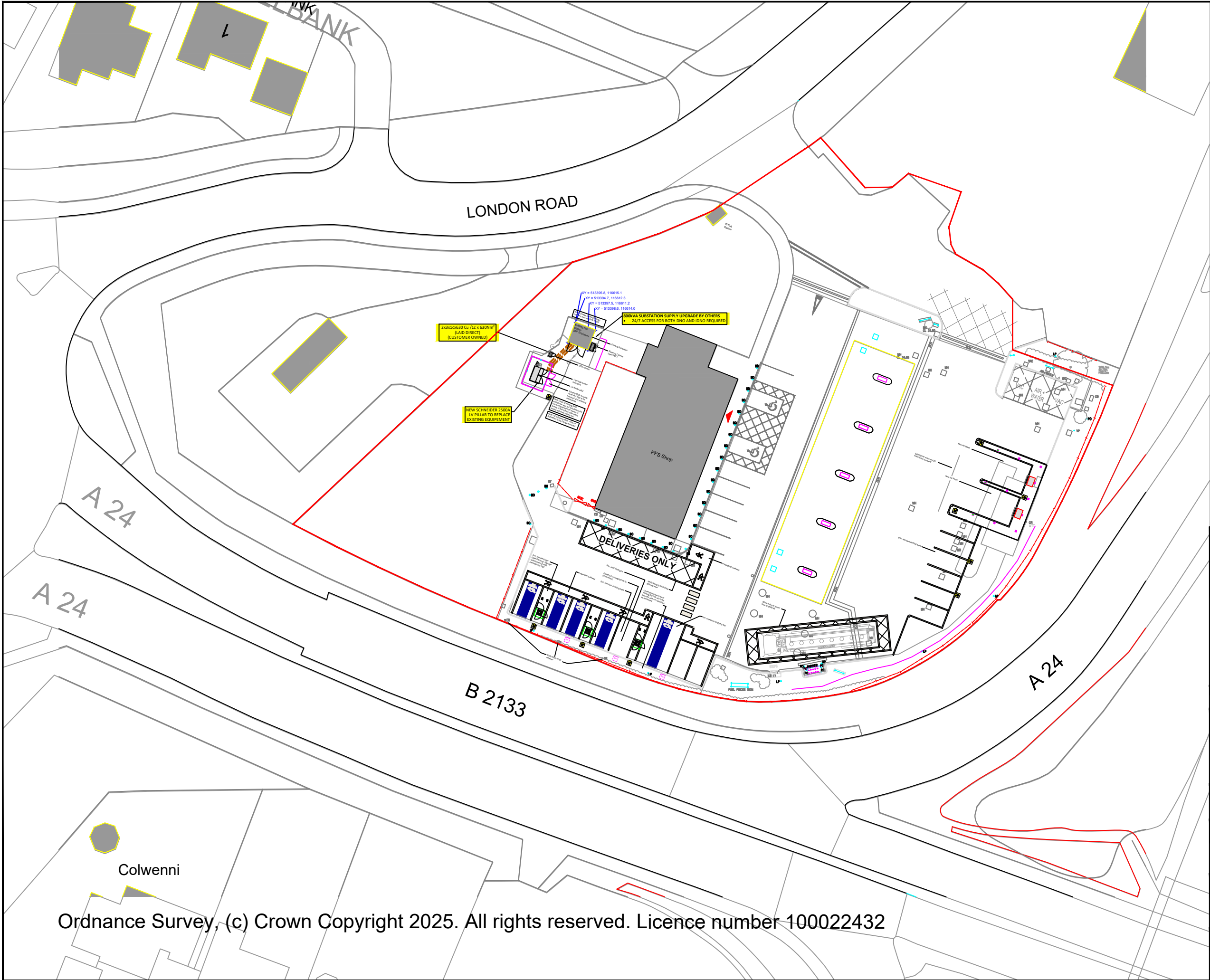
5.1 Introduction

- 5.1.1 This Transport Statement has been prepared by SYSTRA to further inform Envevo's plans, on behalf of BP, for the demolition of the existing car wash area and its replacement with two jet wash units, as well as the replacement of the existing EV charging bays with three new Alpitronic chargers, five standard EV charging bays, and one accessible EV charging bay, at a petrol filling station adjacent to the A24 corridor in Ashington, West Sussex.
- 5.1.2 SYSTRA has conducted a review of the site, its access, and its operational characteristics and has given consideration to the trip generation associated with the proposed development.
- 5.1.3 The purpose of the new charging bays is to allow users to charge their electric vehicles to a sufficient level. Intuitively, this requires a dwell time, and previous experience in transport statements for similar EV chargers suggests that typically each bay is occupied by three vehicles per day, with demand increasing to five vehicles per day after the first year.
- 5.1.4 SYSTRA has used this information to calculate a theoretical worst-case trip generation forecast for the site, concluding that the EV charging bays have the potential to generate up to eight additional two-way trips each hour.

5.2 Conclusion

- 5.2.1 SYSTRA would conclude that the proposed development can be accommodated without giving rise to traffic or transport-related impacts.

