

## **Appendix P**

### **Trip Generation: Baseline**

## Lower Slopes

Base Trips		AM		PM		Out
		In	Out	In	Out	
Private Residences	195	29	92	87	49	
Affordable Housing	105	7	25	32	19	
<b>Total Resi</b>	<b>300</b>	<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>	Includes trips to school
Primary School (Pupils - estimated)	220	87	60	4	6	
Primary school staff trips		27	0	4	6	Difference between Arr/dept
Number of "pupil vehicle trips"		60	60	0	0	Gen. from on/off-site
Number of pupil trips originating onsite	41%	25	25	0	0	All originate onsite
Number of pupil trips originating offsite	59%	35	35	0	0	All to/from offsite
Of the onsite trips, 60% stay onsite	60%	15	15	0	0	Discount from residential (never enter/exit site)
Offsite school trips are therefore:		72	45	4	6	Trips entering/existing site
Undiscounted residential trips		36	117	119	68	
Discount for internal capture to/from school		15	15	0	0	Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>21</b>	<b>102</b>	<b>119</b>	<b>68</b>	Discounted Resi
<b>Total Resi/School Trips</b>		<b>94</b>	<b>148</b>	<b>123</b>	<b>74</b>	

Normalise Mode Share to Ward	TRICS	Ward 2011	Factor
Vehicle Occupants	79.10%		
Driver, M/cycle, taxi	71.70%	53%	74%
Pax	7.40%	5%	65%
Public Transport	2.20%	13%	576%
Cyclists	1.90%	5%	257%
Pedestrians	16.80%	23%	140%
Work at home	0%		
Other	0%	1%	
	100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	74.46%				Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>70</b>	<b>110</b>	<b>92</b>	<b>55</b> Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
<b>Total Industrial</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Internal Capture	10%				
Reduction in Employment trips		0	0	0	0

Revised Employment trips		0	0	0	0
Revised Residential trips		70	110	92	55
<b>Total trips (employment, school, residential)</b>		<b>70</b>	<b>110</b>	<b>92</b>	<b>55</b> Trips Offsite

## Ward

Weston

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	57%	40	62	52	31
Keynsham	2%	1	2	1	1
Midsomer Norton, Radstock, Westfield	2%	1	2	2	1
Other BANES	6%	4	6	5	3
Bristol	9%	7	10	9	5
South Glos	9%	6	10	8	5
Somerset	1%	1	1	1	0
Wiltshire	6%	4	7	6	4
Other	9%	6	10	8	5
	100%	70	110	92	55

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	24%	17	26	22	13
Cyclists	9%	6	10	8	5
Pedestrians	44%	31	48	40	24

**Odd Down**

Base Trips		AM		PM		
		In	Out	In	Out	
Private Residences	195	29	92	87	49	
Affordable Housing	105	7	25	32	19	
<b>Total Resi</b>	<b>300</b>	<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>	Includes trips to school
Primary School (Pupils - estimated)	0	0	0	0	0	
Primary school staff trips		0	0	0	0	0 Difference between Arr/dept
Number of "pupil vehicle trips"		0	0	0	0	0 Gen. from on/off-site
Number of pupil trips originating onsite	0%	0	0	0	0	0 All originate onsite
Number of pupil trips originating offsite	100%	0	0	0	0	0 All to/from offsite
Of the onsite trips, 60% stay onsite	60%	0	0	0	0	0 Discount from residential (never enter/exit site)
Offsite school trips are therefore:		0	0	0	0	0 Trips entering/existing site
Undiscounted residential trips		36	117	119	68	
Discount for internal capture to/from school		0	0	0	0	0 Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>	Discounted Resi
<b>Total Resi/School Trips</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>	

Normalise Mode Share to Ward	TRICS	Ward 2011	Factor
Vehicle Occupants	79.10%		
Driver, M/cycle, taxi	71.70%	61%	85%
Pax	7.40%	7%	91%
Public Transport	2.20%	17%	757%
Cyclists	1.90%	3%	137%
Pedestrians	16.80%	13%	76%
Work at home	0%		
Other	0%	0%	
	100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	84.72%				Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>30</b>	<b>99</b>	<b>101</b>	<b>58</b> Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
<b>Total Industrial</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Internal Capture	10%				
Reduction in Employment trips		0	0	0	0

Revised Employment trips		0	0	0	0
Revised Residential trips		30	99	101	58
<b>Total trips (employment, school, residential)</b>		<b>30</b>	<b>99</b>	<b>101</b>	<b>58</b> Trips Offsite

