



Strategic and Local Plan  
*Trip Rates Technical Note*



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# 1 Overview

## 1.1 Introduction

This Technical Note provides an overview of the calculation and application of trip rates for the transport modelling of the Preferred Spatial Option (PSO) for the Regulation 19 submission transport evidence bases for the Strategic Local Plan (SLP) (Gloucester, Cheltenham and Tewkesbury) and Cotswold Local plan. It should be noted that the same trip rates and approach have been applied across these local plans except for business park trip rates, following feedback with National Highways.

**Section 1** of this TN describes the broad application of the trip rates in relation to the variable demand model, internalisation, as well as detailing the residential and employment trip rates used.

**Section 2** show the location and quantum of the residential and employment development forming the PSO

**Section 3** provides a more detailed breakdown of how the residential and employment trip rates have been applied by geographic area for strategic sites across each local plan area.

**Section 4** of this TN provides a comparison between the trip rates applied for PSO for SLP and Cotswold and other local comparator trip rates from other local plans and studies.

This TN should be read in conjunction with the following reports:

- SLP Spatial Option Assessment Technical Note and Appendices, the Forecasting Output Technical Note and the Vision and Validate Technical Note.

## 1.2 Application of the Variable Demand Model and V&V trip rates

Prior to the modelling of the PSO, the spatial option modelling stage was undertaken for the SLP, with the aim of informing the selection of the PSO. For the spatial option modelling, two sets of model runs were undertaken on each spatial option using the following two trip rates:

- a) **Standard trip rates** – these represent a standard approach (akin to the more traditional predict and provide approach) and therefore a worst case regarding the number of generated car trips.
- b) **V&V trip rates** – these represent a lower car trip rate, reflecting a vision and validate approach where broadly a 20% reduction in car mode share was assumed, corresponding to a shift to more sustainable modes of transport.

The application of the V&V trip rates for the spatial option modelling provided a suitable forecasting range, helping to show what could be achieved in line with a vision focused on more sustainable transport. This was instead of running the variable demand model for each spatial option test, given the number of model scenarios and time it would have taken.

For the PSO modelling (as well as for intervention testing) only the standard trip rates have been used alongside the application of the Gloucestershire Countywide Multi-Modal Model's (GC3M) calibrated Variable Demand Model (VDM). The GC3M's VDM allows for the redistribution of trips and shift to more sustainable modes. The shift away from car to more sustainable modes will only become apparent in the intervention testing.



### 1.3 Internalisation

For the modelling of the PSO, no internalisation reduction factor has been applied for the new development sites forming the PSO. This could therefore be considered a worst-case regarding traffic impacts.

### 1.4 Trip Rates - Residential

Table 1-1 shows peak hour vehicle residential trip rates, including 2-way totals, by direction and further split by vehicle type (Car, LGV, OGV), which were used for the PSO modelling for SLP and the Cotswold local plan. The trip rates are further categorised by the following three location types: Residential; Residential Isolated; and Village, reflecting the differing travel behaviour and car dependency associated with each location type.

| Category             | Period               | Vehicles |            |             | Car      |            | LGV      |            | OGV      |            |
|----------------------|----------------------|----------|------------|-------------|----------|------------|----------|------------|----------|------------|
|                      |                      | Arrivals | Departures | 2-Way       | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| Residential          | AM (08:00 - 09:00)   | 0.120    | 0.313      | <b>0.43</b> | 0.109    | 0.289      | 0.009    | 0.023      | 0.002    | 0.001      |
|                      | IP (Avg 10:00-16:00) | 0.148    | 0.143      | <b>0.29</b> | 0.125    | 0.121      | 0.021    | 0.021      | 0.002    | 0.002      |
|                      | PM (17:00 - 18:00)   | 0.293    | 0.145      | <b>0.44</b> | 0.263    | 0.130      | 0.029    | 0.014      | 0.001    | 0.001      |
| Isolated Residential | AM (08:00 - 09:00)   | 0.124    | 0.349      | <b>0.47</b> | 0.113    | 0.326      | 0.010    | 0.022      | 0.001    | 0.001      |
|                      | IP (Avg 10:00-16:00) | 0.155    | 0.149      | <b>0.30</b> | 0.132    | 0.126      | 0.022    | 0.022      | 0.001    | 0.002      |
|                      | PM (17:00 - 18:00)   | 0.309    | 0.164      | <b>0.47</b> | 0.268    | 0.143      | 0.040    | 0.020      | 0.001    | 0.001      |
| Village              | AM (08:00 - 09:00)   | 0.164    | 0.416      | <b>0.58</b> | 0.142    | 0.386      | 0.019    | 0.025      | 0.003    | 0.005      |
|                      | IP (Avg 10:00-16:00) | 0.159    | 0.153      | <b>0.31</b> | 0.137    | 0.131      | 0.021    | 0.021      | 0.001    | 0.001      |
|                      | PM (17:00 - 18:00)   | 0.342    | 0.166      | <b>0.51</b> | 0.318    | 0.151      | 0.023    | 0.014      | 0.001    | 0.001      |

Table 1-1: Trip Rates (per dwelling per hour) by location category and mode

## 1.5 Trip Rates - Employment

Table 1-2 presents the peak hour vehicle employment trip rate, including 2-way totals, by direction and further split by vehicle type (Cat, LGV, OGV), covering the AM peak (08:00–09:00), inter-peak (average hourly), and PM peak (17:00–18:00) periods. Separate rates are provided for each employment land use category, Business Park (B1), Industrial Estate (B2), and Warehousing (B8), reflecting the differing travel patterns and shift structures associated with each use type. The employment land was provided by the local authorities in hectares; these were then converted for each site to Gross Floor Area using the conversion assumptions in GCC's GC3M uncertainty log.

In collaboration with National Highways (NH), separate business park TRICs datasets were developed for the Cotswolds and SLP studies to derive the AM and PM peak hour trip rates. The Cotswolds study utilised pre-COVID site selections (10 sites) to inform a robust assessment of the highway impacts associated with Business Park employment development. For the SLP study, which encompasses larger population centres, a small proportion of post-COVID survey data (3 sites) was incorporated to supplement the pre-COVID dataset.

| Category                 | Period               | Vehicles |            |             | Car      |            | LGV      |            | OGV      |            |
|--------------------------|----------------------|----------|------------|-------------|----------|------------|----------|------------|----------|------------|
|                          |                      | Arrivals | Departures | 2-Way       | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| Business Park (Cotswold) | AM (08:00–09:00)     | 1.512    | 0.127      | <b>1.64</b> | 1.475    | 0.100      | 0.034    | 0.022      | 0.003    | 0.005      |
|                          | IP (Avg 10:00–16:00) | 0.126    | 0.161      | <b>0.29</b> | 0.107    | 0.139      | 0.016    | 0.017      | 0.004    | 0.004      |
|                          | PM (17:00–18:00)     | 0.126    | 1.290      | <b>1.42</b> | 0.116    | 1.269      | 0.007    | 0.018      | 0.003    | 0.003      |
| Business Park (SLP)      | AM (08:00–09:00)     | 1.367    | 0.120      | <b>1.49</b> | 1.334    | 0.094      | 0.031    | 0.021      | 0.002    | 0.005      |
|                          | IP (Avg 10:00–16:00) | 0.126    | 0.161      | <b>0.29</b> | 0.107    | 0.139      | 0.016    | 0.017      | 0.004    | 0.004      |
|                          | PM (17:00–18:00)     | 0.124    | 1.186      | <b>1.31</b> | 0.114    | 1.167      | 0.007    | 0.017      | 0.003    | 0.002      |
| Industrial Estate        | AM (08:00–09:00)     | 0.371    | 0.063      | <b>0.43</b> | 0.269    | 0.063      | 0.078    | 0.064      | 0.024    | 0.018      |
|                          | IP (Avg 10:00–16:00) | 0.221    | 0.237      | <b>0.46</b> | 0.128    | 0.144      | 0.068    | 0.068      | 0.025    | 0.025      |
|                          | PM (17:00–18:00)     | 0.119    | 0.344      | <b>0.46</b> | 0.083    | 0.290      | 0.024    | 0.043      | 0.012    | 0.011      |
| Warehousing              | AM (08:00–09:00)     | 0.083    | 0.040      | <b>0.12</b> | 0.048    | 0.013      | 0.012    | 0.006      | 0.023    | 0.021      |

| Category | Period               | Vehicles |            |             | Car      |            | LGV      |            | OGV      |            |
|----------|----------------------|----------|------------|-------------|----------|------------|----------|------------|----------|------------|
|          |                      | Arrivals | Departures | 2-Way       | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
|          | IP (Avg 10:00-16:00) | 0.057    | 0.068      | <b>0.12</b> | 0.026    | 0.034      | 0.009    | 0.010      | 0.022    | 0.024      |
|          | PM (17:00-18:00)     | 0.045    | 0.081      | <b>0.13</b> | 0.020    | 0.060      | 0.005    | 0.005      | 0.020    | 0.016      |

Table 1-2: Employment Trip Rates (trips per 100sqm GFA) by location category and mode

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## 2 Preferred Spatial Option

### 2.1 SLP

#### 2.1.1 Residential Developments

The residential development sites are grouped into three location type categories, each with different trip rates, namely, Strategic Sites, Service Village Sites, and Rural Settlements.

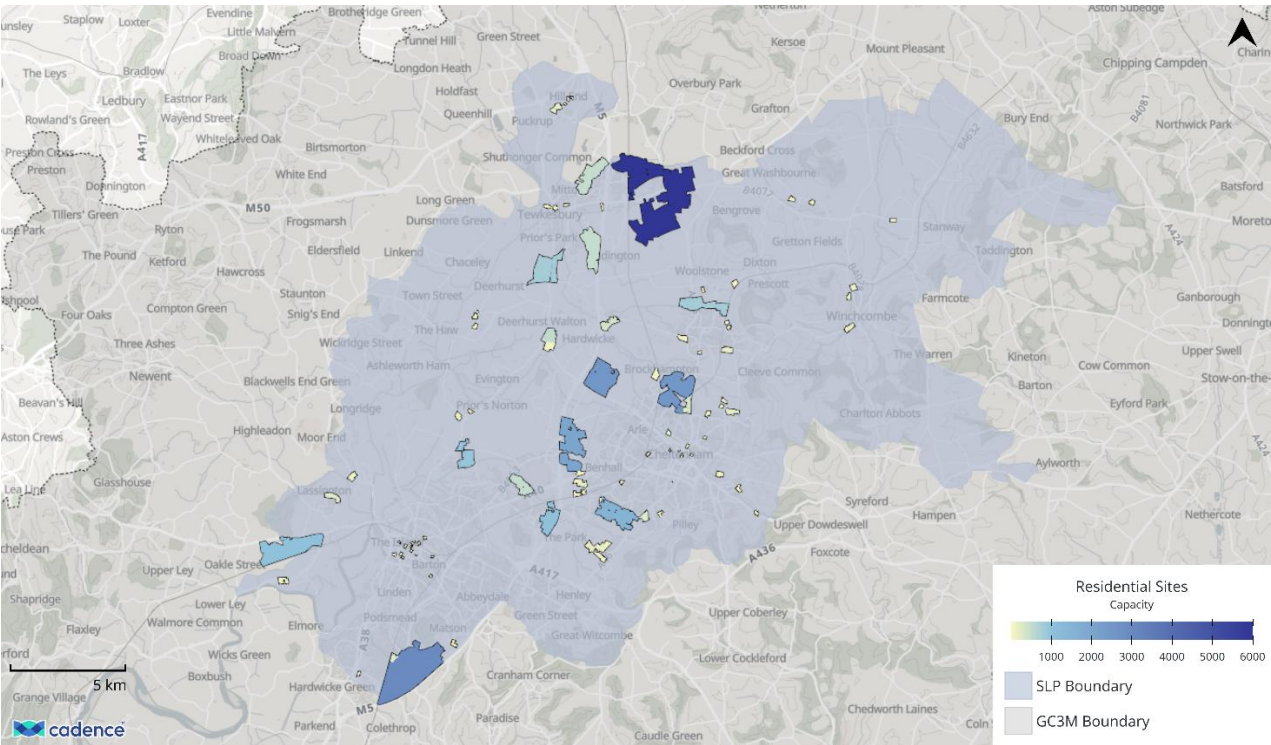


Figure 2-2 Figure 2-1 shows the split in dwellings for the SLP PSO into the three different location types. Table 2-1 tabulates the residential development sites included in the PSO into each location type category, forming a total of 30,814 dwellings.

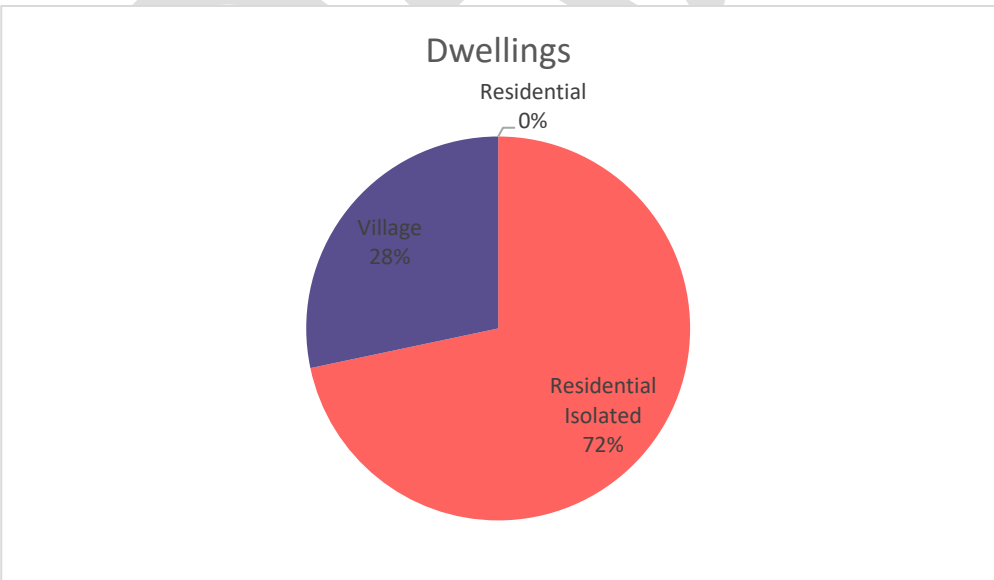


Figure 2-1: Dwellings by Location Type Trip Rate Category

| Trip Rate   | Dwellings |
|-------------|-----------|
| Residential | 0         |



|                             |               |
|-----------------------------|---------------|
| <b>Residential Isolated</b> | <b>22,090</b> |
| <b>Village</b>              | <b>8,724</b>  |
| <b>Total</b>                | <b>30,814</b> |

Table 2-1: Dwelling Totals by Location Type Trip Rate Category

Strategic Sites are large-scale allocated housing developments, with 500 dwellings or more, which are expected to generate significant levels of new travel demand. Service Village Sites comprise smaller allocations within established settlements that benefit from existing services and facilities, whilst Rural Settlement sites represent minor allocations in less accessible locations with limited onward connectivity.

Figure 2-2 show the location of the SLP residential development sites in the PSO by number of dwellings. Table 2-2 provides the breakdown of the residential development sites regarding number of dwellings for each location.

Given the scale of trip generation associated with large residential developments, this TN provides a more detailed analysis in section 3, of the trip generation for the Strategic Sites.

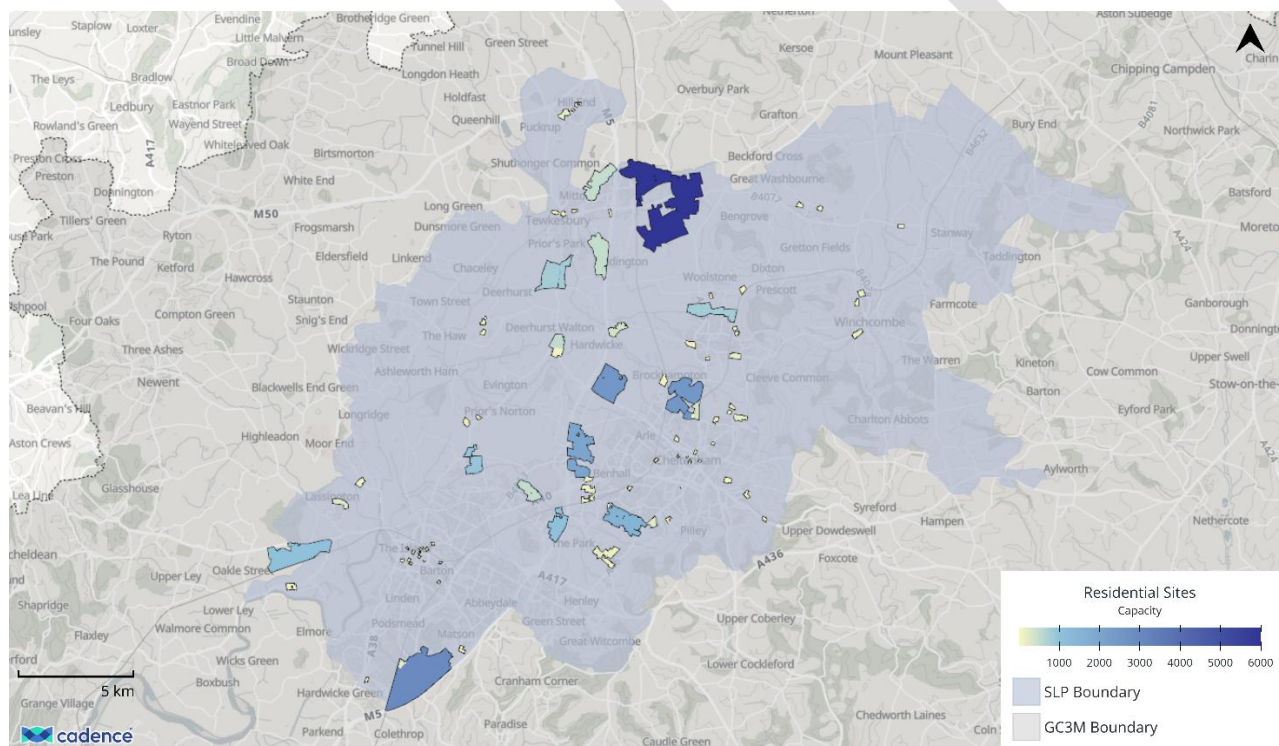


Figure 2-2: SLP PSO Residential Sites Development Size

| Site                          | Dwellings | Description     |
|-------------------------------|-----------|-----------------|
| West Gloucester               | 1000      | Strategic Sites |
| East of Churchdown            | 1000      | Strategic Sites |
| North Churchdown              | 500       | Strategic Sites |
| South Cheltenham              | 1500      | Strategic Sites |
| Land north of Bishops Cleeve  | 800       | Strategic Sites |
| Land at Walton Cardiff        | 500       | Strategic Sites |
| Tewkesbury Garden Communities | 6000      | Strategic Sites |
| Land at Mitton                | 500       | Strategic Sites |
| Land east of Swindon Village  | 2500      | Strategic Sites |
| Safeguarded Land              | 2000      | Strategic Sites |

| Site                                                                           | Dwellings | Description     |
|--------------------------------------------------------------------------------|-----------|-----------------|
| Land adjoining North West Cheltenham                                           | 2500      | Strategic Sites |
| Land south of Tewkesbury                                                       | 800       | Strategic Sites |
| East Twigworth                                                                 | 942       | Strategic Sites |
| Land at Whaddon                                                                | 3000      | Strategic Sites |
| Part of Normansbrook Farm, Sandy Pluck Lane                                    | 128       | Rural           |
| Land at Apperley                                                               | 57        | Rural           |
| Land at Gabb Lane Apperley                                                     | 14        | Rural           |
| Land off Shutter Lane, Gotherington, GL52 9ED                                  | 34        | Rural           |
| Grange Farm , Coombe Hill (site A)                                             | 530       | Rural           |
| Land opposite Elms Farm , Minsterworth                                         | 54        | Rural           |
| Land at Elms Farm, Minsterwoth                                                 | 55        | Rural           |
| Land between A48 and Church Lane, Minsterwoth, GL2 8JH                         | 54        | Rural           |
| Land to the rear of former Kings Head                                          | 42        | Rural           |
| GL29LY Norton Site 2                                                           | 85        | Rural           |
| Land off Badgeworth Lane, Shurdington, GL51 4UQ                                | 158       | Rural           |
| Land off Lambert Avenue, Shurdington, Cheltenham                               | 91        | Rural           |
| Land west of Toddington Village Hall                                           | 55        | Rural           |
| Land at Greenacre, Hill End, Twynning, Tewkesbury, Gloucester, GL20            | 14        | Rural           |
| Woodmancote Park Homes, North, Woodmancote                                     | 41        | Rural           |
| Woodmancote Park Homes, South, Woodmancote                                     | 37        | Rural           |
| Land on the south side of Dibden Lane, Alderton, Tewkesbury, Gloucestershire   | 51        | Rural           |
| Land to the south of Gretton Road, Gotherington                                | 65        | Rural           |
| Land between Court Drive and School Road, Apperley                             | 55        | Rural           |
| Land off Beckford Road, Alderton                                               | 59        | Rural           |
| Land North OF Brockeridge Road                                                 | 160       | Rural           |
| Land at Hill End Farm, Twynning                                                | 10        | Rural           |
| Land south of Two Hedges Road, Bishop's Cleeve                                 | 178       | Rural           |
| Land at Coombe Hill                                                            | 69        | Rural           |
| Land north of Badgeworth Lane, Shurdington                                     | 104       | Rural           |
| Land at Longlands, Shurdington Road                                            | 56        | Rural           |
| Land South of Badgeworth Lane                                                  | 218       | Rural           |
| Fair Acres, Badgeworth Lane                                                    | 42        | Rural           |
| Corndean Lane, Winchcombe                                                      | 153       | Rural           |
| Land between Greet Road and Gretton Road, opposite Winchcombe School, GL54 5LB | 100       | Rural           |
| Land at Kyderminster Road                                                      | 66        | Rural           |
| Land at Hill End Farm, Twynning                                                | 21        | Rural           |
| Land at Hill End Farm, Twynning                                                | 9         | Rural           |
| Land lying to the south of Stoke Road, Bishops Cleeve                          | 94        | Rural           |
| Land at 105 Cheltenham Road, Bishop's Cleeve                                   | 21        | Rural           |
| Land west of A435 and south of Stoke Orchard Road, Bishops Cleeve              | 50        | Rural           |
| Land at Brizen Farm                                                            | 239       | Rural           |
| Land east of Woodleigh Field, Highnam                                          | 264       | Rural           |
| Land to the south of Stoke Road, Cheltenham, GL52 7SB                          | 362       | Rural           |
| Land west of the A417, Maisemore                                               | 92        | Rural           |
| Land to the north-west of Ledbury Road, Maisemore                              | 58        | Rural           |
| GWRSA Social Club                                                              | 35        | Rural           |
| Colwell Youth & Community centre                                               | 25        | Rural           |
| Spread Eagle Court, Lower Northgate Street                                     | 30        | Rural           |
| Above Wilkinson, 74-78 Northgate Street                                        | 60        | Rural           |
| Land off lower Eastgate Street                                                 | 15        | Rural           |

| Site                                                                            | Dwellings | Description |
|---------------------------------------------------------------------------------|-----------|-------------|
| Former Health Centre, Hatherley Road                                            | 15        | Rural       |
| Land East of Sneedhams Road (aka Land South of Winneycroft Allocation)          | 35        | Rural       |
| 67-69 London Road                                                               | 60        | Rural       |
| Site south of Winnycroft                                                        | 55        | Rural       |
| Upper Floors of the Oxbode                                                      | 40        | Rural       |
| Greater Blackfriars - Former Fleece Hotel                                       | 30        | Urban       |
| Land south of homeground road                                                   | 200       | Urban       |
| Portland Street                                                                 | 50        | Urban       |
| Land south of Glenfall Way                                                      | 28        | Urban       |
| Land south east of Ham Road                                                     | 13        | Urban       |
| 210 Hatherley Road                                                              | 39        | Urban       |
| Commercial Street Car Park                                                      | 7         | Urban       |
| Cakebridge Place                                                                | 34        | Urban       |
| Sherborne Place Car Park                                                        | 20        | Urban       |
| Rear of High Street Car Park                                                    | 20        | Urban       |
| 55 Northgate Street                                                             | 5         | Urban       |
| Land north of Branch Road, west of Grovefield Way                               | 149       | Urban       |
| Land off Badgeworth Road, south of North Road West                              | 119       | Urban       |
| Land between A40 and Bamfurlong Lane (west)                                     | 114       | Urban       |
| The Paddocks, Swindon Lane                                                      | 74        | Urban       |
| Land at Hunting Butts (east), Evesham Road                                      | 367       | Urban       |
| Land east of Cheltenham Racecourse 2, Park Lane                                 | 41        | Urban       |
| Land north of Park Lane                                                         | 63        | Urban       |
| Land off New Barn Lane 3 (south of Racecourse)                                  | 46        | Urban       |
| Land at the Hayloft (west), The Reddings / Badgeworth Road                      | 71        | Urban       |
| The Maples, The Reddings                                                        | 11        | Urban       |
| Land at The Hayloft (west/south), The Reddings                                  | 46        | Urban       |
| Land at Sunnyfield Lane (west)                                                  | 29        | Urban       |
| Land off Oakhurst Rise                                                          | 26        | Urban       |
| Land west of Dowdeswell Park, London Road, Charlton Kings, Cheltenham, GL52 6UG | 48        | Urban       |
| Maenan Stud, Brockhampton Lane                                                  | 69        | Urban       |
| Parsons Piece, Swindon Village                                                  | 115       | Urban       |
| Land East of Kidnappers Lane                                                    | 22        | Urban       |
| Land at Brailsford House (Parker Court)                                         | 16        | Urban       |
| The Briars, The Reddings                                                        | 48        | Urban       |
| Land at The Vineyards Industrial Estate                                         | 84        | Urban       |
| Hardwick Campus, University of Gloucestershire, Cheltenham                      | 95        | Urban       |
| Cavendish House, Cheltenham                                                     | 50        | Urban       |
| 12-16 Quay Street                                                               | 10        | Urban       |
| The Lodge, 19 Brunswick Square                                                  | 20        | Urban       |
| Former Argos                                                                    | 60        | Urban       |
| NEM House                                                                       | 10        | Urban       |
| 60 Kings Walk                                                                   | 20        | Urban       |
| Southgate Moorings                                                              | 40        | Urban       |
| Station Hotel                                                                   | 20        | Urban       |
| PCC land at Waterwells                                                          | 50        | Urban       |
| Land at Shaw Green Lane, Prestbury                                              | 189       | Urban       |
| Land adjacent to Alderman Knight School, Ashchurch Road, Tewkesbury             | 57        | Urban       |
| Healings Mill, Quay Street, Tewkesbury (site C)                                 | 5         | Urban       |
| Healings Mill, Quay Street, Tewkesbury (site B)                                 | 5         | Urban       |

| Site                                            | Dwellings | Description |
|-------------------------------------------------|-----------|-------------|
| Healings Mill, Quay Street, Tewkesbury (site D) | 8         | Urban       |
| Healings Mill, Quay Street, Tewkesbury (site A) | 5         | Urban       |
| Bishop's Walk / Spring Gardens, Tewkesbury      | 63        | Urban       |
| Former MAFF site, Tewkesbury                    | 45        | Urban       |
| Healings Mill, Mill Buildings, Tewkesbury       | 21        | Urban       |
| Part of West Quay, The Dock                     | 80        | Urban       |

