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1. Introduction

This Technical Note (TN) has been prepared as an update to the Stage 7 Modelling Briefing Note (dated November 2023, v5.0) that informed the transport modelling for the previous Regulation 19 submission. It has been further reviewed and updated through discussions with National Highways.

Regulation 18 took place in 2022, and a Regulation 19 Pre-Submission Plan was presented at the Council's Executive Committee on 18th October 2023 and consultation on the Pre-submission Plan was undertaken between November 2023 and January 2024.

Although the next stage of plan-making would normally be to submit the plan for examination following Regulation 19 consultation, a decision was made by NSC not to proceed on the basis of this version of the Plan. This decision was influenced by the release of an updated National Planning Policy Framework (NPPF), which included that plans which had reached pre-submission consultation stage before 19 March 2024 would be assessed against the previous version of the NPPF. The decision to re-run Regulation 19 was also in order to respond to issues arising from the consultation and to amend the plan period to 2026-2041.

In December 2024, a further update to the NPPF was released and a significant increase in housing delivery targets was published, with North Somerset seeing its housing requirement increase by a minimum of 8,620 homes. Following this, an additional sites consultation was undertaken in March 2025, and the schedule of proposed additional sites was approved by NSCs Executive Committee in June 2025. A Transport Assessment is now being prepared to inform the Regulation 19 consultation, due to be undertaken in October/November 2025, with an aim to submit the NSC Local Plan to the Secretary of State in December 2025/January 2026.

The purpose of this TN is to provide a brief to inform the various modelling runs required for this stage of the Local Plan development.

Overall as part of the Local Plan, the following strategic Growth Areas are being assessed:

- Wolvershill (east of Weston-super-Mare);
- Nailsea and Backwell;
- Edge of Bristo, also known as Woodpsringl; and
- Pill / Easton-in-Gordano.

In addition to the strategic Growth Areas, there are multiple smaller allocations across the District, proposed in line with the Spatial Strategy. The strategic traffic model will directly model sites with 100 or more dwellings by loading them onto the network. Development sites smaller than that level will be accounted for in growth factor parameters.

The modelling runs to inform the Regulation 19 / Examination submission will be:

Do Minimum (DM): this includes any site allocations that have been carried forward from the
previous Local Plan, as well as any committed sites and windfall developments. These
developments, whilst part of the total development required to be delivered during the plan period,
would occur in the absence of the Plan itself. A series of committed transport schemes are included
within the DM scenario including the M5 J21 merge scheme, Banwell bypass, N-S link road at



Locking Parkland, Bus Service Improvement Plan (BSIP) schemes, MetroWest, and the A38 junction improvement schemes (MRN);

- **Do Something (DS) without Mitigation**: this includes new site allocations to deliver the growth required to meet Local Plan targets. Trip rates for development sites will account for the location of the site and internalisation due to co-location of land uses, notably employment and education. This scenario will not include additional mitigation measures.
- **Do Something (DS) with Mitigation:** this includes new site allocations to deliver the growth required to meet Local Plan targets. This scenario includes mitigation measures identified to help facilitate this growth, most notably a suite of sustainable transport mitigation measures.

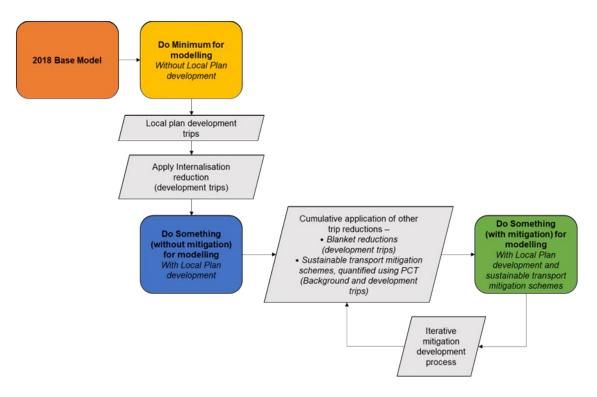
It is noted that as part of this process, the PT model will be updated with relevant schemes including BSIP. Timetable benefits resulting from journey time savings directly accrued by BSIP infrastructure will be included in the Do Minimum scenario. The Do Something mitigation will include additional bus service improvements which are not specifically to be delivered as part of the BSIP project, but will, in part, be enabled by BSIP infrastructure and pump priming from development sites as they come forwards.

This TN sets out the pedestrian and cycle schemes identified at this time, and a resulting mode shift associated with them for modelling purposes. As the modelling progresses, additional pedestrian and cycle schemes are likely to be included within the mitigation package and a reasonable mode shift will subsequently be included within the Do Something scenario accordingly.

This TN sets out the modelling parameters for local plan allocations greater than 100 dwellings, including loading points onto the surrounding highway network, number of dwellings to be served by each loading point, and the trip rates to be applied to each growth area. The modelling exercise will review the loading points to ensure that they have sufficient capacity for traffic to enter and exit the wider network. If the strategic modelling process indicates that the loading points set out in this note are insufficient in their current form, additional points will be added or greater capacity afforded to access junctions, with the intention to provide this additional capacity through junction improvements as part of the package of mitigation measures. This may be iterative in some cases.

Trip rates have been calculated for each growth area based on TRICS. This TN subsequently proposes a series of trip rate reductions, resulting from both sustainable transport mitigation measures and internalisation. Trip reductions as a result of public transport mitigation measures will be dealt with by way of the Public Transport model / Variable Demand Model and have therefore not been considered as part of this process. An accompanying spreadsheet sets out the trip reductions per sustainable transport mitigation scheme, and internalisation reductions, on a site-by-site basis and should be referred to in conjunction with this TN. A flow chart demonstrating the order in which different elements of trip reduction calculations will be applied, as well as a brief explanation of the methodology for calculating the scale of these reductions is set out below.





Do Minimum / Do Something Site Allocations

The proposed site allocations include those which are carried forwards as allocations from the current Local Plan, and sites which are proposed new allocations. Sites have been separated into those which are "committed", i.e. those which are likely to be delivered in the absence of the Plan, and those which are proposed by the new Local Plan. Committed schemes are allocations that are carried forwards from the previous Local Plan, and sites which are proposed allocations in the new Local Plan, but already benefit from Planning Consent.

The Do Minimum scenario includes those sites that are considered committed, whilst the Do Something scenario includes any new site allocations. Table 1 sets out the residential site allocations of more than 100 dwellings, and whether they are in the DM or DS scenario. Development sites, sites smaller than 100 dwellings are accounted for within growth factor parameters.



Table 1 Do Minimum (DM) and Do Something (DS) Housing Site Allocations (>100 Dwellings)

DM Site	DM Capacity	DS Site	DS Capacity
Parklands Village, W-s-M	2,671	Woodspring	3,500
Winterstoke Village, W-s-M	1,229	Wolvershill (north of Banwell)	3,300
Grove Farm	515	Pill Green	600
Youngwood Lane, Nailsea	329	Land east of Backwell Site A, Backwell	500
Locking Road Car Park, W-s-M	230	Land east of Backwell Site B, Backwell	450
North West Nailsea*	150	Former Leisuredome allocation / Parklands Site B (phase E), W-s-M	420
Land west of Winterstoke Road, W-s-M	134	North West Nailsea*	75
Dark Lane, Backwell	125	Wyndham Way Broad Location, Portishead	485
Sunnyside Road, W-s-M	120	Land at Tower Farm	400
Monaghan Mushroom Farm, Stock Lane, Langford	120	Land north of Nailsea	381
		Land north of Banwell Road Locking/Elborough	315
		Land at Barrow Wood A and B	230
		Land north of Colliter's Way, Edge of Bristol	215
		Land east of Gordano Services	200
		Weston Rugby Club, W-s-M	182
		Land at Lodway Farm	160
		Poplar Farm	130
		Dolphin Square	126
		Castlewood, Clevedon	120
		Youngwood Farm, Nailsea	120
		Land at Pill Road	100
		Land off Pound Lane, Nailsea	100
*NI-ull word NI-ill- a site is wortishly a		Black Rock, North of Clevedon Road	100

^{*}North west Nailsea site is partially consented

Table 2 sets out the employment site allocations, and whether they are in the DM or DS scenario

Table 2 Do Minimum and Do Something Employment Site Allocations

Site	Modelling Scenario	Site Area (Ha)
Haywood Village Business Quarter, Weston-Super- Mare	Do Minimum	21.50
West Wick Business Park, Parklands	Do Minimum	12.3
Land to the west of Kenn Road, Clevedon	Do Minimum	9.00
Wolvershill Business Park	Do Something	6.50
Woodspring Business Park	Do Something	4.00
Wyndham Way Development Framework Area (excluding the Gordano Gate allocation)	Do Something	c1.0 (est. 500 jobs, site area TBC)
Summer Lane, North of A370, Weston-Super-Mare	Do Minimum	2.24
Moor Park, A371	Do Minimum	1.23
North Nailsea	Do Something	1.1
Gordano Gate, Portishead	Do Minimum	1.10



Land off Cruikshank Grove, Parklands Village	Do Minimum	0.57
Grumblepill Employment Site, Parklands Village	Do Minimum	0.37
Land off Mccrae Road, Parklands Village	Do Minimum	0.12

Internalisation Reductions:

Secondary School and Employment are the only land uses for which a specific reduction to residential trips is proposed to result in internalisation. To avoid double counting, internalisation factors are applied to residential trips only.

For employment land uses, a threshold of 5 Ha is proposed as a level with the potential to result in a meaningful level of internalisation. A 10% reduction has been used as a standard assumption applied to strategic sites in the planning process.

For secondary education establishments, NTS (National Travel Survey) data relating to the dataset '*Trip start time by trip purpose (Monday to Friday only)*' (NTS Table NTS0502, 2021) shows that 26% of adult trips made are for escort education in the AM Peak, and 3% in the PM peak.

Based on total compulsory education years from Reception to Yr 11, c.42% of children are in secondary rather than primary education. This would mean that c.11% of escort (excluding linked trips) education trips are for secondary children. There is likely to be a higher proportion of trips made for primary education as secondary age children are more likely to travel on their own. Some escort education trips are likely to be by modes other than private car. A robust assumption is therefore that an internalisation factor of 8% can be applied to AM peak trips to reflect the provision of a secondary school on site.

In preparing Transport Assessments, each site will need a more in depth analysis of the site-specific internalisation potential. This will need to be supported by a masterplan which makes internal trips attractive. No PM internalisation factor is applied.

