# Bath & North East Somerset Council

# Local Plan Partial Update – Trip Generation and Distribution to neighbouring Local Authorities

TRANSPORT AND DEVELOPMENTS
JULY 2021

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## 1. Introduction

# 1.1 Project Context

- 1.1.1 The current Local Plan primarily comprises the *Core Strategy* (adopted July 2014) and *Placemaking Plan* (adopted July 2017). These documents provide a strategic planning framework to guide development in the region, covering the period from 2011 to 2029.
- 1.1.2 In 2018, B&NES commenced development of a new Local Plan, as part of the wider West of England (WoE) *Joint Spatial Plan* (JSP). The JSP was submitted by the four WoE councils (B&NES, Bristol City, South Gloucestershire and North Somerset) for examination by the Secretary of State in April 2018. The JSP set out proposals for future development in order to meet the region's housing, employment and transport needs to 2036. Examination hearings started in July 2019, in April 2020, the WoE Councils wrote to the Inspectors to confirm the withdrawal of the JSP from Examination.
- 1.1.3 The Council is required to review the Local Plan every five years in order to determine whether it remains appropriate or whether all or part of it needs to be updated. A full review of the Local Plan will be undertaken alongside the West of England Combined Authority (WECA) Spatial Development Strategy (SDS) which is scheduled for publication in 2023. In the interim, B&NES is undertaking an LPPU to address a number of urgent issues and to align with emerging priorities. The LPPU is not a new Plan, rather the scope of the changes is confined to those areas that can be addressed without changing the spatial priorities, the spatial strategy, or the strategic housing and job growth requirements in the Core Strategy and Placemaking Plan.
- 1.1.4 Key areas that are being considered in the LPPU include:
  - Updates to particular policies, to address changes in circumstances and national policy and legislation since adoption of the *Core Strategy*, particularly the Council's declaration of a 'Climate Emergency' in March 2019, and of an 'Ecological Emergency' in June 2020; and
  - Identification and allocation of sites to meet the shortfall in housing supply (circa 1,200 homes) against the housing requirements in the *Core Strategy*.
- 1.1.5 The 'Options Consultation' on the LPPU ran from 7<sup>th</sup> January 2021 to 18<sup>th</sup> February 2021. The current timetable for the LPPU assumes adoption by Spring 2022 (based on formal consultation in Spring 2021, submission in Autumn 2021 and examination in Winter 2021). The process for a new Local Plan is due to commence in Summer 2021, working towards submission for Examination at the end of 2023.
- 1.2 Approach to the LPPU and associated Supplementary Planning Documents (SPDs)

- 1.2.1 Planning policy and wider travel trends point towards the need and potential to reduce cardependency and increase the uptake of sustainable transport in the context of not only the Climate Emergency, but also in terms of healthier lifestyles (through greater levels of active travel) and management of existing highway networks (through mode shift from private car use). There is recognition of a need to move towards a 'Decide and Provide' approach, which establishes the travel patterns which support low carbon and active lifestyles, and then provides the measures required to deliver on that aspiration.
- 1.2.2 This approach forms a key consideration for the LPPU and associated SPDs as follows:
  - Amendments to policies within Placemaking Plan: These are intended to strengthen
    the focus on sustainable travel and its connections with wider issues such as health,
    equality and inclusivity, creating better places, climate and air quality. There will be
    increased recognition of importance of the location and design in the sustainability
    of development and ensure that development transport choices place sustainable
    modes first;
  - Transport and Development SPD: This will provide additional standards and guidance intended to support the delivery of sustainable development. This includes the following chapters:
    - Ultra-Low Emissions Vehicles (ULEVs): This will set out requirements for developments to provide appropriate levels of ULEV charging infrastructure to support Climate Emergency targets to achieve a 76 / 14 / 10 EV / Hybrid / Internal Combustion Engine (ICE) fleet composition by 2030;
    - Walking and Cycling SPD: This will provide best practice design and planning requirements for walking and cycling infrastructure provision;
    - Parking SPD: This will provide detail on parking requirements and standards for new development proposals with an emphasis on good design and sustainability; and
    - Travel Plan: This sets out specific requirements for Travel Plans, including type of Travel Plan, content, and delivery model.
- 1.2.3 These policy amendments and SPDs are intended to inherently reduce the traffic impact of new developments through ensuring that sustainability is embedded through fundamental design and mitigation decision making. Each development coming forward will be required to demonstrate compliance with Policy and delivery of suitable sustainable transport opportunities for future users.

# 1.3 Potential Housing Sites

1.3.1 The Council has supplied a list of potential development sites identified for housing to meet the shortfall in housing supply. The locations of these sites are shown in **Figure 1-1** and the details are summarised in **Table 1-1**.