**Ward**

Odd Down

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	60%	18	59	60	35
Keynsham	1%	0	1	1	1
Midsomer Norton, Radstock, Westfield	3%	1	3	3	2
Other BANES	8%	2	8	8	4
Bristol	6%	2	6	7	4
South Glos	6%	2	6	6	3
Somerset	2%	1	2	2	1
Wiltshire	7%	2	7	7	4
Other	7%	2	7	7	4
	100%	30	99	101	58

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	27%	8	27	28	16
Cyclists	4%	1	4	4	2
Pedestrians	21%	6	21	21	12

**Enseleigh Lansdown**

Base Trips	AM		PM		Out
	In	Out	In	Out	
Private Residences	72	11	34	32	18
Affordable Housing	48	3	11	14	9
<b>Total Resi</b>	<b>120</b>	<b>14</b>	<b>45</b>	<b>46</b>	<b>27</b> Includes trips to school
Primary School (Pupils - estimated)	0	0	0	0	0
Primary school staff trips		0	0	0	0 Difference between Arr/dept
Number of "pupil vehicle trips"		0	0	0	0 Gen. from on/off-site
Number of pupil trips originating onsite	0%	0	0	0	0 All originate onsite
Number of pupil trips originating offsite	100%	0	0	0	0 All to/from offsite
Of the onsite trips, 60% stay onsite	60%	0	0	0	0 Discount from residential (never enter/exit site)
Offsite school trips are therefore:		0	0	0	0 Trips entering/existing site
Undiscounted residential trips		14	45	46	27
Discount for internal capture to/from school		0	0	0	0 Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>14</b>	<b>45</b>	<b>46</b>	<b>27</b> Discounted Resi
<b>Total Resi/School Trips</b>		<b>14</b>	<b>45</b>	<b>46</b>	<b>27</b>

Normalise Mode Share to Ward	TRICS	Ward 2011	Factor
Vehicle Occupants	79.10%		
Driver, M/cycle, taxi	71.70%	61%	85%
Pax	7.40%	7%	91%
Public Transport	2.20%	17%	757%
Cyclists	1.90%	3%	137%
Pedestrians	16.80%	13%	76%
Work at home	0%		
Other	0%	0%	
	100.00%	100.00%	

Based on Odd Down

Impact of Modal Shift (to account for behaviour typical of ward)  
 Car Factor 84.72% Normalise to BANES ward behaviour  
 Total School/Resi Trips 12 38 39 23 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
<b>Total Industrial</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Internal Capture	10%				
Reduction in Employment trips		0	0	0	0
Revised Employment trips		0	0	0	0
Revised Residential trips		12	38	39	23
<b>Total trips (employment, school, residential)</b>		<b>12</b>	<b>38</b>	<b>39</b>	<b>23</b> Trips Offsite

Ward	Lansdown	AM		PM	
		In	Out	In	Out
<b>Distribution of trips</b>					
Bath	41.6%	5	16	16	10
Keynsham	1.1%	0	0	0	0
Midsomer Norton, Radstock, Westfield	1.6%	0	1	1	0
Other BANES	4.7%	1	2	2	1
Bristol	11.8%	1	4	5	3
South Glos	9.9%	1	4	4	2
Somerset	1.3%	0	1	1	0
Wiltshire	13.1%	2	5	5	3
Other	15.0%	2	6	6	3
	100%	12	39	40	22

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	27%	3	11	11	6
Cyclists	4%	1	2	2	1
Pedestrians	21%	3	8	8	5

**West of Twerton**

Base Trips	AM		PM		Out	
	In	Out	In	Out		
Private Residences	195	29	92	87	49	
Affordable Housing	105	7	25	32	19	
<b>Total Resi</b>	<b>300</b>	<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>	Includes trips to school
Primary School (Pupils - estimated)	0	0	0	0	0	
Primary school staff trips		0	0	0	0	0 Difference between Arr/dept
Number of "pupil vehicle trips"		0	0	0	0	0 Gen. from on/off-site
Number of pupil trips originating onsite	0%	0	0	0	0	0 All originate onsite
Number of pupil trips originating offsite	100%	0	0	0	0	0 All to/from offsite
Of the onsite trips, 60% stay onsite	60%	0	0	0	0	0 Discount from residential (never enter/exit site)
Offsite school trips are therefore:		0	0	0	0	0 Trips entering/existing site
Undiscounted residential trips		36	117	119	68	
Discount for internal capture to/from school		0	0	0	0	0 Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>	Discounted Resi
<b>Total Resi/School Trips</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>	