In summary, trip reductions for internalisation have been applied to sites benefiting from the following:

- Employment allocation greater than 5 Ha, considered to be a level with the potential to result in a meaningful level of internalisation. A 10% internalisation reduction has been applied to the AM and PM peak trips; and
- Provision of a, or an adjacent, secondary school, which has been assumed to result in an 8% trip
 reduction through internalisation in the AM peak. No reduction is proposed for the PM peak period
 as school trips mostly occur prior to the PM peak.

Blanket Reductions: A 10% blanket reduction is proposed in reference to each development. Each development would need to consider how best to achieve this on a site specific basis, but would include masterplanning, LTNs, travel planning, reduced parking levels, car clubs etc. This introduces a strong policy hook for all development to demonstrate additional sustainable transport credentials.

National Highways has requested that this reduction is not applied to trips which would otherwise use the Motorway Network. Trips with an origin or destination outside the modelled area or greater than six miles will not be subject to a blanket reduction. Six miles has been chosen as the shortest distance between motorway junctions in the modelled area, i.e. M5 J20 to M5 J21. Thus these trips are those with the potential to use the Strategic Road Network (SRN).

Trip Reductions: these are proposed to represent mode shift away from private car use as a result of sustainable transport mitigation measures to be delivered as part of individual site allocations through the Local Plan. They will be applied to specific journeys to which they benefit, i.e. reductions for a cycle route will be applied to journeys which would benefit from that route. The modelling process enables mode shift from public transport to car, and vice versa, to be modelled. Therefore public transport mitigation is accounted for, and active travel mitigation needs to be input into the model directly.



Within the modelling process, the discounting of trips will be applied within the Highway Assignment Model, to ensure that the mode shift is from car drivers only. In contrast, if trips were to be discounted within the Variable Demand Model, it would include some mode shift from public transport which would be less desirable.

There is no definitive guide to how much mode shift can be achieved by particular schemes, given every scheme and context will inherently be different. Trip rate reductions such as this are based on professional judgment and for discussion and agreement between parties. Extensive engagement has taken place with National Highways and its consultants through this process. To inform this exercise, percentage trip reduction has been calculated for each sustainable transport measure based on the Propensity to Cycle tool (PCT) ¹.

The PCT is a web-based tool applicable to England and Wales for estimating cycling potential down to street level, as well as corresponding health and CO2 benefits. The tool covers both commuting and travel to school behaviours, however for the purpose of its applicability to this TN, only commuting data has been considered, and used as a proxy for all trips in the absence of alternative data sources.

Presented within the PCT are both baseline data and how cycling would change under various scenarios. The scenarios are calculated using a function based on trip distance and hilliness. The "Go Dutch" and "Ebikes" scenarios represent visions of what cycling as a travel mode could look like. Guidance on the parameters surrounding each scenario are provided below:

"The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands (but retained their hilliness and commute distance patterns). The scenario was generated by taking the route-based baseline propensity to cycle and applying Dutch scaling factors calculated through analysis of the English/Welsh and Dutch National Travel Surveys. The Go Dutch scaling factors comprised two parameters which boost the rate of cycling for each OD pair above the baseline model, with one fixed and one distant dependent term - the latter takes into account the fact that the "Dutch multiplier" is greater for shorter trips compared to longer trips"

"The Ebikes scenario models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles ('ebikes'). This scenario is built as an extension of the Go Dutch scenario, making the further assumption that all cyclists in the Go Dutch scenario own an ebike. It builds on the Go Dutch scenario by applying three additional Ebikes scaling factors to account for the increased willingness of ebike users to cycle long distance, hilly and simultaneously long distance and hilly routes. These scaling factors were generated by analysing the impact of ebike ownership based on the Swiss National Household Travel Survey and the Dutch National Travel Survey, weighted to be representative of English and Welsh commuters".

The trip reductions for site allocations within the Local Plan assume that the mitigation measure achieves up to 50% of the difference between the Census 2011 baseline cycling mode share and the ambitious "Go Dutch" scenario for the relevant ward for each local plan allocation. The exception to this is calculations for multi-modal transport hubs, which assumes 50% of the difference between the "Go Dutch" and more ambitious "e-Bikes" scenario will be achieved. The delivery of a multi-modal transport hub will go hand-in-hand with active travel measures (which will in themselves result in a trip reduction); however the multi-modal transport hub will go a stage further in trip reduction. The data used is presented in Table 3 below.

¹ https://www.pct.bike



Trip reductions are presented for both development trips, and also background traffic. Not all sustainable transport mitigation measures will be applicable to background traffic mode shift; however where they are likely to result in a mode shift, the applicable trip types are highlighted.

Table 3 Propensity To Cycle Tool Cyclist Mode Share Data

		% Cyclists			
Middle Super Output Area	Area	Census 2011 Baseline	Go Dutch	E- Bikes	
North Somerset 001 (E02003065)	Portishead	2%	10%	17%	
North Somerset 003 (E02003067)	Portishead	3%	16%	21%	
North Somerset 005 (E02003069)	Castlewood	3%	10%	16%	
North Somerset 006 (E02003070)	Yanley Lane	5%	12%	18%	
North Somerset 006 (E02003070)	North Nailsea	5%	12%	18%	
North Somerset 008 (E02003072)	Nailsea West	3%	16%	22%	
North Somerset 009 (E02003073)	Nailsea East	3%	14%	20%	
North Somerset 011 (E02003075)	Backwell	3%	12%	18%	
North Somerset 012 (E02003076)	Yatton	3%	15%	19%	
North Somerset 013 (E02003077)	East of Colliter's Way	2%	9%	15%	
North Somerset 021 (E02003085)	WsM	6%	35%	37%	
North Somerset 022 (E02003086)	WsM	4%	30%	32%	
North Somerset 023 (E02003087)	East of Weston	2%	17%	23%	
North Somerset 023E (E01014771)	Hutton	2%	22%	28%	
North Somerset 026 (E02006845)	East of Weston	2%	21%	25%	
	Winterstoke Road				
North Somerset 027 (E02006846)	area	4%	23%	26%	

Internalisation reductions will be valid within the Do Something with no mitigation scenario, as well as the with mitigation scenario.

Engagement has been undertaken with National Highways and NSC Highways Development Management (HDM) as part of this preparation for Regulation 19 modelling, to agree these modelling parameters for assessing the Local Plan. This process will seek to reassure stakeholders that the agreed trip reductions are justified and proportionate.

2. Covid-19 Assessment

For the North Somerset Local Plan study, the base year of the model is 2018 which is pre-COVID. As indicated in TAG unit M4, there is a need to understand the impact of COVID on traffic flows at a local level compared with TEMPRO forecasted growth and undertake a proportionate forecasting approach if deemed necessary to bring the forecast in line with post-COVID traffic levels before using NTEM.

For this, we have looked at seven permanent ATC sites across North Somerset as well as some locations along the M5 for three months in 2018 (base year) and 2023 (present day), to be compared against each other and against the estimated growth outlined in NTEM. TEMPRO growth for the North Somerset is around 4% over this period (and between 4% and 6% across Somerset, South West England and Great Britain as a whole).

The results show that there is a variable difference in growth between 2018 and 2023 compared with TEMPRO.

Looking at observed traffic flows during this period comparing 2018 and 2023 12-hr flows over a three month period (March to May), on the SRN, observed flows show varying changes between -1% to 4%



over the period comparing annual traffic. Across other routes in North Somerset, change in flow is much more varied. For example with one location (Colliter's Way, SBL) seeing a 5-day increase of around 15% from 2018, whereas the A370 Main Road in Flax Bourton sees a 7-day decrease of around 18% from 2018. A spreadsheet showing these calculations is included at Appendix A.

The data shows that there is no compelling evidence that there is a change in flows due to COVID. Given this, and that economic appraisal is not part of this study, we are recommending that a proportionate response is to undertake no change to the current forecasting process. The data shows that forecasting using NTEM growth factors from 2018 to 2039 without rebasing/reforecasting will not under represent traffic levels on the network and hence will not systematically underestimate the impacts of developments.

3. Do Something Assessments

The following sections set out the modelling requirements for Local Plan allocations to be included within the Do Something modelling runs, including loading points onto the surrounding highway network, level of development to be served by each loading point, and the residential & employment trip rates to be applied to each growth area. The relevant trip reductions through sustainable transport mitigation measures and internalisation are also detailed.

Trip rates have been reviewed since the submission of v5 of this Technical Note in November 2023. This has been done for a number of reasons, including to reflect the passage of time and potential changes to the TRICS database, the age of planning consents that had been used to benchmark, and updates to the NPPF in 2024. The key principles remain the same, in that the TRICS assessments are intended to reflect the accessibility of the development areas, and that trip rates for each area represent the relative accessibility of that area compared with others.

Wolvershill

The Wolvershill strategic growth allocation (Local Plan policy LP1) is for 3,300 dwellings and 6.5 Ha employment allocation. The employment allocation is anticipated to comprise 50% office use, 25% general industrial land use, and 25% storage or distribution land use.

The network loading points will be Wolvershill Road, Summer Lane, and Banwell Bypass east of Wolvershill.

For the purposes of this assessment, the quantum of development using each of the network loading points will be assumed to be evenly split between Summer Lane and Banwell Bypass east at this stage (c. 1100 dwellings per loading point).



Proposed Wolvershill Development General Traffic Active Travel Locking Castle Shuttle working over Wolvershill Network Loading Point Road M5 overbridge West Wick East Rolstone Active Travel connectivity through the Wolvershill Road closed to site, connecting to surrounding routes through traffic, local centre incorporating a mobility hub. New eastern neighbourhood Development served by local distributor link and express bus services New access junction from Banwell Bypass A371 Banwell Bypass

Figure 1 Highway Network Loading Points – East of Weston-super

Trip Rates

The residential trip rates associated with the Wolvershill strategic growth area are presented below in Table 4. Multi-modal trip rates have been extracted from the TRICS database for weekday mixed private/affordable housing sites based on location type 'Neighbourhood Centre (PPS6 Local Centre)'.

Table 4 Residential Trip Rates - Wolvershill

	Trip Rate Per Dwelling									
Time		People			Vehicles		Public	Transport	Users	
Period	Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way	
AM Peak (08:00- 09:00)	0.224	0.879	1.103	0.125	0.335	0.460	0.000	0.034	0.034	
Interpeak (AVG 10:00- 16:00)	0.293	0.248	0.541	0.150	0.151	0.301	0.007	0.004	0.010	
PM Peak (17:00- 18:00)	0.606	0.279	0.885	0.341	0.151	0.492	0.022	0.012	0.034	

The employment multi-modal trip rates for the Wolvershill growth area have been established based on data available in the TRICS national database. Trip rates have been derived for B1 (Employment, Office), B2 (Employment, Industrial Estate) and B8 (Employment, Warehousing) based on location types 'Suburban Area (PPS6 Out of Centre)', 'Edge of Town' and 'Neighbourhood Centre'.