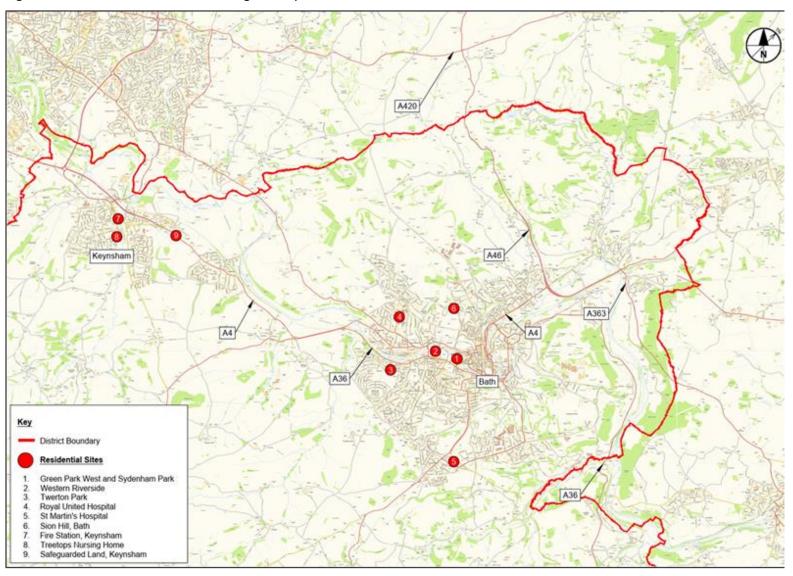
Table 1-1: Potential Housing Sites

Site No.	Site Name	Location	Potential No. of Homes
1	Green Park West and Sydenham Park	Bath	250
2	Western Riverside	Bath	250
3	Twerton Park	Bath	70

Site No.	Site Name	Location	Potential No. of Homes
4	Royal United Hospital (RUH)	Bath	100
5	St Martin's Hospital	Bath	50
6	Sion Hill	Bath	100
		Bath Sites Sub-Total	820
7	Fire Station	Keynsham	15
8	Treetops Nursing Home	Keynsham	15
9	North Keynsham Safeguarded Land	Keynsham	300
		Keynsham Sites Sub-Total	336
		Total	1,156

- 1.3.2 In addition to the above, sites have been identified in Midsomer Norton (10 homes at Silver Street) and Paulton (70 homes); these sites have not been considered in terms of trip forecasting (see Chapter 3), as these are not strategic and are geographically detached from the Bath / Keynsham area.
- 1.3.3 In total, the sites have been identified as having a potential capacity for 1,236 homes, primarily delivered by sites located in Bath (circa 1,000 homes). The vast majority of the sites are of up to 100 homes (with many being less than 50 dwellings), with three larger sites identified for 250-300 homes.

Figure 1-1: Locations of Potential Housing Development Sites



1.3.4 A number of the sites have been / currently are subject to a planning application. The recent planning history of these sites, where relevant, is summarised in **Table 1-2** for information.

Table 1-2: Relevant Planning History

Site No.	Site Name	Planning Reference	Status	Summary of Proposals
1	Green Park West and Sydenham Park	20/00259/FUL	Refused	317-bed community care facility, 1,834sqm office space and 370sqm children's nursery.
2	Western Riverside	20/03071/EFUL	Pending consideration	343 dwellings, student accommodation (335-bedroom) and 727sqm flexible commercial floorspace.
3	Twerton Park	19/02276/FUL	Refused	45 dwellings, student accommodation (356-bedroom), new facilities at Bath City Football Club, commercial units, community centre and gymnasium.
4	Royal United Hospital	18/04550/PA05	Pre-app	No details available.
7	Fire Station	19/04405/FUL	Withdrawn	9 dwellings, hotel (42- bedroom), 360sqm office space, 260sqm retail / restaurant space and 90sqm storage space.
8	Treetops Nursing Home	21/00701/OUT	Pending consideration	39 dwellings.

# 1.4 Purpose and Structure of Technical Note

- 1.4.1 This report will form part of the evidence base for allocation of the potential sites in the LPPU. This has been produced alongside two other Technical Notes by AECOM which examine the cumulative implications associated with the sites to inform developing policy, mitigate the impact at a strategic level and setting out how growth can be supported by and maximise sustainable transport measures. This is important given that most of the individual sites are relatively small scale, and therefore examination of these in isolation would unlikely provide understanding of potential wider implications. The TNs are to inform the LPPU process only and do not replace the assessments of local impacts that will be required for sites as part of respective planning applications.
- 1.4.2 This TN considers the development implications on the transport network within B&NES and neighbouring Local Authorities. Two separate TNs produced by AECOM will examine the transport impacts with regards to the Strategic Road Network (SRN) and the transport implications at a Bath level. The remainder of this TN is structured as follows:

**Chapter 2 – Trip Forecasting:** Sets out the multi-modal trip generation and distribution of trips associated with potential development sites identified to meet the shortfall in housing supply. This sets out levels of traffic increases forecasted;

**Chapter 3 – Summary and Conclusions.** 

# 2. Trip Forecasting

#### 2.1 Introduction

2.1.1 This chapter of the TN sets out the methodology for forecasting the trip generation and distribution of trips associated with potential development sites identified to meet the shortfall in housing supply.