Table 2-2: List of Residential sites in SLP PSO

### 2.1.2 Employment Developments

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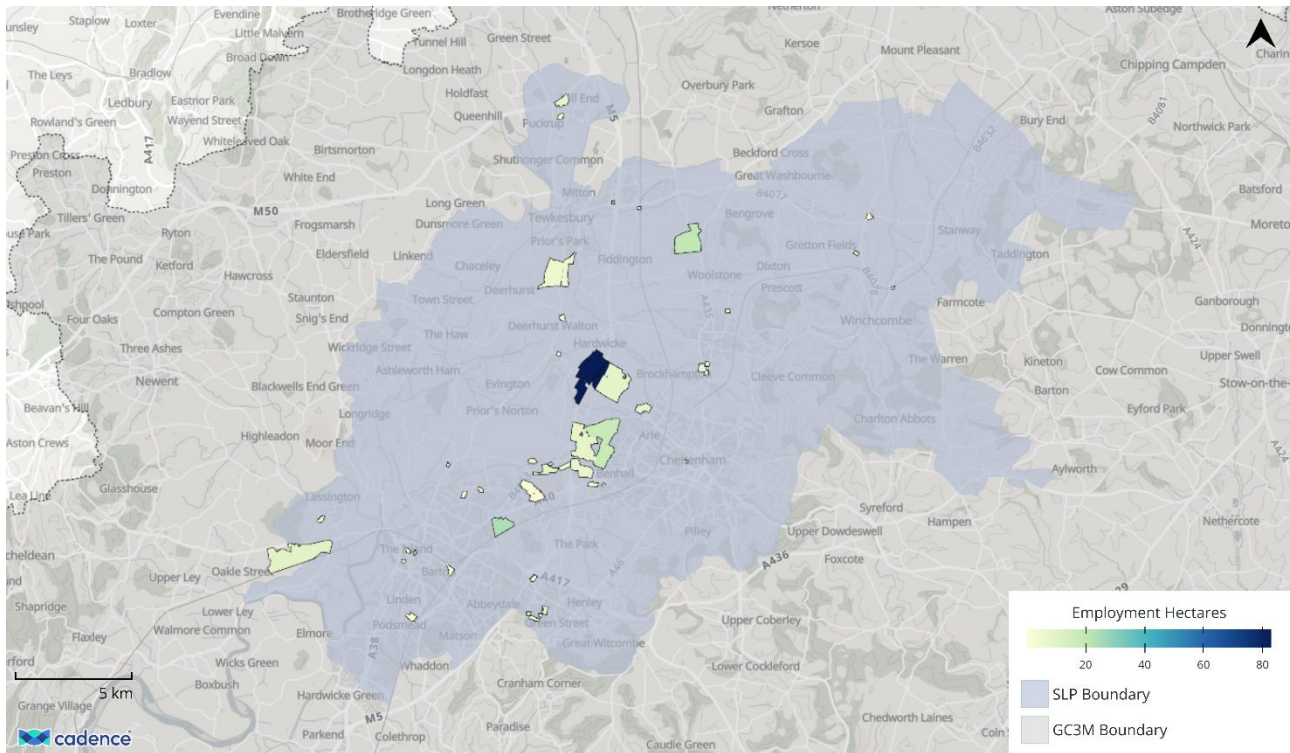


Figure 2-3 show the employment sites and corresponding employment land area in hectares included in the PSO. Employment development land in the PSO totals 252.7 hectares.



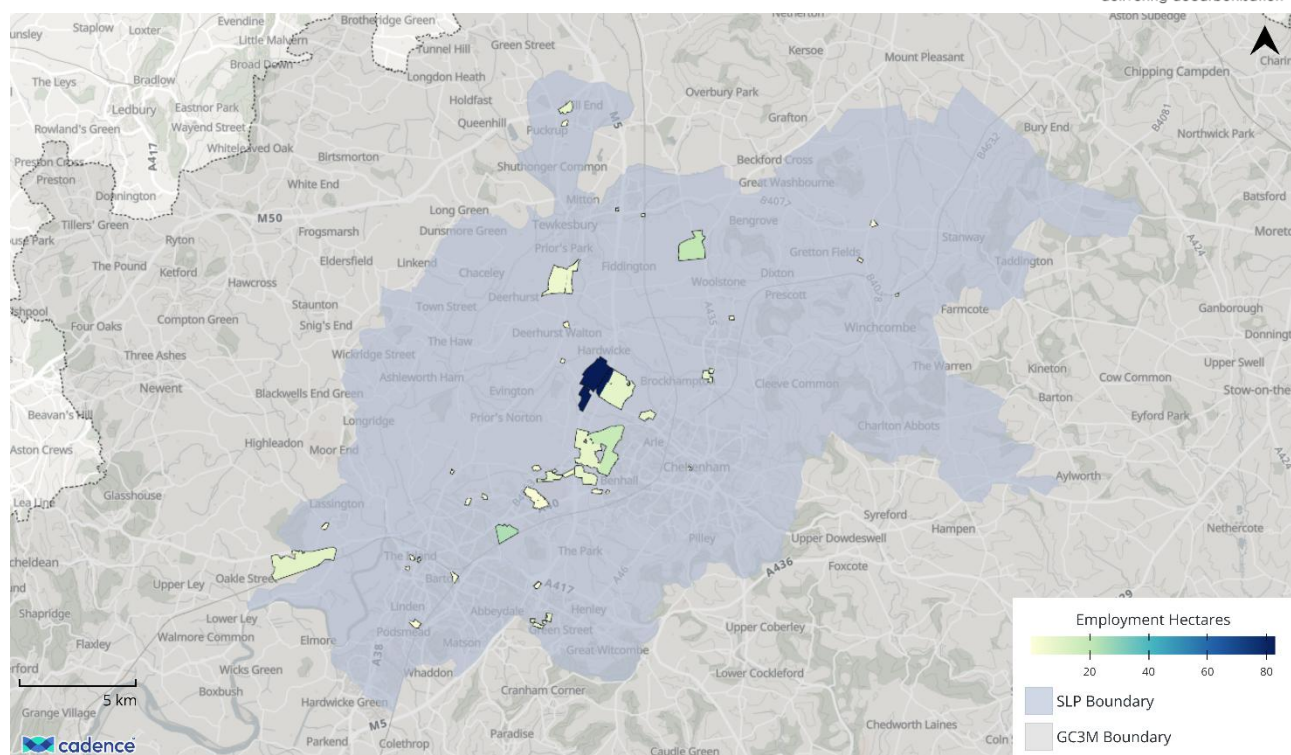


Figure 2-3: Employment Sites and Employment Hectares

| Site                                                      | Employment Hectares |
|-----------------------------------------------------------|---------------------|
| Ashville Business Park                                    | 2.61                |
| Bamfurlong Industrial Park                                | 0.51                |
| Blackridge Sports & Community Hub                         | 0.35                |
| Brockridge Business Park                                  | 7.91                |
| Cleeve Business Park                                      | 7.63                |
| Duddage Farm Business Park                                | 1.37                |
| Fleece Hotel and Longsmith Street Carpark                 | 0.21                |
| Former Quayside House, Blackfriars                        | 0.15                |
| Gloucester Business Park                                  | 7.35                |
| Highfield Farm                                            | 2.16                |
| Highnam Business Centre                                   | 2.28                |
| Homelands Farm                                            | 0.92                |
| Innsworth & Twigworth                                     | 3.50                |
| Isbourne Business Centre                                  | 0.00                |
| Knightsbridge Business Centre                             | 0.85                |
| Land adjoining North West Cheltenham                      | 8.78                |
| Land at Cheltenham Walk                                   | 0.68                |
| Land at Gloucestershire Airport                           | 9.24                |
| Land at Pamington, Tewkesbury                             | 0.00                |
| Land between Smow Farm and Claydon House Farm, Tewkesbury | 0.00                |
| Land east of Bamfurlong Lane Staverton                    | 3.73                |
| Land North West of M5 J10                                 | 83.01               |
| Land north-west of Grovefield Way                         | 2.20                |
| Land south of Hatherley Lane                              | 0.86                |
| Land south of Tewkesbury                                  | 5.87                |



|                                                      |       |
|------------------------------------------------------|-------|
| Land south of Triangle Park                          | 1.68  |
| Malvern View Business Park                           | 0.00  |
| Meteor Business Park                                 | 0.00  |
| Newton Farm Business Park, Fiddington, Ashchurch     | 0.51  |
| North Brockworth                                     | 2.48  |
| North Churchdown                                     | 2.05  |
| North West Cheltenham                                | 8.79  |
| Orchard Industrial Estate                            | 2.78  |
| Park Farm Industrial Estate                          | 0.85  |
| Part of West Quay, the Docks                         | 0.32  |
| Safeguarded Land                                     | 8.35  |
| South Churchdown                                     | 23.76 |
| Tewkesbury Business Park                             | 0.34  |
| Tewkesbury Garden Communities Future Employment Area | 20.00 |
| Twigworth Court                                      | 0.51  |
| Twittocks Farm                                       | 0.00  |
| West Cheltenham                                      | 18.00 |
| West Gloucester                                      | 9.81  |
| Withytrees Farm                                      | 0.34  |

Table 2-3: List of Employment Sites in SLP PSO

## 2.2 Cotswold

### 2.2.1 Residential Developments

Figure 2-4 shows how the number of dwellings are split between the location type trip rate categories for all PSO developments across the Cotswold, including the sites with less than 500 dwellings.

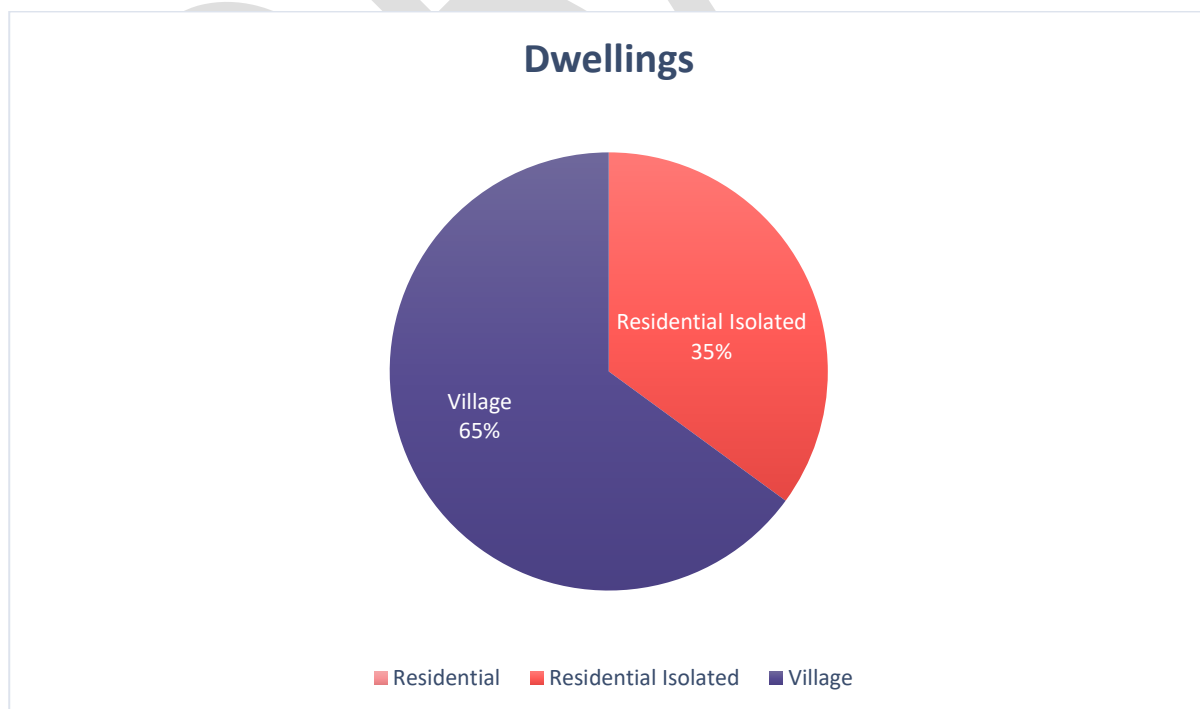


Figure 2-4: Dwellings by Location Type Trip Rate Category

| Trip Rate            | Dwellings     |
|----------------------|---------------|
| Residential          | 0             |
| Residential Isolated | 6,609         |
| Village              | 12,250        |
| <b>Total</b>         | <b>18,859</b> |

Table 2-4: Dwelling Totals by Location Type Trip Rate Category

Table 2-5 presents the eleven strategic residential development sites included in the Cotswold PSO, accounting for a total of 10,760 dwellings.

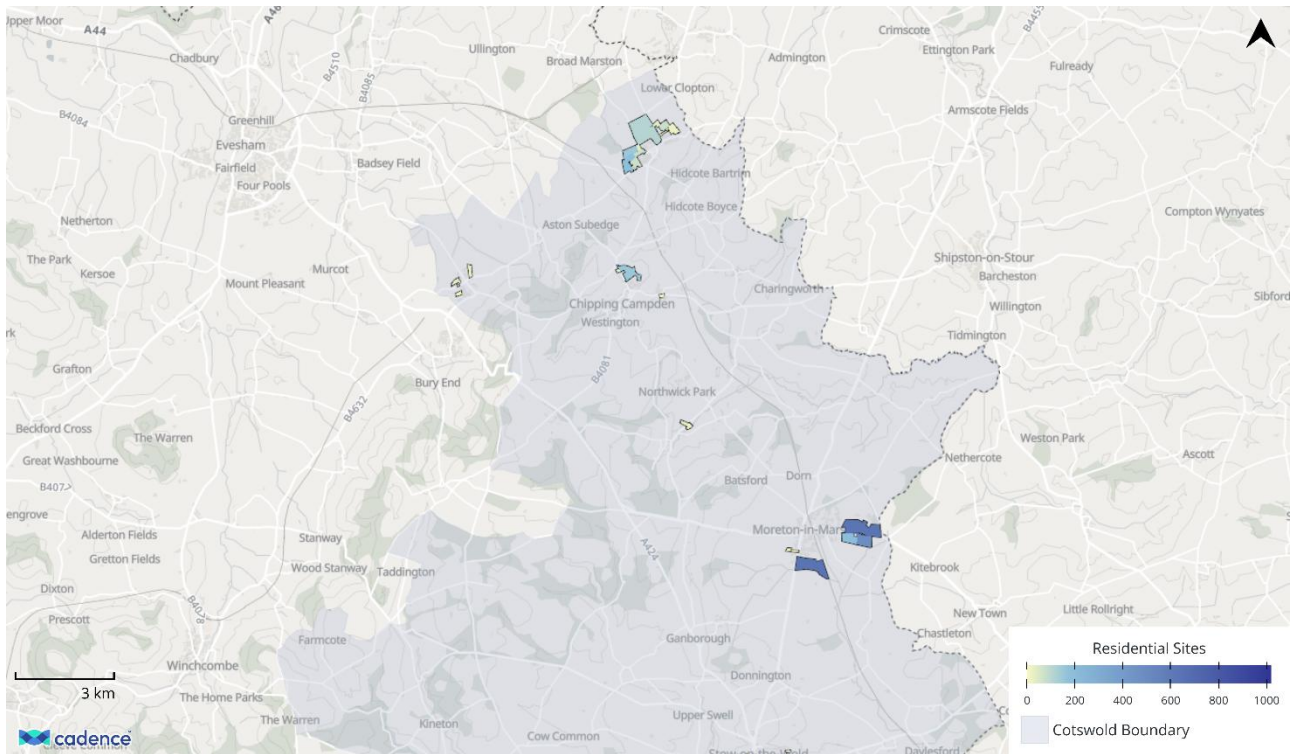


Figure 2-5 and Error! Reference source not found. illustrate the full extent of residential sites included within the PSO, providing spatial context for the distribution of development across the district. Given the scale of trip generation associated with large residential developments, this report focuses on the Strategic Sites.

| Site                                                                 | Dwellings |
|----------------------------------------------------------------------|-----------|
| Phase 2-f: Land at Chesterton Farm, Cranhams Lane, GL7 6JP           | 549       |
| Phase 3a-i: Land at Chesterton Farm, Cranhams Lane, GL7 6JP          | 982       |
| Land south-west of Preston between Cirencester Road (A419) and A419T | 960       |
| Land east of Kingshill Lane                                          | 613       |
| Land south-west of Kemble                                            | 1,020     |
| Fire Service College (Site A)                                        | 833       |
| Ampney Crucis                                                        | 660       |
| Land at Down Ampney                                                  | 1,660     |
| Land south of Driffield                                              | 1,090     |
| Mickleton                                                            | 1,264     |
| Land at Moreton-in-Marsh                                             | 1,129     |

Table 2-5: List of Strategic Residential sites in Cotswold PSO

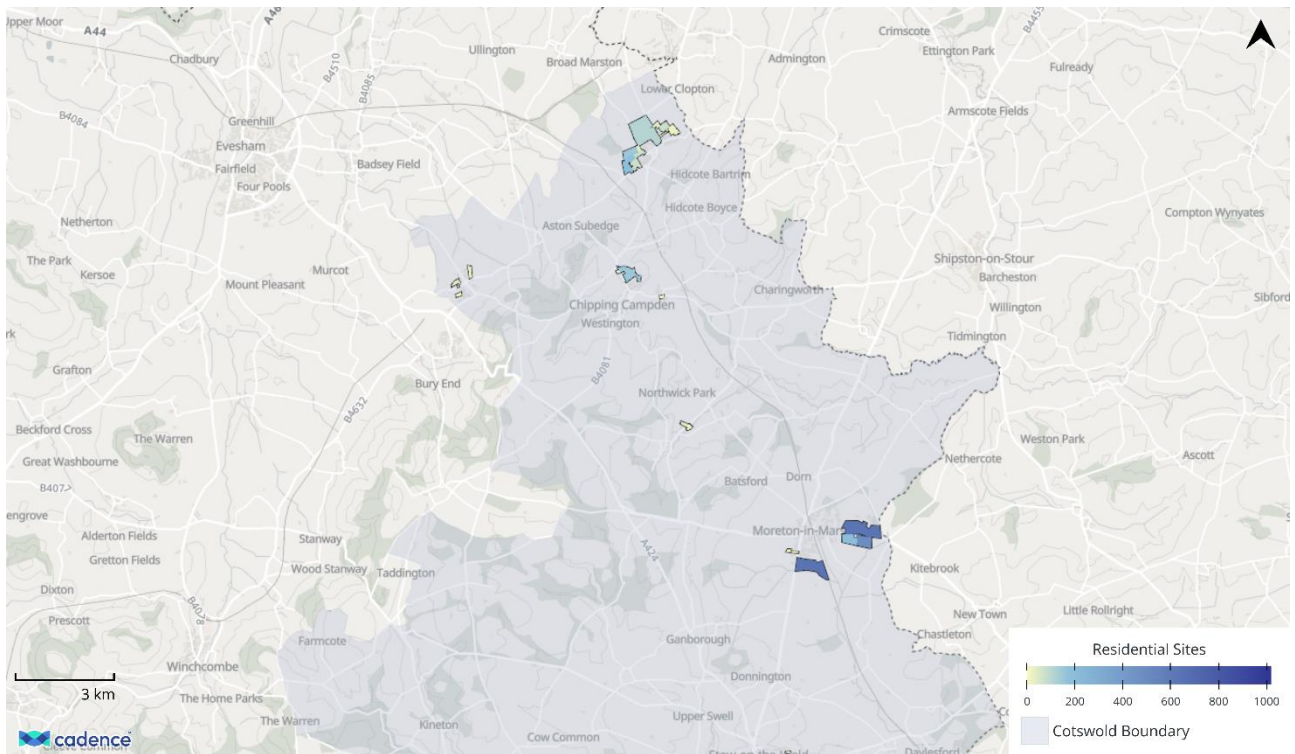


Figure 2-5: North Cotswold PSO Residential Sites

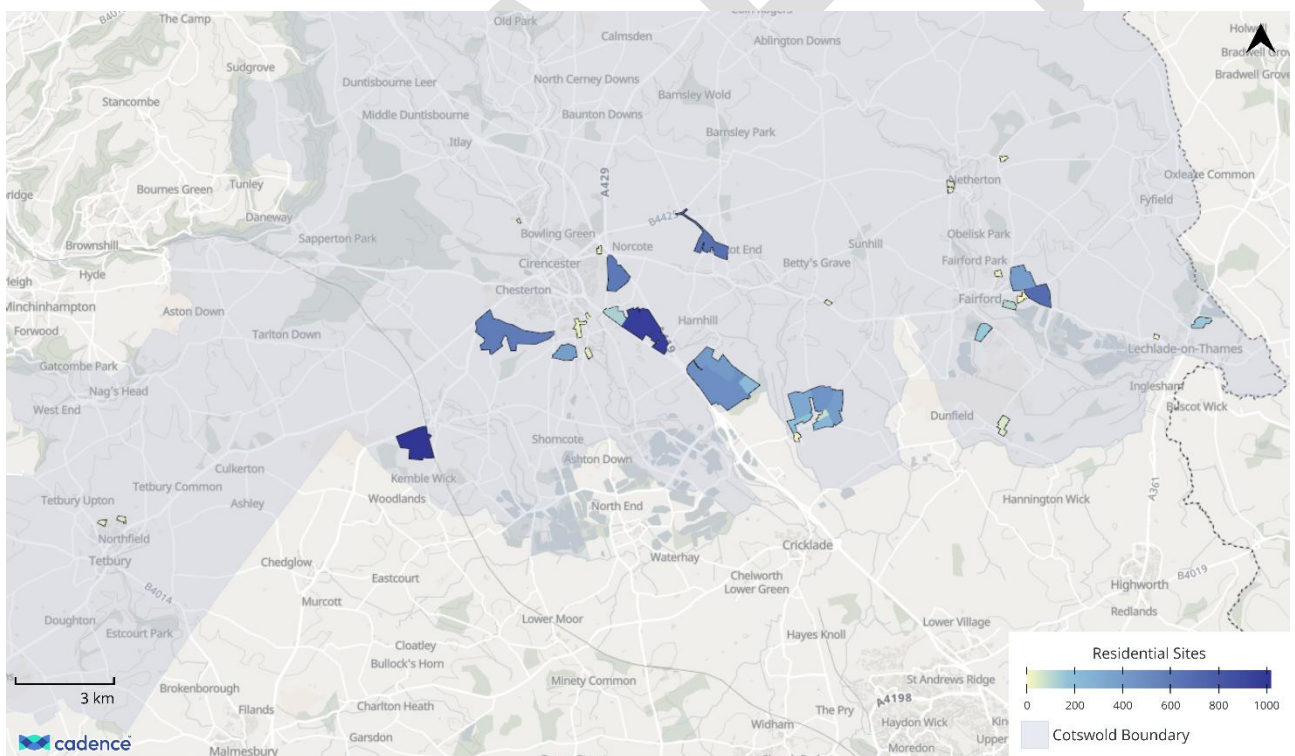


Figure 2-6 South Cotswold PSO Residential Sites

### 2.2.2 Employment Developments

Table 2-6 and Figure 2-7 show the employment sites and corresponding employment land in hectares included in the final Cotswold PSO. Employment development land in the PSO totals 80 hectares.