Table 5 Employment Trip Rates – Wolvershill

			Trip Rate Per 100sqm								
Land Use	Time Period		People		Vehicles			Public Transport Users			
		Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way	
	AM Peak (08:00-09:00)	1.364	0.199	1.563	0.899	0.199	1.088	0.184	0.000	0.184	
B1 (Employment - Office)	Interpeak (AVG 10:00- 16:00)	0.434	0.464	0.898	0.305	0.305	0.610	0.004	0.015	0.019	
	PM Peak (17:00-18:00)	0.230	1.241	1.471	0.245	0.996	1.241	0.000	0.123	0.123	
Do.	AM Peak (08:00-09:00)	0.559	0.115	0.674	0.382	0.097	0.479	0.031	0.000	0.031	
B2 (Employment – Industrial Estate)	Interpeak (AVG 10:00- 16:00)	0.222	0.255	0.477	0.160	0.178	0.338	0.222	0.255	0.477	
Litato	PM Peak (17:00-18:00)	0.121	0.584	0.705	0.088	0.389	0.477	0.001	0.019	0.020	
Do	AM Peak (08:00-09:00)	0.051	0.017	0.068	0.038	0.017	0.055	0.002	0.000	0.002	
B8 (Employment - Warehousing)	Interpeak (AVG 10:00- 16:00)	0.019	0.023	0.042	0.015	0.020	0.036	0.001	0.001	0.002	
	PM Peak (17:00-18:00)	0.015	0.035	0.050	0.014	0.025	0.039	0.000	0.002	0.002	

Table 6, Table 7 and Table 8 present the proposed trip reductions for the Wolvershill strategic growth allocation in terms of internalisation, background trips, and sustainable transport mitigation measures for development trips. Full details of the trip reductions can be seen at Appendix B (full spreadsheet).

Table 6 Wolvershill Trip Reductions – Residential Trip Internalisation

Location	Residential Allocation (Total Homes)	Employment Allocation (Ha)	Internalisation Factor	Trip Reduction - AM Peak (%)	Trip Reduction - PM Peak (%)
			Employment > 5 Ha	10%	10%
Wolvershill	3,300	6.5	Education (Winterstoke Hundred)	8%	0%

Table 7 Wolvershill Trip Reductions – Background Mode Shift

Location	Residential Allocation (Total Homes)	Employment Allocation (Ha)	Sustainable Transport Mitigation Measure	Trip O-D	Trip Reduction – (%)
			Walking and Cycling improvements - Closure of WR.	Trips between Worle and Banwell.	8%
Wolvershill	3,300	6.5	Walking and Cycling improvements to station.	Trips within 2km radius of any Worle line station.	8%



Table 8 Wolvershill Trip Reductions – Development Trips

Location	Residential Allocation (Total Homes)	Employment Allocation (Ha)	Sustainable Transport Mitigation Measure	Trip O-D	Trip Reduction – (%)
Wolvershill	3 300	6.5	Walking and Cycling improvements - Closure of WR.	Trips between Worle and Banwell.	8%
vvoiversiiii	3,300	0.5	Walking and Cycling improvements to station.	Trips within 2km radius of any Worle line station.	8%

Nailsea and Backwell

The development quantum and loading points onto the highway network for Nailsea and Backwell sites are detailed in Table 9.

Table 9 Loading Points and No. Dwellings – Nailsea & Backwell

Site	Network Loading Point	No. Dwellings	Employment Allocation (Ha)	
Land north of Nailsea	B3130 Clevedon Road	381	0	
Land off Pound Lane, Nailsea	Pound Lane	100	0	
Poplar Farm, Nailsea	West End Lane	130	0	
Youngwood Farm, Nailsea	The Perrings	120	0	
Land north of Youngwood Lane, Nailsea	The Perrings	316	0	
Land east of Backwell Site A, Backwell	A370	500	5.0	
Land east of Backwell Site B, Backwell	A370	450	0	
Youngwood Lane	Netherton Wood Lane	329	0	
North West Nailsea	Pound Lane	225	1.1	
Grove Farm	A370	515	0	
Dark Lane, Backwell	Dark Lane	125	0	



Poplar Farm

Youngwood Lane

Land north of Nailsea

Poplar Farm

F

Figure 2 Highway Network Loading Points - Nailsea & Backwell (sites >100 dwellings)

Trip Rate

The residential trip rates associated with the 'Nailsea and Backwell' area are presented below in Table 10. Trip rates have been derived from the TRICS database for 'Edge of Town/Suburban' sites.

Table 10 Trip Rates - Nailsea & Backwell

	Trip Rate Per Dwelling								
Time		People			Vehicles		Public	Transport	Users
Period	Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way
AM Peak (08:00- 09:00)	0.243	0.890	1.133	0.135	0.346	0.481	0.010	0.018	0.028
Interpeak (AVG 10:00- 16:00)	0.366	0.316	0.681	0.175	0.180	0.354	0.012	0.013	0.026
PM Peak (17:00- 18:00)	0.634	0.311	0.945	0.338	0.153	0.491	0.015	0.008	0.023

The employment multi-modal trip rates for the Nailsea and Backwell growth area have been established based on data available in the TRICS national database. Trip rates have been derived for B1



(Employment, Office), B2 (Employment, Industrial Estate) and B8 (Employment, Warehousing) based on location types 'Suburban Area (PPS6 Out of Centre)', 'Edge of Town' and 'Neighbourhood Centre'.

Table 11 Employment Trip Rates - Nailsea & Backwell

					Trip Ra	ate Per 1	00sqm									
Land Use	Time Period		People			Vehicles	Public Transpo Users			port						
		Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way						
	AM Peak (08:00-09:00)	1.364	0.199	1.563	0.899	0.199	1.088	0.184	0.000	0.184						
B1 (Employment - Office)	Interpeak (AVG 10:00- 16:00)	0.434	0.464	0.898	0.305	0.305	0.610	0.004	0.015	0.019						
	PM Peak (17:00-18:00)	0.230	1.241	1.471	0.245	0.996	1.241	0.000	0.123	0.123						
B2	AM Peak (08:00-09:00)	0.559	0.115	0.674	0.382	0.097	0.479	0.031	0.000	0.031						
(Employment - Industrial Estate)	Interpeak (AVG 10:00- 16:00)	0.222	0.255	0.477	0.160	0.178	0.338	0.222	0.255	0.477						
Listate)	PM Peak (17:00-18:00)	0.121	0.584	0.705	0.088	0.389	0.477	0.001	0.019	0.020						
B8	AM Peak (08:00-09:00)	0.051	0.017	0.068	0.038	0.017	0.055	0.002	0.000	0.002						
(Employment - Warehousing)	Interpeak (AVG 10:00- 16:00)	0.019	0.023	0.042	0.015	0.020	0.036	0.001	0.001	0.002						
aronodomg)	PM Peak (17:00-18:00)	0.015	0.035	0.050	0.014	0.025	0.039	0.000	0.002	0.002						

For the purposes of this assessment, no internalisation has been applied to Nailsea and Backwell sites. This provides a robust assessment; however it is noted that the Land east of Backwell site provides employment provision which falls just under the threshold for internalisation, and that the Land east of Backwell A and B sites are located within close proximity of Backwell School (secondary) and as such an element of internalisation would likely be realised.

Table 12 and Table 13 present the proposed trip reductions for Nailsea and Backwell sites in terms of internalisation, background trips, and sustainable transport mitigation measures for development trips. Due to the schemes being located across multiple LSOAs, background mode shift has been set to the lowest trip reduction values across the Nailsea and Backwell LSOAs to ensure a robust assessment. Full details of the trip reductions can be seen at Appendix B (full spreadsheet).



Table 12 Nailsea and Backwell Trip Reductions – Background Mode Shift

Sustainable Transport Mitigation Measure	Trip O-D	Trip Reduction – (%)
Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.	4%
Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.	2%

Table 13 Nailsea and Backwell Trip Reductions – Development Trips

Location	Residential Allocation (Total Homes)	Employment Allocation (Ha)	Trip Type	Trip O-D	Trip Reduction – (%)
Land north of Nailsea	381	0	Improvements to public transport along A370 corridor	N/A	N/A
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.	4%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.	2%
Land off Pound Lane, Nailsea	100	0	Improvements to public transport along A370 corridor	N/A	N/A
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.	7%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.	4%
Poplar Farm, Nailsea	130	0	Improvements to public transport along A370 corridor	N/A	N/A
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.	7%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.	4%
Youngwood Farm, Nailsea	120	0	Improvements to public transport along A370 corridor	N/A	N/A
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.	6%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.	4%
Land north of Youngwood Lane,	316	0	Improvements to public transport along A370 corridor	N/A	N/A
Nailsea			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.	6%
			Delivery of walking and cycling measures	Trips within 2km radius site, and trips	4%



			within N&B Transport Strategy	within 2km radius of any N&B line station.		
Land east of Backwell Site A,	500	5	Improvements to public transport along A370 corridor	N/A	N/A	
Backwell			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.		5%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.		3%
Land east of Backwell Site B,	450	0	Improvements to public transport along A370 corridor	N/A	N/A	
Backwell			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.		5%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.		3%
Youngwood Lane	329	0	Improvements to public transport along A370 corridor	N/A	N/A	
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.		7%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.		4%
North West Nailsea	225	1.1	Improvements to public transport along A370 corridor	N/A	N/A	
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.		7%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.		4%
Grove Farm	515	0	Improvements to public transport along A370 corridor	N/A	N/A	
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.		5%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.		3%
Dark Lane, Backwell	381	0	Improvements to public transport along A370 corridor	N/A	N/A	
			Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol.		5%
			Delivery of walking and cycling measures within N&B Transport Strategy	Trips within 2km radius site, and trips within 2km radius of any N&B line station.		3%



Figure 3 shows the zones, highlighted in blue, within which a trip reduction will be applied as set out in Table 12 and Table 13. Development trips with a destination within the zones identified will benefit from a trip reduction. This includes trips along Festival Way between Nailsea & Backwell, Long Ashton and Bristol, and the adjoining zones on the south western area of Bristol.

