

PRTM Modelling report:

Q1. PRTM V2 vs PRTM V1

When reviewing the model results we undertook a 'sense check' to make sure that the results look sensible and feasible. The version 1 results did not feel right as it showed a very large model shift to walking and cycling.

Upon investigation, it was discovered that the method used to calculate the increase in active trips for the model was flawed. This flaw led to a significant overestimation of walking trips and a substantial decrease in car trips. Consequently, it was necessary to re-run the model (version 2) using a revised methodology for calculating walking trips.

This adjustment resulted in an increase in walking trips that aligned with our expectations, as informed by the CWIS (Cycling Walking Investment Strategy) benchmarks

The approach used to estimate the increase was agreed with National Highways and Leicestershire County Council.

Table 2.6 PRTM Modelling Report.

Table 2.6 shows the number of trips generated by each of the strategic sites for vehicles and public transport.

Trip Generation is based upon a standard approach which is used across the industry using a tool called TRICS to estimate the number of car trips to a site at different times of day. TRICS uses observed counts from hundreds of sites across the country. Local data from the Census is then used to determine the number of trips by the different modes.

For example for the Ashton Green Housing

- The Ashton Green Housing row of table 2.6 shows the AM mode share being 85 PT trips and 413 vehicle trips in the AM Peak hour . The ratio of PT:Vehicle is 20%
- An example of the mode split for the Census zone MSOA Leicester 001 (see Table 1 below) in the north of Leicester. This shows a mode share of 12.7% for PT and 64.4% for Car/Van. Thus the ration of PT: vehicles is $12.7/64.4 = 20\%$

Table 1: Mode share for Census zone: MSOA Leicester001

Mode	% Split
On foot	11.1%
Bicycle	3.1%
Driving a car or van	64.4%
Passenger in a car or van	6.6%
Motorcycle, scooter or moped	0.8%
Bus, minibus or coach	12.7%
Train	0.6%
Other	0.7%
Total	100%