

Appendix W

RTA Calculations: Baseline

Lower Slopes

Base Trips		AM		PM		
		In	Out	In	Out	
Private Residences	195	29	92	87	49	
Affordable Housing	105	7	25	32	19	
Total Resi	300	36	117	119	68	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
Resulting Residential offsite trips		21	102	119	68	Discounted Resi
Total Resi/School Trips		94	148	123	74	

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
Total School/Resi Trips		70	110	92	55 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial	0	0	0	0	0

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
Total trips (employment, school, residential)		70	110	92	55 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

Lower Slopes

Origin	Weston Farm Lane, Bath		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
Destinations					0.100
Bath	3.99	1,248,263			100%
Keynsham	12.72	107,542	35%	15%	50%
Bristol	18.64	976,818	20%	20%	60%
South Glos	18.67	915,171	50%	20%	30%
		3,247,794	0.0688	0.0576	0.5304
					0.6568

am/pm to daily flow factor
4.63

Odd Down

Base Trips		AM		PM		Out
		In	Out	In	Out	
Private Residences	195	29	92	87	49	
Affordable Housing	105	7	25	32	19	
Total Resi	300	36	117	119	68	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
Resulting Residential offsite trips		36	117	119	68	Discounted Resi
Total Resi/School Trips		36	117	119	68	

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
Total School/Resi Trips		30	99	101	58 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial	0	0	0	0	0

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
Total trips (employment, school, residential)		30	99	101	58 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

Odd Down

Origin	Burnt House Road, Bath		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
Destinations			0.100	0.146	0.245
Bath	5.19	1,507,752			100%
Keynsham	13.03	66,077	35%	15%	50%
Bristol	20.16	647,521	20%	20%	60%
South Glos	20.19	580,166	60%	22%	18%
		2,801,516	0.0499	0.0390	0.4987
					0.5876

am/pm to daily flow factor

4.63

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
Total Resi	120	14	45	46	27 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
Resulting Residential offsite trips		14	45	46	27 Discounted Resi
Total Resi/School Trips		14	45	46	27

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 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial		0	0	0	0

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
Total trips (employment, school, residential)		12	38	39	23 Trips Offsite

Ward

Lansdown

Distribution of trips		AM		PM	
		In	Out	In	Out
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

Ensleigh Lansdown

Origin	Granville Road, Bath		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
Destinations			0.100	0.146	0.245
Bath	4.23	336,038			100%
Keynsham	14.01	0	35%	15%	50%
Bristol	23.34	512,910	20%	20%	60%
South Glos	23.37	434,521	50%	20%	30%
		1,283,469	0.0319	0.0277	0.1898
					0.2494

am/pm to daily flow factor

4.63

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	
Total Resi	300	36	117	119	68	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
Resulting Residential offsite trips		36	117	119	68	Discounted Resi
Total Resi/School Trips		36	117	119	68	

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
Total School/Resi Trips		35	113	115	66 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial	0	0	0	0	0

Internal Capture	10%				
Reduction in Employment trips		0	0	0	0
Revised Employment trips		0	0	0	0
Revised Residential trips		35	113	115	66
Total trips (employment, school, residential)		35	113	115	66 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

West of Twerton

Origin	Pennyquick, Bath and North East Somerset				
	Trip Dist (km)	Veh km/year	50/60/70 mph		30/40 mph
			D2 Roads	S2 Roads	D2/S2 Roads
Destinations			0.100	0.146	0.245
Bath	6.58	1,334,326			100%
Keynsham	7.81	65,977	35%	15%	50%
Bristol	14.94	908,993	20%	20%	60%
South Glos	14.96	430,051	60%	22%	18%
		2,739,348	0.0461	0.0418	0.4880
					0.5760

am/pm to daily flow factor
4.63

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	
Total Resi	500	61	194	198	114	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
Resulting Residential offsite trips		36	169	198	114	Discounted Resi
Total Resi/School Trips		99	205	202	120	

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
Total School/Resi Trips		99	206	203	120 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial	0	0	0	0	0

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

Revised Employment trips		0	0	0	0
Revised Residential trips		99	206	203	120

Total trips (employment, school, residential) 99 206 203 120 Trips Offsite

Ward

Keynsham East

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	13%	13	27	26	15
Keynsham	19%	19	39	39	23
Midsomer Norton, Radstock, Westfield	1%	1	2	2	1
Other BANES	6%	6	12	12	7
Bristol	34%	33	69	68	40
South Glos	16%	16	34	33	20
Somerset	2%	2	3	3	2
Wiltshire	1%	1	3	3	2
Other	8%	8	17	16	10
	100%	99	206	202	120

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	16%	16	33	33	19
Cyclists	4%	4	8	8	5
Pedestrians	13%	12	26	25	15

East of Keynsham

Origin	Copse Road, Keynsham		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
Destinations			0.100	0.146	0.245
Bath	9.32	1,275,892	35%	15%	50%
Keynsham	3.47	704,391			100%
Bristol	10.60	3,764,089			100%
South Glos	10.63	1,851,072	90%		10%
		7,595,444	0.2105	0.0279	1.2977
					1.5362

am/pm to daily flow factor
4.63

Hicks Gate

Base Trips	AM		PM		Out
	In	Out	In	Out	
Private Residences	520	79	245	232	131
Affordable Housing	280	19	66	84	52
Total Resi	800	98	311	316	183 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
Total Resi/School Trips		113	299	320	189