Figure 3 Festival Way Trip Reduction Destination Zones



Edge of Bristol

Within the Edge of Bristol area, Woodspring and Land at Barrow Wood (A and B) are presented as local plan allocations. The loading points for these sites are detailed in Table 14. There is a proposed employment allocation as part of the Woodspring allocation.

Table 14 Loading Points and No. Dwellings – Edge of Bristol

Site	Network Loading Point	No. Dwellings	Employment Allocation (Ha)
Woodspring	A4174 S Bristol Link Road / Colliters Way / A38 Bridgwater Road (even split)	3,500	4.0
Land at Barrow Wood A and B	A4174 S Bristol Link Road / Colliters Way / A38 Bridgwater Road (even split)	A: 85 B: 145	0



Farm

Rest Water

Figure 4 Highway Network Loading Point – Edge of Bristol

Trip Rate

The trip rates associated with the Edge of Bristol sites are presented below in Table 15. This is for weekday mixed private/affordable housing sites based on location type 'Neighbourhood Centre (PPS6 Local Centre)'.

Table 15 Residential Trip Rates - Edge of Bristol

	Trip Rate Per Dwelling									
Time Beried		People	•	Vehicles Public Trans				Transport	sport Users	
Time Period	Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way	
AM Peak (08:00- 09:00)	0.224	0.879	1.103	0.125	0.335	0.460	0.000	0.034	0.034	
Interpeak (AVG 10:00-16:00)	0.293	0.248	0.541	0.150	0.151	0.301	0.007	0.004	0.010	
PM Peak (17:00- 18:00)	0.606	0.279	0.885	0.341	0.151	0.492	0.022	0.012	0.034	

The employment multi-modal trip rates for the Edge of Bristol growth area have been established based on data available in the TRICS national database, and are shown in Table 16. Trip rates have been derived for B1 (Employment, Office), B2 (Employment, Industrial Estate) and B8 (Employment, Warehousing) based on location types 'Suburban Area (PPS6 Out of Centre)', 'Edge of Town' and 'Neighbourhood Centre'.



Table 16 Employment Trip Rates – Edge of Bristol

		Trip Rate Per 100sqm									
Land Use	Time Period	People			Vehicles			Pub	Public Transport Users		
		Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way	
	AM Peak (08:00-09:00)	1.364	0.199	1.563	0.899	0.199	1.088	0.184	0.000	0.184	
B1 (Employment - Office)	Interpeak (AVG 10:00- 16:00)	0.434	0.464	0.898	0.305	0.305	0.610	0.004	0.015	0.019	
	PM Peak (17:00-18:00)	0.230	1.241	1.471	0.245	0.996	1.241	0.000	0.123	0.123	
B2	AM Peak (08:00-09:00)	0.559	0.115	0.674	0.382	0.097	0.479	0.031	0.000	0.031	
(Employment - Industrial Estate)	Interpeak (AVG 10:00- 16:00)	0.222	0.255	0.477	0.160	0.178	0.338	0.222	0.255	0.477	
LState)	PM Peak (17:00-18:00)	0.121	0.584	0.705	0.088	0.389	0.477	0.001	0.019	0.020	
B8	AM Peak (08:00-09:00)	0.051	0.017	0.068	0.038	0.017	0.055	0.002	0.000	0.002	
(Employment	Interpeak (AVG 10:00- 16:00)	0.019	0.023	0.042	0.015	0.020	0.036	0.001	0.001	0.002	
Warehousing)	PM Peak (17:00-18:00)	0.015	0.035	0.050	0.014	0.025	0.039	0.000	0.002	0.002	

There are no specific trip reductions to be applied for the Edge of Bristol site allocations.

A potential park & ride is included within JLTP4 which would provide benefits to all Edge of Bristol sites; however it is understood that this is not being actively progressed and therefore has not been included in terms of trip reductions.

Pill / Easton-in-Gordano

The Pill / Easton-in-Gordano strategic growth allocation is for 1,100 dwellings across five local plan site allocations, four of which are greater than 100 dwellings.

The development quantum and loading point of sites >100 dwellings onto the highway network are detailed in Table 17.

Table 17 Loading Points and No. Dwellings - Pill / Easton-in-Gordano

Site	Network Loading Point	No. Dwellings	Employment Allocation (Ha)
Land at Lodway Farm	Marsh Lane	160	0
Land east of Gordano Services	A4369 Martcombe Road	200	0
Pill Green	A4369 Martcombe Road	600	0
Land at Pill Road	Pill Road	100	0



Land at Lodway Farm

Court House
Farm

Cordano Services

Cordano Services

Cordano Services

Figure

Farm

Control House

Farm

Cordano Services

Cordano Services

Cordano Services

Cordano Services

Figure

Land at Pill Green

Land at Pill Road

Land at Lodway

Land at L

Figure 5 Highway Network Loading Points - Pill / Easton-in-Gordano (sites >100 dwellings)

Trip Rates

The residential trip rates associated with the Pill / Easton-in-Gordano strategic growth area are presented below in Table 4. Multi-modal trip rates have been extracted from the TRICS database for weekday mixed private/affordable housing sites based on location type 'Neighbourhood Centre (PPS6 Local Centre)'.



Table 18 Residential Trip Rates - Pill / Easton-in-Gordano

				Trip R	ate Per Dv	velling			
Time		People			Vehicles		Public	Transport	Users
Period	Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way
AM Peak (08:00- 09:00)	0.243	0.890	1.133	0.135	0.346	0.481	0.010	0.018	0.028
Interpeak (AVG 10:00- 16:00)	0.366	0.316	0.681	0.175	0.180	0.354	0.012	0.013	0.026
PM Peak (17:00- 18:00)	0.634	0.311	0.945	0.338	0.153	0.491	0.015	0.008	0.023

There are no specific trip reductions to be applied for the Pill / Easton-in-Gordano site allocations, albeit proximity to St Catherine's Secondary School and employment areas such as Royal Portbury Docks and Ham Green Business Park, will be a benefit.

Other Sites

Local Plan allocations of 100 dwellings or more will use the trip rates set out below, and will be loaded onto specific points. The sites have been divided based on their location in relation to their surroundings.

Table 19 lists the Do Something scenario site allocations, development quantum and network loading point for those in location type town centre / edge of town centre. The associated trip rates are presented below in Table 20. This is for weekday mixed private/affordable housing.

Table 19 Dwelling Location Information – Other Sites - Town Centre / Edge of Town Centre

Area	Dwelling Location (i.e. existing / new zone)	Network Loading Point	No. Dwellings
Portishead	Land at Tower Farm	St Mary's Road	400
Portishead	Wyndham Way Broad Location	Old Mill Road	485
WsM	Weston Rugby Club	Sunnyside Road North	182
WsM	Dolphin Square	A370 Beach Road	126
Portishead	Black Rock, North of Clevedon Road	B3124 Clevedon Road	100

Table 20 Residential Trip Rates - Town Centre / Edge of Town Centre

	Trip Rate Per Dwelling									
Time Period		People	•	Vehicles Public Transpor			Transport	Users		
Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way		
AM Peak (08:00- 09:00)	0.153	0.828	0.981	0.098	0.330	0.428	0.008	0.067	0.075	
Interpeak (AVG 10:00-16:00)	0.272	0.229	0.501	0.125	0.113	0.238	0.014	0.012	0.026	
PM Peak (17:00- 18:00)	0.538	0.261	0.799	0.271	0.135	0.406	0.048	0.006	0.054	

Table 21 lists the Do Something scenario site allocations, development quantum and network loading point for those in location type edge of town / suburban. The associated trip rates associated are presented below in Table 22. This is for weekday mixed private/affordable housing.



Table 21 Dwelling Location Information – Other Sites – Edge of Town / Suburban

Area	Dwelling Location (i.e. existing / new zone)	Network Loading Point	No. Dwellings
Clevedon	Castlewood	Tickenham Road	120
WsM	Former Leisuredome Allocation / Parklands B Site	A371	420
WsM	Land north of Banwell Road Locking/Elborough	Banwell Road	315
Langford	Monaghan Mushroom Farm	B3133 Stock Lane	120

Table 22 Residential Trip Rates - Edge of Town / Suburban

		Trip Rate Per Dwelling									
Time Period	People Vehicles Public Transport Users							Users			
Time Period	Arr	Dep	Two- Way	Arr	Dep	Two- Way	Arr	Dep	Two- Way		
AM Peak (08:00- 09:00)	0.243	0.890	1.133	0.135	0.346	0.481	0.010	0.018	0.028		
Interpeak (AVG 10:00-16:00)	0.366	0.316	0.681	0.175	0.180	0.354	0.012	0.013	0.026		
PM Peak (17:00- 18:00)	0.634	0.311	0.945	0.338	0.153	0.491	0.015	0.008	0.023		

Table 23, Table 24 and Table 25 present the proposed trip reductions for other site allocations greater than 100 dwellings in terms of sustainable transport mitigation measures for development trips and background trips, and internalisation. Full details of the trip reductions can be seen at Appendix B (full spreadsheet).

Table 23 Other Site Trip Reductions – Development Trips

Location	Residential Allocation (Total Homes)	Employment Allocation (Ha)	Sustainable Transport Mitigation Measure	Trip O-D	Trip Reduction - (%)
Weston Rugby Club	182	0	Active travel improvements - primarily internal and between adjacent sites	Trips within 5km radius of site.	15%
Castlewood	120	0			
Wyndham Way Broad Location	485	0	New linkages to contribute to wider active travel network between Wyndham Way and the marina, Old Mill Road and The Precinct, between new rail station, Harbour Road and Old Mill Road, and between North Bridge and Brampton Way.	Trips within 5km radius of site.	5%



Table 24 Other Site Trip Reductions - Background Mode Shift

Location	Residential Allocation (Total Homes)	Employment Allocation (Ha)	Sustainable Transport Mitigation Measure	Trip O-D	Trip Reduction – (%)
Land West of	134	0	Improvements to Winterstoke Road cyclepath, widening and priority.	Trips within 5km radius of site.	15%
Winterstoke Road	134	Contribution to Broadway roundabout improvements, including active travel provision.		Trips within 5km radius of site.	15%
Wyndham Way Broad Location	485	0	New linkages to contribute to wider active travel network between Wyndham Way and the marina, Old Mill Road and The Precinct, between new rail station, Harbour Road and Old Mill Road, and between North Bridge and Brampton Way.	Trips within 5km radius of site.	5%

Table 25 Other Site Trip Reductions – Internalisation

Location	Residential Allocation (Total Homes)	Employment Allocation (Ha)	Internalisation Trigger	Trip Reduction – AM Peak (%)	Trip Reduction - AM Peak (%)				
None triggered									

4. Summary

This TN has set out key information required to progress the Regulation 19 phase of the strategic SATURN models to understand the potential impact of local plan allocations. This takes into account trip reductions resulting from proposed sustainable transport mitigation measures, applicable to both development trips and background mode shift, as well as trip reductions as a result of internalisation through employment land and secondary school provision as part of the local plan allocations.