| Site                                                        | Employment Hectares |
|-------------------------------------------------------------|---------------------|
| Phase 3a-i: Land at Chesterton Farm, Cranhams Lane, GL7 6JP | 9.10                |
| Land north of Bourton Industrial Park                       | 5.62                |

| Site                                                                 | Employment Hectares |
|----------------------------------------------------------------------|---------------------|
| Land west of Battlebrook Drive, Station Road                         | 1.03                |
| Land north of B4632 and east of employment estate                    | 3.00                |
| Steadings southern extension, Cirencester                            | 1.70                |
| Land south-west of Preston between Cirencester Road (A419) and A419T | 10.00               |
| Land east of Kingshill Lane                                          | 1.00                |
| Fosse Farm                                                           | 10.00               |
| Land north-east of Fairford                                          | 4.00                |
| Land south-west of Kemble                                            | 1.00                |
| Cotswold Airport                                                     | 9.75                |
| Land south of Cotswold Airport                                       | 16.28               |
| Land at Prospect Gardens, Stratford Road, GL55 6SR                   | 1.00                |
| Fire Service College (Site C)                                        | 4.00                |
| M89                                                                  | 1.50                |
| Land north of Clark's Lane and south of Old Canal                    | 1.00                |

Table 2-6: List of Employment Sites in Cotswold PSO

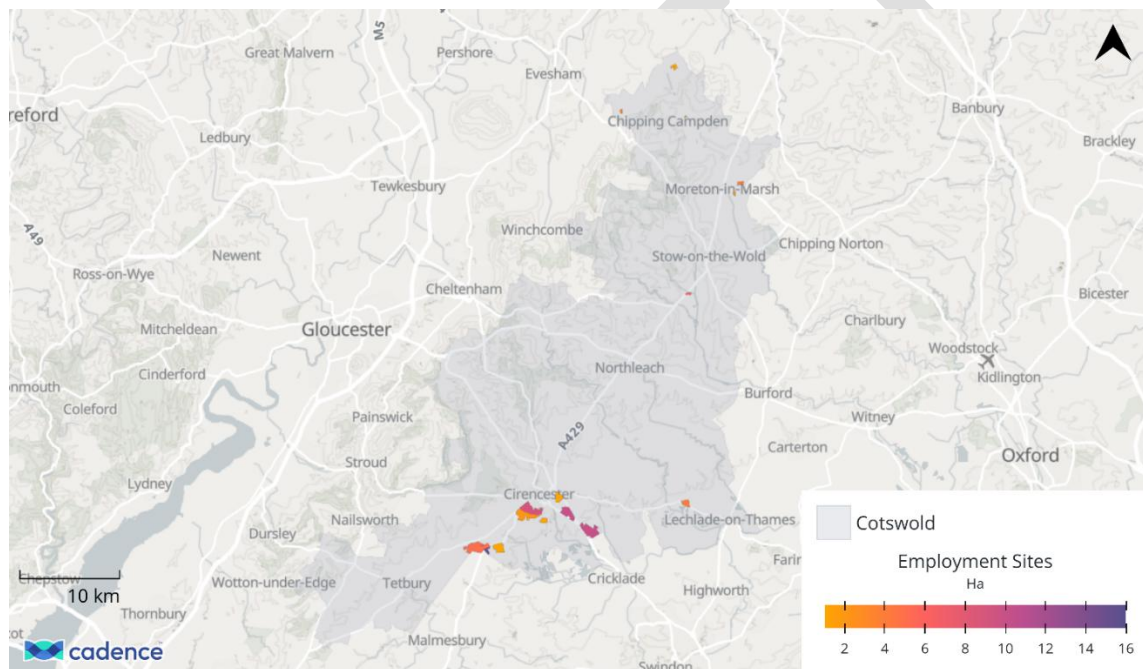


Figure 2-7: Cotswold PSO Employment Site Locations and Employment Hectares



### 3 Application of Trip Rates

Residential sites have been categorised into the location type categories shown in Table 3-1 for the purposes of allocating trip rates. The categorisation of sites into Residential, Residential Isolated and Village has been informed by a combination of spatial context, proximity to services and connectivity to the surrounding street network. The Department for Transport's Connectivity Tool was used for each development site to provide an indicative assessment of how well connected each location is to key services and facilities. It should be noted that the Connectivity Tool has been used for validation purposes only, to confirm that the categorisation applied to each site is reasonable. It should also be noted that following feedback from GCC and National Highways, only the residential isolated and village trip rate categories have been used for the PSO modelling.

| Category                    | Description                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Residential</b>          | Located within continuous urban built-up areas. Travel patterns and trip rates are lower compared to Residential Isolated and Village to reflect higher levels of accessibility and lower reliance on private vehicles.                                                                                                                                                |
| <b>Residential Isolated</b> | Located within the vicinity of the main towns but are surrounded by mostly non-residential land uses. Travel patterns in these areas tend to differ from residential areas, as a greater reliance on private vehicles is expected with trip rates reflecting longer journeys. They tend to be located at the edge of urban areas with less access to public transport. |
| <b>Village</b>              | Located within rural areas and are separated from the main urban areas and towns, with the land between villages and the main town being mostly undeveloped. Travel behaviour and trip rates differ from both Residential and Residential Isolated areas as access to services requires longer journeys. There is higher dependence on private car use.                |

Table 3-1: Trip Rate Categories

The following subsections describe each development site and outline the rationale for its categorisation as Residential, Residential Isolated or Village.

#### 3.1 SLP

##### 3.1.1 Residential Sites

Figure 3-1 displays how each of the residential PSO sites have been categorised. Sites classified as Residential are highlighted in yellow and are located within the continuous built-up area meaning that travel patterns and trip rates will reflect urban residential behaviour.

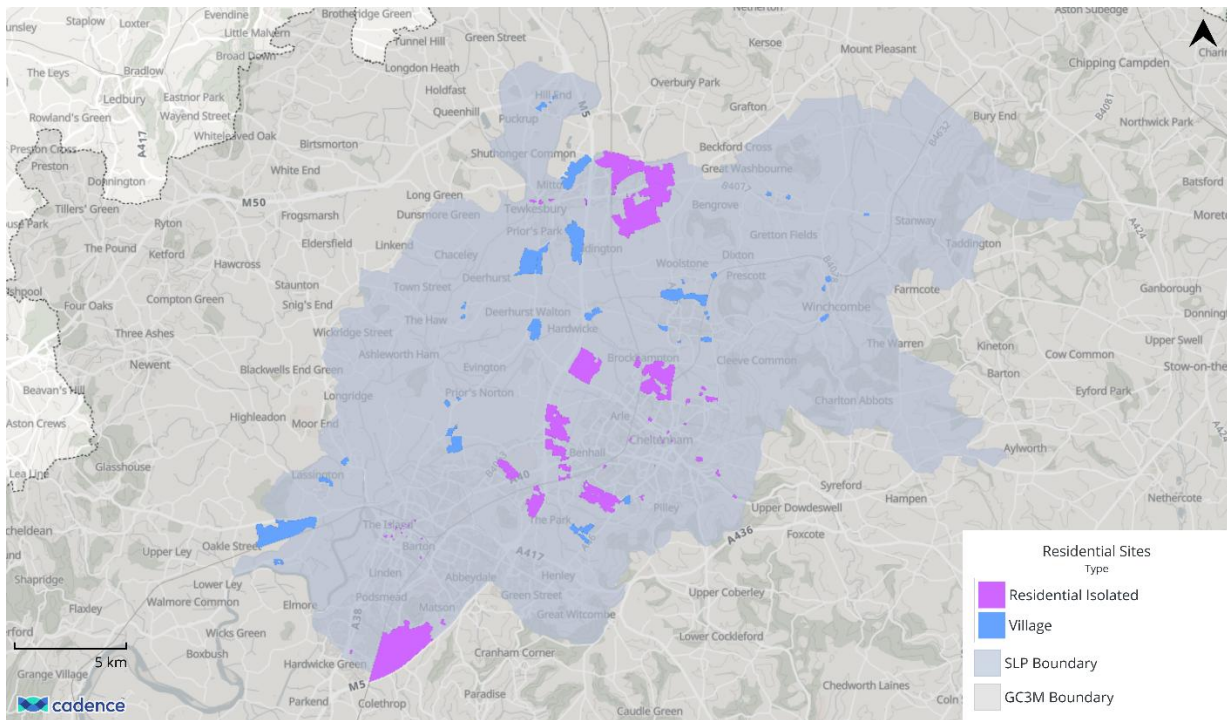


Figure 3-1: Residential PSO Sites by Trip Rate Category

This section presents a series of maps illustrating the inbound and outbound trips generated by the development sites shown in Figure 3-1 during the AM and PM peak periods. Arrivals or departures are represented by graduated circular symbols, with the size and colour intensity of each circle corresponding to the volume of trips generated. Lighter, smaller symbols indicate lower trip generation, while darker and larger symbols represent higher number of trips.

Figure 3-2 to Figure 3-5 illustrate the spatial distribution and magnitude of AM and PM peak arrivals and departures across the PSO residential development sites in the SLP region.

In the AM peak, higher departure trip volumes are concentrated at “Residential” and “Residential Isolated” sites within or adjacent to the main urban areas, particularly the large Tewkesbury Garden Community Site and several sites in the Cheltenham area. Although Village sites have higher trip rates, their smaller scale results in many cases in lower total arrivals and departures.

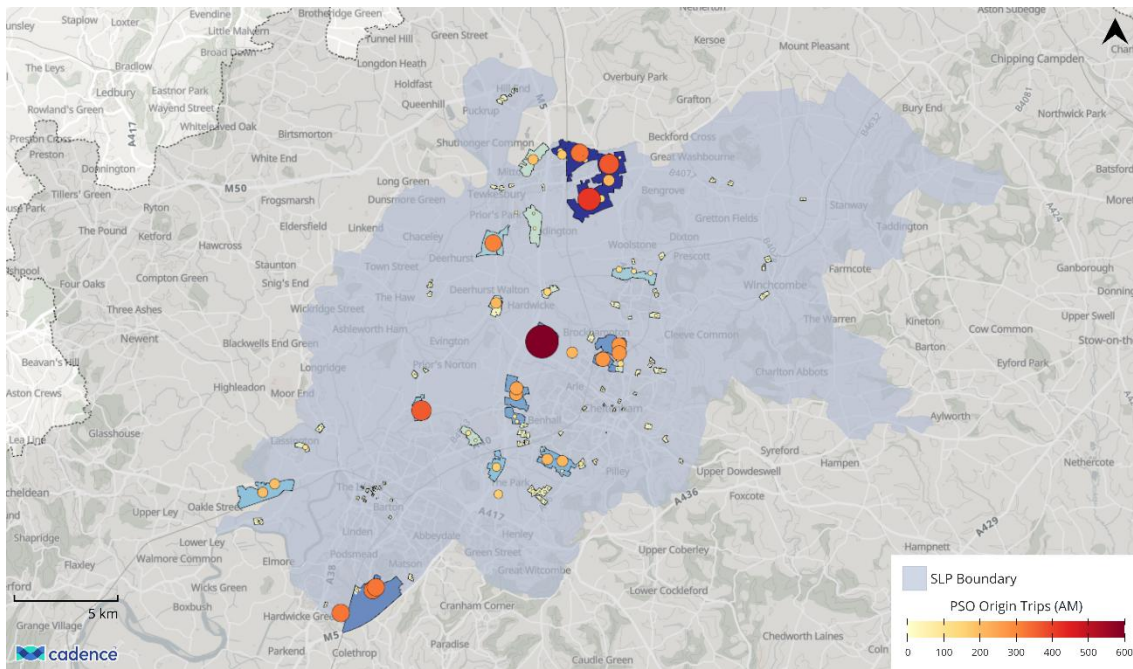


Figure 3-2: AM Departures for Residential Sites

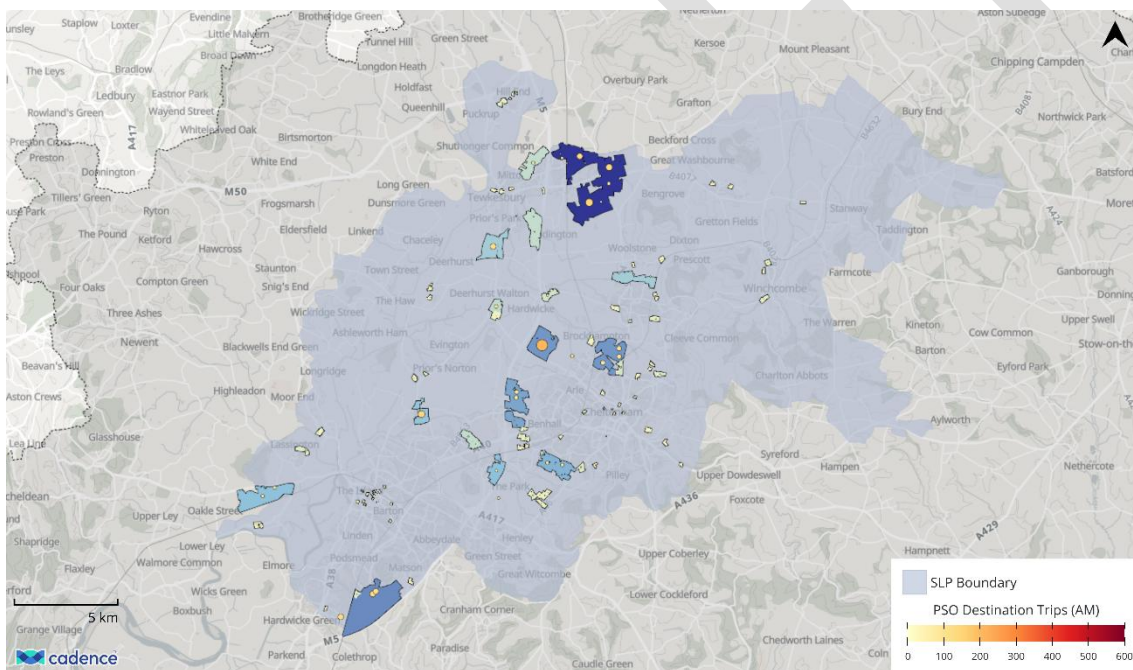


Figure 3-3: AM Arrivals for Residential Sites



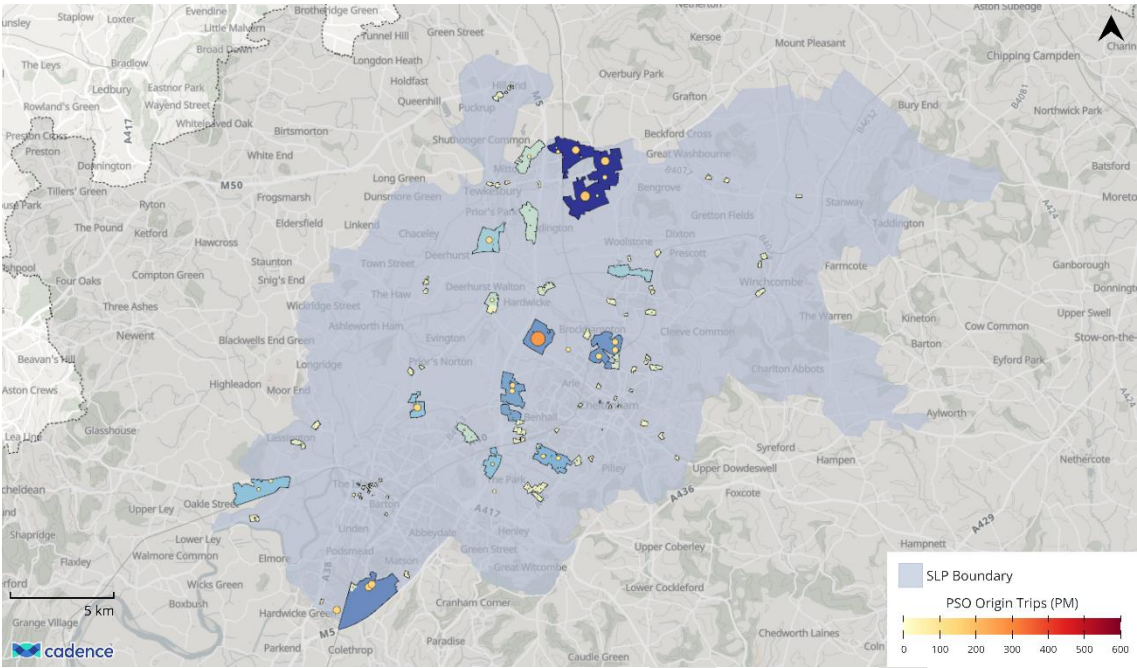


Figure 3-4: PM Departures for Residential Sites

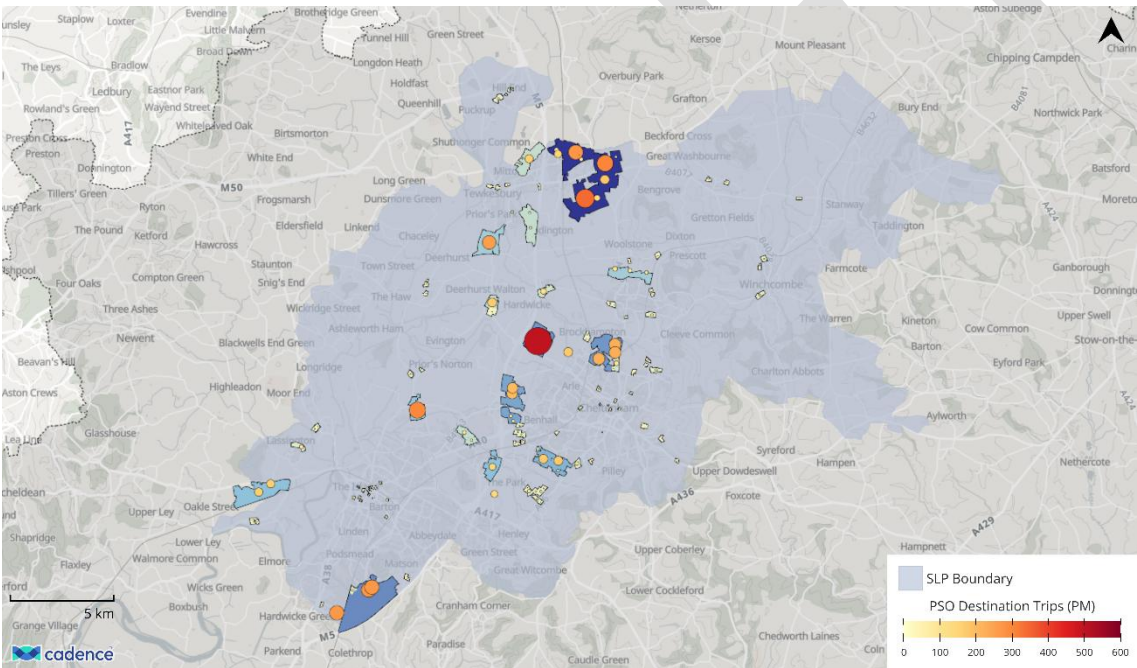


Figure 3-5: PM Arrivals for Residential Site



### West Gloucester - Village

The West Gloucester site is located to the west of Gloucester and is physically separated from the main urban area by non-residential land uses. As shown in Figure 3-6, the site sits within a rural area and is not within the immediate vicinity of the built-up area of Gloucester. This separation from the urban area with limited development between the site and the city of Gloucester means that the West Gloucester site functions more as Village, reflecting its spatial separation from Gloucester's city and rural context. The classification is further supported by the DfT's Connectivity Tool, which indicated an employment overall connectivity score of 37. This score suggests a moderate level of accessibility, consistent with a village location where access to employment and other key services typically requires longer journeys compared to urban residential areas.

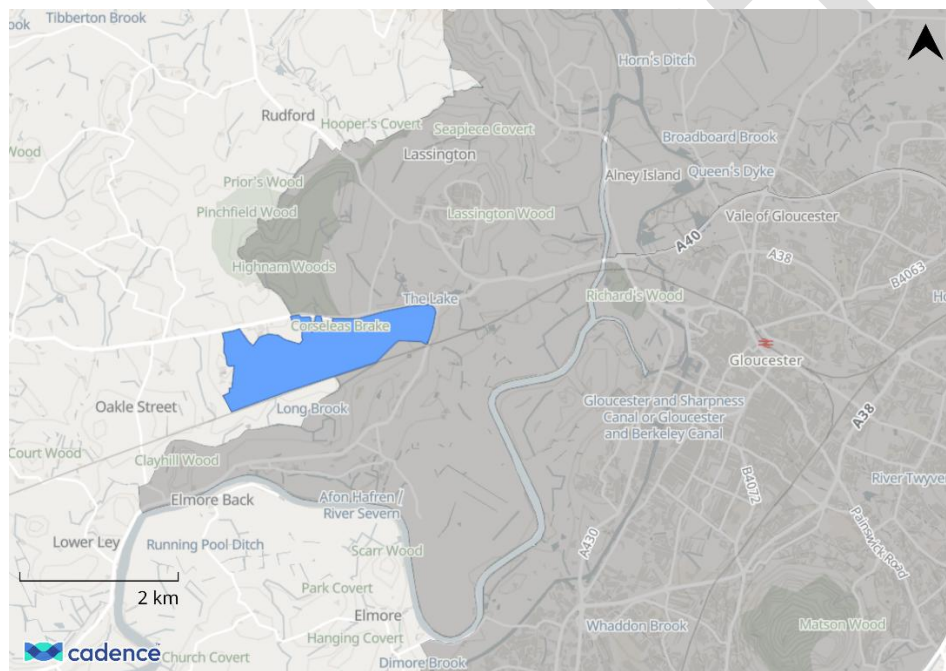


Figure 3-6: West Gloucester Site Location

Table 3-2 shows the arrival and departure car trips for the West Gloucester site for the PSO for each modelling period. The site consists of 1,000 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 142      | 19  | 3   | 386        | 25  | 5   |
| IP (Avg 10:00-16:00) | 137      | 21  | 1   | 131        | 21  | 1   |
| PM (17:00-18:00)     | 318      | 23  | 1   | 151        | 14  | 1   |

Table 3-2: West Gloucester Modelled Car Trips by Period

### *East of Churchdown – Residential Isolated*

This site is located adjacent to the eastern edge of Churchdown as shown in Figure 3-7 and sits near the A40 corridor which provides a direct east-west connection between Gloucester and Cheltenham. Although nearby services and facilities are available, access is less immediate than for sites located within the core residential areas of Gloucester. The site has therefore been categorised as Residential Isolated. This classification is supported by DfT's Connectivity Tool, which indicated a connectivity score of 58, suggesting a moderate level of accessibility.