APPENDIX A – SITE LAYOUT

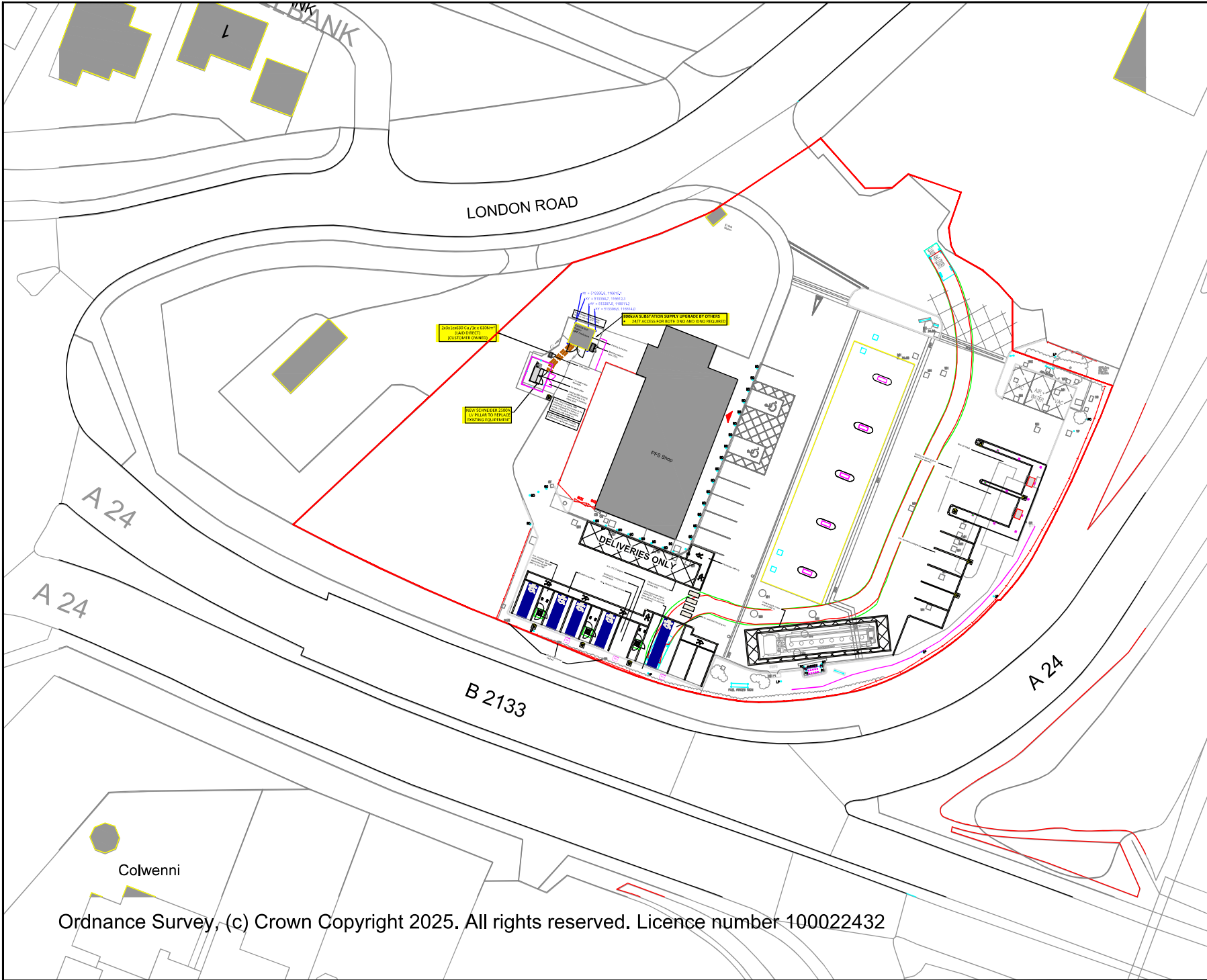


- Notes:
1. Do not scale from drawing.
 2. All dimensions in metres unless otherwise stated.
 3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.



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Client Envevo					
Project Ashington EV Hub					
Title General Layout					
Drawn CG		Checked KLM		Approved KLM	
Original dwg. size A3		Date Nov '25		Scale 1:500	
Drawing Status Information			Drawing Number GL01		
			Rev.		

APPENDIX B – VEHICLE TRACKING



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Over-run envelope of vehicle wheels
- Over-sail envelope being swept by vehicle chassis

Vehicle Dimensions:

Luxury 4x4 (2006)

Overall Length	4.872m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.20s
Kerb to Kerb Turning Radius	5.200m

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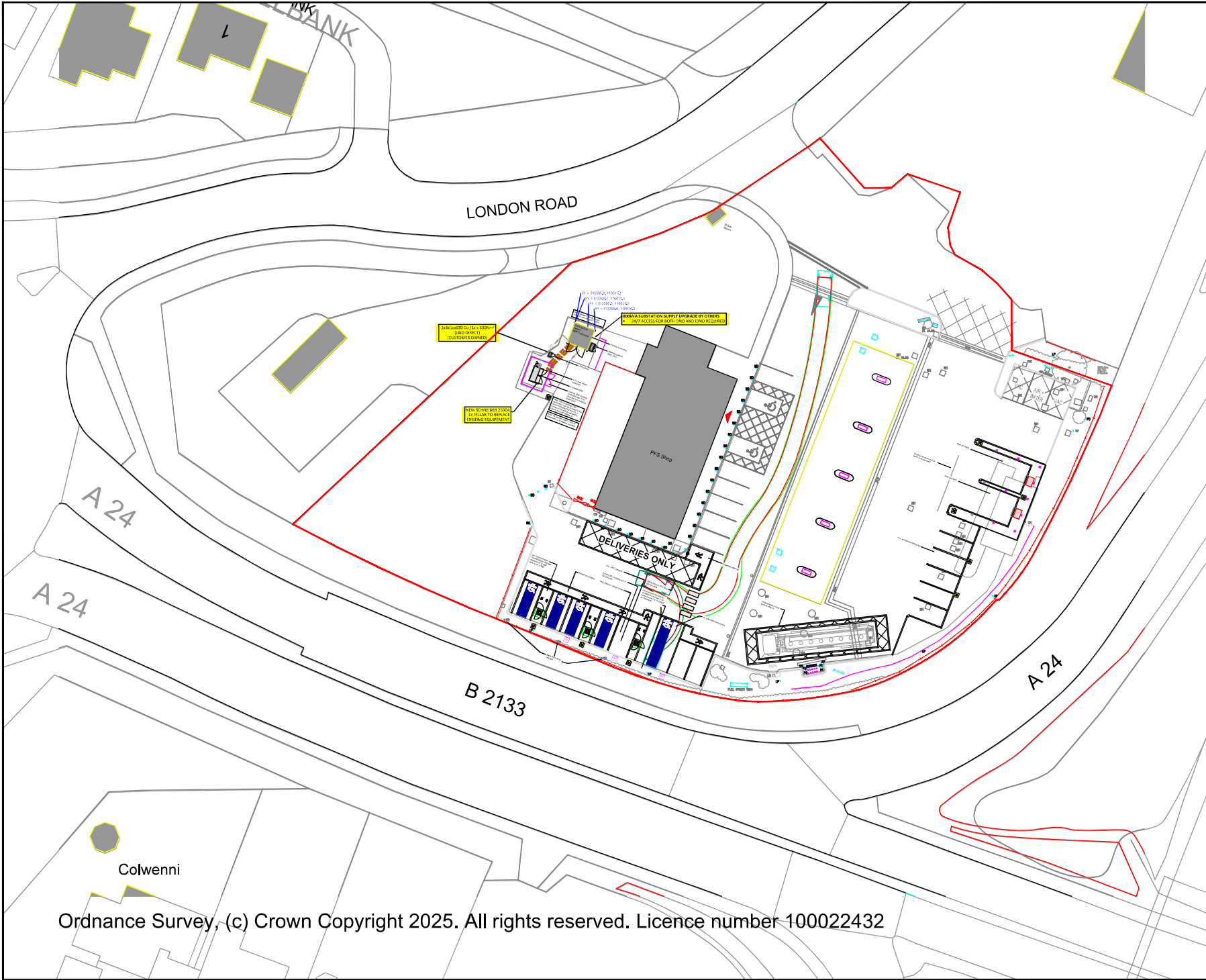
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Client: Envevo

Project: Ashington EV Hub

Title: Swept Path Analysis
Accessing EV bay 1

Drawn	CG	Checked	KLM	Approved	KLM
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Key:

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Luxury 4x4 (2006)

Overall Length	4.432m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.205m
Kerb to Kerb Turning Radius	5.200m