This TN presents a starting point, and will evolve with more sustainable transport schemes if required through an iterative modelling and re-assessment process.

Technical Note **AECOM**

Appendix A

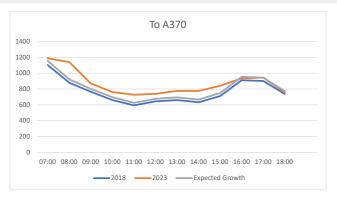
Covid Counts Analysis Analysis of different count sites in North Somerset between 2018 and 2023

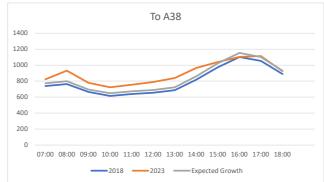
Worksheet	Comments
M5 Analysis >>	
WebTris Analysis	Analysis of Webtris counts on the M5 in North Somerset. 24hr average daily traffic per month for the years 2018 and 2023 for five separate count locations.
North Somerset Analysis > >	
12hr Daily Trips Analysis	12hr (0700-1900) daily trips for each site between 26th February to 3rd June 2018, and 27th February to 4th June 2023 where data were available. Included is expected Tempro growth from 2018 to 2023.
Neutral Day Hourly Avg Graphs	Graphs of the neutral day average hourly traffic for the seven ATC sites for 2018 and 2023, with the expected Tempro growth from 2018 to 2023.
12Hr Daily Trips Graphs	Graphs of 12hr (0700-1900) daily trips for each site between 26th February to 3rd June 2018, and 27th February to 4th June 2023 where data were available. Included is expected Tempro growth from 2018 to 2023.
Tempro Factors >>	
TemproV8 Growth Factors	Tempro Growth Factors for each time period for North Somerset, Somerset, South West and Great Britain.

	M5 Southbound J19 to J20		M5 Northbound	J21 Exit	M5 Northbound J2	1 Thru Junction	M5 Southbound J20	Thru Junction	M5 Northbound J19	Thru Junction
	24hr	ADT	24hr AD	Γ	24hr <i>A</i>	ADT	24hr AD	T	24hr AD	Т
Year	2018	2023	2018	2023	2018	2023	2018	2023	2018	2023
Month										
Jan	42123	41284	4223	4148	27358	26601	37817	34922	36614	35645
Feb	46858	45989	4428	4562	30818	30158	40158	40018	40058	39665
Mar	45621	48794	4269	4618	29475	30791	39532	40832	38047	39293
Apr	50398	50561	4625	4563	36044	34850	43633	44944	45271	43696
May	53164	52694	4696	4794	36722	35643	46715	47783	46351	46653
Jun	55052	55035	4750	4991	38686	39794	47536	48490	48280	50686
Jul	57463	55752	4771	4839	40384	38897	50183	47661	49831	48643
Aug	58912		4671	4811	44488	42626	52558	52224	53484	51580
Sep	52609		4686	4830	38480	37907	45992	46672	47449	48054
Oct	51353		4670		35407		44514		44900	
Nov	40140		4511		32542		41085		42212	
Dec	0		4004		29558		36036		38346	
Avg	50335.72727	50015.57143	4525.333333	4684	34996	35251	43813	44838	44236	44879
Obs Growth	-1%		4%		1%		2%		1%	
TEMPRO (GB)						4.4%				
TEMPRO (SW)						5.0%				
TEMPRO (Somerset)						5.1%				
TEMPRO (North Somerset)						4.9%				