Normalise Mode Share to Ward	TRICS	Ward 2011	Factor	
Vehicle Occupants	79.10%			
Driver, M/cycle, taxi	71.70%	69%	96%	Bathavon Ward
Pax	7.40%	6%	82%	
Public Transport	2.20%	12%	548%	
Cyclists	1.90%	2%	98%	
Pedestrians	16.80%	9%	55%	
Work at home	0%			
Other	0%	2%		
	100.00%	100.00%		

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	96.48%				Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>35</b>	<b>113</b>	<b>115</b>	<b>66</b> Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
<b>Total Industrial</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Internal Capture					
Reduction in Employment trips	10%	0	0	0	0
Revised Employment trips		0	0	0	0
Revised Residential trips		35	113	115	66
<b>Total trips (employment, school, residential)</b>		<b>35</b>	<b>113</b>	<b>115</b>	<b>66</b> Trips Offsite

**Ward** Bathavon West

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	36%	13	41	42	24
Keynsham	1%	0	2	2	1
Midsomer Norton, Radstock, Westfield	6%	2	6	7	4
Other BANES	25%	9	28	29	17
Bristol	11%	4	12	13	7
South Glos	5%	2	6	6	3
Somerset	3%	1	3	3	2
Wiltshire	6%	2	7	7	4
Other	7%	2	8	8	5
	100%	35	113	117	67

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	17%	6	20	20	12
Cyclists	3%	1	3	3	2
Pedestrians	13%	5	15	15	9

**East of Keynsham**

Base Trips		AM		PM		
		In	Out	In	Out	
Private Residences	325	49	153	145	82	
Affordable Housing	175	12	41	53	32	
<b>Total Resi</b>	<b>500</b>	<b>61</b>	<b>194</b>	<b>198</b>	<b>114</b>	Includes trips to school
Primary School (Pupils - estimated)	220	87	60	4	6	
Primary school staff trips		27	0	4	6	Difference between Arr/dept
Number of "pupil vehicle trips"		60	60	0	0	Gen. from on/off-site
Number of pupil trips originating onsite	68%	41	41	0	0	All originate onsite
Number of pupil trips originating offsite	32%	19	19	0	0	All to/from offsite
Of the onsite trips, 60% stay onsite	60%	25	25	0	0	Discount from residential (never enter/exit site)
Offsite school trips are therefore:		62	35	4	6	Trips entering/existing site
Undiscounted residential trips		61	194	198	114	
Discount for internal capture to/from school		25	25	0	0	Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>36</b>	<b>169</b>	<b>198</b>	<b>114</b>	Discounted Resi
<b>Total Resi/School Trips</b>		<b>99</b>	<b>205</b>	<b>202</b>	<b>120</b>	

Normalise Mode Share to Ward		TRICS	Ward 2011	Factor
Vehicle Occupants		79.10%		
Driver, M'cycle, taxi		71.70%	72%	100%
Pax		7.40%	4%	56%
Public Transport		2.20%	12%	529%
Cyclists		1.90%	3%	145%
Pedestrians		16.80%	9%	54%
Work at home		0%		
Other		0%	0%	
		100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	100.35%					Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>99</b>	<b>206</b>	<b>203</b>	<b>120</b>	Resulting resi/school trips

Employment						
Industrial Estate	25000	154	75	33	121	Employment trips
Business Park	0	0	0	0	0	
<b>Total Industrial</b>		<b>154</b>	<b>75</b>	<b>33</b>	<b>121</b>	

Internal Capture	10%					
Reduction in Employment trips		15	8	3	12	

Revised Employment trips		139	68	30	109	
Revised Residential trips		92	191	191	117	

**Total trips (employment, school, residential) 230 258 221 226** Trips Offsite

**Ward**

Keynsham East

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	13%	30	33	28	29
Keynsham	19%	44	49	42	43
Midsomer Norton, Radstock, Westfield	1%	3	3	3	3
Other BANES	6%	14	15	13	13
Bristol	34%	77	87	74	76
South Glos	16%	38	42	36	37
Somerset	2%	4	4	3	4
Wiltshire	1%	3	3	3	3
Other	8%	18	21	18	18
	100%	231	257	220	226

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	16%	37	42	36	37
Cyclists	4%	9	10	8	9
Pedestrians	13%	29	32	28	28