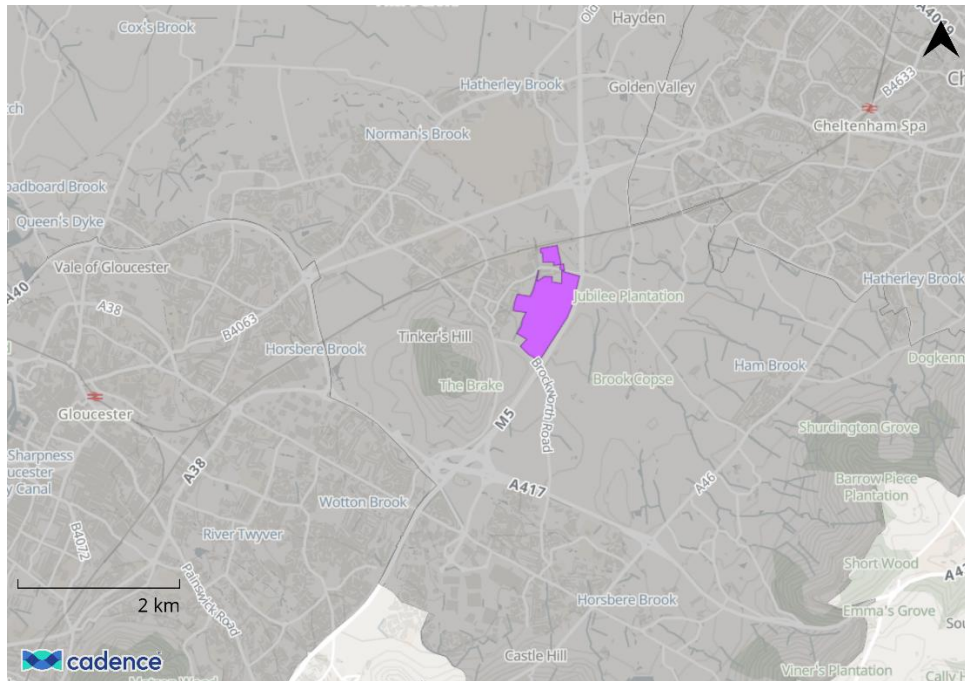


Figure 3-7: East of Churchdown Site Location

Table 3-3 shows the arrival and departure car trips for the East of Churchdown site for the PSO for each modelling period. The site consists of 1,000 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 113      | 10  | 1   | 326        | 22  | 1   |
| IP (Avg 10:00-16:00) | 132      | 22  | 1   | 126        | 22  | 2   |
| PM (17:00-18:00)     | 268      | 40  | 1   | 143        | 20  | 1   |

Table 3-3: East of Churchdown Modelled Car Trips by Period

### *North Churchdown – Residential Isolated*

This site is located to the North of Churchdown sitting adjacent to the A40 corridor as shown in Figure 3-8. This location offers good access to the strategic road network. However, the North Churchdown site is not fully integrated within the built-up area of Churchdown or Gloucester

and has therefore been categorised as Residential Isolated reflecting its position on the edge of the urban area and its separation from continuous residential areas. The DfT's Connectivity Tool indicated an overall connectivity score of 63.

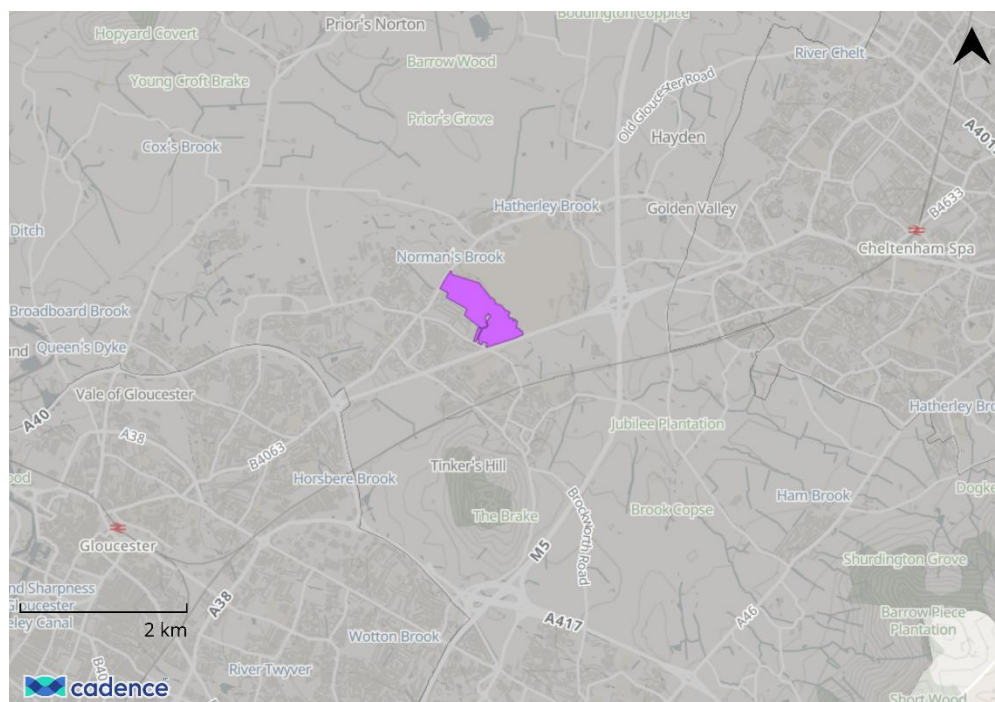


Figure 3-8: North Churchdown Site Location

The North Churchdown site consists of 500 dwellings. Table 3-4 shows car trip arrivals and departures for the PSO for each modelled period.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 57       | 5   | 1   | 163        | 11  | 1   |
| IP (Avg 10:00-16:00) | 66       | 11  | 1   | 63         | 11  | 1   |
| PM (17:00-18:00)     | 134      | 20  | 1   | 72         | 10  | 1   |

Table 3-4: North Churchdown Modelled Car Trips by Period

### South Cheltenham – Residential Isolated

This strategic site is located on the southern edge of Cheltenham, as shown in Figure 3-9. It benefits from proximity to the strategic road network including connections to the A46 and routes providing access towards the M5. However, its peripheral location results in a degree of functional isolation, including limited public transport access and limited immediate access to services compared to residential sites located within the main built-up area. Based on the above and the DfT's Connectivity tool that showed a score of 49, the site was categorised as Residential Isolated.

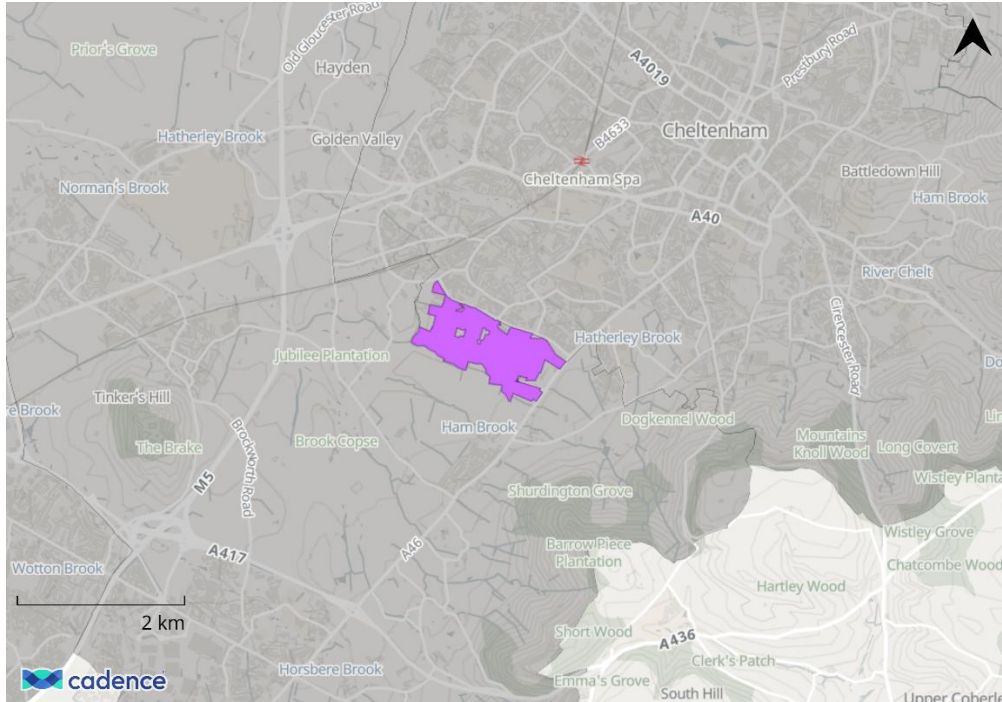


Figure 3-9: South Cheltenham Site Location

Table 3-5 shows car trip arrivals and departures for the PSO for each modelled period. The South Cheltenham site consists of 1,500 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 170      | 15  | 2   | 489        | 33  | 2   |
| IP (Avg 10:00-16:00) | 198      | 33  | 2   | 189        | 33  | 3   |
| PM (17:00-18:00)     | 402      | 60  | 2   | 215        | 30  | 2   |

Table 3-5: South Cheltenham Modelled Car Trips by Period

### Land north of Bishops Cleeve – Village

The Land North of Bishop's Cleeve is located to the north of the village of Bishop's Cleeve and lies within a rural area. As shown in Figure 3-10, the surrounding land comprises agricultural and undeveloped areas, reflecting a Village category. This is supported by DfT's Connectivity tool that gave a score ranging between 36 meaning lower levels of accessibility to key services and amenities.



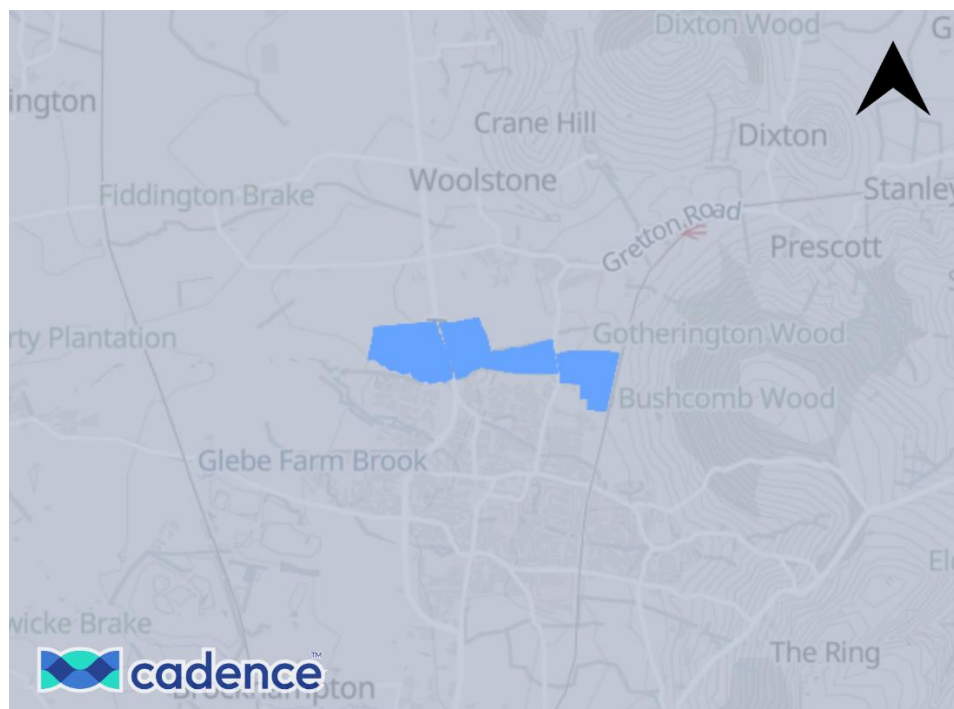


Figure 3-10: Land North of Bishop's Cleeve Site Location

The Land North of Bishop's Cleeve site consists of 800 dwellings. Table 3-6 shows car trip arrivals and departures for the PSO for each modelled period.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 114      | 15  | 2   | 309        | 20  | 4   |
| IP (Avg 10:00-16:00) | 110      | 17  | 1   | 105        | 17  | 1   |
| PM (17:00-18:00)     | 254      | 18  | 1   | 121        | 11  | 1   |

Table 3-6: Land North of Bishop's Cleeve Modelled Car Trips by Period

#### Land at Walton Cardiff – Village

This site is located adjacent to the village of Walton Cardiff and to the east of Wheatpieces, within a predominantly rural area as shown in Figure 3-11. The DfT's connectivity score was 44 justifying its category as a Village. While the village provides a limited range of local services, access to employment and other key amenities require longer journeys. As a result, travel patterns and trip rates at this site are expected to differ from those of Residential and Residential Isolated locations.

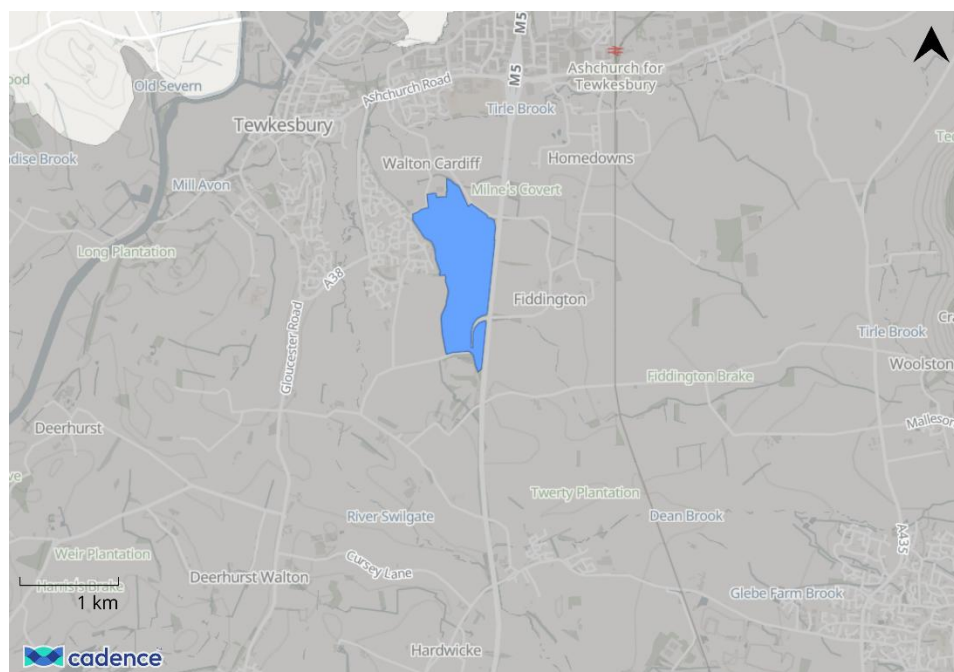


Figure 3-11: Land at Walton Cardiff Site Location

The Land at Walton Cardiff site consists of 500 dwellings. Table 3-7 shows car trip arrivals and departures for the PSO for each modelled period.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 71       | 10  | 2   | 193        | 13  | 3   |
| IP (Avg 10:00-16:00) | 69       | 11  | 1   | 66         | 11  | 1   |
| PM (17:00-18:00)     | 159      | 12  | 1   | 76         | 7   | 1   |

Table 3-7: Land at Walton Cardiff Modelled Car Trips by Period

### *Tewkesbury Garden Communities – Residential Isolated*

The Tewkesbury Garden Communities site is located to the north-east of Tewkesbury, positioned within and immediately adjacent to the existing settlement of Ashchurch for Tewkesbury. As shown in Figure 3-12, the site sits within a largely built-up area with residential development present on multiple sides, and benefits from reasonable proximity to the services of Tewkesbury town centre. The relatively contained and connected nature of these sites is consistent with a Residential Isolated classification due to its proximity to the Ashchurch for Tewkesbury railway station. This classification is further supported by the DfT's Connectivity Tool, which indicated employment overall connectivity scores in the range of 44–53 for these sites, suggesting a good level of accessibility to employment and key services.

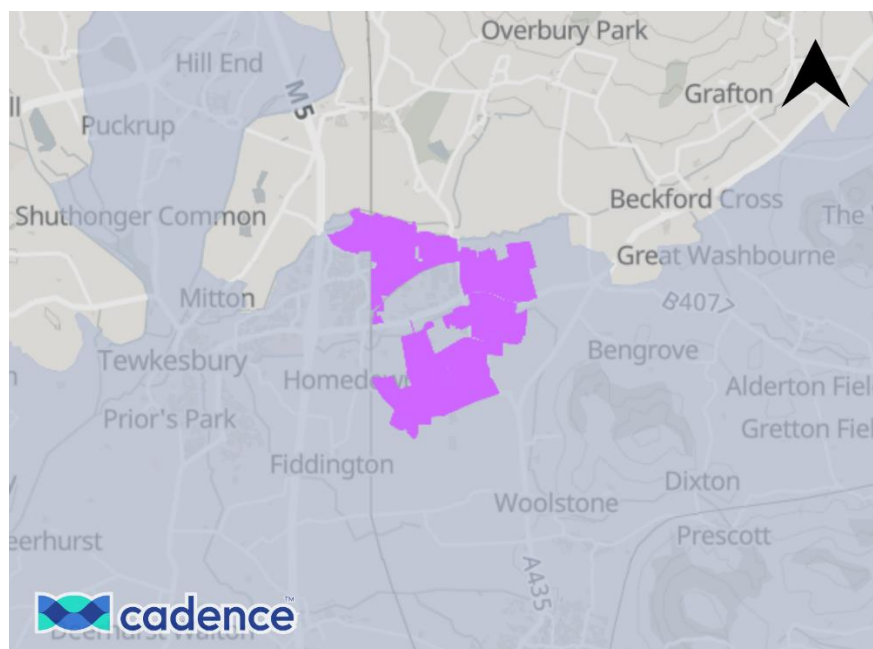


Figure 3-12: Tewkesbury Garden Communities Site Location

Table 3-8 shows car trip arrivals and departures for the PSO for each modelled period. The Tewkesbury Garden Communities site consists of 6,000 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 678      | 60  | 6   | 1,956      | 132 | 6   |
| IP (Avg 10:00-16:00) | 792      | 132 | 6   | 756        | 132 | 12  |
| PM (17:00-18:00)     | 1,608    | 240 | 6   | 858        | 120 | 6   |

Table 3-8: Residential Tewkesbury Garden Communities Modelled Car Trips by Period

#### Land at Whaddon – Residential Isolated

The land at Whaddon site, shown in Figure 3-13, is located on the south-eastern edge of Gloucester in the vicinity of Whaddon and Matson. The site occupies a peripheral position relative to the main urban area, adjoining existing development to the north and west whilst being bordered by areas of open land. The site benefits from access to the existing highway network, including connections to the A38 and M5, and is located within reasonable proximity of the employment, education, retail and leisure opportunities available within Gloucester.

Given its location on the edge of Gloucester, its proximity to urban services and facilities, and the presence of areas of undeveloped land surrounding parts of the site, it has been categorised as Residential Isolated. This is further supported by a DfT Connectivity Tool employment score of 55.

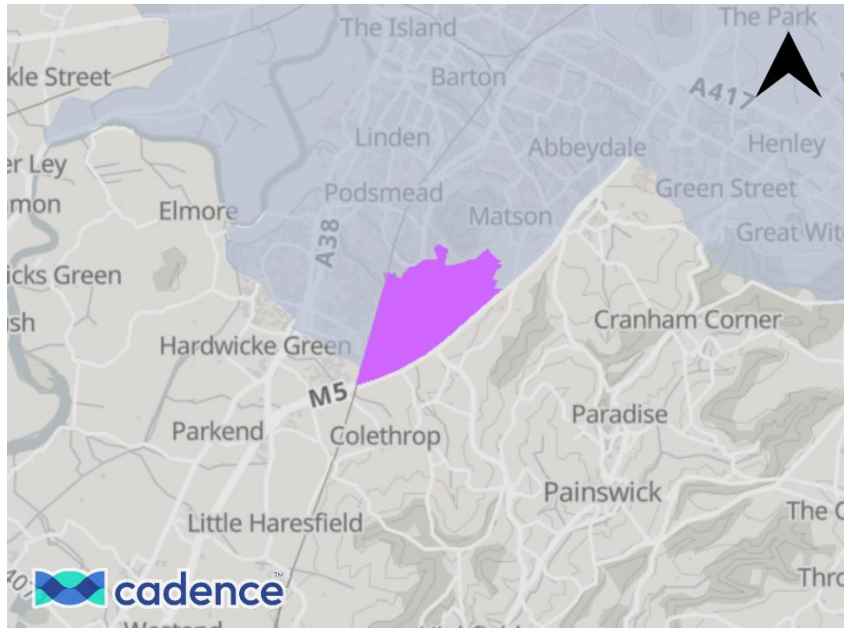


Figure 3-13: Land at Whaddon Site Location

Table 3-9 shows car trip arrivals and departures for the PSO for each modelled period. The Land at Whaddon site consists of 3,000 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 339      | 30  | 3   | 978        | 66  | 3   |
| IP (Avg 10:00-16:00) | 396      | 66  | 3   | 378        | 66  | 6   |
| PM (17:00-18:00)     | 804      | 120 | 3   | 429        | 60  | 3   |

Table 3-9: Whaddon Site Modelled Car Trips by Period

#### Land at Mitton – Village

The Land at Mitton site is located to the north-east of Tewkesbury, between the Mitton and Northway areas. As shown in Figure 3-14, the site is surrounded by open land to the north resulting in a physical separation from existing residential neighbourhoods. The site is adjacent to B4080 that provides great levels of accessibility towards Tewkesbury. The DfT's connectivity tool indicated a connectivity score of 34. The site has been categorised as Village, reflecting its location and its separation from surrounding communities.



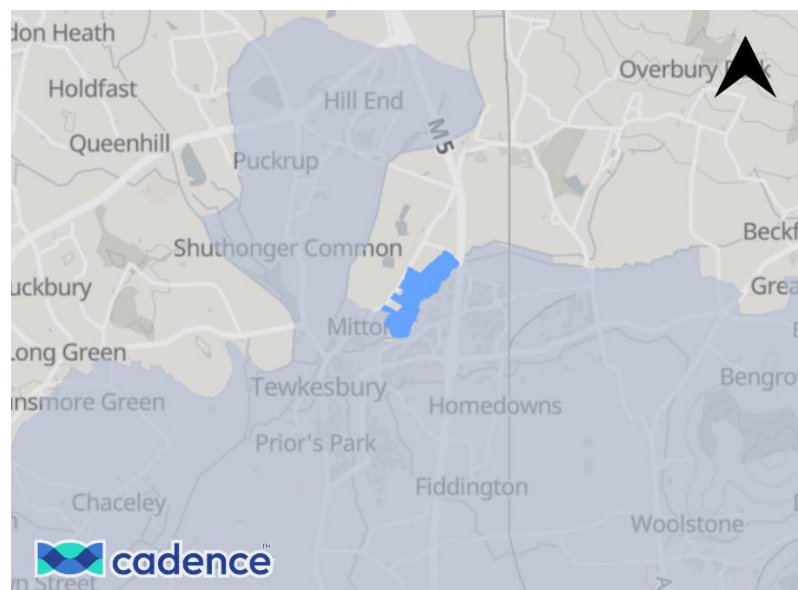


Figure 3-14: Land at Mitton Site Location

Table 3-10 shows car trip arrivals and departures for the PSO for each modelled period for the land at Mitton. The Land at Mitton site consists of 500 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 71       | 10  | 2   | 193        | 13  | 3   |
| IP (Avg 10:00-16:00) | 69       | 11  | 1   | 66         | 11  | 1   |
| PM (17:00-18:00)     | 159      | 12  | 1   | 76         | 7   | 1   |

Table 3-10: Land at Mitton Modelled Car Trips by Period

#### *Land east of Swindon Village – Residential Isolated*

This site is located to the north of Cheltenham, adjacent to Wymans Brook and Cheltenham Racecourse Station. The DfT's connectivity tool indicated a connectivity score slightly over 60 meaning that the site has good proximity to services and facilities within Cheltenham including employment, education and transport infrastructure. The site is integrated with the surrounding residential areas and is near Cheltenham Racecourse railway station and has therefore been categorised as Residential Isolated. The location of the Land east of Swindon Village site is presented in Figure 3-15.