Rev.	Qty	Project Date	Drawn	Checked	Approved

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Project: Ashington EV Hub

Title: Swept Path Analysis
Egressing EV bay 1

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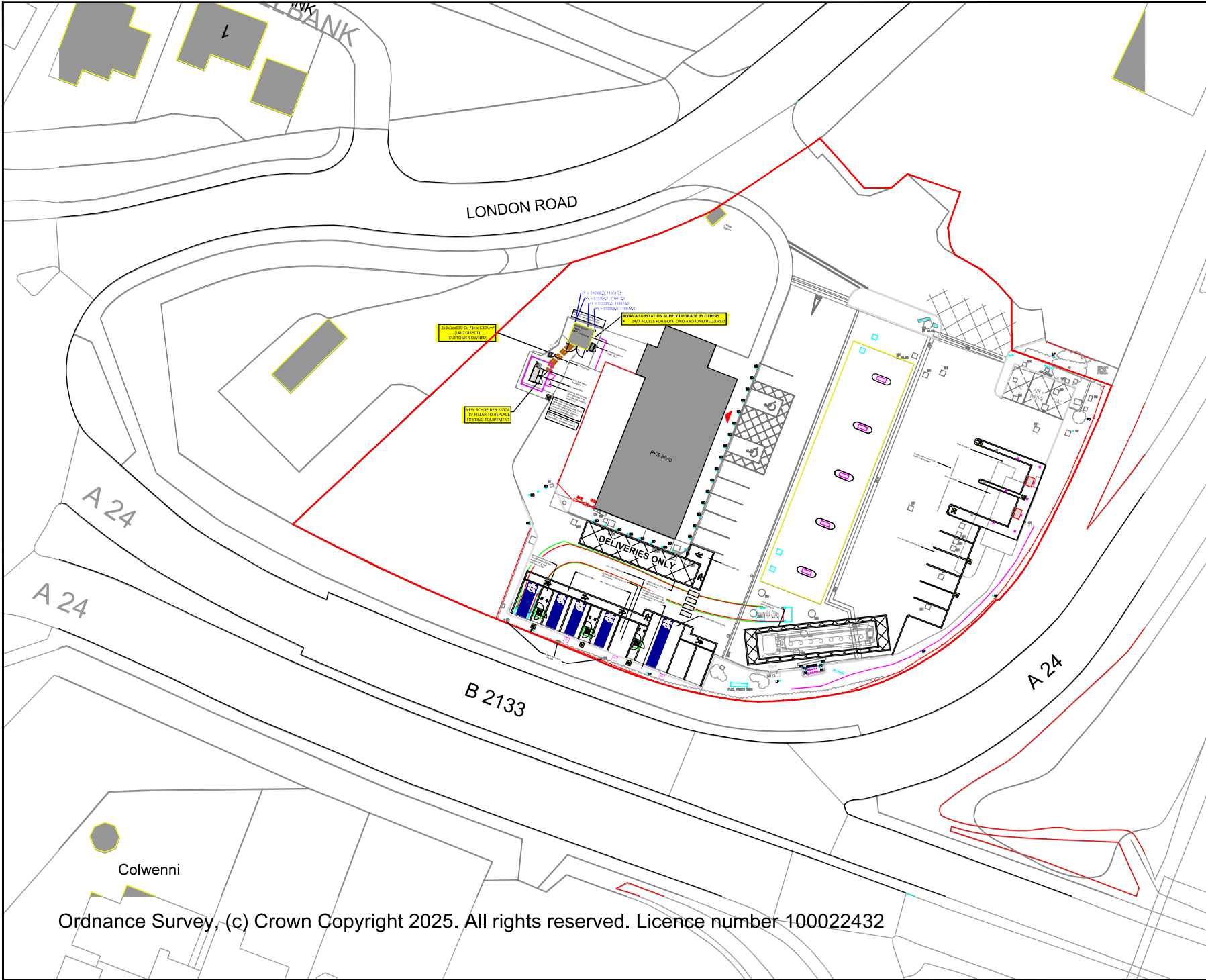
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Drawing Number: SPA02

Rev.



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Key:

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- Over-sail envelope being swept by vehicle chassis



Luxury 4x4 (2006)

Overall Length	4.872m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Look to lock time	4.205s
Kerb to Kerb Turning Radius	5.200m

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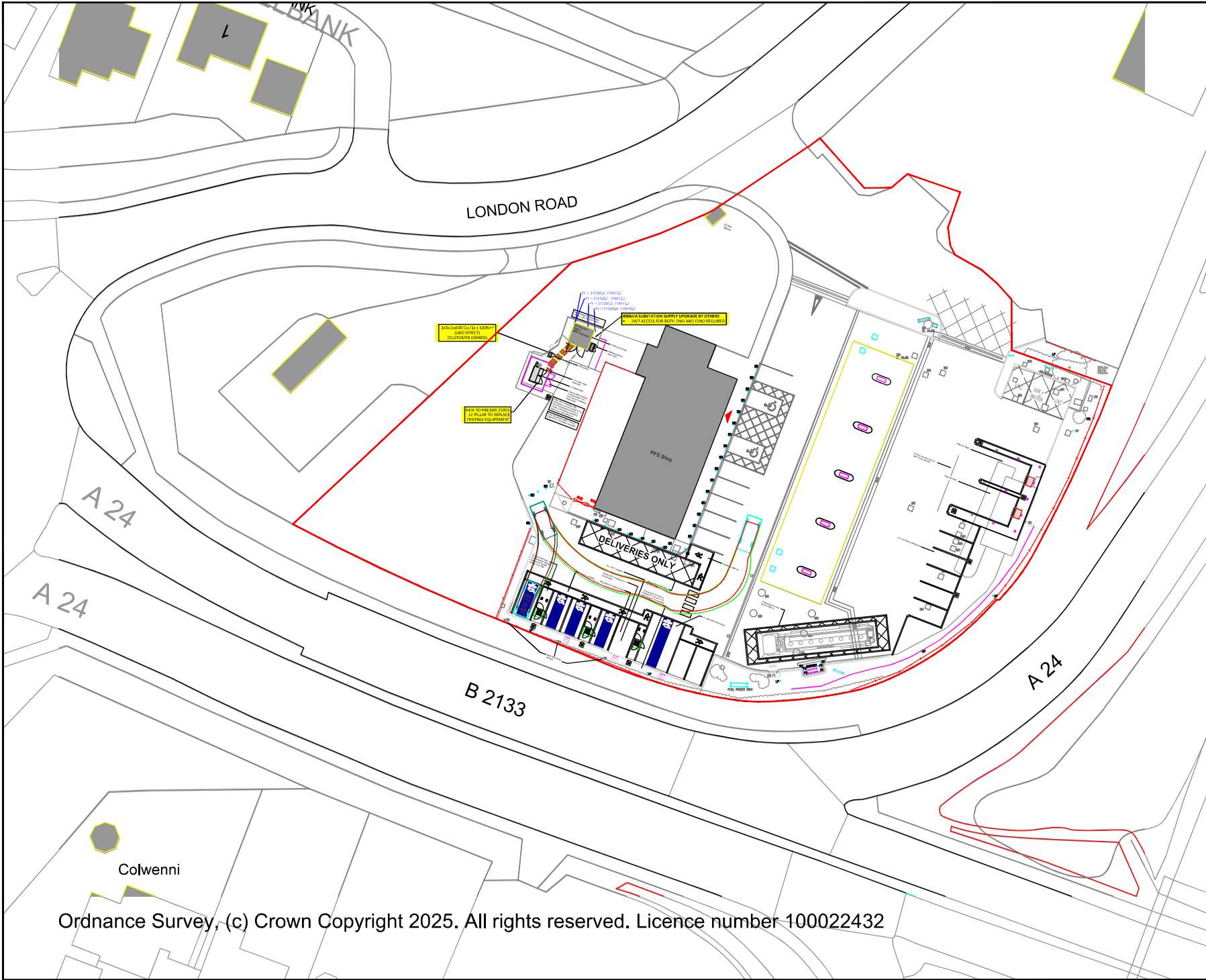
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Client: Envevo

Project: Ashington EV Hub

Title: Swept Path Analysis
Accessing EV bay 5

Drawn	CG	Checked	KLM	Approved	KLM
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Luxury 4x4 (2006)

Overall Length	4.872m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.20s
Kerb to Kerb Turning Radius	5.200m