**Hicks Gate**

Base Trips		AM		PM		
		In	Out	In	Out	
Private Residences	520	79	245	232	131	
Affordable Housing	280	19	66	84	52	
<b>Total Resi</b>	<b>800</b>	<b>98</b>	<b>311</b>	<b>316</b>	<b>183</b>	Includes trips to school
Primary School (Pupils - estimated)	220	87	60	4	6	
Primary school staff trips		27	0	4	6	Difference between Arr/dept
Number of "pupil vehicle trips"		60	60	0	0	Gen. from on/off-site
Number of pupil trips originating onsite	100%	60	60	0	0	All originate onsite
Number of pupil trips originating offsite	0%	0	0	0	0	All to/from offsite
Of the onsite trips, 60% stay onsite	60%	36	36	0	0	Discount from residential (never enter/exit site)
Offsite school trips are therefore:		51	24	4	6	Trips entering/existing site
Undiscounted residential trips		98	311	316	183	
Discount for internal capture to/from school		36	36	0	0	Trips which leave home but not site
Resulting Residential offsite trips		62	275	316	183	Discounted Resi
<b>Total Resi/School Trips</b>		<b>113</b>	<b>299</b>	<b>320</b>	<b>189</b>	

Normalise Mode Share to Ward		TRICS	Ward 2011	Factor
Vehicle Occupants		79.10%		
Driver, M/cycle, taxi		71.70%	64%	90%
Pax		7.40%	5%	74%
Public Transport		2.20%	14%	628%
Cyclists		1.90%	3%	148%
Pedestrians		16.80%	13%	76%
Work at home		0%		
Other		0%	1%	
		100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	89.96%					Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>102</b>	<b>269</b>	<b>288</b>	<b>170</b>	Resulting resi/school trips
Employment						
Industrial Estate	10000	62	30	13	48	Employment trips
Business Park	0	0	0	0	0	
<b>Total Industrial</b>		<b>62</b>	<b>30</b>	<b>13</b>	<b>48</b>	
Internal Capture	10%					
Reduction in Employment trips		6	3	1	5	
Revised Employment trips		55	27	12	44	
Revised Residential trips		99	263	283	169	
<b>Total trips (employment, school, residential)</b>		<b>154</b>	<b>290</b>	<b>295</b>	<b>212</b>	Trips Offsite

**Ward**

Keynsham North

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	11%	17	31	32	23
Keynsham	26%	40	74	76	54
Midsomer Norton, Radstock, Westfield	1%	2	4	4	3
Other BANES	3%	5	9	9	6
Bristol	33%	52	97	99	71
South Glos	17%	26	48	49	35
Somerset	1%	1	3	3	2
Wiltshire	2%	2	5	5	3
Other	7%	10	19	20	14
	100%	155	290	297	211

  

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	21%	33	62	64	45
Cyclists	4%	7	13	13	9
Pedestrians	20%	31	58	59	42

**Whitchurch**

Base Trips	AM		PM		Out
	In	Out	In	Out	
Private Residences	520	79	245	232	131
Affordable Housing	280	19	66	84	52
<b>Total Resi</b>	<b>800</b>	<b>98</b>	<b>311</b>	<b>316</b>	<b>183</b> Includes trips to school
Primary School (Pupils - estimated)	220	87	60	4	6
Primary school staff trips		27	0	4	6 Difference between Arr/dept
Number of "pupil vehicle trips"		60	60	0	0 Gen. from on/off-site
Number of pupil trips originating onsite	100%	60	60	0	0 All originate onsite
Number of pupil trips originating offsite	0%	0	0	0	0 All to/from offsite
Of the onsite trips, 60% stay onsite	60%	36	36	0	0 Discount from residential (never enter/exit site)
Offsite school trips are therefore:		51	24	4	6 Trips entering/existing site
Undiscounted residential trips		98	311	316	183
Discount for internal capture to/from school		36	36	0	0 Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>62</b>	<b>275</b>	<b>316</b>	<b>183</b> Discounted Resi
<b>Total Resi/School Trips</b>		<b>113</b>	<b>299</b>	<b>320</b>	<b>189</b>

Normalise Mode Share to Ward	TRICS	Ward 2011	Factor
Vehicle Occupants	79.10%		
Driver, M/cycle, taxi	71.70%	81%	112%
Pax	7.40%	5%	63%
Public Transport	2.20%	7%	335%
Cyclists	1.90%	1%	62%
Pedestrians	16.80%	6%	34%
Work at home	0%		
Other	0%	1%	
	100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	112.45%				Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>127</b>	<b>336</b>	<b>360</b>	<b>213</b> Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
<b>Total Industrial</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Internal Capture	10%				
Reduction in Employment trips		0	0	0	0