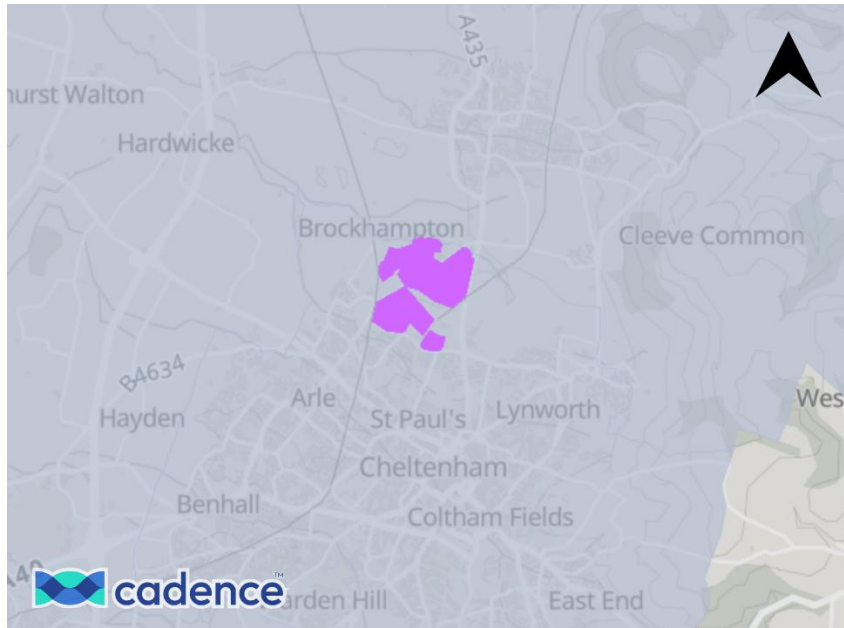


Figure 3-15: Land East of Swindon Village Site Location

Table 3-11 shows car trip arrivals and departures for the PSO for each modelled period. The Land east of Swindon Village site consists of 2,500 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 283      | 25  | 3   | 815        | 55  | 3   |
| IP (Avg 10:00-16:00) | 330      | 55  | 3   | 315        | 55  | 5   |
| PM (17:00-18:00)     | 670      | 100 | 3   | 358        | 50  | 3   |

Table 3-11: Land East of Swindon Village Modelled Car Trips by Period

### *Safeguarded Land – Residential Isolated*

The Safeguarded Land site is located to the west of Cheltenham, sitting outside the main built-up area of the town as shown in Figure 3-16. The site benefits from proximity to the M5, B4634 and B4063. However, it does not form part of the core residential network of Cheltenham and thus, it has been categorised as Residential Isolated. Its connectivity score is 49 as per the DfT's Connectivity Tool.

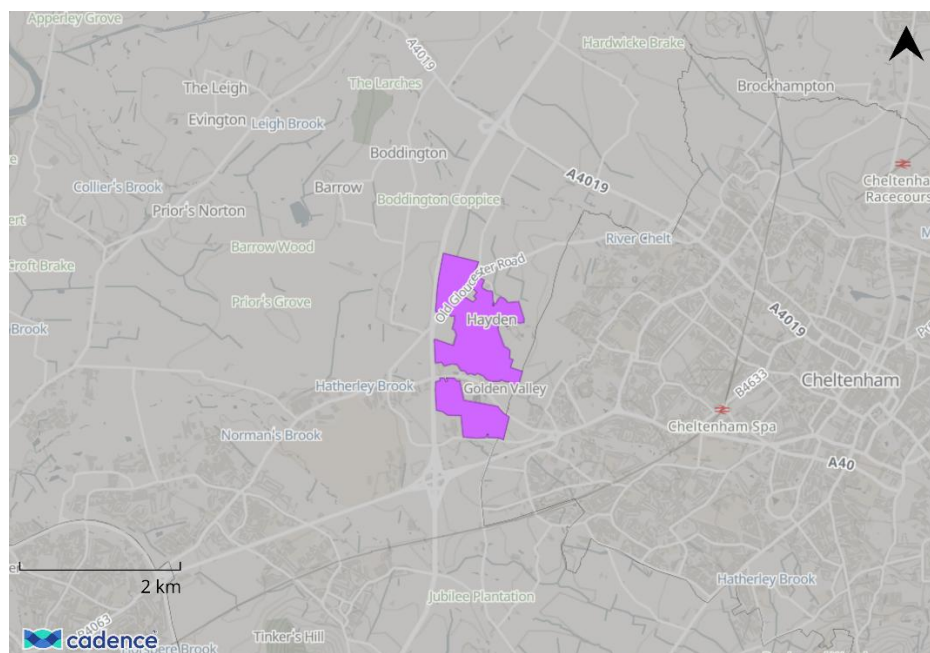


Figure 3-16: Safeguarded Land Site Location

Table 3-12 shows car trip arrivals and departures for the PSO for each modelled period. The Safeguarded Land site consists of 2,000 dwellings.

| Modelled Period             | Arrivals |     |     | Departures |     |     |
|-----------------------------|----------|-----|-----|------------|-----|-----|
|                             | Car      | LGV | OGV | Car        | LGV | OGV |
| <b>AM (08:00-09:00)</b>     | 226      | 20  | 2   | 652        | 44  | 2   |
| <b>IP (Avg 10:00-16:00)</b> | 264      | 44  | 2   | 252        | 44  | 4   |
| <b>PM (17:00-18:00)</b>     | 536      | 80  | 2   | 286        | 40  | 2   |

Table 3-12: Safeguarded Land Modelled Car Trips by Period

#### *Land adjoining North West Cheltenham - Residential Isolated*

This site is located to the north-west of Cheltenham, close to Uckington and Elmstone Hardwicke as shown in Figure 3-17. While it lies in relatively close proximity to Cheltenham, the site is physically separated from the town's continuous built-up area by areas of undeveloped land. The site nevertheless benefits from good accessibility to Cheltenham via strategic road infrastructure including the A4019. However, due to its separation from Cheltenham's urban residential network and the presence of surrounding undeveloped land, it has been categorised as Residential Isolated. The DfT's connectivity score was 49 justifying its category as a Residential Isolated location.

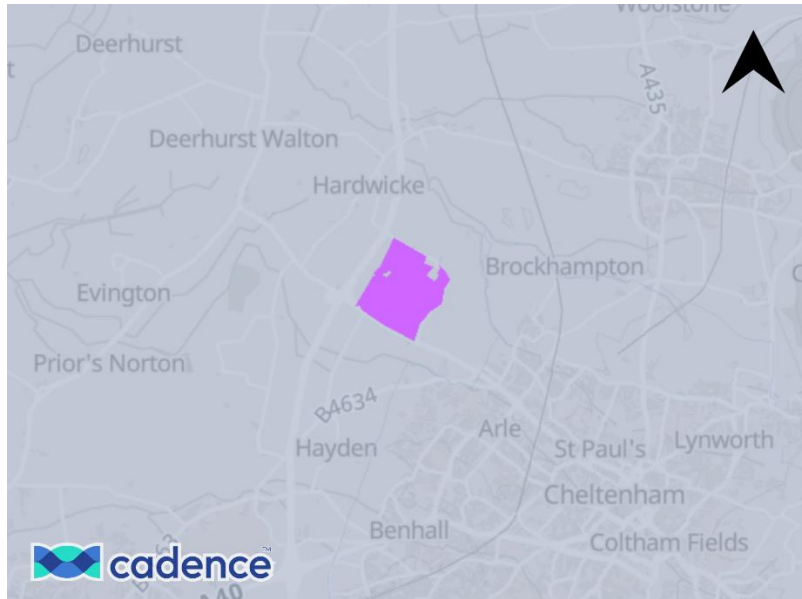


Figure 3-17: Land Adjoining North West Cheltenham Site Location

Table 3-13 shows car trip arrivals and departures for the PSO for each modelled period. The Land adjoining North West Cheltenham (North) site consists of 2,500-dwelling.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 283      | 25  | 3   | 815        | 55  | 3   |
| IP (Avg 10:00-16:00) | 330      | 55  | 3   | 315        | 55  | 5   |
| PM (17:00-18:00)     | 670      | 100 | 3   | 358        | 50  | 3   |

Table 3-13: Land Adjoining North West Cheltenham Modelled Car Trips by Period

#### Land south of Tewkesbury – Village

This site is located to the south of Tewkesbury, positioned on the edge of the town but clearly separated from the town's continuous built-up area as shown in Figure 3-18. The DfT's connectivity score ranges from 25 to 48 and thus, this site has been categorised as Village. The site benefits from proximity to the A38 and is surrounded by undeveloped land.



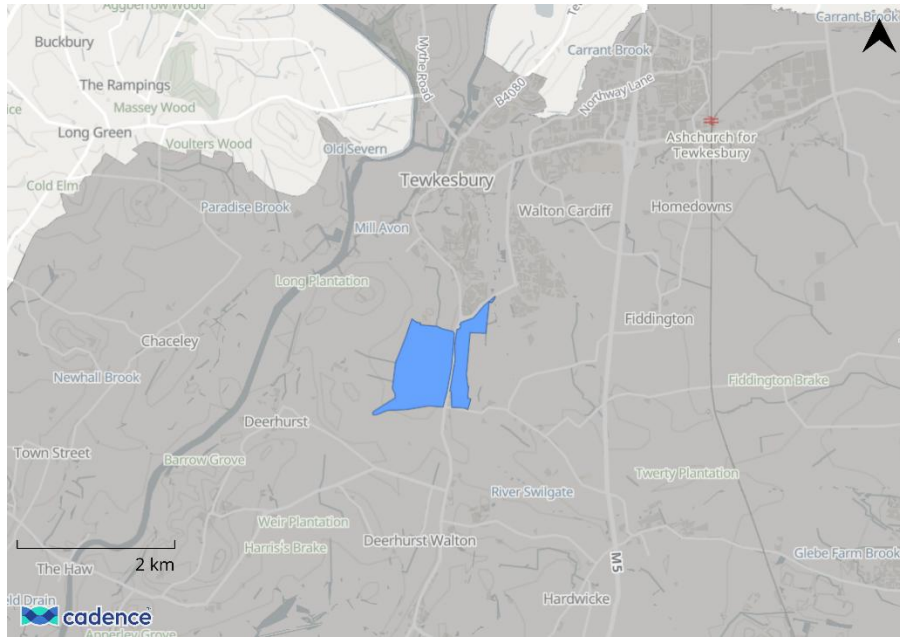


Figure 3-18: Land South of Tewkesbury Site Location

Table 3-14 shows car trip arrivals and departures for the PSO for each modelled period. The Land south of Tewkesbury site consists of 800 dwellings.

| Modelled Period             | Arrivals |     |     | Departures |     |     |
|-----------------------------|----------|-----|-----|------------|-----|-----|
|                             | Car      | LGV | OGV | Car        | LGV | OGV |
| <b>AM (08:00-09:00)</b>     | 114      | 15  | 2   | 309        | 20  | 4   |
| <b>IP (Avg 10:00-16:00)</b> | 110      | 17  | 1   | 105        | 17  | 1   |
| <b>PM (17:00-18:00)</b>     | 254      | 18  | 1   | 121        | 11  | 1   |

Table 3-14: Land South of Tewkesbury Modelled Car Trips by Period

### East Twigworth - Village

The East Twigworth site is located to the north of Gloucester within a rural area and is clearly separate from the city's continuous built-up area. As shown in Figure 3-19, the site is surrounded by open and undeveloped land that forms a clear separation from the main urban area of Gloucester. The site has therefore been categorised as a Village. This is supported by the DfT's Connectivity tool that indicated an overall connectivity score of 39 indicating lower levels of connectivity and accessibility to key amenities when compared to sites categorised as Residential Isolated.

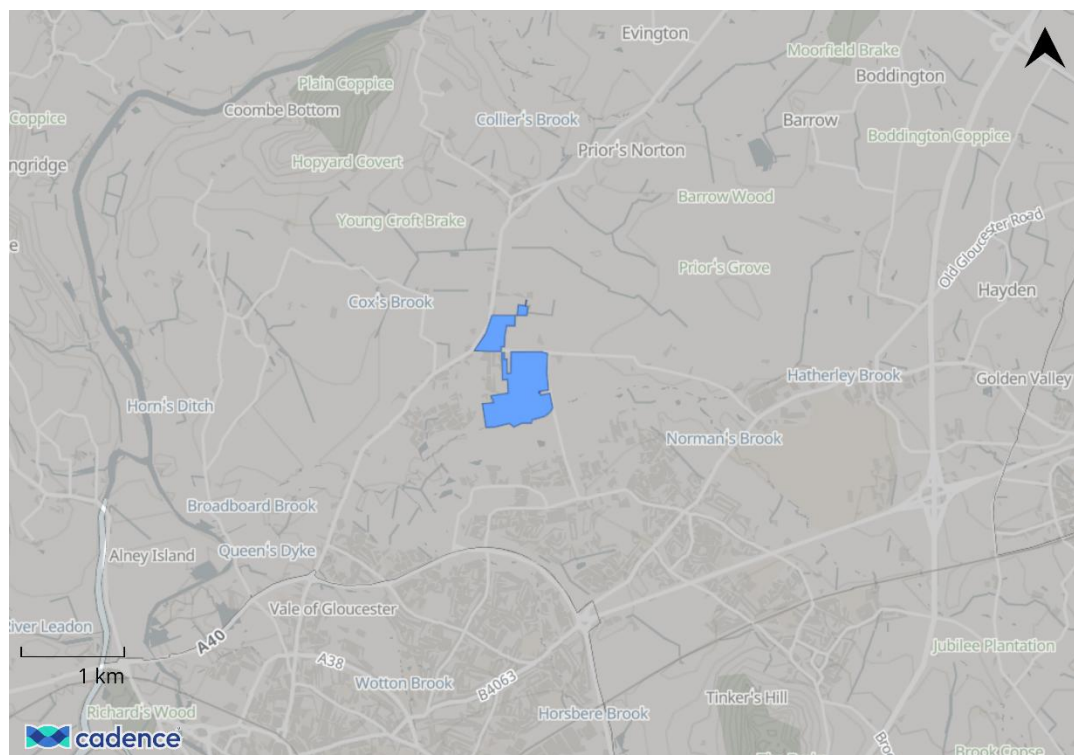


Figure 3-19: East Twigworth Site Location

Table 3-15 shows car trip arrivals and departures for the PSO for each modelled period. The East Twigworth site consists of 942 dwellings.

| Modelled Period             | Arrivals |     |     | Departures |     |     |
|-----------------------------|----------|-----|-----|------------|-----|-----|
|                             | Car      | LGV | OGV | Car        | LGV | OGV |
| <b>AM (08:00-09:00)</b>     | 134      | 18  | 3   | 364        | 24  | 5   |
| <b>IP (Avg 10:00-16:00)</b> | 129      | 20  | 1   | 123        | 20  | 1   |
| <b>PM (17:00-18:00)</b>     | 300      | 22  | 1   | 142        | 13  | 1   |

Table 3-15: East Twigworth Modelled Car Trips by Period

### 3.1.2 Employment Strategic sites

Table 3-16 summarises assumed distribution of employment type by Local Authority District based on information derived from the 2020 Gloucestershire Economic Needs Assessment (Strategic Planning Research Unit, 2020). Cheltenham and Gloucester are more office-focused, whilst Tewkesbury has a greater proportion of industrial and warehousing uses. These proportions are applied to each employment site to disaggregate total floorspace into B1 (Office), B2 (Industrial), and B8 (Warehouse) categories, which in turn inform the trip rate assumptions used in subsequent stages of the assessment.

| Local Authority | Cheltenham | Gloucester | Tewkesbury | JCS Area |
|-----------------|------------|------------|------------|----------|
| B1- Offices     | 60%        | 62%        | 24.7%      | 30%      |
| B2 - Industrial | 26%        | 9%         | 49.5%      | 40%      |
| B8 - Warehouses | 14%        | 29%        | 25.8%      | 50%      |

Table 3-16: Land Use Split by Local Authority District

Table 3-17 presents the resulting car trips generation for each PSO employment site during the AM peak (08:00–09:00), inter-peak (average hourly), and PM peak (17:00–18:00) periods, split by arrivals and departures.

| Employment Site                                                  | AM       |            | Car IP   |            | PM       |            |
|------------------------------------------------------------------|----------|------------|----------|------------|----------|------------|
|                                                                  | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| <b>West Gloucester (South)</b>                                   | 108      | 18         | 36       | 42         | 22       | 105        |
| <b>North Churchdown</b>                                          | 23       | 4          | 7        | 9          | 5        | 22         |
| <b>Land between Smow Farm and Claydon House Farm, Tewkesbury</b> | 59       | 10         | 20       | 23         | 12       | 57         |
| <b>Land at Pamington, Tewkesbury</b>                             | 51       | 8          | 17       | 20         | 11       | 50         |
| <b>Safeguarded Land</b>                                          | 89       | 15         | 30       | 35         | 19       | 87         |
| <b>Land adjoining North West Cheltenham (North)</b>              | 97       | 16         | 32       | 38         | 20       | 94         |
| <b>Land south of Tewkesbury</b>                                  | 65       | 11         | 21       | 25         | 13       | 63         |
| <b>South Churchdown</b>                                          | 225      | 29         | 59       | 71         | 35       | 206        |
| <b>North West Cheltenham</b>                                     | 301      | 39         | 79       | 96         | 47       | 276        |
| <b>West Cheltenham</b>                                           | 921      | 73         | 144      | 188        | 70       | 761        |
| <b>Innsworth &amp; Twigworth</b>                                 | 17       | 2          | 4        | 5          | 3        | 15         |
| <b>Blackridge Sports &amp; Community Hub</b>                     | 7        | 1          | 1        | 1          | 1        | 6          |
| <b>Former Quayside House, Blackfriars</b>                        | 3        | 0          | 0        | 1          | 0        | 3          |
| <b>Fleece Hotel and Longsmith Street Carpark</b>                 | 4        | 0          | 1        | 1          | 0        | 4          |
| <b>Land south of Triangle Park</b>                               | 25       | 2          | 4        | 6          | 2        | 21         |
| <b>Part of West Quay, the Docks</b>                              | 6        | 1          | 1        | 1          | 0        | 5          |
| <b>Land south of Hatherley Lane</b>                              | 13       | 1          | 3        | 4          | 2        | 12         |
| <b>Land at Chelt Walk</b>                                        | 10       | 1          | 2        | 3          | 1        | 9          |
| <b>Land north-west of Grovefield Way</b>                         | 34       | 4          | 8        | 9          | 4        | 30         |
| <b>Gloucester Business Park</b>                                  | 295      | 49         | 98       | 116        | 61       | 287        |
| <b>Meteor Business Park</b>                                      | 26       | 4          | 9        | 10         | 5        | 25         |

|                                      |     |     |     |     |     |     |
|--------------------------------------|-----|-----|-----|-----|-----|-----|
| <b>Tewkesbury Business Park</b>      | 25  | 4   | 8   | 10  | 5   | 24  |
| <b>Cleeve Business Park</b>          | 142 | 23  | 47  | 56  | 30  | 138 |
| <b>Bamfurlong Industrial Park</b>    | 65  | 11  | 22  | 25  | 13  | 63  |
| <b>Ashville Business Park</b>        | 58  | 10  | 19  | 23  | 12  | 57  |
| <b>Malvern View Business Park</b>    | 28  | 5   | 9   | 11  | 6   | 27  |
| <b>Orchard Industrial Estate</b>     | 72  | 12  | 24  | 28  | 15  | 70  |
| <b>Homelands Farm</b>                | 11  | 2   | 4   | 4   | 2   | 11  |
| <b>Highfield Farm</b>                | 28  | 5   | 9   | 11  | 6   | 27  |
| <b>Withytrees Farm</b>               | 11  | 2   | 4   | 4   | 2   | 10  |
| <b>Park Farm Industrial Estate</b>   | 15  | 2   | 5   | 6   | 3   | 14  |
| <b>Knightsbridge Business Centre</b> | 23  | 4   | 8   | 9   | 5   | 22  |
| <b>Isbourne Business Centre</b>      | 21  | 3   | 7   | 8   | 4   | 21  |
| <b>Brockeridge Business Park</b>     | 77  | 13  | 26  | 30  | 16  | 75  |
| <b>Twittocks Farm</b>                | 49  | 12  | 24  | 27  | 16  | 53  |
| <b>Land North West of M5 J10</b>     | 430 | 101 | 205 | 230 | 133 | 464 |

Table 3-17: Car Trips for each Employment Site by Period

| Employment Site                                                  | LGV      |            |          |            |          |            |
|------------------------------------------------------------------|----------|------------|----------|------------|----------|------------|
|                                                                  | AM       |            | IP       |            | PM       |            |
|                                                                  | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| <b>West Gloucester (South)</b>                                   | 18       | 14         | 15       | 16         | 6        | 10         |
| <b>North Churchdown</b>                                          | 4        | 3          | 3        | 3          | 1        | 2          |
| <b>Land between Smow Farm and Claydon House Farm, Tewkesbury</b> | 10       | 8          | 8        | 9          | 3        | 5          |
| <b>Land at Pamington, Tewkesbury</b>                             | 9        | 7          | 7        | 7          | 3        | 5          |
| <b>Safeguarded Land</b>                                          | 15       | 12         | 13       | 13         | 5        | 8          |
| <b>Land adjoining North West Cheltenham (North)</b>              | 16       | 13         | 14       | 14         | 5        | 9          |
| <b>Land south of Tewkesbury</b>                                  | 11       | 8          | 9        | 9          | 3        | 6          |
| <b>South Churchdown</b>                                          | 25       | 18         | 21       | 21         | 7        | 14         |
| <b>North West Cheltenham</b>                                     | 34       | 25         | 28       | 29         | 10       | 19         |
| <b>West Cheltenham</b>                                           | 30       | 15         | 21       | 23         | 5        | 18         |
| <b>Innsworth &amp; Twigworth</b>                                 | 2        | 1          | 2        | 2          | 1        | 1          |
| <b>Blackridge Sports &amp; Community Hub</b>                     | 0        | 0          | 0        | 0          | 0        | 0          |
| <b>Former Quayside House, Blackfriars</b>                        | 0        | 0          | 0        | 0          | 0        | 0          |
| <b>Fleece Hotel and Longsmith Street Carpark</b>                 | 0        | 0          | 0        | 0          | 0        | 0          |
| <b>Land south of Triangle Park</b>                               | 1        | 1          | 1        | 1          | 0        | 1          |
| <b>Part of West Quay, the Docks</b>                              | 0        | 0          | 0        | 0          | 0        | 0          |
| <b>Land south of Hatherley Lane</b>                              | 1        | 1          | 1        | 1          | 0        | 1          |
| <b>Land at Chelt Walk</b>                                        | 1        | 1          | 1        | 1          | 0        | 0          |



|                                          |     |     |     |     |    |    |
|------------------------------------------|-----|-----|-----|-----|----|----|
| <b>Land north-west of Grovefield Way</b> | 3   | 2   | 2   | 2   | 1  | 2  |
| <b>Gloucester Business Park</b>          | 50  | 38  | 42  | 43  | 15 | 27 |
| <b>Meteor Business Park</b>              | 4   | 3   | 4   | 4   | 1  | 2  |
| <b>Tewkesbury Business Park</b>          | 4   | 3   | 4   | 4   | 1  | 2  |
| <b>Cleeve Business Park</b>              | 24  | 18  | 20  | 21  | 7  | 13 |
| <b>Bamfurlong Industrial Park</b>        | 11  | 8   | 9   | 9   | 3  | 6  |
| <b>Ashville Business Park</b>            | 10  | 8   | 8   | 8   | 3  | 5  |
| <b>Malvern View Business Park</b>        | 5   | 4   | 4   | 4   | 1  | 3  |
| <b>Orchard Industrial Estate</b>         | 12  | 9   | 10  | 10  | 4  | 7  |
| <b>Homelands Farm</b>                    | 2   | 1   | 2   | 2   | 1  | 1  |
| <b>Highfield Farm</b>                    | 5   | 4   | 4   | 4   | 1  | 3  |
| <b>Withytrees Farm</b>                   | 2   | 1   | 2   | 2   | 1  | 1  |
| <b>Park Farm Industrial Estate</b>       | 3   | 2   | 2   | 2   | 1  | 1  |
| <b>Knightsbridge Business Centre</b>     | 4   | 3   | 3   | 3   | 1  | 2  |
| <b>Isbourne Business Centre</b>          | 4   | 3   | 3   | 3   | 1  | 2  |
| <b>Brokeridge Business Park</b>          | 13  | 10  | 11  | 11  | 4  | 7  |
| <b>Twittocks Farm</b>                    | 14  | 11  | 12  | 12  | 4  | 8  |
| <b>Land North West of M5 J10</b>         | 125 | 102 | 109 | 109 | 38 | 69 |