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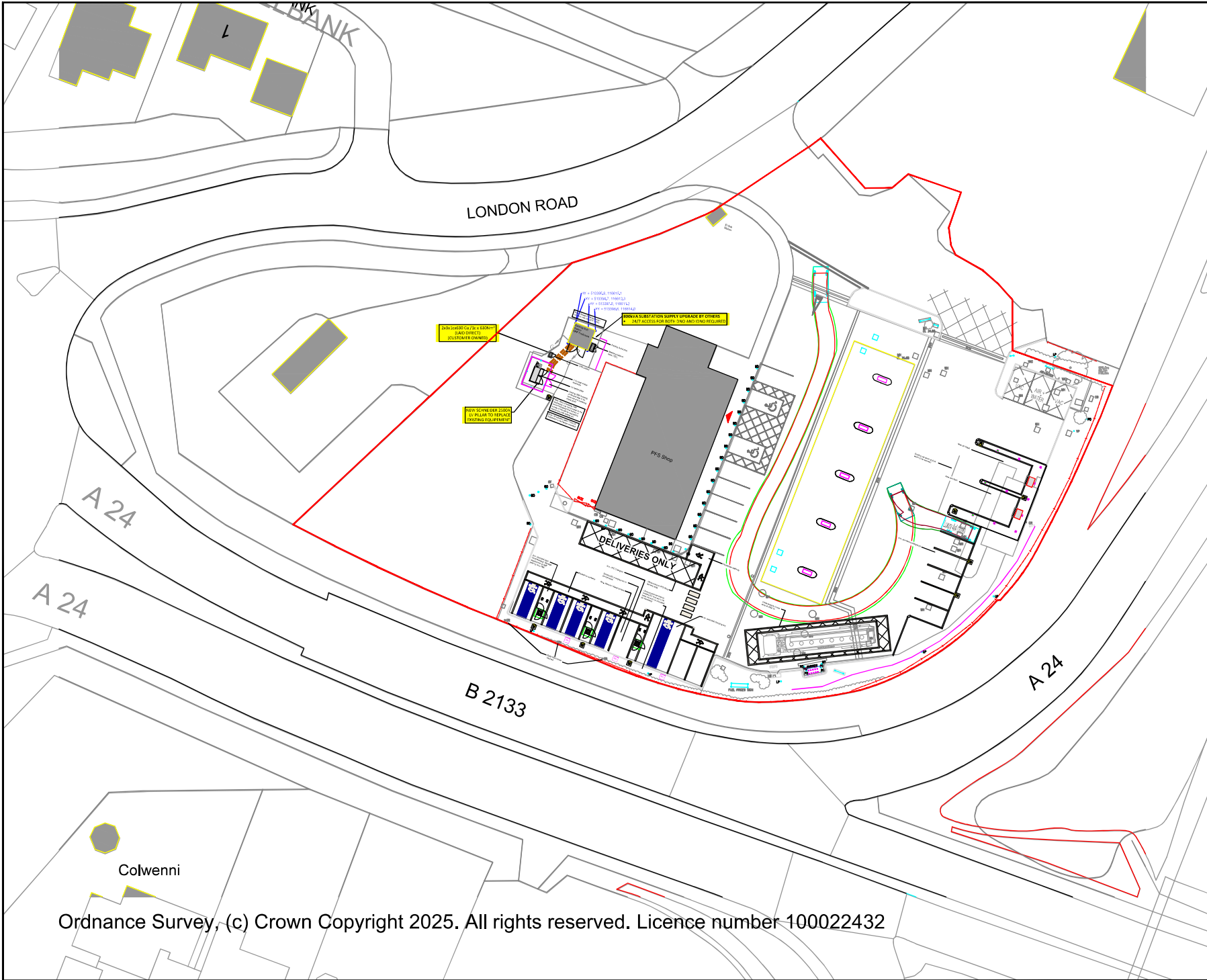
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E UK_Scotland@systra.co.uk

Client: Envevo

Project: Ashington EV Hub

Title: Swept Path Analysis
Egressing EV bay 5

Drawn	CG	Checked	KLM	Approved	KLM
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Drawing Status	Information	Drawing Number	SPA04	Rev.	



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Key:

Over-run envelope of vehicle wheels

Over-sail envelope being swept by vehicle chassis

Luxury 4x4 (2006)

Overall Length	4.872m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.200m

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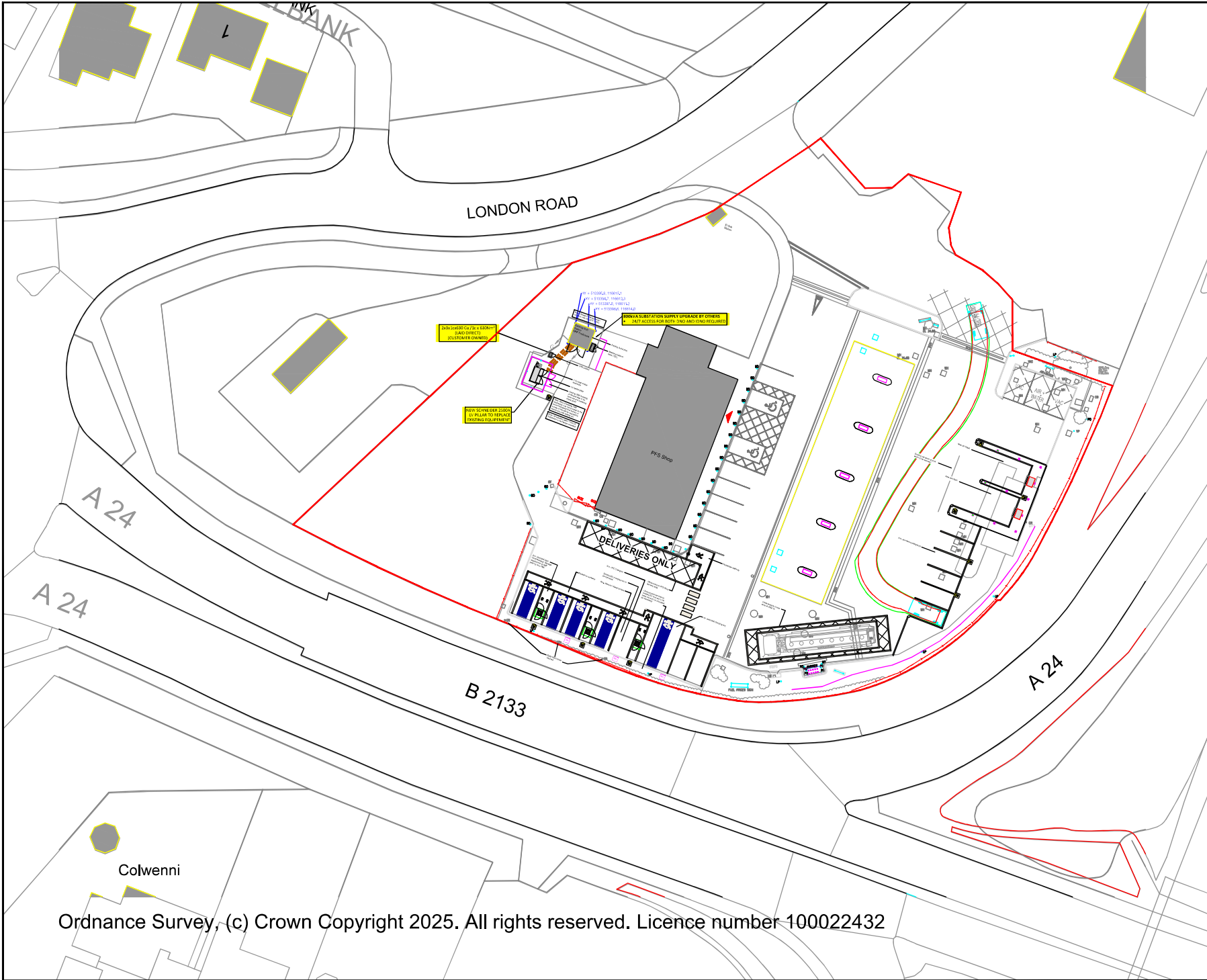
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Client	Envevo				
Project	Ashington EV Hub				
Title	Swept Path Analysis Egressing standard bay 1				
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Vehicle Dimensions:

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Max Track Width	1.584m
Lock to lock time	4.20s
Kerb to Kerb Turning Radius	5.200m