Revised Employment trips		0	0	0	0
Revised Residential trips		127	336	360	213
<b>Total trips (employment, school, residential)</b>		<b>127</b>	<b>336</b>	<b>360</b>	<b>213</b> Trips Offsite

**Ward** Publow and Whitchurch

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	4%	5	14	15	9
Keynsham	6%	8	21	22	13
Midsomer Norton, Radstock, Westfield	2%	2	7	7	4
Other BANES	16%	20	53	57	33
Bristol	52%	66	174	186	110
South Glos	9%	11	29	31	18
Somerset	1%	1	3	3	2
Wiltshire	2%	2	7	7	4
Other	9%	11	30	32	19
	100%	126	338	360	212

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	9%	12	31	33	19
Cyclists	1%	2	5	5	3
Pedestrians	7%	9	24	25	15



**South of K2**

Base Trips		AM		PM		
		In	Out	In	Out	
Private Residences	260	39	122	116	65	
Affordable Housing	140	10	33	42	26	
<b>Total Resi</b>	<b>400</b>	<b>49</b>	<b>155</b>	<b>158</b>	<b>91</b>	Includes trips to school
Primary School (Pupils - estimated)	0	0	0	0	0	
Primary school staff trips		0	0	0	0	0 Difference between Arr/dept
Number of "pupil vehicle trips"		0	0	0	0	0 Gen. from on/off-site
Number of pupil trips originating onsite	0%	0	0	0	0	0 All originate onsite
Number of pupil trips originating offsite	100%	0	0	0	0	0 All to/from offsite
Of the onsite trips, 60% stay onsite	60%	0	0	0	0	0 Discount from residential (never enter/exit site)
Offsite school trips are therefore:		0	0	0	0	0 Trips entering/existing site
Undiscounted residential trips		49	155	158	91	
Discount for internal capture to/from school		0	0	0	0	0 Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>49</b>	<b>155</b>	<b>158</b>	<b>91</b>	Discounted Resi
<b>Total Resi/School Trips</b>		<b>49</b>	<b>155</b>	<b>158</b>	<b>91</b>	

Normalise Mode Share to Ward		TRICS	Ward 2011	Factor
Vehicle Occupants		79.10%		
Driver, M/cycle, taxi		71.70%	68%	94%
Pax		7.40%	6%	75%
Public Transport		2.20%	12%	533%
Cyclists		1.90%	2%	124%
Pedestrians		16.80%	12%	74%
Work at home		0%		
Other		0%	0%	
		100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)  
 Car Factor 94.46% Normalise to BANES ward behaviour  
 Total School/Resi Trips 46 146 149 86 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
<b>Total Industrial</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Internal Capture 10%  
 Reduction in Employment trips 0 0 0 0

Revised Employment trips	0	0	0	0
Revised Residential trips	46	146	149	86
<b>Total trips (employment, school, residential)</b>	<b>46</b>	<b>146</b>	<b>149</b>	<b>86</b>

Trips Offsite

**Ward** Keynsham South

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	11%	5	17	17	10
Keynsham	25%	11	36	37	21
Midsomer Norton, Radstock, Westfield	1%	1	2	2	1
Other BANES	4%	2	6	6	3
Bristol	34%	16	50	51	29
South Glos	15%	7	22	23	13
Somerset	1%	0	2	2	1
Wiltshire	2%	1	2	2	1
Other	6%	3	9	9	5
	100%	46	146	149	84

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	17%	8	25	26	15
Cyclists	3%	2	5	5	3
Pedestrians	18%	8	27	27	16

**West of Keynsham**

Base Trips		AM		PM		
		In	Out	In	Out	
Private Residences	130	20	61	58	33	
Affordable Housing	70	5	17	21	13	
<b>Total Resi</b>	<b>200</b>	<b>25</b>	<b>78</b>	<b>79</b>	<b>46</b>	Includes trips to school
Primary School (Pupils - estimated)	0	0	0	0	0	
Primary school staff trips		0	0	0	0	0 Difference between Arr/dept
Number of "pupil vehicle trips"		0	0	0	0	0 Gen. from on/off-site
Number of pupil trips originating onsite	0%	0	0	0	0	0 All originate onsite
Number of pupil trips originating offsite	100%	0	0	0	0	0 All to/from offsite
Of the onsite trips, 60% stay onsite	60%	0	0	0	0	0 Discount from residential (never enter/exit site)
Offsite school trips are therefore:		0	0	0	0	0 Trips entering/existing site
Undiscounted residential trips		25	78	79	46	
Discount for internal capture to/from school		0	0	0	0	0 Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>25</b>	<b>78</b>	<b>79</b>	<b>46</b>	Discounted Resi
<b>Total Resi/School Trips</b>		<b>25</b>	<b>78</b>	<b>79</b>	<b>46</b>	