2223 ********* ******** ******** ********	Mon Tue Wed Thu Fd Sat Sun Mon Tue Wed The processes processes processes annually constant processes and constant p			······································	Mon Tue Wed Thu Ri Sat Sun I		Mon Tue Wed The Fri Sat Sun		Mon Tue Wed Thu Fri Sat Sun	Mon Tue Wed Thu Fri Sat Sun Mon Tue Wed Thu	
Mon Tue Wed The Fd Sat San 2023 REMOVED REMOVED RESERVED RESERVED RESERVED RESERVED RESERVED RESERVED RESERVED.	Mon Tue Wed The Fri Sat Sun Mon Tue Wed The presented processes processes appared assurance appared processes appared as		Mon Tue Wed Thu Ri Sat Sun secures sec							Mon Tue Wed Thu Fri Sut Sun Man Tue Wed Thu seasone seasone seasone seasone seasone seasone seasone seasone seasone	Fri Sat Sun Mon Tue Wed
2018 With Tempro Growth	8543 8828 9032 9159 9387 6898 7047 8811 8880 8893 8965 9273 9477 9611 9851 7246 7401 9246 9318 9321	8962 9168 6371 3483 8339 8962 8766 9244 9116 6561 64 9404 9617 6691 2657 8751 9404 9198 9701 9567 6890 68	38 8692 8672 8935 8558 6254 5730 556 34 9122 9100 9176 8981 6568 6208 584	2 7008 9329 9320 9828 9748 6932 665	39 8996 9295 8863 9479 9845 7051 6222 38 9429 9753 9299 9847 12222 7405 6651	9582 9998 10298 9995 10230 7348 73	251 9677 9808 9870 9929 10056 7459 73	20 9212 9428 9051 9802 9719 6867 687 62 9666 9892 9487 10285 10200 7211 721	1 7401 9221 7771 9686		
2023 2018 With Tempro Growth	10775 10193 8626 10250 10683 8377 7825 10822 10014 10032 8912 9106 9215 9862 9813 6539 6818 9180 9029 9082	20129 20323 8470 8486 9746 9881 20113 9912 20298 8159 68 9597 9596 6385 3361 8502 9322 9622 10687 9701 6276 65	12 10365 9871 10184 30327 10396 9812 765 57 8958 8988 9955 9183 7275 6013 558	7 10223 10347 9861 10172 8865 7987 702 0 6368 9011 9125 9680 9666 6454 643	77 8669 20145 9827 10822 11153 8547 7825 55 9582 9888 9873 9814 9877 6821 6236 66 10865 10867 10867 10869 10867 7163 6056	95651 9787 11134 11429 11234 8997 75 9587 9486 9777 9959 22302 4861 68		(XO) 8982 10960 11352 11286 11344 7350 785 86 9584 9927 9785 10184 9978 7153 694	7768 20954 7132 9773		
With Helpito Crown 2023	10400 10426 8872 10461 11144 8182 7612 10366 10567 10468	3301/2 3301/4 6-05 6-50 8042 9/44 1001/ 112/9 33184 6091 64 25460 32775 8233 8367 10210 10500 10564 10319 10775 8130 20							7918 21592		
2018 With Tempro Growth 2023	2017 2020 1121 1172 1172	1011 1000 1011 1010 1010 1010 1010 1010 1010		- NA 200 100 100 100 100 100 100	- 186 186 186 ALL ALL BELL	274 281 202 208 201 201 20		- 1011 1011 1001 1120 1120 1120		9 13265 13746 13264 13251 13171 6943 8694 13367 1316 13555 13485 0 13869 14417 13867 34466 13774 6820 35888 14606 13742 14223 14454 6 13275 14844 13619 13886 13216 13856 13608 14866 13286 13223 13651	
2018 With Tempro Growth 2023	9307 8234 10843 10851 11027	11148 11286 8456 2952 12172 11146 11283 11252 11319 9071 77	21 10832 10842 10790 10582 7630 8325 661	5 7512 11036 11570 13484 10940 8449 777	75 11367 11291 11314 11312 11721 9368 7558	11237 11270 11340 11605 11679 9485 B	633 11101 11361 11349 11562 11382 9235 B1	TO 10992 11328 11365 11579 11438 8726 836	8420 11365 11393 13454 11016 9344 83	% 10559 10773 10886 10875 11552 7087 8032 10693 10726 10566 11539 10716 10566 11539 10716 10566 11539 10716 10566 11539 10716 10566 11539 10716 10566 11539 10716 10567 11569 11569 11569 10566 10569	
2018 1532 253 972 1232 With Tempre Growth 1598 371 1021 1299 2022 6529 6558 4724 387	1858 1893 1927 1932 1824 1477 1937 1916 1870	1893 1986 1658 1069 1842 1920 1931 1969 2065 1700 14	76 1688 1662 1662 1786 1540 1512 115	9 1347 1672 1777 1825 1749 1668 144	O 1848 1967 2007 2036 2128 1779 1442	2034 2008 1964 2131 1943 1790 14	661 2062 1977 1994 2089 2002 1942 14	HS 2006 1985 2110 2343 2421 1977 184	1963 2631 2962 2833 2271 19	12 2921 2841 2882 3000 2980 2012 1998 2130 2957 2981 2975 44 2075 2980 3024 2148 2127 2144 2077 2084 3100 2120 2120 55 CD0 3055 4855 6460 6623 5043 4206 2231 6290 5518 6440	2970 2370 1694 1928 2879 2913
2018 1415 255 1018 1277 With Tempro Growth 1485 273 1069 1338 2022 6633 7169 5054 e030	1793 1838 1885 1879 1771 1448 1836 1825 1823 1881 1938 1978 1977 1860 1521 1936 1915 1913 0 5719 6589 5765 6662 6865 5728 4695 6554 5387 5730	1877 1860 1630 1530 1787 1881 1891 1930 1833 1647 14 1927 2046 1711 1982 1875 1873 1884 2008 2028 1729 14 1922 172 173 1834 174 1835 1873 1874 1875 1875 1875 1875 1875 1875 1875 1875	86 1862 1741 1724 1860 1674 1586 124	6 12/6 1694 1/9 3613 1/2/ 1/66 151	KS 1769 1888 1888 1863 2028 1762 1268 18 1865 1981 1981 2049 2128 1850 1467 15 1865 1981 1981 2049 2128 1850 1467 15 1865 1866 1868 1866 1866 1866 1866 1	204 200 200 200 200 340 3	08 JUJ 1809 JUS JUJ JOH 180 1	20 204 205 220 205 25 206 16	296 276 288 207 269 21	12 2941 2917 2846 2976 3075 2183 2961 2964 2981 1125 3097 14 3086 3061 2986 3123 3227 2292 2999 3110 3128 3279 3250 11 66019 6022 6867 6009 6719 5047 4832 6485 6056 6077 6519	2139 2209 1732 1951 2880 2870 2294 2320 1819 2049 3022 2062 4870 2872 4729 6354 6417
2018 With Tempre Growth 2023	6005 6411 6160 6220 6978 5364 5056 6185 6580 6343	5089 £271 4658 2500 \$306 £121 £164 \$765 £027 4806 46 £285 £612 4891 2268 5611 4622 6677 6050 £378 5647 46 4802 5054 4155 4209 4803 4908 4916 5082 5657 4822 32	82 6113 6110 6117 6765 6919 4665 418	8 4592 6218 6291 6578 6784 5027 442	DH G299 GHI1 GE77 GHE1 7040 5328 4398	G241 G220 G508 G587 G834 5538 48	861 6465 6498 6454 6332 7387 5255 48	HB 628 620 626 6701 7867 55G 561	6075 6602 6000 6352 7104 5175 42	66 C1270 C560 6413 6409 7143 4812 4775 6088 6169 6251 6284 12 G685 G883 6730 6736 7467 5263 4874 6288 6473 6560 6699 18 6686 5367 5352 5550 6327 4559 3848 5336 5381 5694 5284	7887 6864 2892 4014 5946 5778 8289 7211 4088 4217 6241 6661 6658 6627 2618 2815 4869 4881
2018 With Tempro Growth 2023	\$2564 \$249 \$6564 \$2766 \$2771 4848 \$5026 \$552 \$552 \$552 \$6504 \$5228 \$6322 \$5975 \$6081 \$6026 \$5028 \$2367 \$8026 \$6024 \$5075 \$4722 4721 46755 6674 4707 2868 \$660 4672 4708 4702	\$715 \$476 4606 2151 5196 5770 6255 5784 5625 4646 41 5997 5967 4628 2259 5412 6054 6054 6048 5912 4879 41 4875 4658 2997 4829 4783 4858 4958 4958 4958 4958 4958 4958 4958	57 5369 5597 5662 5487 4123 4871 367 65 5624 5874 5841 5675 4821 4276 285 42 4500 4770 4852 4775 5254 4871 268	9 4888 6036 5715 5896 6205 4741 412 77 5240 6234 5998 6187 6512 4979 423 87 4621 4770 4628 4516 2612 2413 287	27 5769 6025 5514 5803 6224 4603 4337 M 6054 6121 5786 6089 6130 4927 4556 71 4780 5081 4797 4829 5908 4344 3662	5681 5682 5873 5767 5952 5233 44 5961 5672 6262 6051 6246 5285 48 5033 7497 5198 5232 5038 4343 20	851 5822 5859 5737 6012 5953 4818 45 875 6120 6148 5898 6109 6248 5000 41 764 4884 5184 5182 5126 5206 4512 28	725 5270 5508 5945 5880 5867 4602 445 551 5850 6200 6228 6270 6257 4821 468 440 4657 5313 5363 5288 5478 2386 254	5621 5825 5854 5701 5828 4728 42 5901 6112 6347 5981 6122 4875 45 4340 5301	12 6075 5870 6124 6000 5882 4346 4604 5641 5860 5789 5741 17 6175 6156 6438 6128 6173 4563 4834 5609 6091 6074 6026 17 5296 5750 5731 5428 5627 4722 2893 5147 5178 5443 5170	6284 4321 3655 3852 5607 5548 6491 4538 2839 4045 5885 5822 5700 3651 2090 4711 5015 5634
2018 With Tempro Growth		\$207 4542 1284 1272 4362 4785 4845 4801 5271 4026 12 5350 5200 2075 1258 4576 5022 5190 5020 5223 4218 36 4574 4532 4281 2860 4514 4200 4247 42712 4847 4284 12							1 3687 5221 1 2874 5400 2 2481 4808		
2018 With Tempro Growth 2022	4778 4648 4634 4758 4649 4152 1662 4444 5143 4828 5014 4828 4936 4992 4880 4271 2847 4664 5298 5067	4933 4800 3628 1927 4329 4752 4752 4258 4883 3665 32 5225 5039 3021 5667 4556 4695 4697 4692 5126 4565 32 4756 4752 4306 2839 4566 4775 4812 4858 4836 4346 22	223 4585 4676 5344 4947 3647 3667 255 86 4813 4908 5428 5293 3831 3852 248	2 3481 4759 4965 5208 5122 3953 319 8 3658 4996 5212 5257 5378 4152 336	00 4780 4841 4874 4809 5118 4041 3254 61 5017 5080 5115 5152 5172 4244 3419	4677 4717 4626 4621 5056 4079 2 4908 4950 5170 5165 5308 4284 2	584 4759 4733 4824 4869 4878 4802 34 766 4965 4967 5063 5152 5121 4203 34	168 4772 4768 4856 5300 5001 3873 338 44 5008 5003 5201 5263 5250 4067 356	1 2826 4829 4028 5068 1 2505 4270		
2018 With Tempto Growth								004 5085 10015 9713 10219 5958 6EPK 525 555 10678 10530 10593 10509 10612 7152 542 575 10039 10446 10554 11527 8330 8542 821		No Tata No Cata	
2018 With Tempre Growth 2023						10636 11296 8618 8 11151 11858 9050 K	800 10146 9721 9955 10325 11007 8091 83 043 10548 10201 10447 10825 12555 8496 88	955 9634 20184 20943 20799 11227 8200 466 127 10425 10688 10540 11234 12787 8561 462 29 6315 9442 9877 8542 7585 8688 817	921 9271		
2018 With Tempro-Growth 2022		10322 10367 7763 67 10831 10880 8153 77 9932 9336 7688 66	87 9286 9627 9283 9525 6527 6536 556 57 9765 25502 9742 9578 6340 6865 584 50 9388 9491 9536 9528 9534 7859 674	C C258 9832 9740 10423 9485 7750 688 6 6874 10329 20222 10839 9854 8139 724 6 9045 9357 9358 8822 6837 6732 578	55 9533 2230 10091 10684 9733 7605 6855 52 20004 20734 10589 11001 20234 8214 7201 14 5865 7280 9365 9658 8220 7579 7224	10100 10128 9712 10067 9821 8216 7 10588 10827 101091 10562 10413 8734 8 9505 9696 9696 9600 9208 8282 7	712 20081 20199 20415 20221 9541 8085 77 2020 20579 20701 20428 20840 20013 8490 77 2021 9405 9999 9652 9452 8011 7802 68	102 9621 20340 10283 10546 9420 7525 772 105 10411 20850 10790 11367 9877 7903 772 147 7632 20588 9387 9309 8758 6776 688	6307 10417 10387 10399 103066 8274 85 66234 10931 10794 107902 103664 8689 80 6588 9925 10518 9703 8342 87	66 9940 50222 50078 50506 9505 7654 7367 9997 10005 50069 50212 3 10403 50736 50576 11034 50038 8038 7632 50492 10519 50566 50716 55 9333 9577 9624 9782 8881 8179 7688 9807 9436 9996 5000	: 8548 7705 6067 6417 20226 9999 : 8971 7567 6373 6740 20522 10493 : 7676 5880 6477 7472 9489 9735
2018 With Tempor Growth 2022		5729 5758 4455 28 7072 7125 4867 46 7759 5129 4555 48	42 6116 6299 6154 6071 2266 2858 308 25 6419 6610 6469 6272 2965 4052 224 52 6402 6274 6282 6117 6344 4827 425	6 2391 6094 6299 6371 6096 4308 207 0 2561 6196 6600 6686 6299 4539 413 4 6011 5895 5162 6656 4247 4213 345	70 5189 6475 5784 6809 6423 4532 3785 70 6456 6796 7678 7246 6792 4788 2833 54 2839 5860 5515 6886 6675 4650 4473	\$203 \$296 \$207 \$586 \$518 \$618 \$618 \$615 \$615 \$615 \$615 \$615 \$615 \$615 \$615	256 6520 6589 6922 6785 6480 4521 41 577 6822 6925 7264 7679 6801 4758 41 422 7112 6924 6531 6680 6675 5120 48	169 6405 6751 6604 6885 6738 4567 411 179 6775 7084 6831 7225 7072 4795 438 190 4278 6806 6203 4866 5508 4328 435	3282 6647 C759 6690 6594 4591 47 4952 6875 7093 7000 6872 4821 49 2990 7248 6606 6482 5130 51	22 6216 6347 6528 6782 6484 4623 4558 6312 6534 6556 6578 6666 7227 6458 6620 6880 7227 6782 6792 6792 6792 6792 6792 6792 6792 679	. 6472 4102 2560 2764 6321 6534 6793 4367 3739 2664 6634 665 5344 4666 4264 4617 6771 7361
2018 With Tempro Growth 2023		2290 2404 2295 2 2402 2545 2422 22 2151 2208 2256 16	43 2172 2010 1994 2178 2000 2151 178 51 2280 2110 2083 2287 2201 2260 187 58 1901 2419 2505 2434 2134 2256 184	11 1930 2130 2130 2654 2225 2196 188 71 2006 2225 2225 2576 2347 2306 198 80 2934 2136 2675 2008 2955 2304 163	89 2211 2053 2330 2216 2196 2406 2020 MM 2320 2154 2445 2325 2300 2527 2322 21 1669 2030 1901 2206 2467 2093 1895	2365 2081 2196 2288 3441 2569 21 2376 2194 2304 3401 2562 2688 21 2170 2280 2211 2230 2275 2333 10	176 2213 2137 2234 2454 2280 2289 21 286 2322 2242 2323 2532 2383 2415 22 911 1962 2176 2132 2226 2239 2267 18	124 2264 2205 2276 2404 2462 2452 283 121 2875 2214 2463 2522 2625 25% 256 101 2940 2094 1999 2093 2137 1796 191	7 2068 2178 2159 2383 2334 2336 23 8 2173 2285 2266 2500 2450 2454 24 9 2526 2300 2153 2166 2343 18	00 2178 2045 2122 3430 2385 2256 2185 2129 2240 2256 2267 77 2285 2246 2226 2540 2534 2360 2295 2234 2350 2367 2513 23 2007 1893 2006 2065 2200 2205 1945 2009 1325 2077 2342	: 2308 2094 1787 1915 2171 2151 2423 2196 1877 2012 2279 2251 : 2333 2045 1802 1705 2046 2307
To 119 HOV Lane, 12hr Total trips											
100 WANAAAAA	2V										
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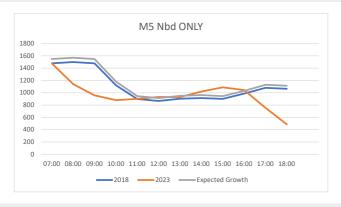
A4174 - South of Gurney Roundabout