# 2.2 Trip Generation and Distribution

### Person Trip Generation

- 2.2.1 Person trip generation during the weekday AM and PM peak hours has been forecast using trip rates derived from an interrogation of TRICS, the industry standard database. It is important that person trip generation, rather than traffic generation, is the starting point for the assessment as it enables journey specific mode shares to be applied for accurate multi-modal trip generation to be established. Sites meeting the following criteria have been selected, based on the TRICS guidance:
  - 'Residential Houses Privately Owned', considered the most robust dataset for forecasting;
  - o Located in England, Wales and Scotland (excluding Greater London); and
  - Up to 500 dwellings.
- 2.2.2 It is recognised that the potential development sites vary in terms of their location relative to the urban area. Therefore, each site has been assigned a 'location category' that corresponds with those listed in TRICS, i.e. 'Edge of Town Centre', 'Suburban Area', 'Edge of Town', etc. Person trip rates specific to these location categories have then been extracted based on the criteria listed above. The resulting person trip rates for these categories are summarised in Table 2-1 with full TRICS outputs supplied at Appendix A. The person trip rates have been applied to the potential development sites, as appropriate, in Table 2-2. For forecasting purposes, the development quanta set out in Table 1-1 have been used.

Table 2-1: Person Trip Rates (per dwelling) by Location Category

Location Catogory	Weekday AM Peak Hour			Weekday PM Peak Hour		
Location Category	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Edge of Town Centre	0.230	0.646	0.876	0.673	0.381	1.054
Suburban Area	0.181	0.759	0.940	0.630	0.308	0.938
Edge of Town	0.205	0.774	0.979	0.603	0.245	0.848

Table 2-2: Person Trip Generation by Site

			No. of Trips (Two-Way)		
Site No.	Site Name	TRICS Location Category	Weekday AM Peak Hour	Weekday PM Peak Hour	
1	Green Park West and Sydenham Park	Edge of Town Centre	219	264	
2	Western Riverside	Suburban Area	235	235	

			No. of Trips (Two-Way)		
Site No.	Site Name	TRICS Location Category	Weekday AM Peak Hour	Weekday PM Peak Hour	
3	Twerton Park	Suburban Area	66	66	
4	RUH	Suburban Area	94	94	
5	St Martin's Hospital	Suburban Area	47	47	
6	Sion Hill	Suburban Area	94	94	
		Bath Sites Sub-Total	<i>755</i>	798	
7	Fire Station	Edge of Town Centre	18	22	
8	Treetops Nursing Home	Edge of Town Centre	31	37	
9	North Keynsham Safeguarded Land	Edge of Town	274	237	
		Keynsham Sites Sub-Total	323	296	
		Total	1,078	1,095	

*Note: Summation errors due to rounding.* 

### Trip Distribution by Mode

- 2.2.3 Analysis has been undertaken of 2011 Census data (specifically the 'Location of usual residence and place of work' dataset) to identify the distribution of person trips by mode. The use of this data is considered appropriate for peak hour assessments, given that trips for commuting and business purposes make up a significant proportion of trips during these time periods. These trips are also likely to be longer distance than other trips types such as education or retail, and therefore this distribution results in a 'worst case' assessment of impact as trips are further and more likely to be undertaken by car. Whilst the 2011 Census data is now aged, it remains the most appropriate source for identifying the distribution of commuting and business trips.
- 2.2.4 The analysis of distribution in tandem with mode is considered appropriate to ensure the methodology derives proportions of trips by mode that are reflective and appropriate to journey distances, i.e. a higher proportion of active travel modes for local trips / higher proportion of car use for longer trips.
- 2.2.5 For each potential development site, the corresponding Middle Super Output Area (MSOA) has been identified; this is the most detailed geographical level at which analysis can be undertaken for distribution by mode. The distribution (i.e. the origin / destination) of trips have been aggregated at a settlement level (such as Bath, Keynsham, etc) with further breakdowns provided as appropriate for larger conurbations (such as Bristol). The proportion of total trips by origin / destination and mode has then been identified.
- 2.2.6 The analysis of the relevant MSOAs is included at **Appendix B**. The proportions for trip distribution by mode derived from the analysis have then applied to the person trip generation of the potential development sites, as appropriate. The full trip generation and distribution forecasts for each site are included at **Appendix C**.
- 2.2.7 For reporting purposes, the potential development sites have been grouped by their location, i.e. those located in Bath and Keynsham. Summary forecasts for these locations and for all sites are provided in the following sub-sections, and in full at **Appendix D**.

**Summary Trip Generation Forecasts** 

2.2.8 The trip generation by mode for sites in Bath and Keynsham is summarised in **Table 2-3** and **Table 2-4** respectively. The trip generation by mode for all sites is summarised in **Table 2-5**.