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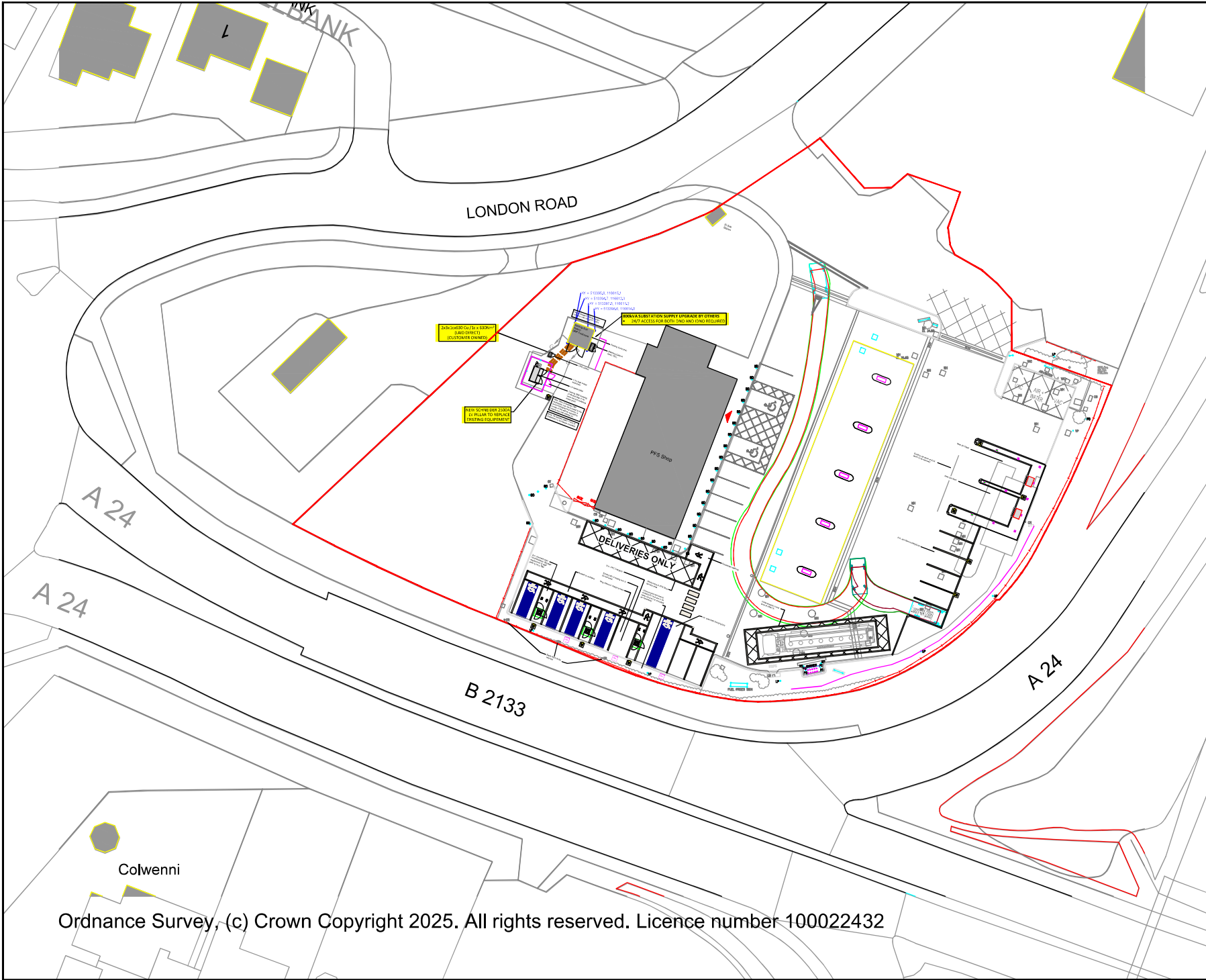
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Project: Ashington EV Hub

Title: Swept Path Analysis
Accessing standard bay 6

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Vehicle Dimensions:

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Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.20s
Kerb to Kerb Turning Radius	5.200m

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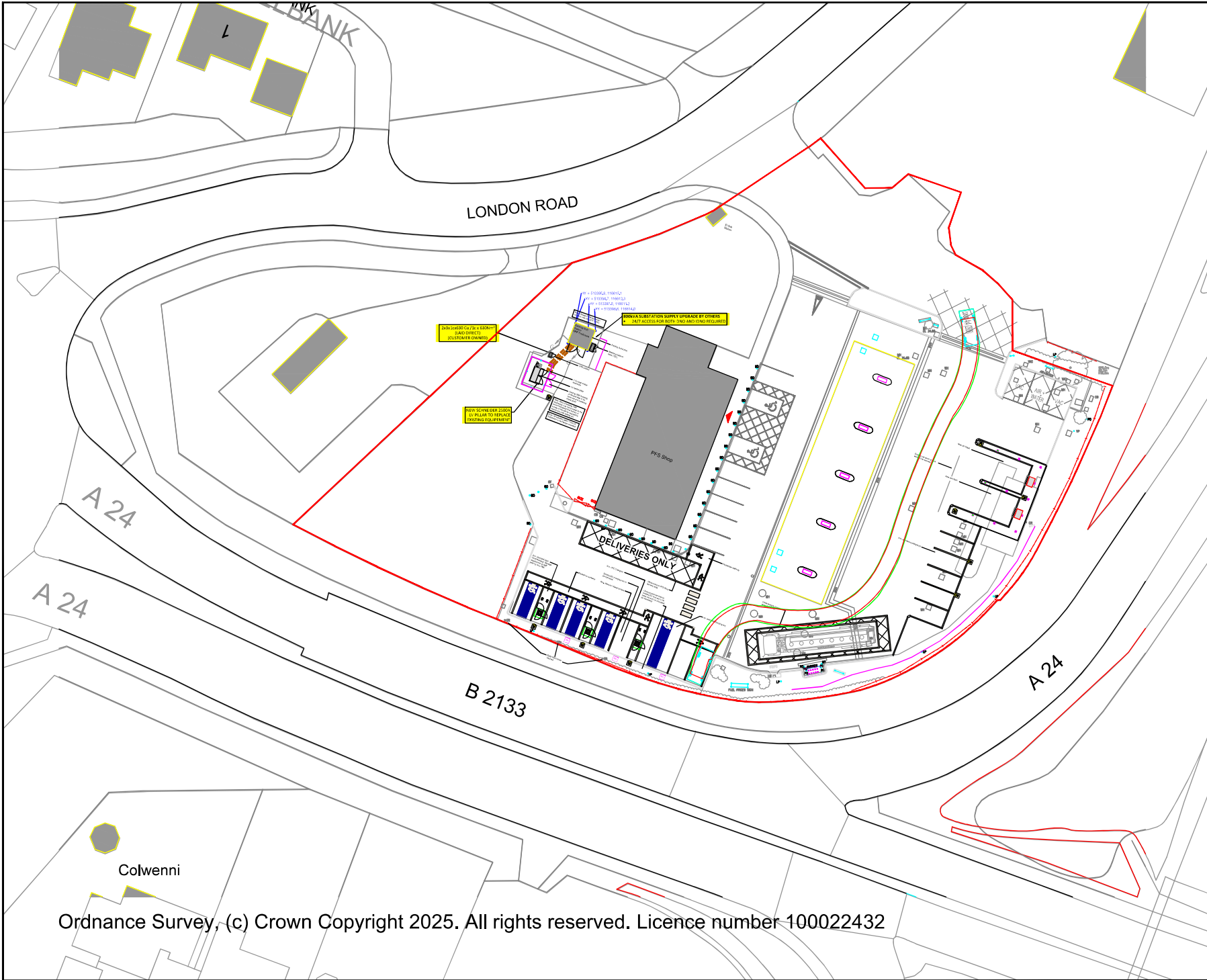
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Title: Swept Path Analysis
Egressing standard bay 6