Table 3-18: LGV Trips for each Employment Site by Period

| Employment Site                                                  | OGV      |            |          |            |          |            |
|------------------------------------------------------------------|----------|------------|----------|------------|----------|------------|
|                                                                  | AM       |            | IP       |            | PM       |            |
|                                                                  | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| <b>West Gloucester (South)</b>                                   | 8        | 6          | 8        | 8          | 5        | 4          |
| <b>North Churchdown</b>                                          | 2        | 1          | 2        | 2          | 1        | 1          |
| <b>Land between Smow Farm and Claydon House Farm, Tewkesbury</b> | 4        | 3          | 4        | 4          | 3        | 2          |
| <b>Land at Pamington, Tewkesbury</b>                             | 4        | 3          | 4        | 4          | 2        | 2          |
| <b>Safeguarded Land</b>                                          | 6        | 5          | 7        | 7          | 4        | 4          |
| <b>Land adjoining North West Cheltenham (North)</b>              | 7        | 6          | 7        | 7          | 4        | 4          |
| <b>Land south of Tewkesbury</b>                                  | 5        | 4          | 5        | 5          | 3        | 3          |
| <b>South Churchdown</b>                                          | 11       | 9          | 11       | 12         | 7        | 6          |
| <b>North West Cheltenham</b>                                     | 15       | 12         | 15       | 16         | 10       | 8          |
| <b>West Cheltenham</b>                                           | 3        | 3          | 5        | 6          | 1        | 1          |
| <b>Innsworth &amp; Twigworth</b>                                 | 1        | 1          | 1        | 1          | 1        | 0          |
| <b>Blackridge Sports &amp; Community Hub</b>                     | 0        | 0          | 0        | 0          | 0        | 0          |
| <b>Former Quayside House, Blackfriars</b>                        | 0        | 0          | 0        | 0          | 0        | 0          |
| <b>Fleece Hotel and Longsmith Street Carpark</b>                 | 0        | 0          | 0        | 0          | 0        | 0          |

|                                          |    |    |    |    |    |    |
|------------------------------------------|----|----|----|----|----|----|
| <b>Land south of Triangle Park</b>       | 1  | 1  | 1  | 1  | 1  | 0  |
| <b>Part of West Quay, the Docks</b>      | 0  | 0  | 0  | 0  | 0  | 0  |
| <b>Land south of Hatherley Lane</b>      | 0  | 0  | 0  | 0  | 0  | 0  |
| <b>Land at Chelt Walk</b>                | 0  | 0  | 0  | 0  | 0  | 0  |
| <b>Land north-west of Grovefield Way</b> | 1  | 1  | 1  | 1  | 1  | 1  |
| <b>Gloucester Business Park</b>          | 21 | 17 | 22 | 22 | 13 | 12 |
| <b>Meteor Business Park</b>              | 2  | 2  | 2  | 2  | 1  | 1  |
| <b>Tewkesbury Business Park</b>          | 2  | 1  | 2  | 2  | 1  | 1  |
| <b>Cleeve Business Park</b>              | 10 | 8  | 10 | 11 | 6  | 6  |
| <b>Bamfurlong Industrial Park</b>        | 5  | 4  | 5  | 5  | 3  | 3  |
| <b>Ashville Business Park</b>            | 4  | 3  | 4  | 4  | 3  | 2  |
| <b>Malvern View Business Park</b>        | 2  | 2  | 2  | 2  | 1  | 1  |
| <b>Orchard Industrial Estate</b>         | 5  | 4  | 5  | 5  | 3  | 3  |
| <b>Homelands Farm</b>                    | 1  | 1  | 1  | 1  | 1  | 0  |
| <b>Highfield Farm</b>                    | 2  | 2  | 2  | 2  | 1  | 1  |
| <b>Withytrees Farm</b>                   | 1  | 1  | 1  | 1  | 0  | 0  |
| <b>Park Farm Industrial Estate</b>       | 1  | 1  | 1  | 1  | 1  | 1  |
| <b>Knightsbridge Business Centre</b>     | 2  | 1  | 2  | 2  | 1  | 1  |
| <b>Isbourne Business Centre</b>          | 2  | 1  | 2  | 2  | 1  | 1  |
| <b>Brockeridge Business Park</b>         | 6  | 5  | 6  | 6  | 4  | 3  |
| <b>Twittocks Farm</b>                    | 6  | 5  | 6  | 7  | 4  | 3  |
| <b>Land North West of M5 J10</b>         | 38 | 29 | 40 | 40 | 19 | 18 |

Table 3-19: OGV Trips for each Employment Site by Period

## 3.2 Cotswold

### 3.2.1 Residential Sites

Figure 3-20 and Figure 3-21 displays how each of the strategic residential PSO sites have been categorised. Sites classified as Residential Isolated are highlighted in purple and are located in the vicinity of the continuous built-up area whereas sites in yellow represent village locations.



Figure 3-20: South Cotswold Strategic Residential Sites

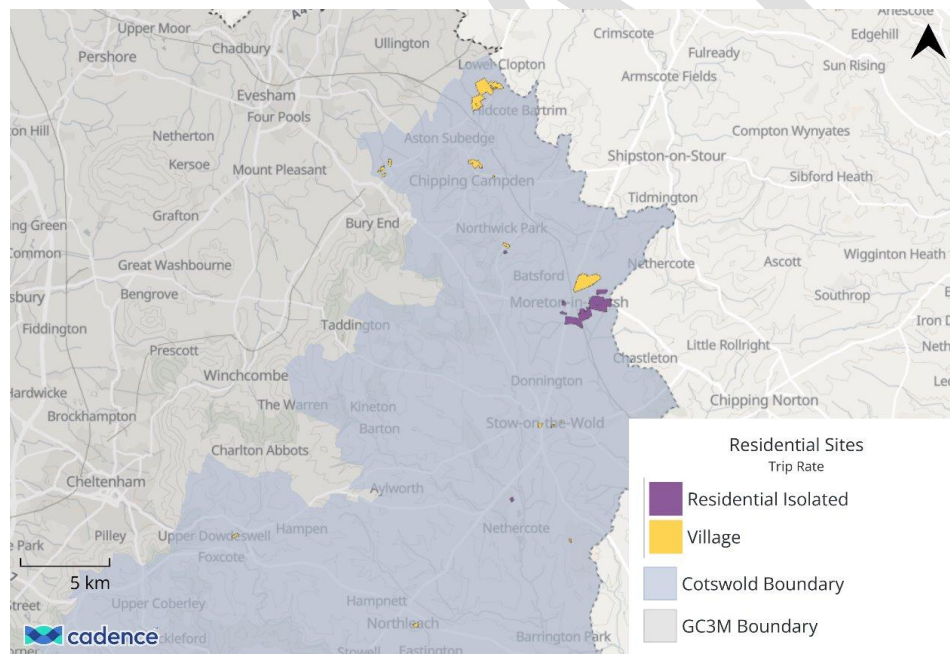


Figure 3-21: North Cotswold Strategic Residential Sites

Figure 3-22 to Figure 3-25 illustrate the spatial distribution and magnitude of AM and PM peak arrivals and departures across the residential development sites in the Cotswold District PSO.

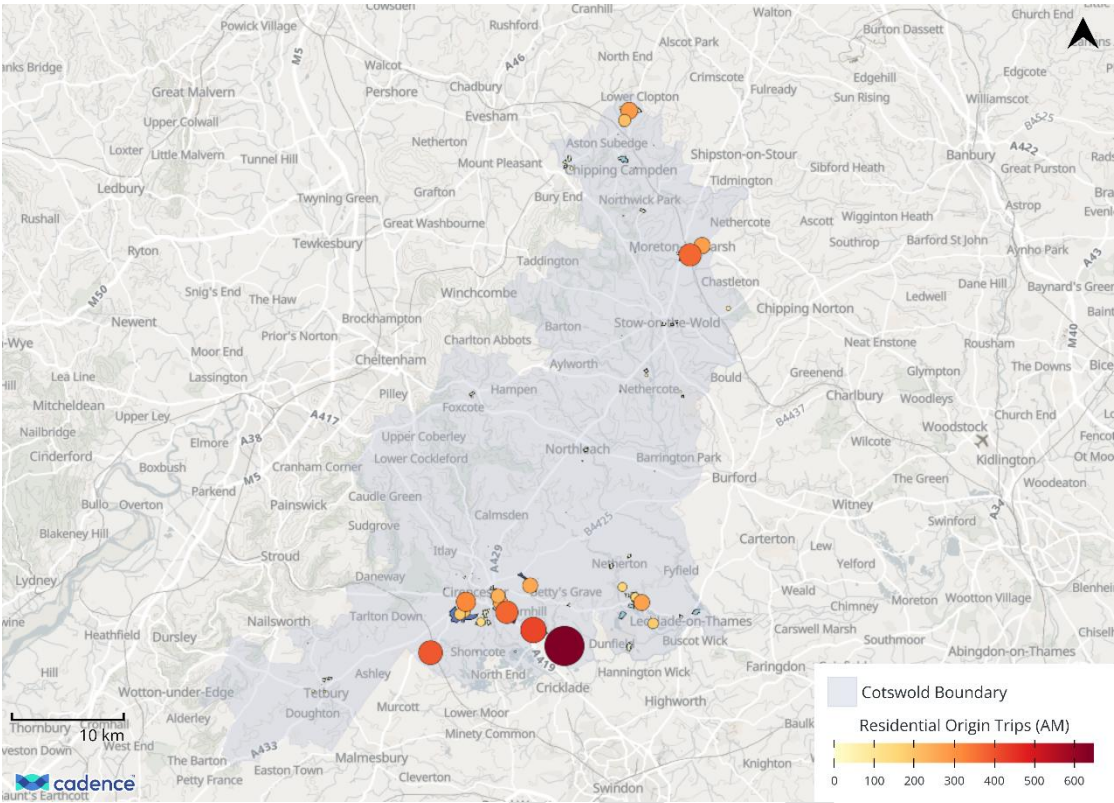


Figure 3-22: AM Departures for Residential Development Sites



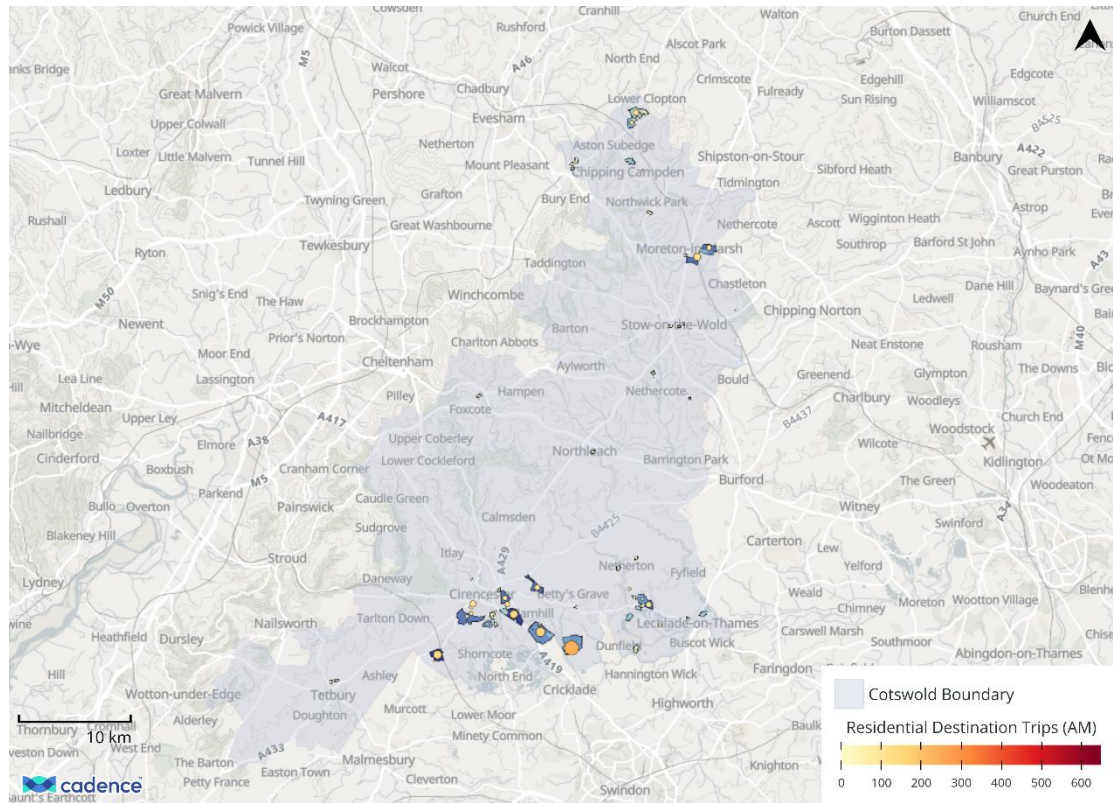


Figure 3-23: AM Arrivals for Residential Development Sites

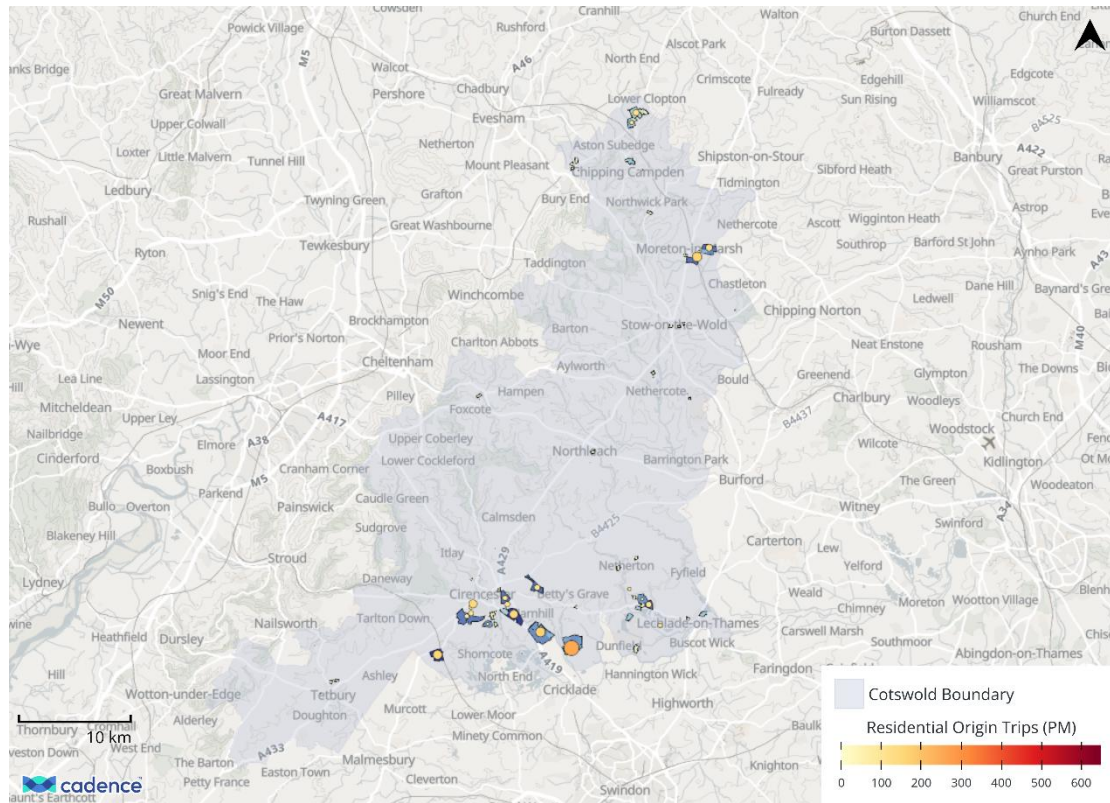


Figure 3-24: PM Departures for Residential Development Sites

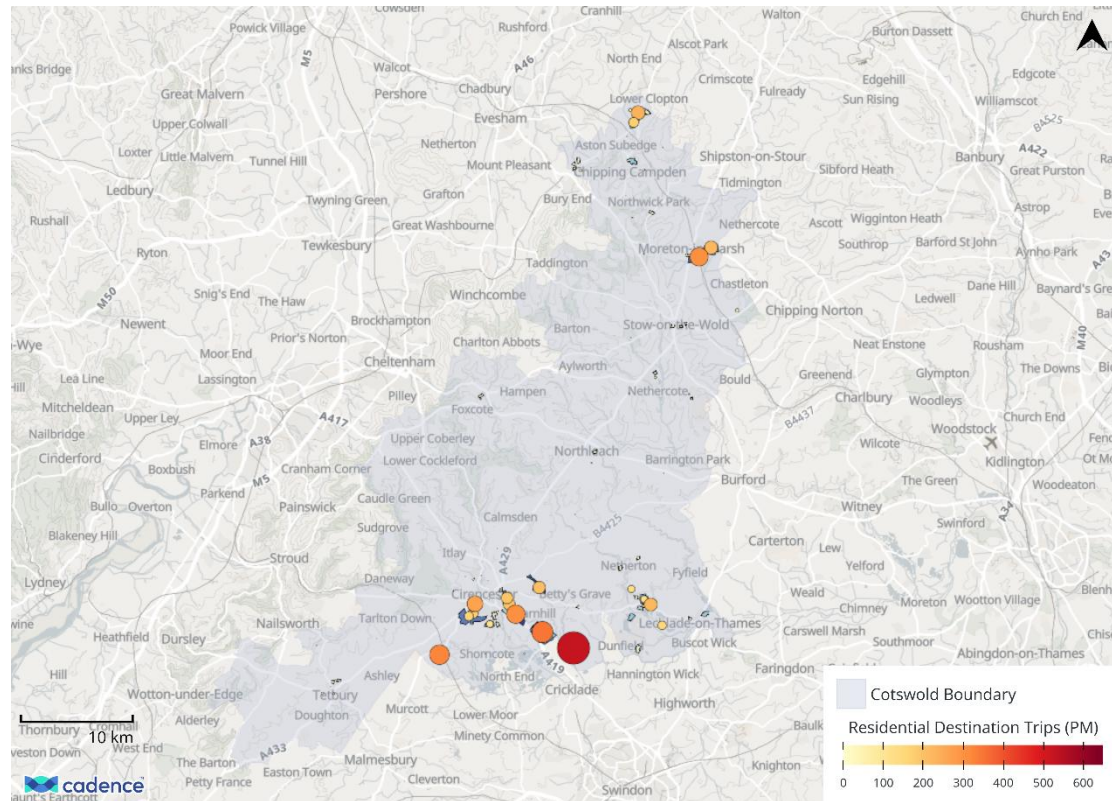


Figure 3-25: PM Arrivals for Residential Development Sites

### *Phase 2-f: Land at Chesterton Farm, Cranhams Lane, GL7 6JP – Residential Isolated*

The Chesterton Farm site is located to the south-west of Cirencester, situated on the western edge of the town where development transitions into open agricultural land. As shown in Figure 3-26, the site adjoins the existing residential area of Chesterton but is bordered to the south and west by undeveloped farmland. Despite its edge-of-town position, the site benefits from proximity to the services and facilities of Cirencester and has reasonable connectivity to the surrounding street network. This is supported by the DfT's Connectivity Tool, which indicated a residential overall connectivity score of 59. Given that the site is located on the periphery of Cirencester and is bordered by predominantly non-residential land uses, the expected travel patterns are those of a Residential Isolated location.



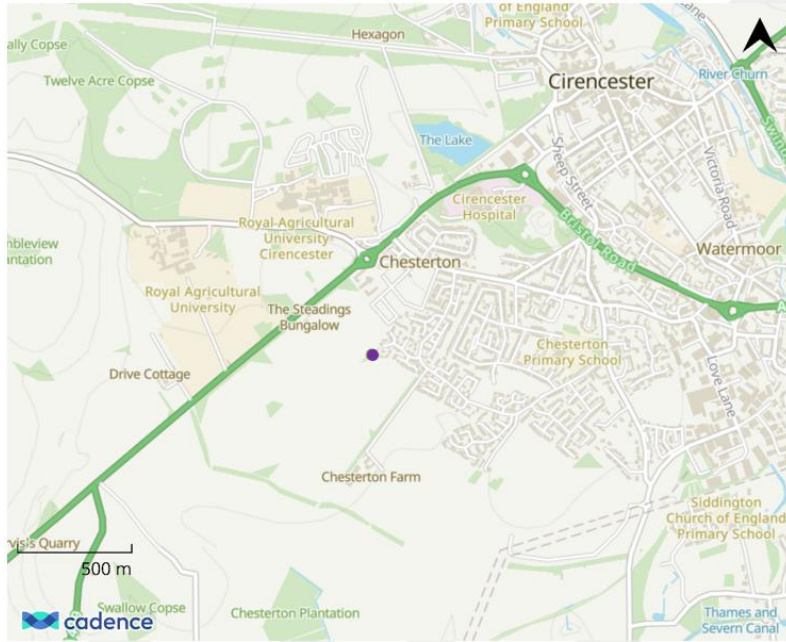


Figure 3-26: Phase 2-f: Land at Chesterton Farm, Cranhams Lane, GL7 6JP Site Location

Table 3-20 shows car trip arrivals and departures for the PSO for each modelled period. The Chesterton Farm Phase 2-f site consists of 549 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 62       | 5   | 1   | 179        | 12  | 1   |
| IP (Avg 10:00-16:00) | 72       | 12  | 1   | 69         | 12  | 1   |
| PM (17:00-18:00)     | 147      | 22  | 1   | 79         | 11  | 1   |

Table 3-20: Phase 2-f: Land at Chesterton Farm, Cranhams Lane Modelled Car Trips by Period

#### Phase 3a-i: Land at Chesterton Farm, Cranhams Lane, GL7 6JP – Residential Isolated

Phase 3a-I, in Figure 3-27, forms a subsequent phase of the same wider Chesterton Farm residential development above. The site is located on the south-western edge of Cirencester, adjoining the existing residential area of Chesterton while remaining associated with the surrounding open land. The Chesterton Farm site has been categorised as Residential Isolated based on its south-west Cirencester location, moderate connectivity score of 59 from the DfT's Connectivity Tool, and reasonable access to the services and facilities of the town.



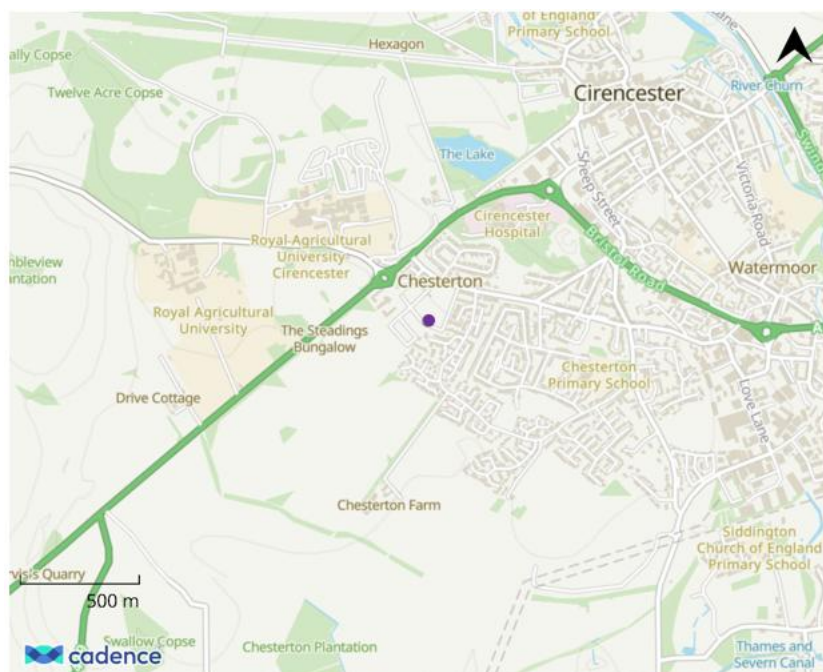


Figure 3-27: Phase 3a-i: Land at Chesterton Farm, Cranhams Lane, GL7 6JP Site Location

Table 3-21 shows car trip arrivals and departures for the PSO for each modelled period. The Phase 3a-i site consists of 982 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 111      | 10  | 1   | 320        | 22  | 1   |
| IP (Avg 10:00-16:00) | 130      | 22  | 1   | 124        | 22  | 2   |
| PM (17:00-18:00)     | 263      | 39  | 1   | 140        | 20  | 1   |

Table 3-21: Phase 3a-i: Land at Chesterton Farm, Cranhams Lane Modelled Car Trips by Period

#### *Land south-west of Preston between Cirencester Road (A419) and A419T - Village Location*

The site is located to the south-east of Cirencester, as shown in Figure 3-28 within a predominantly rural setting and separated from the main urban area by areas of open land. While the site benefits from access to the A419 and A417, which provide connections to Cirencester and the wider strategic highway network, it is not directly integrated with the continuous built-up area of the town. The surrounding area is characterised by largely undeveloped land and rural uses, with access to a wide range of employment, education, retail and leisure facilities generally requiring travel to Cirencester or other nearby settlements and thus, the site has been categorised as Village. The DfT's Connectivity Tool indicated an overall employment connectivity score of 50. However, connectivity score does not determine site classification. The site remains physically separated from the main urban area and is located within a rural context, with travel patterns expected to be characterised by longer journey

lengths and a greater reliance on private vehicles than would typically be expected within a residential location.