Table 2-3: Multi-Modal Trip Generation – Bath Sites

	Weekday AM	Peak Hour	Weekday PM Peak Hour		
Mode	No. of Trips (Two- Way)	Mode Share	No. of Trips (Two- Way)	Mode Share	
Vehicles	267	35%	280	35%	
Car Share	32	4%	33	4%	
Walk	296	39%	315	39%	
Cycle	37	5%	39	5%	
Bus	77	10%	82	10%	
Rail	45	6%	49	6%	
Total	755	100%	798	100%	

Table 2-4: Multi-Modal Trip Generation – Keynsham Sites

	Weekday AM Peak Hour		Weekday PM Peak Hour		
Mode	No. of Trips (Two- Way)	Mode Share	No. of Trips (Two- Way)	Mode Share	
Vehicles	221	68%	202	68%	
Car Share	14	4%	13	5%	
Walk	35	11%	32	11%	
Cycle	10	3%	9	3%	
Bus	31	9%	28	10%	
Rail	13	4%	12	4%	
Total	323	100%	296	100%	

Note: Summation errors due to rounding.

Table 2-5: Multi-Modal Trip Generation – All Sites

	Weekday AM	Peak Hour	Weekday PM Peak Hour		
Mode	No. of Trips (Two- Way)	Mode Share	No. of Trips (Two- Way)	Mode Share	
Vehicles	488	45%	482	44%	
Car Share	46	4%	47	4%	
Walk	331	31%	348	32%	
Cycle	47	4%	48	4%	
Bus	108	10%	110	10%	
Rail	58	5%	61	6%	
Total	1078	100%	1095	100%	

Note: Summation errors due to rounding.

2.2.9 The combined potential development sites in Bath are forecast to generate around 750-800 trips during the weekday peak hours. Of these, 44% are forecast to be by active travel modes (walking and cycling) and 16% by public transport (bus and rail). Car use, either as a driver or passenger, accounts for 40% of trips.

- 2.2.10 The combined potential development sites in Keynsham are forecast to generate around 300-320 trips during the weekday peak hours. Of these, 14% are forecast to be by active travel modes (walking and cycling) and 13% by public transport (bus and rail). Vehicles, either as a driver or passenger, accounts for 73% of trips. In comparison, the analysis shows that the sites located in Bath will have a higher share of trips by active travel modes
- 2.2.11 Overall, the potential development sites are forecast to generate around 1,100 trips during the weekday peak hours. Of these, around 480-490 trips (45% AM, 44% PM) will be via private vehicle use (i.e. new vehicular trips on the network). There will be additional demand for circa 170 trips on the public transport network.
- 2.2.12 For information, the average vehicle trip generation forecasts for the Bath and Keynsham sites have been used to derive vehicle trip rate for these levels of location, as shown in **Table 2-6**. These are aggregated and therefore do not take account of variations in mode share by site based on location.

Table 2-6: Vehicle Trip Rates (per dwelling)

Site Location	Weekday AM Peak Hour			Weekday PM Peak Hour		
Site Location	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Bath	0.069	0.256	0.325	0.226	0.116	0.342
Keynsham	0.143	0.514	0.657	0.419	0.182	0.601

# 2.3 Growth in Travel Demand to Neighbouring Local Authorities

2.3.1 The potential development sites will give rise to an increase in travel demand both to / from B&NES' neighbouring Local Authority districts. **Table 2-7** and **Table 2-8** break down the additional trips and vehicle trips to each neighbouring Local Authority to B&NES.

Table 2-7: Trip Distribution (All Trips)- All Sites

	Weekday AM Peak Hour		Weekday		
Destination	No. Trips	Proportion of all trips	No. Trips	Proportion of all trips	Total
Bath	620	58%	647	59%	1267
Keynsham	82	8%	77	7%	159
B&NES Other	69	6%	69	6%	138
Bristol	221	20%	212	19%	433
Mendip	7	1%	8	1%	15
North Somerset	5	0%	6	1%	11
South Gloucestershire	22	2%	21	2%	43
Wiltshire	41	4%	43	4%	84
Other	11	1%	11	1%	22
Total	1078	100%	1095	100%	2173

Note: Summation errors due to rounding.

Table 2-8: Trip Distribution (Vehicle Trips)- All Sites

Weekday AM Peak Hour Weekday PM Peak Hour **Proportion of Proportion of** No. Destination No. Vehicle Vehicle trips to trips to Total **Trips** Trips destination destination Bath 41% 192 39% 197 389 42 9% 40 8% 82 Keynsham **B&NES Other** 49 10% 48 10% 97 27% 138 28% 130 268 Bristol Mendip 1% 1% 12 6 6 **North Somerset** 5 1% 5 1% 10 South 20 4% 20 4% 40 Gloucestershire Wiltshire 32 7% 34 7% 67 2 Other 0% 2 0% 5 **Total** 488 100% 482 100% 970

Note: Summation errors due to rounding.