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Over-sail envelope being swept by vehicle chassis

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Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.20s
Kerb to Kerb Turning Radius	5.200m

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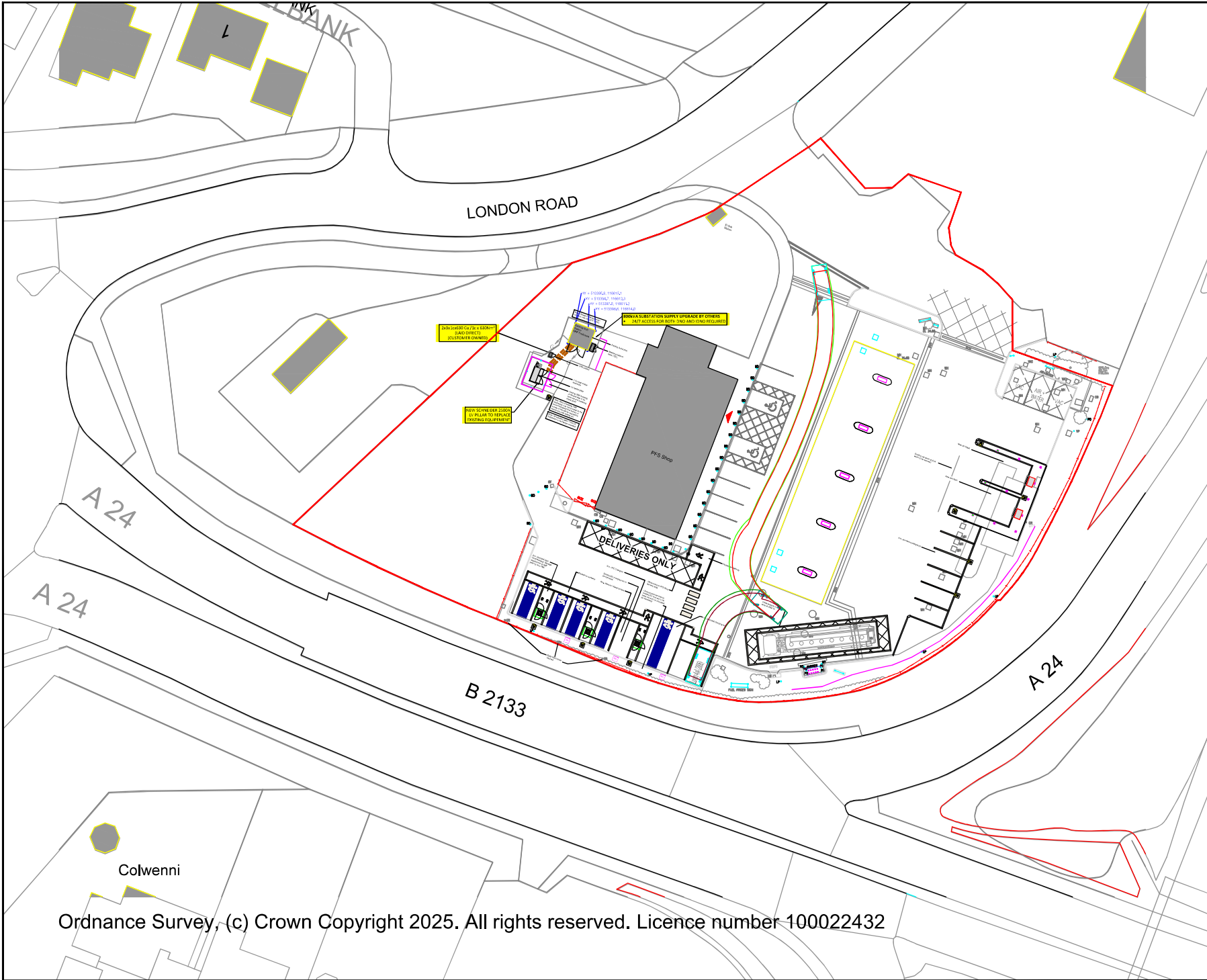
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Project	Ashington EV Hub				
Title	Swept Path Analysis Accessing standard bay 7				
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Kerb to Kerb Turning Radius	5.200m

Rev.	Qty	Proposed date	Drawn	Checked	Approved

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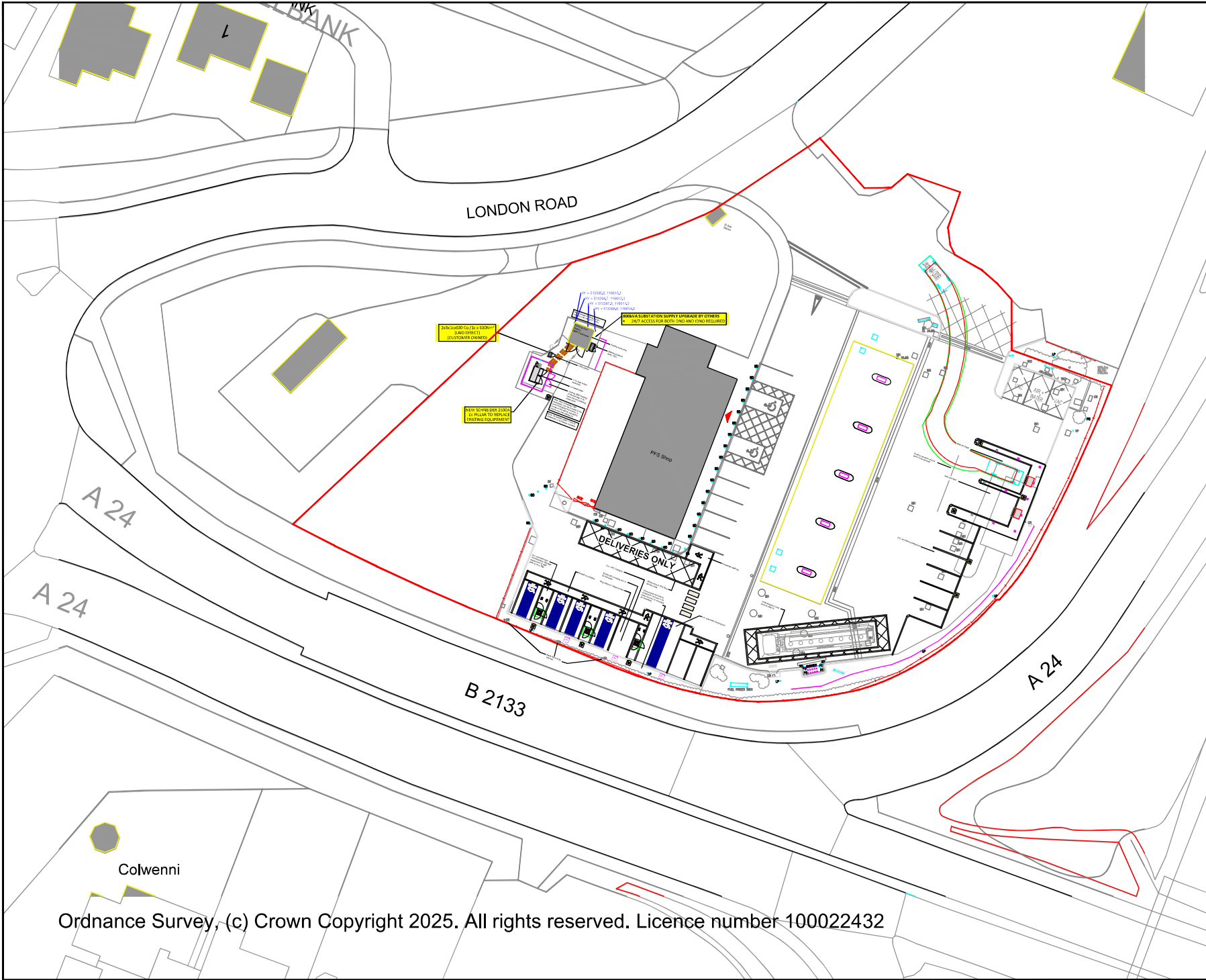
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F 0800 066 4367
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Client: Envevo

Project: Ashington EV Hub

Title: Swept Path Analysis
Egressing standard bay 7

Drawn	CG	Checked	KLM	Approved	KLM
Original disp. size	A3	Date	Nov '25	Scale	1:500
Drawing Status	Information	Drawing Number	SPA010	Rev.	