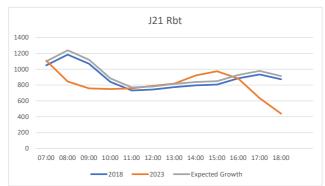


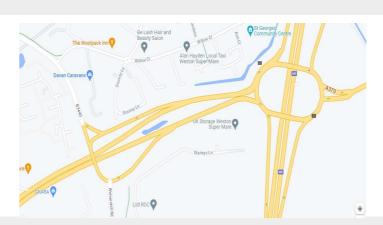




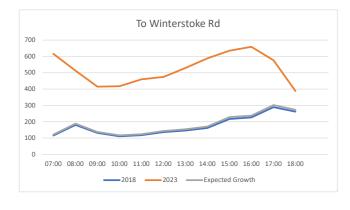
A370 Somerset Ave e/o B3440 Merge



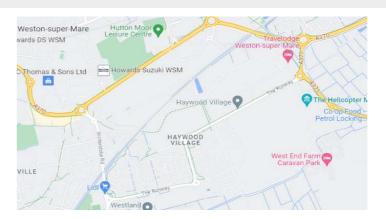




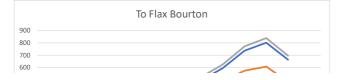
The Runway, west of A371 Locking Moor





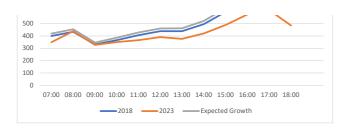


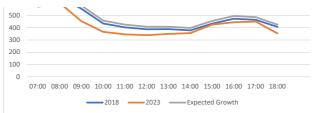
A370 Main Road e/o B3129 Station Road Flax Bourton

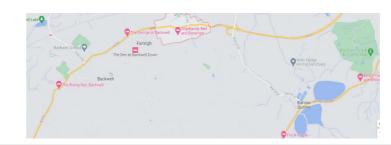




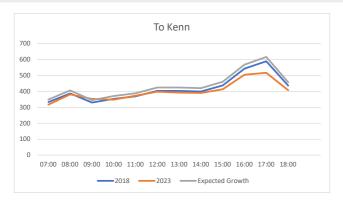


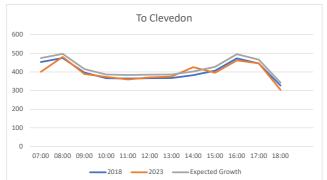


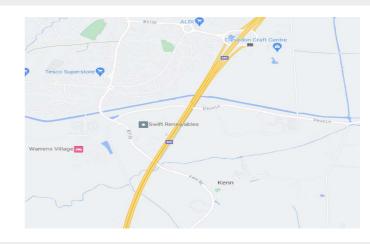




B3133 Kenn Road south of M5 Overbridge Kenn

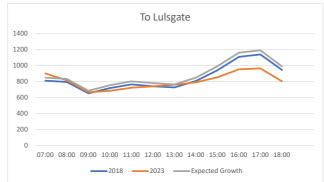




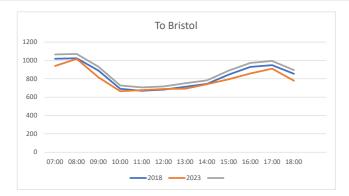


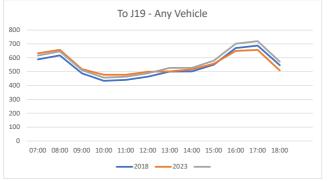
A38 Bridgwater Road east of Yanley Lane Dundry

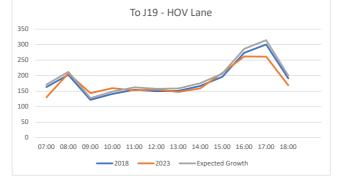














12hr, 7-19 Daily Trips

Date Range on x axis

2023 Monday 27th February to Sunday 4th June 2018 Monday 26th February to Sunday 3rd June

Easter

2023 Friday 7th April to Monday 10th april2018 Friday 30th March to Monday 2nd April

Bank Holidays

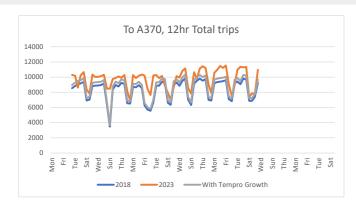
2023 Monday 1st May, Monday 8th May, Monday 29th May

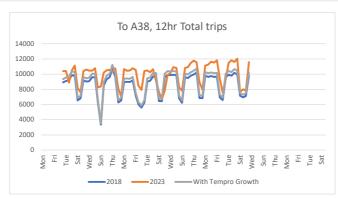
2018 Monday 7th May, Monday 28th May

Outliers: Sunday 18th March 2018, low at all count sites.

A370 Main Road, Tuesday 18th april 2023, higher than normal.

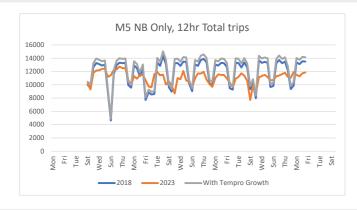
A4174 - South of Gurney Roundabout

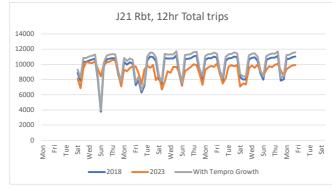


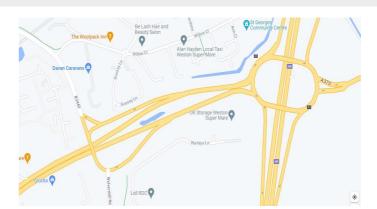




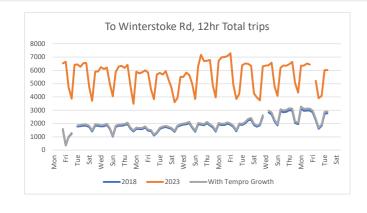
A370 Somerset Ave e/o B3440 Merge



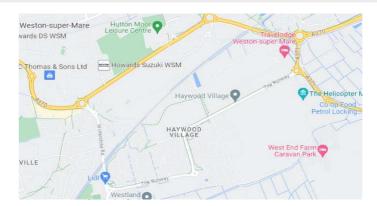




The Runway, west of A371 Locking Moor





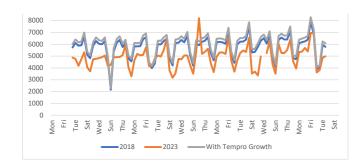


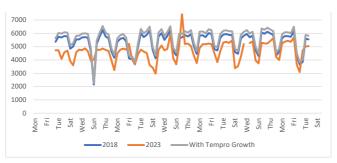
A370 Main Road e/o B3129 Station Road Flax Bourton



To Bristol, 12hr Total trips

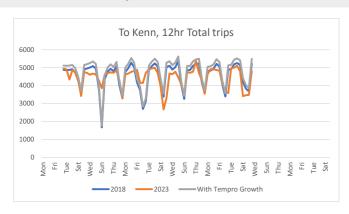


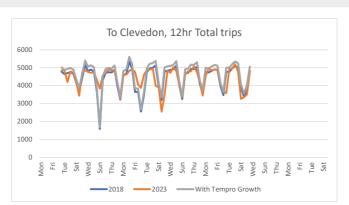






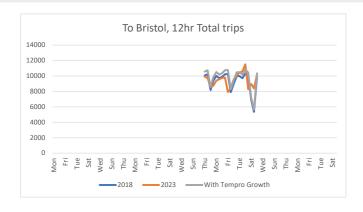
B3133 Kenn Road south of M5 Overbridge Kenn

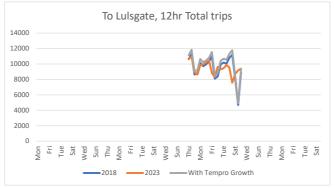






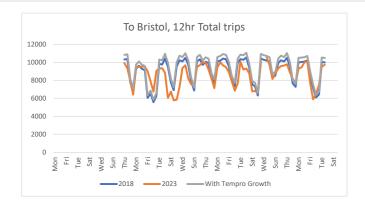
A38 Bridgwater Road east of Yanley Lane Dundry

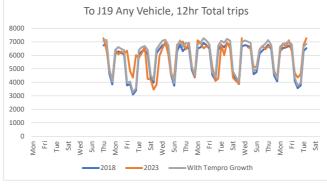


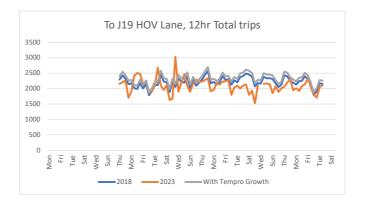




A369 Martcombe Road south of High Street Portbury









2018 - 2023, OD by time period (North Somerset only, car driver) NTEM V8 (Core)

Weekday AM Period (7-10)		All purpo	ses	
Level	Name	Origin	Destination	Average
GB	GB	1.0437	1.0437	4.4%
Region	SW	1.0482	1.0482	4.8%
County	Somerset	1.0485	1.0500	4.9%
Authority	North Som	1.0459	1.0486	4.7%

Weekday IP Period (10-4)	All purpo	ses		
Level	Name	Origin	Destination	Average
GB	GB	1.0458	1.0458	4.6%
Region	SW	1.0539	1.0539	5.4%
County	Somerset	1.0532	1.0532	5.3%
Authority	North Som	1.0525	1.0523	5.2%

Weekday PM Period (7-10)	All purpo			
Level	Name	Origin	Destination	Average
GB	GB	1.0430	1.0430	4.3%
Region	SW	1.0481	1.0481	4.8%
County	Somerset	1.0496	1.0485	4.9%
Authority	North Som	1.0479	1.0457	4.7%

Technical Note AECOM

Appendix B

	Residential Allocation	Employment	Internalis	ation	
Location	(Total Homes)	Allocation (Ha)		AM %	PM %
Wolvershill (north of			Employment >5Ha	10%	10%
Banwell)	2800	11.3	Secondary School - Winterstoke Hundred	8%	0%
Land east of Backwell			Employment >5Ha	10%	10%
Site A / B Backwell	500	5.5	Secondary School - Backwell School	8%	0%
Land east of Backwell					
Site B, Backwell	450		Secondary School - Backwell School	8%	0%