Normalise Mode Share to Ward		TRICS	Ward 2011	Factor
Vehicle Occupants		79.10%		
Driver, M/cycle, taxi		71.70%	64%	90%
Pax		7.40%	5%	74%
Public Transport		2.20%	14%	628%
Cyclists		1.90%	3%	148%
Pedestrians		16.80%	13%	76%
Work at home		0%		
Other		0%	1%	
		100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	89.96%					Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>22</b>	<b>70</b>	<b>71</b>	<b>41</b>	Resulting resi/school trips
Employment						
Industrial Estate	0	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0	
<b>Total Industrial</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Internal Capture	10%					
Reduction in Employment trips		0	0	0	0	
Revised Employment trips		0	0	0	0	
Revised Residential trips		22	70	71	41	
<b>Total trips (employment, school, residential)</b>		<b>22</b>	<b>70</b>	<b>71</b>	<b>41</b>	Trips Offsite

**Ward**

Keynsham North

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	10.84%	2	8	8	4
Keynsham	25.65%	6	18	18	11
Midsomer Norton, Radstock, Westfield	1.21%	0	1	1	0
Other BANES	2.99%	1	2	2	1
Bristol	33.41%	7	23	24	14
South Glos	16.59%	4	12	12	7
Somerset	0.97%	0	1	1	0
Wiltshire	1.62%	0	1	1	1
Other	6.72%	1	5	5	3
	100%	21	71	72	41

  

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	21%	4	15	15	9
Cyclists	4%	1	3	3	2
Pedestrians	20%	4	14	14	8

**Uplands**

Base Trips	AM		PM		Out
	In	Out	In	Out	
Private Residences	195	29	92	87	49
Affordable Housing	105	7	25	32	19
<b>Total Resi</b>	<b>300</b>	<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b> Includes trips to school
Primary School (Pupils - estimated)	0	0	0	0	0
Primary school staff trips		0	0	0	0 Difference between Arr/dept
Number of "pupil vehicle trips"		0	0	0	0 Gen. from on/off-site
Number of pupil trips originating onsite	0%	0	0	0	0 All originate onsite
Number of pupil trips originating offsite	100%	0	0	0	0 All to/from offsite
Of the onsite trips, 60% stay onsite	60%	0	0	0	0 Discount from residential (never enter/exit site)
Offsite school trips are therefore:		0	0	0	0 Trips entering/existing site
Undiscounted residential trips		36	117	119	68
Discount for internal capture to/from school		0	0	0	0 Trips which leave home but not site
<b>Resulting Residential offsite trips</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b> Discounted Resi
<b>Total Resi/School Trips</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b>

Normalise Mode Share to Ward	TRICS	Ward 2011	Factor
Vehicle Occupants	79.10%		
Driver, M'cycle, taxi	71.70%	72%	100%
Pax	7.40%	4%	56%
Public Transport	2.20%	12%	529%
Cyclists	1.90%	3%	145%
Pedestrians	16.80%	9%	54%
Work at home	0%		
Other	0%	0%	
	100.00%	100.00%	

Impact of Modal Shift (to account for behaviour typical of ward)

Car Factor	100.35%				Normalise to BANES ward behaviour
<b>Total School/Resi Trips</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b> Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
<b>Total Industrial</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Internal Capture	10%				
Reduction in Employment trips		0	0	0	0

Revised Employment trips		0	0	0	0
Revised Residential trips		36	117	119	68
<b>Total trips (employment, school, residential)</b>		<b>36</b>	<b>117</b>	<b>119</b>	<b>68</b> Trips Offsite

**Ward**

Keynsham East

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	13%	5	15	15	9
Keynsham	19%	7	22	23	13
Midsomer Norton, Radstock, Westfield	1%	0	1	1	1
Other BANES	6%	2	7	7	4
Bristol	34%	12	39	40	23
South Glos	16%	6	19	19	11
Somerset	2%	1	2	2	1
Wiltshire	1%	0	2	2	1
Other	8%	3	9	10	5
	100%	36	116	119	68

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	16%	6	19	19	11
Cyclists	4%	1	4	5	3
Pedestrians	13%	5	15	15	9