- 2.3.2 Table 2-7 shows that the majority (72% AM and 72% PM) of all additional trips are contained within B&NES. 58% of AM trips and 59% of PM trips are within / to / from Bath. Of our neighbouring Local Authorities, Bristol is estimated to impacted the most with 20% of trips from all sites travelling to Bristol. Other external travel demand for both Bath and Keynsham sites is spread across numerous locations within neighbouring authorities (Wiltshire, North Somerset, South Gloucestershire and Mendip).
- 2.3.3 Table 2-8 shows that of the 433 additional trips to Bristol, 268 are forecast to be made in a vehicle. The majority of these vehicle trips originate from Keynsham (71% of AM and PM trips). This is reduced with trips from Bath with 46% of AM trips and PM trips using a vehicle. The proportion of trips from Keynsham using a vehicle changes when the destination within Bristol is further broken down. 44% of vehicle trips to Central Bristol in the AM peak, whilst 84% of trips from Keynsham to Suburban Bristol would use a vehicle. This same trend is evident from Bath sites. These figures on destination and mode share can be found in Appendix B.
- 2.3.4 North Somerset is expected to attract an extra 11 trips as shown in **Table 2-7. Table 2-8** breaks these trips down further and estimates that 87% of these additional trips will be carried out using a vehicle. This consists of all journeys from Keynsham and 82% of journeys from Bath. A further break down on expected destinations from Bath and Keynsham sites can be found in **Appendix E.**
- 2.3.5 A total of 15 additional trips are estimated to Mendip in the peak hours as shown in **Table 2-7**, all of these trips being from Bath. The two destinations within Mendip District Council are Frome and Wells. A breakdown of the total number of trips expected to each destination can be found in **Appendix B. Table 2-8** shows that 12 of the 15 additional trips within the AM and PM peak will use a vehicle. The three trips not using a vehicle

- 2.3.6 An additional 43 journeys to South Gloucestershire with 22 in the AM peak hour and 21 in the PM peak as shown in **Table 2-7**. Bath sites are forecast to generate trips to Cribbs Causeway and Wick whilst Keynsham sites generate trips to Bradley Stoke as well as the prior destinations. **Table 2-8** further breaks down the vehicle trips to South Gloucestershire. The majority of the trips to South Gloucestershire are made within a vehicle, with a 93% vehicle trip rate from both Bath and Keynsham.
- 2.3.7 In total, 84 additional trips are forecast to be made from the proposed 1,156 dwellings in the LPPU to Wiltshire as shown in **Table 2-7**. Chippenham, Corsham and Trowbridge are the most commonly visited destinations from B&NES. The majority (94%) of additional trips to Wiltshire are forecast to be from Bath sites. **Table 2-8** above shows that 80% and 79% of AM and PM peak hour trips respectively to Wiltshire are made in a vehicle. Other modes of transport used include car sharing, rail and bus. In total, an additional 69 vehicle trips are made to Wiltshire in the AM and PM peak hours.

# 3. Accommodating Growth in Travel Demand

Refer to **Technical Note: Transport Implications for Bath**. This chapter within this technical note identifies the key challenges and opportunities associated with accommodating growth in travel demand in line with this approach. It sets out the most significant measures that will require consideration at development-level, and how B&NES is supporting growth in sustainable travel demand.

# 4. Summary and Conclusions

# 4.1 Background

- 4.1.1 The current Local Plan primarily comprises the *Core Strategy* (adopted July 2014) and *Placemaking Plan* (adopted July 2017), which is provide a strategic planning framework to guide development in the region, covering the period from 2011 to 2029. B&NES is undertaking a LPPU to address a number of urgent issues and to align with emerging priorities. Key areas that are being considered in the LPPU include:
  - Updates to particular policies, to address changes in circumstances and national policy and legislation since adoption of the *Core Strategy*, particularly the Council's declaration of a 'Climate Emergency' in March 2019, and of an 'Ecological Emergency' in June 2020; and
  - Identification and allocation of sites to meet the shortfall in housing supply (circa 1,200 homes) against the housing requirements in the *Core Strategy*.
- 4.1.2 The Technical Note has examined the cumulative implications associated with the potential sites identified to meet the shortfall in housing supply. The Council has supplied a list of sites, identified as having a potential capacity for circa 1,236 homes, primarily delivered by sites located in Bath (circa 800 homes). The vast majority of the sites are relatively small scale, and therefore it is important to examine these in combination to understand potential wider implications. This TN is one of three to inform the LPPU process and has primarily examined the development impact on our neighbouring Local Authorities. Two separate technical notes produced by AECOM will consider transport impacts with regards the Strategic Road Network (SRN) and at a Bath level. The TNs do not replace the assessments of local impacts that will be required for sites as part of respective planning applications.