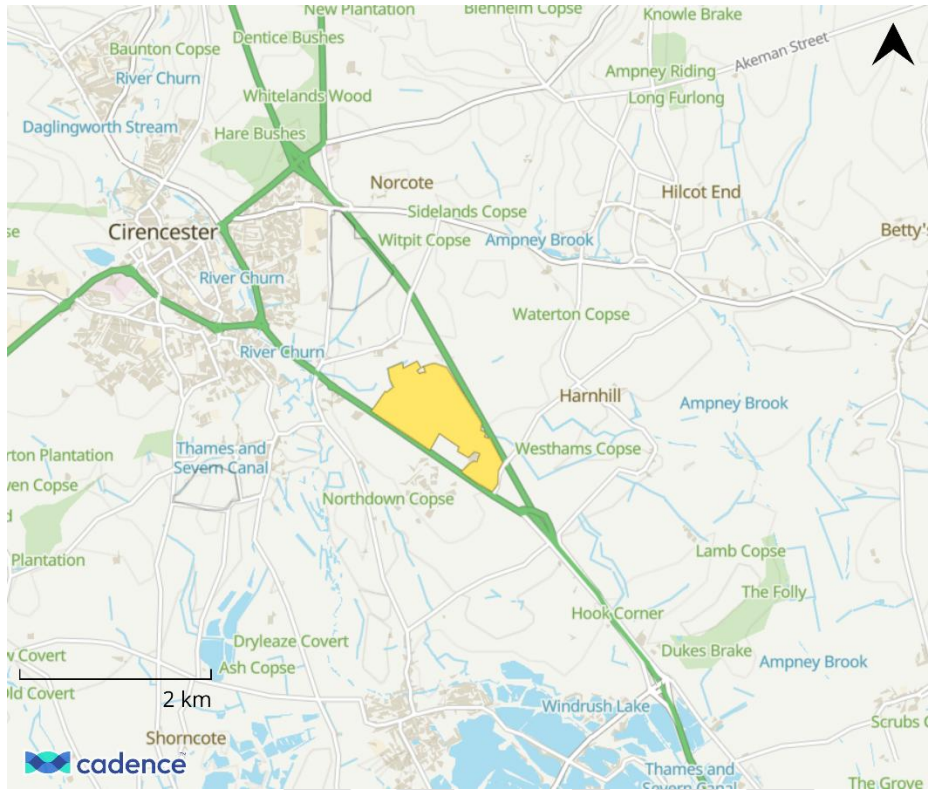


Figure 3-28: Land south-west of Preston between Cirencester Road (A419) and A419T Site Location

Table 3-22 shows car trip arrivals and departures for the PSO for each modelled period. The Land south-west of Preston between Cirencester Road (A419) and A419T site consists of 960 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 136      | 18  | 3   | 371        | 24  | 5   |
| IP (Avg 10:00-16:00) | 132      | 20  | 1   | 126        | 20  | 1   |
| PM (17:00-18:00)     | 305      | 22  | 1   | 145        | 13  | 1   |

Table 3-22: Land south-west of Preston between Cirencester Road (A419) and A419T Modelled Car Trips by Period

### Land east of Kingshill Lane - Village

The Land east of Kingshill Lane site is located to the east of Cirencester as shown in Figure 3-29. Although situated within the wider vicinity of Cirencester, the site is located within a predominantly rural area and is surrounded by open land. The site benefits from access to both the A419 and A417, which provide strategic connections to the wider road network. However, access to a full range of employment, education, retail and leisure opportunities is likely to

require longer journeys, reflecting travel patterns that are more characteristic of rural locations than sites located within the continuous urban area. The site has therefore been categorised as Village. The DfT's Connectivity Tool indicated an employment overall connectivity score of 50. However, connectivity score does not determine site classification. The site remains physically separated from the main urban area and is located within a rural context, with travel patterns expected to be characterised by longer journey lengths and a greater reliance on private vehicles than would typically be expected within a residential location.

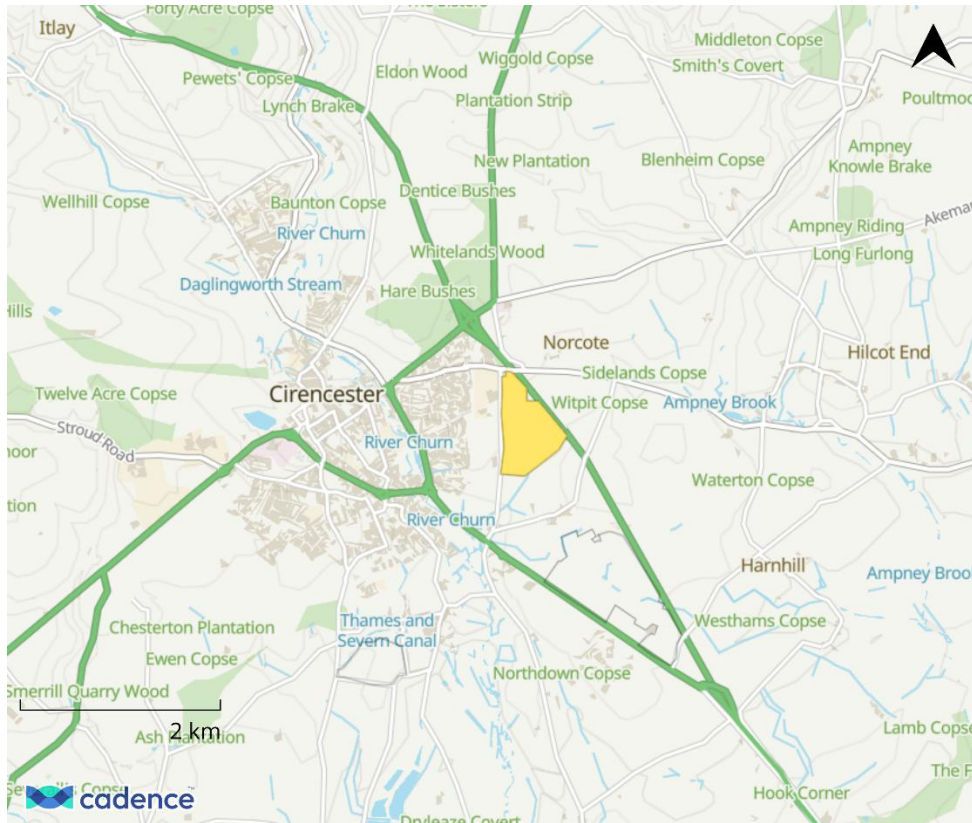


Figure 3-29: Land east of Kingshill Lane Site Location

Table 3-23 shows car trip arrivals and departures for the PSO for each modelled period. The Land east of Kingshill Lane site consists of 613 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 87       | 12  | 2   | 237        | 15  | 3   |
| IP (Avg 10:00-16:00) | 84       | 13  | 1   | 80         | 13  | 1   |
| PM (17:00-18:00)     | 195      | 14  | 1   | 93         | 9   | 1   |

Table 3-23: Land east of Kingshill Lane Modelled Car Trips by Period

### *Land south-west of Kemble - Village*

This site is located to the south-west of Cirencester, adjacent to the village of Kemble and is surrounded by open and undeveloped land as shown in Figure 3-30. While Kemble railway station is in proximity and offers an important strategic rail connection, access to employment and key amenities and services remains limited within the immediate vicinity. The site has therefore been categorised as Village. The classification is further supported by the DfT's Connectivity Tool, which showed a score of 24. This score suggests a low level of accessibility, consistent with a village location where access to employment and other key services typically requires longer journeys compared to urban residential areas.

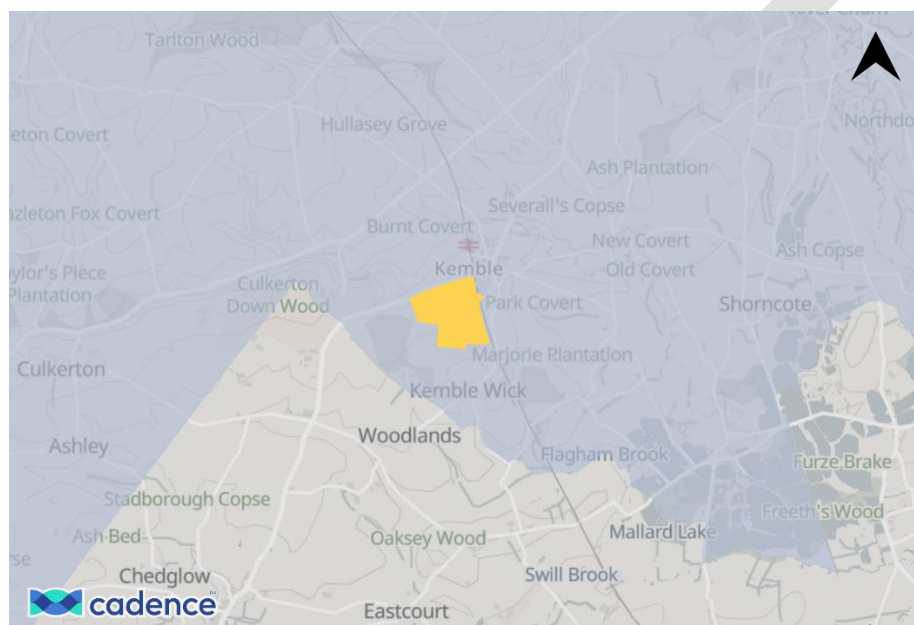


Figure 3-30: Land south-west of Kemble Site Location

Table 3-24 shows car trip arrivals and departures for the PSO for each modelled period. The Land south-west of Kemble site consists of 1,020 dwellings.

| Modelled Period             | Arrivals |     |     | Departures |     |     |
|-----------------------------|----------|-----|-----|------------|-----|-----|
|                             | Car      | LGV | OGV | Car        | LGV | OGV |
| <b>AM (08:00-09:00)</b>     | 145      | 19  | 3   | 394        | 26  | 5   |
| <b>IP (Avg 10:00-16:00)</b> | 140      | 21  | 1   | 134        | 21  | 1   |
| <b>PM (17:00-18:00)</b>     | 324      | 23  | 1   | 154        | 14  | 1   |

Table 3-24: Land south-west of Kemble Modelled Car Trips by Period

### *Fire Service College (Site A) – Residential Isolated*

The Fire Service College Site A, shown in Figure 3-31, is located on the eastern edge of Moreton-in-Marsh town. While the site lies adjacent to the urban area and benefits from access to the



services, facilities and railway station within Moreton-in-Marsh, it is situated on the periphery of the settlement and is bordered by predominantly rural and undeveloped land to the east and south. The site is therefore categorised as Residential Isolated. The classification is further supported by the DfT's Connectivity Tool, which showed a score of 42.

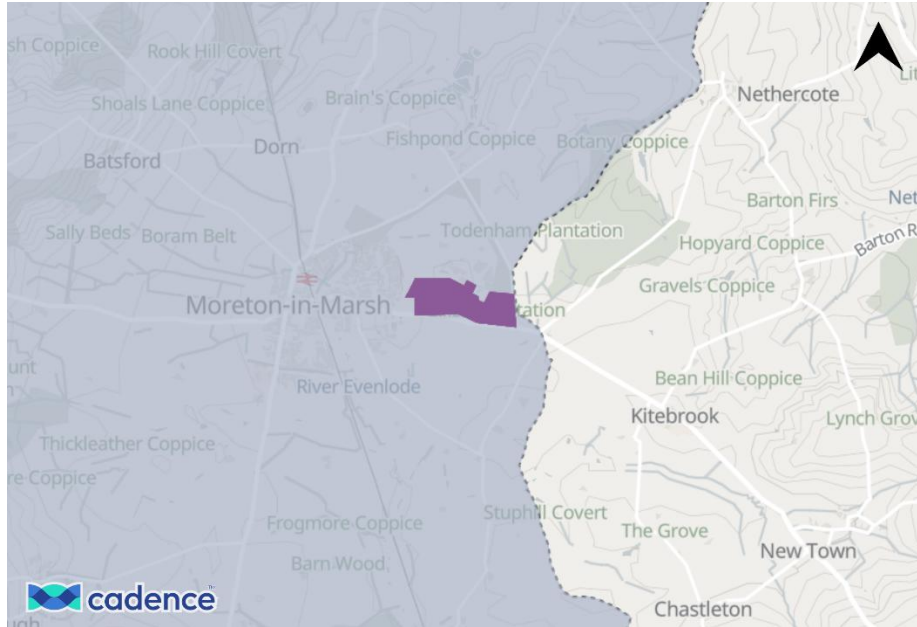


Figure 3-31: Fire Service College (Site A) Site Location

Table 3-25 shows car trip arrivals and departures for the PSO for each modelled period. The Fire Service College Site A consists of 833 dwellings.

| Modelled Period             | Arrivals |     |     | Departures |     |     |
|-----------------------------|----------|-----|-----|------------|-----|-----|
|                             | Car      | LGV | OGV | Car        | LGV | OGV |
| <b>AM (08:00-09:00)</b>     | 94       | 8   | 1   | 272        | 18  | 1   |
| <b>IP (Avg 10:00-16:00)</b> | 110      | 18  | 1   | 105        | 18  | 2   |
| <b>PM (17:00-18:00)</b>     | 223      | 33  | 1   | 119        | 17  | 1   |

Table 3-25: Fire Service College (Site A) Modelled Car Trips by Period

### Ampney Crucis - Village

This site is located to the east of Cirencester, in the vicinity of Hilcot End, within a rural area surrounded by open land. The site is physically separated from the main urban area of Cirencester, with extensive undeveloped land lying between the site and the town, resulting in a distinct rural setting. Whilst the site benefits from access to the local road network and connections towards Cirencester and surrounding settlements, access to a full range of employment, education, retail and leisure facilities is likely to require travel beyond the immediate area.

As a result, the site is categorised as Village. The classification is further supported by the DfT's Connectivity Tool, which showed a score of 21.

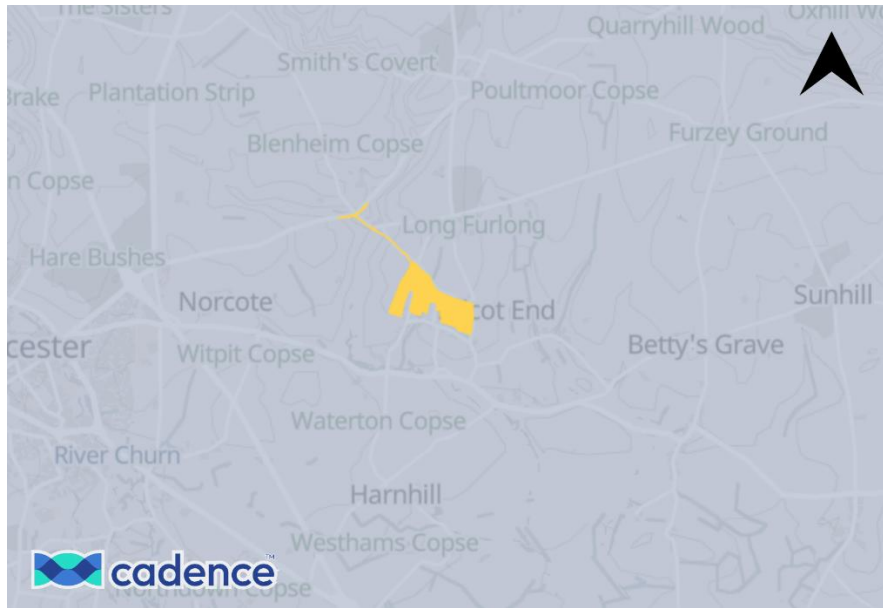


Figure 3-32: Ampney Crucis Site Location

Table 3-26 shows car trip arrivals and departures for the PSO for each modelled period. The Ampney Crucis site consists of 660 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 94       | 13  | 2   | 255        | 17  | 3   |
| IP (Avg 10:00-16:00) | 90       | 14  | 1   | 86         | 14  | 1   |
| PM (17:00-18:00)     | 210      | 15  | 1   | 100        | 9   | 1   |

Table 3-26: Land north of Clark's Lane and south of Old Canal Modelled Car Trips by Period

### Mickleton – Village

This site is located in the vicinity of Mickleton, a rural village situated to the north of the Cotswolds. The site is surrounded predominantly by open land with development in the area generally comprising rural communities. Whilst Mickleton provides access to a limited range of local facilities and services, residents are likely to rely on nearby towns and larger settlements for a wider range of employment, retail, education and leisure opportunities.

Consequently, the Mickleton site is categorised as Village. The classification is further supported by the DfT's Connectivity Tool, which showed a score of 29.

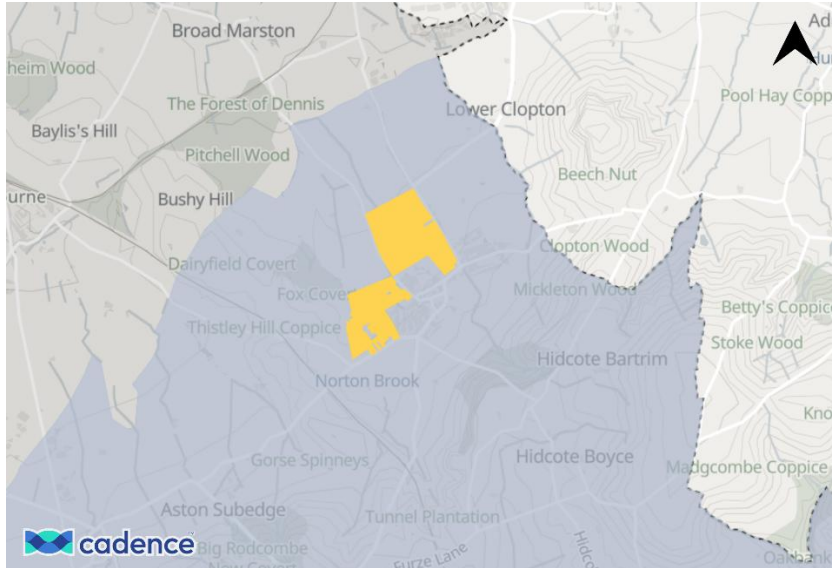


Figure 3-33: Mickleton site Location

**Error! Reference source not found.** shows car trip arrivals and departures for the PSO for each modelled period. The Mickleton site consists of 1,264 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 179      | 24  | 4   | 488        | 32  | 6   |
| IP (Avg 10:00-16:00) | 173      | 27  | 1   | 166        | 27  | 1   |
| PM (17:00-18:00)     | 402      | 29  | 1   | 191        | 18  | 1   |

Table 3-27: Mickleton Modelled Car Trips by Period

### Land south of Driffield – Village

The land south of Driffield is located in the wider Down Ampney and Cotswold Water Park area, surrounded by open land with limited development in the immediate vicinity. The site is physically separated from larger urban centres, resulting in a rural setting. Given its rural context, the surrounding undeveloped land, and the need for residents to travel further to access key services and facilities, the site has been categorised as Village. The DfT's Connectivity Tool showed a connectivity score of 22, also consistent with a village location.

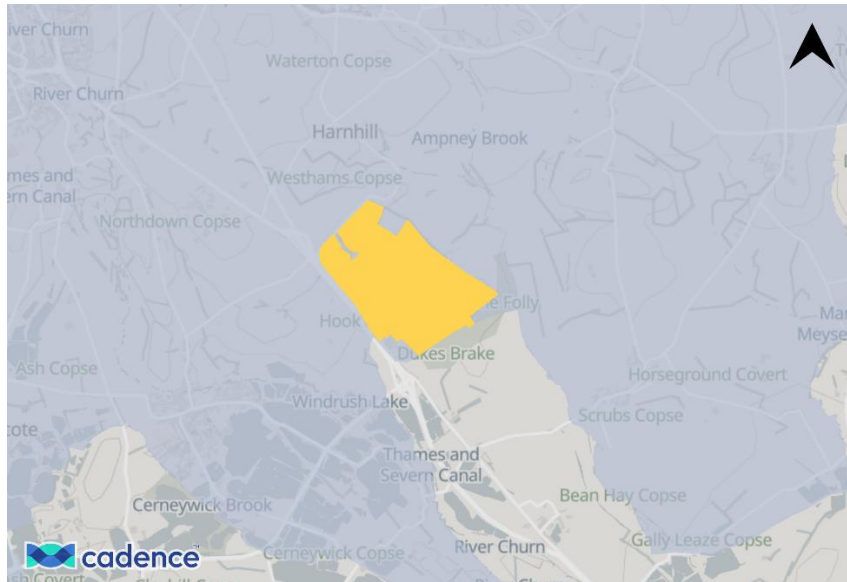


Figure 3-34: Land south of Driffield site Location

**Error! Reference source not found.** shows car trip arrivals and departures for the PSO for each modelled period. The land south of Driffield site consists of 1,090 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 155      | 21  | 3   | 421        | 27  | 5   |
| IP (Avg 10:00-16:00) | 149      | 23  | 1   | 143        | 23  | 1   |
| PM (17:00-18:00)     | 347      | 25  | 1   | 165        | 15  | 1   |

Table 3-28: Land south of Driffield Modelled Car Trips by Period

### Land at Down Ampney – Village

The land at Down Ampney site is located in the vicinity of Down Ampney as shown in Figure 3-35 **Error! Reference source not found.**, a rural village situated to the south-east of Cirencester. The site lies within a rural area and is physically separated from larger urban areas. Whilst the site benefits from connections to the local highway network, enabling access to Cirencester, Fairford and surrounding villages, access to a wider range of services and facilities requires travel to nearby towns and settlements.

The DfT's Connectivity Tool showed a connectivity score of 22, meaning low levels of accessibility to services and amenities, consistent with a village location. Consequently, the site has been categorised as Village.