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

Over-run envelope of vehicle wheels

Over-sail envelope being swept by vehicle chassis

4.432

1.917

2.515



Luxury 4x4 (2006)

Overall Length	4.972m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.20s
Kerb to Kerb Turning Radius	5.200m

Rev.	001	Project path		Sheet	0001	2 of 001
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Client

Envevo

Project

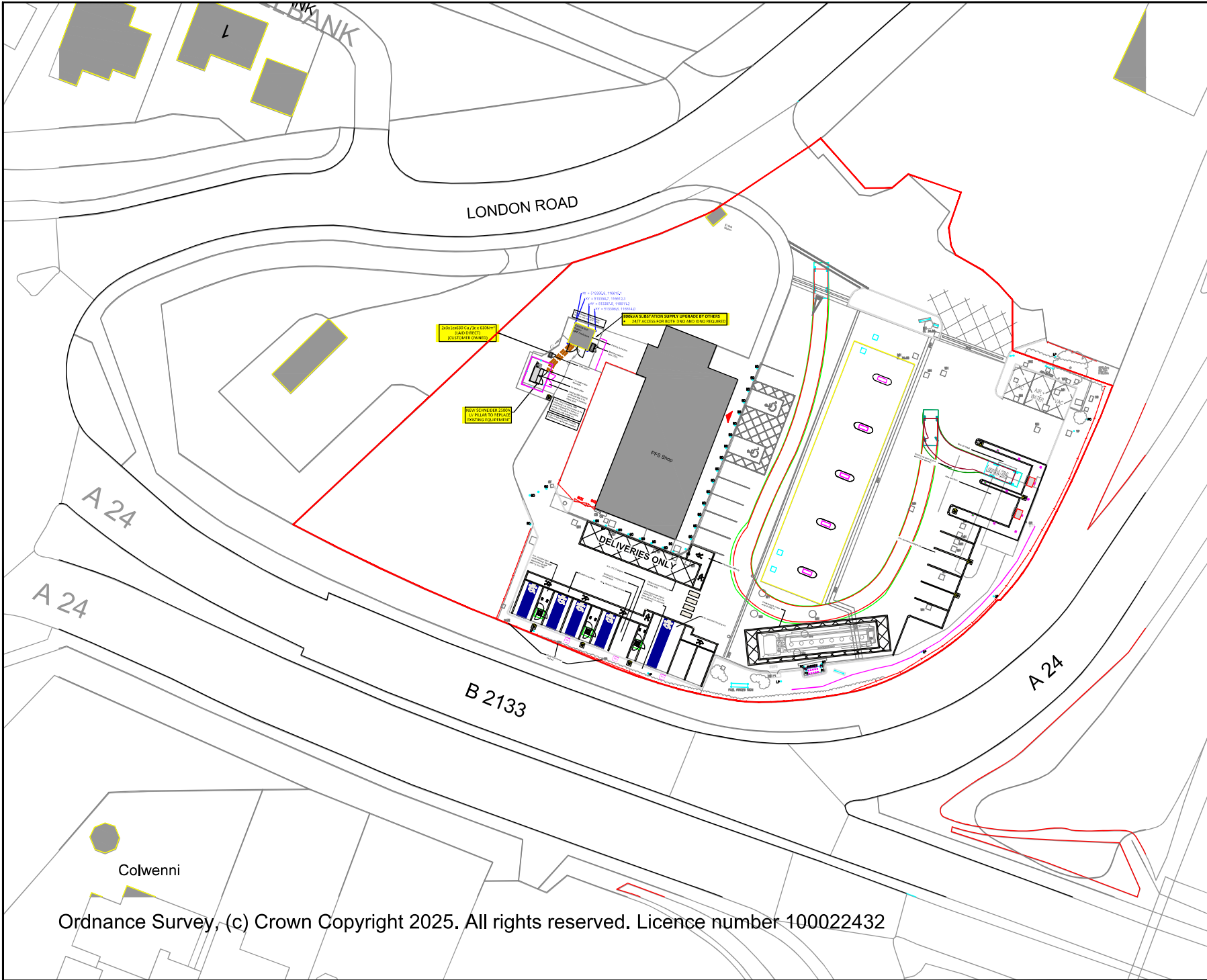
Ashington EV Hub

Title

Swept Path Analysis
Accessing Jet Wash bay 1

Drawn	CG	Checked	KLM	Approved	KLM
Original disp. size	A3	Date	Nov '25	Scale	1:500
Drawing Status	Information	Drawing Number	SPA011	Rev.	

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Key:

Over-run envelope of vehicle wheels

Over-sail envelope being swept by vehicle chassis

Luxury 4x4 (2006)

Overall Length	4.972m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.270m
Max Track Width	1.584m
Lock to lock time	4.20s
Kerb to Kerb Turning Radius	5.200m