	Residential	Employ ment					nsport Measure Trip Reductions	_	
Location	Allocation (Total Homes)		DP Reference	ST notes Blanket 10% reduction for all developments - each	Trips Affected	MSOA Development Trips MSOA % Trip	Reduction % Notes	Trips Affected	Background Trips % Trip Reduction % Notes
				development would need to consider how best to do it, but would include masterplanning, LTNs, travel planning, reduced parking levels, car clubs etc.					
				makes the scenario more meaningful, and introduces a strong policy hook for all development to demonstrate additional					
All Developments			***	sustainable transport credentials.	All development to	•	10%		
			N/A	Improvements to public transport along A370 corridor	N/A Trips along Festival Way - Long Ashton		Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	and Bristol. Trips within 2km radius site, and trips within 2km	Portishead: North Somerset 003 (E02003067)	7% PCT 'Go Dutch' increase / 2		
Grove Farm	515	0	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	radius of any N&B line station.	Portishead: North Somerset 003 (E02003067)	PCT 'Go Dutch' increase / 3 (local 4% connectivity)		
			N/A	Improvements to public transport along A370 corridor	N/A	Winterstoke Road area: North Somerset 027 (E02006846) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol. Trips within 2km radius site, and trips within 2km	Winterstoke Road area: North Somerset 027 (E02006846)	10% PCT'Go Dutch' increase / 2		
Land north of Nailsea	381	0	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	radius of any N&B line station.	Winterstoke Road area: North Somerset 027 (E02006846)	PCT 'Go Dutch' increase / 3 (local 6% connectivity)		
			N/A	Improvements to public transport along A370 corridor	N/A	Castlewood: North Somerset 005 (E02003069) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol. Trips within 2km		4% PCT 'Go Dutch' increase / 2		
				- 1	radius site, and trips within 2km				
Land off Pound Lane, Nailsea	100	0	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	radius of any N&B line station.	Castlewood: North Somerset 005 (E02003069)	PCT 'Go Dutch' increase / 3 (local 2% connectivity)		
			N/A	Improvements to public transport along A370 corridor	N/A Trips along Festival		Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Way - Long Ashton and Bristol. Trips within 2km radius site, and	Castlewood: North Somerset 005 (E02003069)	4% PCT 'Go Dutch' increase / 2		
Doplar Form At-11-	120		TD20	Delivery of walking and cycling measures withinN&B Transport	trips within 2km radius of any N&B	Castlaward: Narth Compress OR (F0300000)	PCT 'Go Dutch' increase / 3 (local		
Poplar Farm, Nailsea	130	0	TR30 N/A	Strategy Improvements to public transport along A370 corridor	line station.	Castlewood: North Somerset 005 (E02003069) East of Weston: North Somerset 026 (E02006845) N/A	2% connectivity) Included wthin PT Model / VDM		
			.,	, , ,	Trips along Festival				
			TR31	Improvements to Festival Way	and Bristol. Trips within 2km radius site, and	East of Weston: North Somerset 026 (E02006845)	10% PCT 'Go Dutch' increase / 2		
Youngwood Farm, Nailsea	120	0	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	trips within 2km radius of any N&B line station.	East of Weston: North Somerset 026 (E02006845)	PCT 'Go Dutch' increase / 3 (local 6% connectivity)		
				Improvements to public transport along A370 corridor	N/A	East of Weston: North Somerset 026 (E02006845) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	and Bristol. Trips within 2km	East of Weston: North Somerset 026 (E02006845)	10% PCT'Go Dutch' increase / 2		
Land north of Youngwood Lane,				Delivery of walking and cycling measures withinN&B Transport	radius site, and trips within 2km radius of any N&B	East of Weston: North Somerset 026	PCT 'Go Dutch' increase / 3 (local		
Nailsea	316	0		Strategy	line station.	(E02006845)	6% connectivity)		
			N/A	Improvements to public transport along A370 corridor	N/A Trips along Festival	Portishead: North Somerset 003 (E02003067) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Way - Long Ashton and Bristol. Trips within 2km radius site, and trips within 2km		7% PCT 'Go Dutch' increase / 2		
Land east of Backwell Site A, Backwell	500	5	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	radius of any N&B line station.	Portishead: North Somerset 003 (E02003067)	PCT 'Go Dutch' increase / 3 (local 4% connectivity)		
			N/A	Improvements to public transport along A370 corridor	N/A	Portishead: North Somerset 003 (E02003067) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol. Trips within 2km		7% PCT 'Go Dutch' increase / 2		
Lond and of Bookwall				Delivery of well-less and evaluation recovery with InNO Transact.	radius site, and trips within 2km		PCT 'Go Dutch' increase / 3 (local		
Land east of Backwell Site B, Backwell	450	0	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	radius of any N&B line station.	Portishead: North Somerset 003 (E02003067)	4% connectivity)		
			N/A	Improvements to public transport along A370 corridor	N/A	Castlewood: North Somerset 005 (E02003069) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol. Trips within 2km radius site, and		4% PCT'Go Dutch' increase / 2		
Youngwood Lane	329	0	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	trips within 2km radius of any N&B line station.	Castlewood: North Somerset 005 (E02003069)	PCT 'Go Dutch' increase / 3 (local 2% connectivity)		
Touriginosa zane	525		N/A	Improvements to public transport along A370 corridor	N/A	Castlewood: North Somerset 005 (E02003069) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol. Trips within 2km		4% PCT'Go Dutch' increase / 2		
				Delivery of walking and cycling measures withinN&B Transport	radius site, and trips within 2km radius of any N&B		PCT 'Go Dutch' increase / 3 (local		
North West Nailsea	225	1.1	TR30	Strategy	line station.	Castlewood: North Somerset 005 (E02003069)	2% connectivity)		
			N/A	Improvements to public transport along A370 corridor	N/A	Portishead: North Somerset 003 (E02003067) N/A	Included wthin PT Model / VDM		
			TR31	Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol. Trips within 2km radius site, and		7% PCT 'Go Dutch' increase / 2		
Crown F	E45	0	TP20	Delivery of walking and cycling measures withinN&B Transport	trips within 2km radius of any N&B line station.	Portishead: North Somerset 003 (E02003067)	PCT 'Go Dutch' increase / 3 (local 4% connectivity)		
Grove Farm	515	U		Strategy &B Trips	line station.	Portisnead: North Somerset UU3 (EUZUU3U07)	4% connectivity)	Trips along Festival Way - Long Ashton and Bristol. Trips within N&B and within 2km of	4% PCT 'Go Dutch' increase / 2 PCT 'Go Dutch' increase / 3 (local
			N/A	Improvements to public transport along A370 corridor	N/A	Portishead: North Somerset 003 (E02003067) N/A	Included wthin PT Model / VDM	any N&B line station	2% connectivity)
			TR31	Improvements to Festival Way	Trips along Festival Way - Long Ashton and Bristol. Trips within 2km radius site, and trips within 2km		7% PCT'Go Dutch' increase / 2		
Dark Lane, Backwell	125	0	TR30	Delivery of walking and cycling measures withinN&B Transport Strategy	radius of any N&B line station.	Portishead: North Somerset 003 (E02003067)	PCT 'Go Dutch' increase / 3 (local 4% connectivity)		
			TR14	Walking and Cycling improvements - Closure of WR.	Trips between			Trins haturon Warla and Day	ON DOTICE DUTCH!
Wolvershill (north of			TR8	Walking and Cycling improvements - Closure of WR. Walking and Cycling improvements to station.	Worle and Banwell Trips within 2km radius of any Worle		0% PCT 'Go Dutch' increase / 2	Trips between Worle and Banwell. Trips within 2km radius of any Worle	0% PCT 'Go Dutch' increase / 2
Banwell)	3300	6.5	TR14	New linkages to contribute to wider active travel network	line station.	0	0% PCT 'Go Dutch' increase / 2	line station.	0% PCT 'Go Dutch' increase / 2
Wyndham Way Broad Location	485	0	TR25	between Wyndham Way and the marina, Old Mill Road and The Precinct, between new rail station, Harbour Road and Old Mill Road, and between North Bridge and Brampton Way.	Trips within 5km radius of site.	Av. (E02003067) + (E02003065)	0%	Trips within 5km radius of site.	0%
Former Leisuredome Allocation	485	0	11123		None	(202003007) - (202003003)	5/0	I rips within 5km radius of site. None	0%
		p	etermined at		Tring with 's 5'				
Weston Rugby Club	182		pplication tage	Active travel improvements - primarily internal and between adjacent sites	Trips within 5km radius of site.	0	0%	None	

Propensity to Cycle - J2W

% Cyclists

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			Census 2011 Baseline	Go Dutch	E-Bikes
Portishead	North Somerset 001 (E02003065)	Portishead: North Somerset 001 (E02003065)	2%	10%	17%
Portishead	North Somerset 003 (E02003067)	Portishead: North Somerset 003 (E02003067)	3%	16%	21%
Castlewood	North Somerset 005 (E02003069)	Castlewood: North Somerset 005 (E02003069)	3%	10%	16%
Yanley Lane	North Somerset 006 (E02003070)	Yanley Lane: North Somerset 006 (E02003070)	5%	12%	18%
North Nailsea	North Somerset 006 (E02003070)	North Nailsea: North Somerset 006 (E02003070)	5%	12%	18%
Nailsea West	North Somerset 008 (E02003072)	Nailsea West: North Somerset 008 (E02003072)	3%	16%	22%
Nailsea East	North Somerset 009 (E02003073)	Nailsea East: North Somerset 009 (E02003073)	3%	14%	20%
Backwell	North Somerset 011 (E02003075)	Backwell: North Somerset 011 (E02003075)	3%	12%	18%
Yatton	North Somerset 012 (E02003076)	Yatton: North Somerset 012 (E02003076)	3%	15%	19%
East of Colliter's Way	North Somerset 013 (E02003077)	East of Colliter's Way: North Somerset 013 (E02003077)	2%	9%	15%
WsM	North Somerset 021 (E02003085)	WsM: North Somerset 021 (E02003085)	6%	35%	37%
WsM	North Somerset 022 (E02003086)	WsM: North Somerset 022 (E02003086)	4%	30%	32%
East of Weston	North Somerset 023 (E02003087)	East of Weston: North Somerset 023 (E02003087)	2%	17%	23%
Hutton	North Somerset 023E (E01014771)	Hutton: North Somerset 023E (E01014771)	2%	22%	28%
East of Weston	North Somerset 026 (E02006845)	East of Weston: North Somerset 026 (E02006845)	2%	21%	25%
Winterstoke Road area	North Somerset 027 (E02006846)	Winterstoke Road area: North Somerset 027 (E02006846)	4%	23%	26%