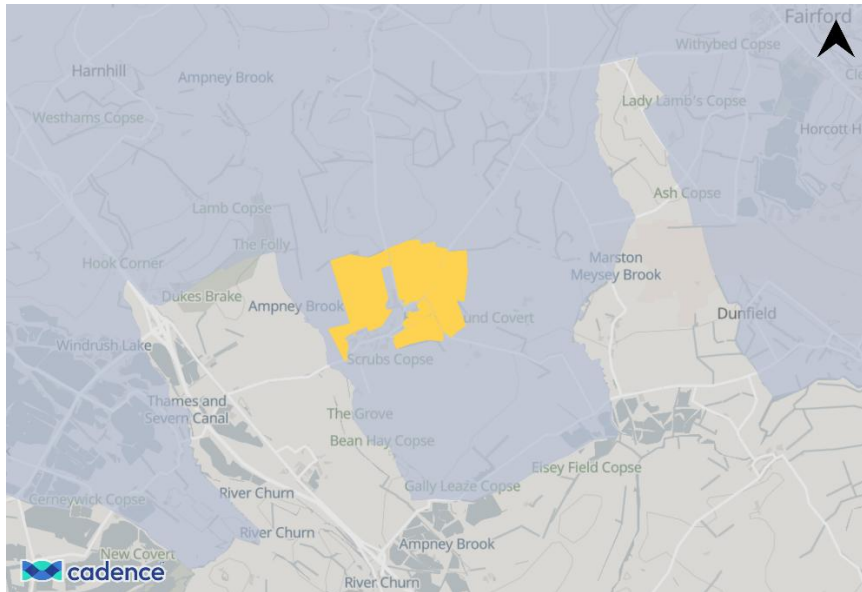


Figure 3-35: Land at Down Ampney site Location

**Error! Reference source not found.** shows car trip arrivals and departures for the PSO for each modelled period. The land at Down Ampney site consists of 1,660 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 236      | 32  | 5   | 641        | 42  | 8   |
| IP (Avg 10:00-16:00) | 227      | 35  | 2   | 217        | 35  | 2   |
| PM (17:00-18:00)     | 528      | 38  | 2   | 251        | 23  | 2   |

Table 3-29: Land at Down Ampney Modelled Car Trips by Period

#### *Land at Moreton-in-Marsh – Residential Isolated*

The Land at Moreton-in-Marsh site, shown in Figure 3-36, is located on the eastern side of Moreton-in-Marsh and comprises a number of sites situated on the edge of the existing settlements. Whilst the site benefits from proximity to the town centre, local services, community facilities and Moreton-in-Marsh railway station, it is bordered to the east by predominantly rural land uses and open land.

The site is well positioned to access employment, education, retail and leisure opportunities within Moreton-in-Marsh. However, due to its location on the edge of the existing settlement, it is categorised as Residential Isolated. The DfT's Connectivity Tool showed a connectivity score of 45.

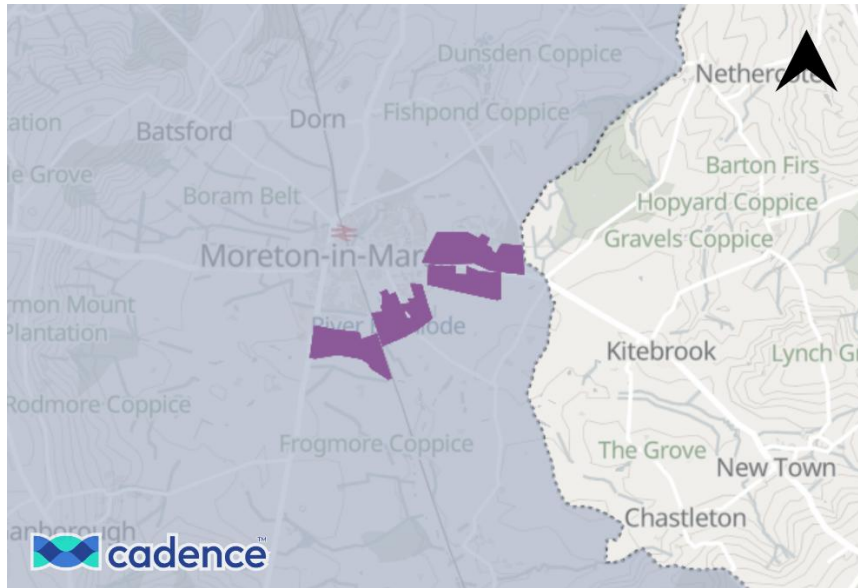


Figure 3-36: Land at Moreton in Marsh site Location

**Error! Reference source not found.** shows car trip arrivals and departures for the PSO for each modelled period. The land at Moreton in Marsh site consists of 1,129 dwellings.

| Modelled Period      | Arrivals |     |     | Departures |     |     |
|----------------------|----------|-----|-----|------------|-----|-----|
|                      | Car      | LGV | OGV | Car        | LGV | OGV |
| AM (08:00-09:00)     | 128      | 11  | 1   | 368        | 25  | 1   |
| IP (Avg 10:00-16:00) | 149      | 25  | 1   | 142        | 25  | 2   |
| PM (17:00-18:00)     | 303      | 45  | 1   | 161        | 23  | 1   |

Table 3-30: Land at Moreton in Marsh Modelled Car Trips by Period

### 3.2.2 Employment Strategic sites

Table 3-31 summarises the assumed employment land-use distribution for Cotswold. These proportions are applied consistently to each employment site to disaggregate the total floorspace into B1 (Office), B2 (Industrial), and B8 (Warehouse) categories. The resulting land-use split is then used to inform the trip rate assumptions applied in subsequent stages of the assessment. Industrial uses (B2) comprise the largest share of employment land use at 49.5%, followed by warehouses (B8) at 25.8%, and office uses (B1) at 24.7%.

| Local Authority | Cotswold |
|-----------------|----------|
| B1- Offices     | 24.7%    |
| B2 - Industrial | 49.5%    |

**B8 - Warehouses**

25.8%

Table 3-31: Employment Land Use Split

Table 3-32 shows car trips generation for each PSO employment site for each modelled periods, split by arrivals and departures. Overall, the largest trip volumes are associated with the Land south of Cotswold Airport, Fosse Farm, the Cotswold Airport and the Land south-west of Preston between Cirencester Road (A419) and the A419T. Of these, Cotswold Airport and Land south-west of Preston are strategic employment sites, both of which record consistently high inbound trips during the AM peak and high outbound trips during the PM peak, reflecting their scale and strategic employment function.

| Employment Site                                                      | AM       |            | Car IP   |            | PM       |            |
|----------------------------------------------------------------------|----------|------------|----------|------------|----------|------------|
|                                                                      | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| Phase 3a-i: Land at Chesterton Farm, Cranhams Lane, GL7 6JP          | 100      | 17         | 33       | 39         | 21       | 97         |
| Land north of Bourton Industrial Park                                | 62       | 10         | 21       | 24         | 13       | 60         |
| Land west of Battlebrook Drive, Station Road                         | 11       | 2          | 4        | 4          | 2        | 11         |
| Land north of B4632 and east of employment estate                    | 33       | 5          | 11       | 13         | 7        | 32         |
| Steadings southern extension, Cirencester                            | 19       | 3          | 6        | 7          | 4        | 18         |
| Land south-west of Preston between Cirencester Road (A419) and A419T | 110      | 18         | 37       | 43         | 23       | 107        |
| Land east of Kingshill Lane                                          | 11       | 2          | 4        | 4          | 2        | 11         |
| Fosse Farm                                                           | 110      | 18         | 37       | 43         | 23       | 107        |
| Land north-east of Fairford                                          | 44       | 7          | 15       | 17         | 9        | 43         |
| Land south-west of Kemble                                            | 11       | 2          | 4        | 4          | 2        | 11         |
| Cotswold Airport                                                     | 107      | 18         | 36       | 42         | 22       | 104        |
| Land south of Cotswold Airport                                       | 179      | 30         | 60       | 70         | 37       | 174        |
| Land at Prospect Gardens, Stratford Road, GL55 6SR                   | 11       | 2          | 4        | 4          | 2        | 11         |
| Fire Service College (Site C)                                        | 44       | 7          | 15       | 17         | 9        | 43         |
| M89                                                                  | 17       | 3          | 5        | 6          | 3        | 16         |
| Land north of Clark's Lane and south of Old Canal                    | 11       | 2          | 4        | 4          | 2        | 11         |

Table 3-32: Car Trips for each Employment Site by Period

| Employment Site                                                      | LGV      |            |          |            |          |            |
|----------------------------------------------------------------------|----------|------------|----------|------------|----------|------------|
|                                                                      | AM       |            | IP       |            | PM       |            |
|                                                                      | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| Phase 3a-i: Land at Chesterton Farm, Cranhams Lane, GL7 6JP          | 17       | 13         | 14       | 15         | 5        | 9          |
| Land north of Bourton Industrial Park                                | 10       | 8          | 9        | 9          | 3        | 6          |
| Land west of Battlebrook Drive, Station Road                         | 2        | 1          | 2        | 2          | 1        | 1          |
| Land north of B4632 and east of employment estate                    | 6        | 4          | 5        | 5          | 2        | 3          |
| Steadings southern extension, Cirencester                            | 3        | 2          | 3        | 3          | 1        | 2          |
| Land south-west of Preston between Cirencester Road (A419) and A419T | 19       | 14         | 16       | 16         | 6        | 10         |
| Land east of Kingshill Lane                                          | 2        | 1          | 2        | 2          | 1        | 1          |
| Fosse Farm                                                           | 19       | 14         | 16       | 16         | 6        | 10         |
| Land north-east of Fairford                                          | 7        | 6          | 6        | 6          | 2        | 4          |
| Land south-west of Kemble                                            | 2        | 1          | 2        | 2          | 1        | 1          |
| Cotswold Airport                                                     | 18       | 14         | 15       | 16         | 6        | 10         |
| Land south of Cotswold Airport                                       | 30       | 23         | 26       | 26         | 9        | 16         |
| Land at Prospect Gardens, Stratford Road, GL55 6SR                   | 2        | 1          | 2        | 2          | 1        | 1          |
| Fire Service College (Site C)                                        | 7        | 6          | 6        | 6          | 2        | 4          |
| M89                                                                  | 3        | 2          | 2        | 2          | 1        | 2          |
| Land north of Clark's Lane and south of Old Canal                    | 2        | 1          | 2        | 2          | 1        | 1          |

Table 3-33: LGV Trips for each Employment Site by Period

| Employment Site                                             | OGV      |            |          |            |          |            |
|-------------------------------------------------------------|----------|------------|----------|------------|----------|------------|
|                                                             | AM       |            | IP       |            | PM       |            |
|                                                             | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| Phase 3a-i: Land at Chesterton Farm, Cranhams Lane, GL7 6JP | 7        | 6          | 7        | 8          | 5        | 4          |
| Land north of Bourton Industrial Park                       | 4        | 4          | 5        | 5          | 3        | 2          |
| Land west of Battlebrook Drive, Station Road                | 1        | 1          | 1        | 1          | 1        | 0          |



|                                                                      |    |    |    |    |   |   |
|----------------------------------------------------------------------|----|----|----|----|---|---|
| Land north of B4632 and east of employment estate                    | 2  | 2  | 2  | 3  | 2 | 1 |
| Steadings southern extension, Cirencester                            | 1  | 1  | 1  | 1  | 1 | 1 |
| Land south-west of Preston between Cirencester Road (A419) and A419T | 8  | 6  | 8  | 8  | 5 | 4 |
| Land east of Kingshill Lane                                          | 1  | 1  | 1  | 1  | 1 | 0 |
| Fosse Farm                                                           | 8  | 6  | 8  | 8  | 5 | 4 |
| Land north-east of Fairford                                          | 3  | 3  | 3  | 3  | 2 | 2 |
| Land south-west of Kemble                                            | 1  | 1  | 1  | 1  | 1 | 0 |
| Cotswold Airport                                                     | 8  | 6  | 8  | 8  | 5 | 4 |
| Land south of Cotswold Airport                                       | 13 | 10 | 13 | 14 | 8 | 7 |
| Land at Prospect Gardens, Stratford Road, GL55 6SR                   | 1  | 1  | 1  | 1  | 1 | 0 |
| Fire Service College (Site C)                                        | 3  | 3  | 3  | 3  | 2 | 2 |
| M89                                                                  | 1  | 1  | 1  | 1  | 1 | 1 |
| Land north of Clark's Lane and south of Old Canal                    | 1  | 1  | 1  | 1  | 1 | 0 |

Table 3-34: OGV Trips for each Employment Site by Period

## 4 Trip Rate Comparison and Justification

### 4.1 Trip Rate Comparison

WSP working on behalf of National Highways, provided local comparator peak hour vehicle trips per dwelling, on the 20<sup>th</sup> of April 2026. Table 4-1 and Table 4-2 show the comparison with the vehicle trips per dwelling for the three location types outlined in section 1 that were used for the PSO modelling, for the AM and PM peak hour respectively. The weighted average total vehicle trips per dwelling (AM 2-way vehicle trip rate is 0.51 for SLP and 0.54 for Cotswold) of the three location types used in the PSO modelling for the AM peak hour broadly falls in the middle of the range (i.e. 0.51 or 0.54 is approximately middle of the range 0.29-0.63) provided by National Highways, as can be seen in Table 4-1. The weighted average total vehicle trips per dwelling (PM 2-way vehicle trip rate is 0.48 for SLP and 0.50 for Cotswold) of the three location types used in the PSO modelling for the PM peak hour falls in the middle of the range (i.e. 0.48 or 0.50 is approximately middle of the range 0.36-0.62) provided by National Highways, as can be seen in Table 4-2.

| Authority                 | Area Type                 | Housing Type               | Arrivals | Departures | Total (2-way) |
|---------------------------|---------------------------|----------------------------|----------|------------|---------------|
| <b>South Worcs</b>        | Parkway                   | 5,000 dwellings            | 0.08     | 0.21       | <b>0.29</b>   |
| <b>North Somerset</b>     | TC /Edge of TC            | Private/Affordable Housing | 0.10     | 0.33       | <b>0.43</b>   |
| <b>Cotswold &amp; SLP</b> | Generic                   | Residential                | 0.12     | 0.313      | <b>0.43</b>   |
| <b>Wiltshire</b>          | Generic                   | Weighted Average (33/67)   | 0.12     | 0.33       | <b>0.44</b>   |
| <b>North Somerset</b>     | Wolverhill & Bristol Edge | Private/Affordable Housing | 0.13     | 0.34       | <b>0.46</b>   |
| <b>Cotswold &amp; SLP</b> | Generic                   | Residential - Isolated     | 0.124    | 0.349      | <b>0.47</b>   |
| <b>North Somerset</b>     | Nailsea & Backwell / Pill | Private/Affordable Housing | 0.14     | 0.35       | <b>0.48</b>   |
| <b>Glos County</b>        | West of Cheltenham        | Residential                | 0.20     | 0.31       | <b>0.51</b>   |
| <b>SLP</b>                | Weighted Average          | Residential                | 0.14     | 0.37       | <b>0.51</b>   |
| <b>Cotswold</b>           | Weighted Average          | Residential                | 0.15     | 0.39       | <b>0.54</b>   |
| <b>Stroud</b>             | Stroud Valleys            | Residential                | 0.14     | 0.41       | <b>0.55</b>   |
| <b>Stroud</b>             | Stonehouse                | Residential                | 0.14     | 0.41       | <b>0.55</b>   |
| <b>South Worcs</b>        | Generic                   | Residential                | 0.16     | 0.41       | <b>0.57</b>   |

|                           |                      |                |              |              |             |
|---------------------------|----------------------|----------------|--------------|--------------|-------------|
| <b>Cotswold &amp; SLP</b> | <b>Generic</b>       | <b>Village</b> | <b>0.164</b> | <b>0.416</b> | <b>0.58</b> |
| <b>Stroud</b>             | Gloucester Fringe    | Residential    | 0.17         | 0.42         | <b>0.59</b> |
| <b>Stroud</b>             | Cam & Dursley        | Residential    | 0.11         | 0.51         | <b>0.61</b> |
| <b>Stroud</b>             | Berkeley & Sharpness | Residential    | 0.18         | 0.46         | <b>0.63</b> |

Table 4-1 Total Vehicles Trips in the AM Peak Hour per residential dwelling

| Authority                 | Area Type                 | Housing Type                  | Arrivals     | Departures   | Total (2-way) |
|---------------------------|---------------------------|-------------------------------|--------------|--------------|---------------|
| <b>South Worcs</b>        | Parkway                   | 5,000 dwellings               | 0.24         | 0.12         | <b>0.36</b>   |
| <b>North Somerset</b>     | TC /Edge of TC            | Private/Affordable Housing    | 0.27         | 0.14         | <b>0.41</b>   |
| <b>Wiltshire</b>          | Generic                   | Weighted Average (33/67)      | 0.29         | 0.14         | <b>0.43</b>   |
| <b>Cotswold &amp; SLP</b> | <b>Generic</b>            | <b>Residential</b>            | <b>0.293</b> | <b>0.145</b> | <b>0.44</b>   |
| <b>Cotswold &amp; SLP</b> | <b>Generic</b>            | <b>Residential - Isolated</b> | <b>0.309</b> | <b>0.164</b> | <b>0.47</b>   |
| <b>SLP</b>                | <b>Weighted Average</b>   | <b>Residential</b>            | <b>0.32</b>  | <b>0.16</b>  | <b>0.48</b>   |
| <b>North Somerset</b>     | Nailsea & Backwell / Pill | Private/Affordable Housing    | 0.34         | 0.15         | <b>0.49</b>   |
| <b>North Somerset</b>     | Wolverhill & Bristol Edge | Private/Affordable Housing    | 0.34         | 0.15         | <b>0.49</b>   |
| <b>Glos County</b>        | West of Cheltenham        | Residential                   | 0.30         | 0.20         | <b>0.49</b>   |
| <b>Cotswold</b>           | <b>Weighted Average</b>   | <b>Residential</b>            | <b>0.33</b>  | <b>0.17</b>  | <b>0.50</b>   |
| <b>Cotswold &amp; SLP</b> | <b>Generic</b>            | <b>Village</b>                | <b>0.342</b> | <b>0.166</b> | <b>0.51</b>   |
| <b>Stroud</b>             | Cam & Dursley             | Residential                   | 0.32         | 0.19         | <b>0.51</b>   |
| <b>South Worcs</b>        | Generic                   | Residential                   | 0.32         | 0.19         | <b>0.51</b>   |
| <b>Stroud</b>             | Berkeley & Sharpness      | Residential                   | 0.43         | 0.17         | <b>0.60</b>   |
| <b>Stroud</b>             | Gloucester Fringe         | Residential                   | 0.39         | 0.22         | <b>0.61</b>   |
| <b>Stroud</b>             | Stroud Valleys            | Residential                   | 0.40         | 0.23         | <b>0.62</b>   |
| <b>Stroud</b>             | Stonehouse                | Residential                   | 0.40         | 0.23         | <b>0.62</b>   |

Table 4-2 Total Vehicles Trips in the PM Peak Hour per residential dwelling

## 4.2 Trip Rate Justification

When drawing a comparison between the trip rates used for the PSO modelling and those from elsewhere as shown in Table 4-1 and Table 4-2, the following should be noted which supports the justification of the trip rates used:

- No internalisation reduction factor has been applied for the SLP and Cotswold local plan vehicle trips per dwelling for the PSO modelling.
- Stroud and Worcestershire authorities comparators show the highest vehicle trips per dwelling in both Table 4-1 and Table 4-2, all come from 2021 reporting and are based on pre-pandemic trip rates. It is well known that residential car trip rates post pandemic have fallen, car driver trips fell by 6% between 2019 and 2024, with overall commuting trips down by 21% largely due to the rise of hybrid and home working (NTS-2024: Household car availability and trends in car trips (Chart 20), DfT). The surveys that inform the Cotswold and SLP trip rates are based on post pandemic data where lower car trip rates would be expected.
- The strategic transport modelling work for the transport evidence base for a local plan covers a large area and a significant number of development sites it therefore must be strategic and proportionate in nature, as opposed to a detailed transport assessment for individual developments site applications. Instead, a proportionate approach has been adopted using three trip rate categories by location type.
- The trip rates should be seen within the 'Vision & Validate' methodology, as outlined in the Vision & Validate Technical note (SLP, Cotswold) to a future based approach to integrated land use and transport planning. It is a relatively new requirement for the local plan making process, included in the December 2024 revision of the National Planning Policy Framework. It replaces traditional reactive approaches with one that is goal-led, policy-aligned, and focused on sustainable outcomes. At its core, it aims to identify transport solutions that deliver the future we want, rather than providing for a scenario based on how we have done things in the past.
- Trip rates for the West of Cheltenham developments were agreed with National Highways and Gloucestershire County Council to determine the capacity of the existing M5 J10 and local highway arrangements. The weighted average vehicle trips per dwelling for SLP are the same or within 0.01 of the equivalent West of Cheltenham vehicle trips across each peak hour and the Cotswold only deviates by 0.02 vehicle trips per dwelling.

## 4.3 Benchmarking

**Error! Reference source not found.** Table 4-3 below shows the comparison of the A46 WG TRICS derived Standard trip rates, broken down by location and a raw average, against a comparative range of trip rates which is broadly in line with existing planning applications. To enable a consistent assessment, the total vehicles and people metrics account for all observed movements within TRICS (e.g. some modes such as motorcycle, taxi and PSV trip rates are not included separately in the modelling assessment). The purpose of the table below is to provide a

comparative assessment between the TRICS analysis undertaken for existing planning applications within the study area and the TRICS derived standard trip rates. Note, for the purpose of modelling these standard trip rates are then adjusted using TEMPRO data for car passenger observations and some modes are excluded.

| Location                     | Total Vehicles |             | Cyclist     |             | Walk        |             | PT          |             | Total People |             |
|------------------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|
|                              | AM             | PM          | AM          | PM          | AM          | PM          | AM          | PM          | AM           | PM          |
| Residential Zone             | 0.40           | 0.44        | 0.02        | 0.02        | 0.17        | 0.09        | 0.04        | 0.04        | 0.85         | 0.84        |
| Residential Zone Isolated    | 0.50           | 0.51        | 0.02        | 0.02        | 0.11        | 0.06        | 0.05        | 0.04        | 0.96         | 0.98        |
| Village                      | 0.57           | 0.48        | 0.02        | 0.01        | 0.11        | 0.09        | 0.05        | 0.04        | 1.11         | 0.85        |
| Average                      | 0.49           | 0.48        | 0.02        | 0.02        | 0.13        | 0.08        | 0.04        | 0.04        | 0.97         | 0.89        |
| <b>Estimated Lower Range</b> | <b>0.46</b>    | <b>0.47</b> | <b>0.01</b> | <b>0.01</b> | <b>0.01</b> | <b>0.05</b> | <b>0.01</b> | <b>0.01</b> | <b>0.86</b>  | <b>0.79</b> |
| <b>Estimated Upper Range</b> | <b>0.57</b>    | <b>0.63</b> | <b>0.03</b> | <b>0.04</b> | <b>0.27</b> | <b>0.18</b> | <b>0.03</b> | <b>0.03</b> | <b>1.04</b>  | <b>0.97</b> |

Table 4-3: Trip Rate (per hour per dwelling) A46 WG Benchmarking - TRICS

On average, trip rates across all modes fall within the estimated comparative ranges. The only minor exception is Public Transport (combined), which deviates slightly by 0.01 trips.

For Total Vehicles, the Residential Zone shows slightly lower trip rates than the estimated range, while the Village and Residential Zone Isolated locations fall within the expected range. In particular, the general Residential Zone, which represents areas with lower car generation, has slightly lower car trip rates than estimated. Overall, both the range of trip rates across location categories and the average total vehicle trip rates are broadly in line with expectations.

For Total People, average trip rates are within the estimated range. A small deviation of 0.01 trips was observed in the Residential Zone during the weekday morning peak (08:00-09:00). In some specific periods, slightly higher trip rates were recorded including:

- Residential Zone Isolated (average weekday afternoon peak (17:00-18:00))
- Village (average weekday morning peak (08:00-09:00))

These deviations are primarily related to vehicle occupant observations, which are in the majority car passengers. This is not considered significant, as the modelling process utilises TEMPRO data for Car passengers. Overall, the analysis indicates a good level of consistency between estimated ranges and observed values by location category.

Table 4-4 presents the average weekday morning (08:00-09:00) and afternoon (17:00-18:00) car driver trip rates from the TRICS assessment.



| Data Source | Location                  | AM    | PM    |
|-------------|---------------------------|-------|-------|
| TRICS       | Residential Zone          | 0.273 | 0.349 |
|             | Residential Zone Isolated | 0.344 | 0.427 |
|             | Village                   | 0.368 | 0.380 |
|             | Average                   | 0.328 | 0.385 |

Table 4-4: Trip Rate (average period per dwelling) A4 WG Benchmarking - TRICS

#### 4.4 Conclusion

Given what is outlined in sections 4.1, 4.2 and 4.3 above, it is considered that the trip rates used for the PSO modelling for SLP and Cotswold local plan are appropriate and proportionate given the strategic nature of the work. If, however stakeholders have concerns, it would be possible to undertake sensitivity testing using higher (or lower trip rates), it is acknowledged that there is a degree subjectivity in the selection of trip rates. Given the evidence described in this TN, it would not be expected that such sensitivity tests would materially change the conclusions of the PSO modelling results for SLP and Cotswold local plan and its resultant impact on the network nor the likely intervention requirements.