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
Total School/Resi Trips		102	269	288	170 Resulting resi/school trips
Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial	0	0	0	0	0
Internal Capture	10%				
Reduction in Employment trips		0	0	0	0
Revised Employment trips		0	0	0	0
Revised Residential trips		102	269	288	170
Total trips (employment, school, residential)		102	269	288	170 Trips Offsite

Ward

Keynsham North

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	11%	11	29	31	18
Keynsham	26%	26	69	74	44
Midsomer Norton, Radstock, Westfield	1%	1	3	3	2
Other BANES	3%	3	8	9	5
Bristol	33%	34	90	96	57
South Glos	17%	17	45	48	28
Somerset	1%	1	3	3	2
Wiltshire	2%	2	4	5	3
Other	7%	7	18	19	11
	100%	102	269	288	170

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	21%	22	58	62	36
Cyclists	4%	4	12	13	7
Pedestrians	20%	20	53	57	34

Hicks Gate

Origin	Stockwood Lane, Keynsham		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
Destinations					0.100
Bath	15.51	2,332,999	35%	15%	50%
Keynsham	2.32	835,090			100%
Bristol	7.37	3,451,438			100%
South Glos	7.40	1,726,022	90%		10%
		8,345,548	0.2362	0.0511	1.3796
					1.6669

am/pm to daily flow factor
4.63

Whitchurch

Base Trips	AM		PM		Out
	In	Out	In	Out	
Private Residences	520	79	245	232	131
Affordable Housing	280	19	66	84	52
Total Resi	800	98	311	316	183 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
Total Resi/School Trips		113	299	320	189

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
Total School/Resi Trips		127	336	360	213 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial	0	0	0	0	0

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
Total trips (employment, school, residential)		127	336	360	213 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

Whitchurch

Origin	Norton Lane, Whitchurch, Bristol		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
			0.100	0.146	0.245
Destinations					
Bath	23.44	1,704,327	15%	25%	60%
Keynsham	7.45	805,667		70%	30%
Bristol	9.54	8,647,738			100%
South Glos	9.57	1,440,125	55%		45%
		12,597,857	0.1044	0.1446	2.5897
					2.8387

am/pm to daily flow factor
4.63

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	
Total Resi	400	49	155	158	91	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
Resulting Residential offsite trips		49	155	158	91	Discounted Resi
Total Resi/School Trips		49	155	158	91	

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	0 Employment trips
Business Park	0	0	0	0	0	
Total Industrial	0	0	0	0	0	

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
Total trips (employment, school, residential)	46	146	149	86

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

South of K2

Origin	Parkhouse Lane, Keynsham		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
Destinations			0.100	0.146	0.245
Bath	15.49	1,283,383	35%	15%	50%
Keynsham	2.31	409,356			100%
Bristol	10.66	2,631,995			100%
South Glos	10.69	1,174,856	90%		10%
		5,499,590	0.1502	0.0281	0.9320
					1.1103

am/pm to daily flow factor
4.63

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	
Total Resi	200	25	78	79	46	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
Resulting Residential offsite trips		25	78	79	46	Discounted Resi
Total Resi/School Trips		25	78	79	46	

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
Total School/Resi Trips		22	70	71	41	Resulting resi/school trips
Employment						
Industrial Estate	0	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0	
Total Industrial		0	0	0	0	
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	
Total trips (employment, school, residential)		22	70	71	41	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

West of Keynsham

Origin	Lays Drive, Keynsham		50/60/70 mph		30/40 mph
	Trip Dist (km)	Veh km/year	D2 Roads	S2 Roads	D2/S2 Roads
Destinations			0.100	0.146	0.245
Bath	13.69	509,300	35%	15%	50%
Keynsham	0.97	86,647			100%
Bristol	9.32	1,071,809			100%
South Glos	9.35	553,323	90%		10%
		2,221,080	0.0674	0.0112	0.3601
					0.4387

am/pm to daily flow factor
4.63

Uplands

Base Trips	AM		PM		Out
	In	Out	In	Out	
Private Residences	195	29	92	87	49
Affordable Housing	105	7	25	32	19
Total Resi	300	36	117	119	68 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
Resulting Residential offsite trips		36	117	119	68 Discounted Resi
Total Resi/School Trips		36	117	119	68

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
Total School/Resi Trips		36	117	119	68 Resulting resi/school trips

Employment					
Industrial Estate	0	0	0	0	0 Employment trips
Business Park	0	0	0	0	0
Total Industrial		0	0	0	0

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
Total trips (employment, school, residential)		36	117	119	68 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

Uplands

Origin	Uplands Farm, Wellsway, Keynsham				
	Trip Dist (km)	Veh km/year	50/60/70 mph		30/40 mph
			D2 Roads	S2 Roads	D2/S2 Roads
Destinations			0.100	0.146	0.245
Bath	12.23	909,399	35%	15%	50%
Keynsham	3.32	365,281			100%
Bristol	11.94	2,300,855			100%
South Glos	11.97	1,112,665	90%		10%
		4,688,200	0.1315	0.0199	0.7926
					0.9441

am/pm to daily flow factor
4.63