# 4.2 Trip Forecasting

- 4.2.1 Trip forecasts have been prepared for potential development sites identified for housing, based on information supplied by B&NES. The sites have been identified as having a potential capacity for circa 1,236 homes, primarily delivered by sites located in Bath (circa 800 homes), with the remainder being in Keynsham. Sites identified for Midsomer Norton and Paulton are not included in the forecasts as these are not strategic (account for 80 homes in total) and are geographically detached from the Bath / Keynsham area and so are unlikely to contribute significantly to cumulative impact. A number of the potential sites have been / currently are subject to a planning application. For forecasting purposes, the development quanta supplied by B&NES have been used.
- 4.2.2 Person trip generation for the weekday AM and PM peak hours has been forecast from trip rates derived from TRICS, based on location categories appropriate to the potential development sites. Analysis has then been undertaken of 2011 Census data (specifically the 'Location of usual residence and place of work' dataset) to identify the distribution of person trips by mode. The analysis of distribution in tandem with mode is considered appropriate to ensure the methodology derives proportions of trips by mode that are reflective and appropriate to journey distances. For each potential development site, the proportion of total trips by origin / destination and mode has then been identified, and the person trip generation applied.

- 4.2.3 The potential development sites in Bath and Keynsham are forecast to generate around 750-800 trips and 300-320 trips respectively during the weekday peak hours. Development in Bath, compared to development in Keynsham, is forecast to have a higher active travel mode share (44% compared to 14%) and lower vehicles (as driver or passenger) mode share (40% compared to 73%), but broadly similar public transport mode shares. The vast majority of travel demand generated by Bath development is forecast to be contained within the Bath urban area (75%), with external demand primarily to Bristol (10%). Keynsham development is forecast to have a lower level of self-containment in terms of travel demand (23%), with the vast majority being external, primarily to Bristol (45%), followed by Bath (17%). Other external travel demand for both Bath and Keynsham sites is spread across numerous locations in B&NES and neighbouring authorities (Wiltshire, North Somerset, South Gloucestershire and Somerset)
- 4.2.4 The pattern of distribution for vehicle trips is broadly similar, albeit with a reduction in the proportions within the respective urban areas, with the differences primarily shifted towards central / suburban Bristol (circa 35 two-way trips from Bath development and 100 two-way trips from Keynsham development during each peak hour) and 'Other' locations (circa 75-80 two-way trips from Bath development and circa 40 two-way trips from Keynsham development during each peak hour). For Bath development, 'Other' locations are primarily related to the wider B&NES area and Wiltshire. For Keynsham development, 'Other' locations are primarily related to the wider B&NES area and South Gloucestershire. The shift in proportions towards these locations, travel to which is generally over greater distances, would suggest that opportunities for sustainable travel to / from these locations are likely to be less attractive than for other examined locations. This would also likely account for the higher proportion of trips to the Bristol (suburban area) when compared with trips on all modes. It is identified that vehicles account for 27% (circa 150-160 twoway trips in each peak hour) and 50% (AM) / 49% (PM) (circa 30-35 two-way trips in each peak hour) of all trips within the respective urban areas of the Bath and Keynsham development sites.
- 4.2.5 The travel demand forecasts have been compared with key transport factors reported in B&NES publications and supporting studies. For Bath development, the commuting mode share for walking is higher, and driving is lower, than existing data at the Bath level, with differences likely owing to sustainability of development locations within Bath. Compared with existing data at the B&NES level, development in Bath has a significantly lower mode share for vehicles, whilst the mode share for Keynsham development is higher. When amalgamated, the potential developments are shown to have a lower mode share for vehicles than at the B&NES level; this therefore suggests that, as a whole, the identified development sites have the potential to deliver growth in a positive way. This is based on their location alone and does not include for the potential benefits that could be achieved as part of the design of the development proposals themselves, which B&NES will seek to achieve through its revised policy framework, and also the opportunities associated with wider transport schemes.

## 4.3 Conclusion

4.3.1 This TN has examined the cumulative transport implications of allocating 1,236 additional homes in Bath and Keynsham in terms of travel demand and impacts on neighbouring Local Authorities. Travel demand, mode share and traffic generation and distribution have been quantified. This shows that the allocation of this housing through the LPPU will generate relatively low levels of vehicle traffic, and the locations of the development sites will result in vehicle mode shares lower than the existing population.