Rev.	001	Project path		Drawn	Checked	Approved
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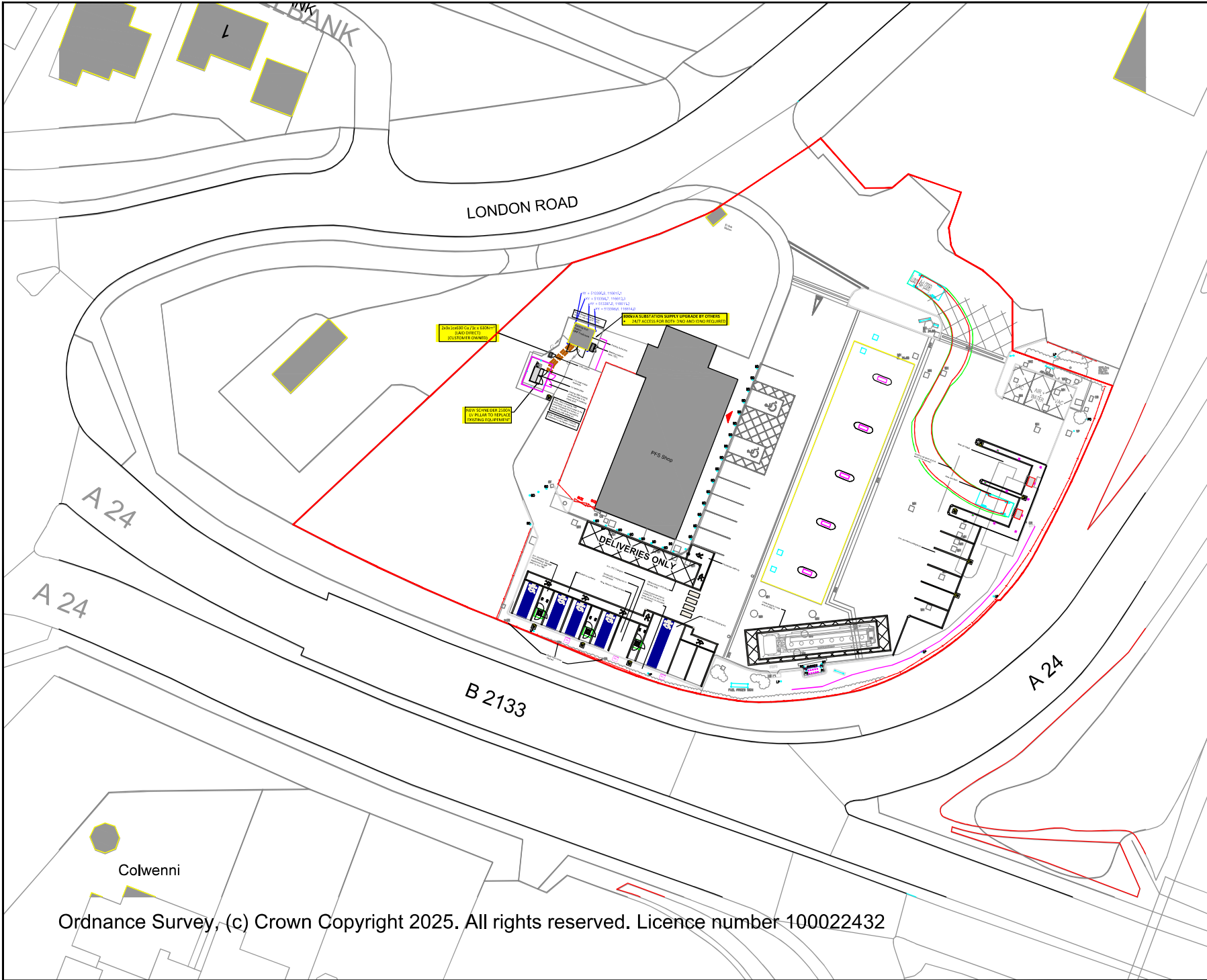
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Client	Envevo
Project	Ashington EV Hub
Title	Swept Path Analysis Egressing Jet Wash bay 1

Drawn	CG	Checked	KLM	Approved	KLM
Original dtp size	A3	Date	Nov '25	Scale	1:500
Drawing Status	Information	Drawing Number	SPA012	Rev.	



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

Over-run envelope of vehicle wheels

Over-sail envelope being swept by vehicle chassis

Luxury 4x4 (2006)

Overall Length 4.872m

Overall Width 2.034m

Overall Body Height 1.905m

Min Body Ground Clearance 0.270m

Max Track Width 1.584m

Lock to lock time 4.20s

Kerb to Kerb Turning Radius 5.200m

Rev.	Qty	Revised Date	Drawn	Checked	Approved

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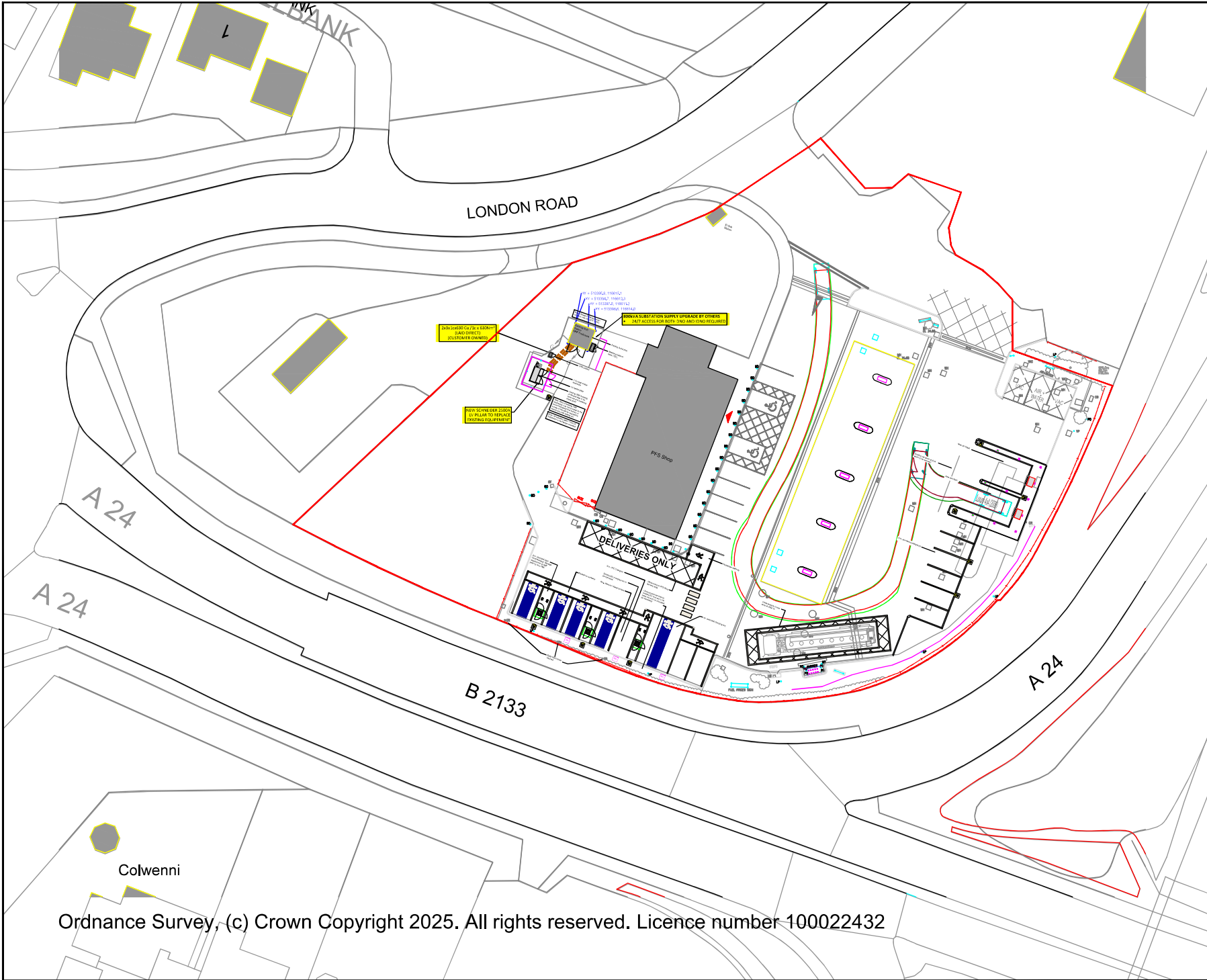
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Client Envevo

Project Ashington EV Hub

Title Swept Path Analysis
Accessing Jet Wash bay 2

Drawn	CG	Checked	KLM	Approved	KLM
Original dtp size	A3	Date	Nov '25	Scale	1:500
Drawing Status	Information	Drawing Number	SPA013	Rev.	



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

Over-run envelope of vehicle wheels

Over-sail envelope being swept by vehicle chassis

Luxury 4x4 (2006)

Overall Length 4.872m

Overall Width 2.034m

Overall Body Height 1.905m

Min Body Ground Clearance 0.270m

Max Track Width 1.584m

Lock to lock time 4.20s

Kerb to Kerb Turning Radius 5.200m

Rev.	Qty	Project Date	Drawn	Checked	Approved

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Client Envevo

Project Ashington EV Hub

Title Swept Path Analysis
Egressing Jet Wash bay 2

Drawn	CG	Checked	KLM	Approved	KLM
Original dwg size	A3	Date	Nov '25	Scale	1:500
Drawing Status	Information	Drawing Number	SPA014	Rev.	

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