

## **Appendix Z**

### **Scenario 3: Trip Generation**

## Lower Slopes

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)	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:		62	35	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>84</b>	<b>138</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>62</b>	<b>103</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	0.1				
Reduction in Employment trips		0	0	0	0

Revised Employment trips		0	0	0	0
Revised Residential trips		62	103	92	55
<b>Total trips (employment, school, residential)</b>		<b>62</b>	<b>103</b>	<b>92</b>	<b>55</b> Trips Offsite

## Ward

Weston

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	57%	35	58	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%	6	10	9	5
South Glos	9%	6	9	8	5
Somerset	1%	1	1	1	0
Wiltshire	6%	4	7	6	4
Other	9%	6	9	8	5
	100%	64	104	92	55

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	24%	15	25	22	13
Cyclists	9%	6	9	8	5
Pedestrians	44%	27	45	40	24

## 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	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		14	45	46	27	
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>14</b>	<b>45</b>	<b>46</b>	<b>27</b>	<b>Discounted Resi</b>
<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
<b>Total School/Resi Trips</b>		<b>12</b>	<b>38</b>	<b>39</b>	<b>23</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	0.1				
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

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	42%	5	16	16	10
Keynsham	1%	0	0	0	0
Midsomer Norton, Radstock, Westfield	2%	0	1	1	0
Other BANES	5%	1	2	2	1
Bristol	12%	1	4	5	3
South Glos	10%	1	4	4	2
Somerset	1%	0	1	1	0
Wiltshire	13%	2	5	5	3
Other	15%	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

**East of Keynsham**

Base Trips	AM		PM		Out
	In	Out	In	Out	
Private Residences	0	0	0	0	0
Affordable Housing	0	0	0	0	0
<b>Total Resi</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</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		0	0	0	0
Discount for internal capture to/from school		0	0	0	0 Trips which leave home but not site
Resulting Residential offsite trips		0	0	0	0 Discounted Resi
<b>Total Resi/School Trips</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>	<b>0</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	0%				
Reduction in Employment trips		0	0	0	0

Revised Employment trips		154	75	33	121
Revised Residential trips		0	0	0	0
<b>Total trips (employment, school, residential)</b>		<b>154</b>	<b>75</b>	<b>33</b>	<b>121</b> Trips Offsite

**Ward**

Keynsham East

Distribution of trips		AM		PM	
		In	Out	In	Out
Bath	13%	20	10	4	16
Keynsham	19%	29	14	6	23
Midsomer Norton, Radstock, Westfield	1%	2	1	0	1
Other BANES	6%	9	4	2	7
Bristol	34%	52	25	11	41
South Glos	16%	25	12	5	20
Somerset	2%	2	1	1	2
Wiltshire	1%	2	1	0	2
Other	8%	12	6	3	10
	100%	153	74	32	122

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	16%	25	12	5	20
Cyclists	4%	6	3	1	5
Pedestrians	13%	19	9	4	15

**Whitchurch**

		AM		PM		
Base Trips		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:		27	0	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>89</b>	<b>275</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>100</b>	<b>309</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	0.1				
Reduction in Employment trips		0	0	0	0

Revised Employment trips		0	0	0	0
Revised Residential trips		100	309	360	213
<b>Total trips (employment, school, residential)</b>		<b>100</b>	<b>309</b>	<b>360</b>	<b>213</b> Trips Offsite

**Ward**

Publow and Whitchurch

Distribution of trips		AM		PM		Out
		In	Out	In	Out	
Bath	4%	4	13	15	9	
Keynsham	6%	6	19	22	13	
Midsomer Norton, Radstock, Westfield	2%	2	6	7	4	
Other BANES	16%	16	49	57	33	
Bristol	52%	52	160	186	110	
South Glos	9%	9	27	31	18	
Somerset	1%	1	2	3	2	
Wiltshire	2%	2	6	7	4	
Other	9%	9	28	32	19	
	100%	101	310	360	212	

Trips by other modes	% of Car	AM		PM	
		In	Out	In	Out
Public Transport	9%	9	28	33	19
Cyclists	1%	1	5	5	3
Pedestrians	7%	7	22	25	15