Local Plan Partial Update: Evidence Base Technical Note: Transport Implications for Bath

# **Appendix A:**

# **TRICS Output Reports**

Prepared for: B&NES Council

TRICS 7.7.4 161220 B20.07 Database right of TRICS Consortium Limited, 2021. All rights reserved

Thursday 18/02/21
Residential - Edge of Town Centre

Page 1

Faber Maunsell Prince Street Bristol Licence No: 204605

Calculation Reference: AUDIT-204605-210218-0255

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED **MULTI-MODAL TOTAL VEHICLES** 

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSHIRE 1 days

09 NORTH

CB CUMBRIA 1 days

10 WALES

PS POWYS 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

#### **Primary Filtering selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings Actual Range: 16 to 50 (units: ) Range Selected by User: 6 to 500 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

**Public Transport Provision:** 

Selection by: Include all surveys

Date Range: 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days Tuesday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

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Thursday 18/02/21
Residential - Edge of Town Centre

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#### **Secondary Filtering selection:**

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included Population within 1 mile:

5,001 to 10,000 1 days 10,001 to 15,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

<u>Population within 5 miles:</u> 5,001 to 25,000

5,001 to 25,000 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days 1.1 to 1.5 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

**DETACHED/TERRACED HOUSING** CB-03-A-05 **CUMBRIA** 

MACADAM WAY **PENRITH** 

Edge of Town Centre Residential Zone

Total No of Dwellings: 50

Survey date: TUESDAY 21/06/16 Survey Type: MANUAL

NY-03-A-12 **TOWN HOUSES NORTH YORKSHIRE** 

RACECOURSE LANE NORTHALLERTON

Edge of Town Centre Residential Zone

Total No of Dwellings: 47

Survey date: TUESDAY 27/09/16 Survey Type: MANUAL

PS-03-A-01 **MIXED HOUSES POWYS** 

**BRYN GLAS** WELSHPOOL

Edge of Town Centre Residential Zone

Total No of Dwellings: 16

11/05/15 Survey date: MONDAY Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00							-			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	3	38	0.097	3	38	0.221	3	38	0.318	
08:00 - 09:00	3	38	0.168	3	38	0.363	3	38	0.531	
09:00 - 10:00	3	38	0.212	3	38	0.159	3	38	0.371	
10:00 - 11:00	3	38	0.097	3	38	0.115	3	38	0.212	
11:00 - 12:00	3	38	0.106	3	38	0.133	3	38	0.239	
12:00 - 13:00	3	38	0.177	3	38	0.212	3	38	0.389	
13:00 - 14:00	3	38	0.159	3	38	0.168	3	38	0.327	
14:00 - 15:00	3	38	0.177	3	38	0.159	3	38	0.336	
15:00 - 16:00	3	38	0.195	3	38	0.177	3	38	0.372	
16:00 - 17:00	3	38	0.319	3	38	0.142	3	38	0.461	
17:00 - 18:00	3	38	0.372	3	38	0.212	3	38	0.584	
18:00 - 19:00	3	38	0.212	3	38	0.195	3	38	0.407	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			2.291		-	2.256		"	4.547	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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#### **Parameter summary**

Trip rate parameter range selected: 16 - 50 (units: )
Survey date date range: 01/01/12 - 08/10/20

Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TAXIS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000	
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000	
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000	
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000	
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000	
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000	
13:00 - 14:00	3	38	0.009	3	38	0.009	3	38	0.018	
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000	
15:00 - 16:00	3	38	0.009	3	38	0.009	3	38	0.018	
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000	
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000	
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00				·						
23:00 - 24:00										
Total Rates:			0.018			0.018		<del>.</del>	0.036	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL OGVS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	3	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	3	38	0.018	3	38	0.018	3	38	0.036	
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000	
09:00 - 10:00	3	38	0.009	3	38	0.009	3	38	0.018	
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000	
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000	
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000	
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000	
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000	
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000	
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000	
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000	
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.027		1	0.027		<u>'</u>	0.054	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	3	38	0.000	3	38	0.018	3	38	0.018	
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000	
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000	
10:00 - 11:00	3	38	0.009	3	38	0.000	3	38	0.009	
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000	
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000	
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000	
14:00 - 15:00	3	38	0.009	3	38	0.009	3	38	0.018	
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000	
16:00 - 17:00	3	38	0.018	3	38	0.000	3	38	0.018	
17:00 - 18:00	3	38	0.009	3	38	0.018	3	38	0.027	
18:00 - 19:00	3	38	0.000	3	38	0.018	3	38	0.018	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.045			0.063		<u> </u>	0.108	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL VEHICLE OCCUPANTS** 

Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00							-			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	3	38	0.115	3	38	0.257	3	38	0.372	
08:00 - 09:00	3	38	0.212	3	38	0.487	3	38	0.699	
09:00 - 10:00	3	38	0.265	3	38	0.204	3	38	0.469	
10:00 - 11:00	3	38	0.142	3	38	0.142	3	38	0.284	
11:00 - 12:00	3	38	0.115	3	38	0.186	3	38	0.301	
12:00 - 13:00	3	38	0.230	3	38	0.257	3	38	0.487	
13:00 - 14:00	3	38	0.159	3	38	0.204	3	38	0.363	
14:00 - 15:00	3	38	0.221	3	38	0.195	3	38	0.416	
15:00 - 16:00	3	38	0.327	3	38	0.195	3	38	0.522	
16:00 - 17:00	3	38	0.416	3	38	0.195	3	38	0.611	
17:00 - 18:00	3	38	0.540	3	38	0.301	3	38	0.841	
18:00 - 19:00	3	38	0.301	3	38	0.301	3	38	0.602	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			3.043			2.924			5.967	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	•			•			•		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.018	3	38	0.097	3	38	0.115
08:00 - 09:00	3	38	0.018	3	38	0.159	3	38	0.177
09:00 - 10:00	3	38	0.027	3	38	0.071	3	38	0.098
10:00 - 11:00	3	38	0.018	3	38	0.106	3	38	0.124
11:00 - 12:00	3	38	0.115	3	38	0.062	3	38	0.177
12:00 - 13:00	3	38	0.062	3	38	0.080	3	38	0.142
13:00 - 14:00	3	38	0.097	3	38	0.106	3	38	0.203
14:00 - 15:00	3	38	0.071	3	38	0.062	3	38	0.133
15:00 - 16:00	3	38	0.071	3	38	0.080	3	38	0.151
16:00 - 17:00	3	38	0.142	3	38	0.044	3	38	0.186
17:00 - 18:00	3	38	0.124	3	38	0.062	3	38	0.186
18:00 - 19:00	3	38	0.071	3	38	0.062	3	38	0.133
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.834			0.991		<del>.</del>	1.825

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL BUS/TRAM PASSENGERS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	•			•					
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.009	3	38	0.000	3	38	0.009
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.018	3	38	0.027	3	38	0.045
12:00 - 13:00	3	38	0.018	3	38	0.000	3	38	0.018
13:00 - 14:00	3	38	0.009	3	38	0.000	3	38	0.009
14:00 - 15:00	3	38	0.009	3	38	0.000	3	38	0.009
15:00 - 16:00	3	38	0.000	3	38	0.018	3	38	0.018
16:00 - 17:00	3	38	0.000	3	38	0.018	3	38	0.018
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.063			0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Faber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TOTAL RAIL PASSENGERS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.009	3	38	0.009
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.009			0.009

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL PUBLIC TRANSPORT USERS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•						
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000	
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000	
09:00 - 10:00	3	38	0.009	3	38	0.000	3	38	0.009	
10:00 - 11:00	3	38	0.000	3	38	0.009	3	38	0.009	
11:00 - 12:00	3	38	0.018	3	38	0.027	3	38	0.045	
12:00 - 13:00	3	38	0.018	3	38	0.000	3	38	0.018	
13:00 - 14:00	3	38	0.009	3	38	0.000	3	38	0.009	
14:00 - 15:00	3	38	0.009	3	38	0.000	3	38	0.009	
15:00 - 16:00	3	38	0.000	3	38	0.018	3	38	0.018	
16:00 - 17:00	3	38	0.000	3	38	0.018	3	38	0.018	
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000	
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00							·			
23:00 - 24:00										
Total Rates:			0.063			0.072		<u>.</u>	0.135	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Faber Maunsell Prince Street Bristol

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.133	3	38	0.372	3	38	0.505
08:00 - 09:00	3	38	0.230	3	38	0.646	3	38	0.876
09:00 - 10:00	3	38	0.301	3	38	0.274	3	38	0.575
10:00 - 11:00	3	38	0.168	3	38	0.257	3	38	0.425
11:00 - 12:00	3	38	0.248	3	38	0.274	3	38	0.522
12:00 - 13:00	3	38	0.310	3	38	0.336	3	38	0.646
13:00 - 14:00	3	38	0.265	3	38	0.310	3	38	0.575
14:00 - 15:00	3	38	0.310	3	38	0.265	3	38	0.575
15:00 - 16:00	3	38	0.398	3	38	0.292	3	38	0.690
16:00 - 17:00	3	38	0.575	3	38	0.257	3	38	0.832
17:00 - 18:00	3	38	0.673	3	38	0.381	3	38	1.054
18:00 - 19:00	3	38	0.372	3	38	0.381	3	38	0.753
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.983			4.045			8.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Faber Maunsell Prince Street Bristol

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL CARS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	•			•			•		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.080	3	38	0.195	3	38	0.275
08:00 - 09:00	3	38	0.133	3	38	0.327	3	38	0.460
09:00 - 10:00	3	38	0.142	3	38	0.106	3	38	0.248
10:00 - 11:00	3	38	0.097	3	38	0.115	3	38	0.212
11:00 - 12:00	3	38	0.097	3	38	0.115	3	38	0.212
12:00 - 13:00	3	38	0.177	3	38	0.186	3	38	0.363
13:00 - 14:00	3	38	0.142	3	38	0.150	3	38	0.292
14:00 - 15:00	3	38	0.159	3	38	0.142	3	38	0.301
15:00 - 16:00	3	38	0.168	3	38	0.142	3	38	0.310
16:00 - 17:00	3	38	0.292	3	38	0.133	3	38	0.425
17:00 - 18:00	3	38	0.354	3	38	0.204	3	38	0.558
18:00 - 19:00	3	38	0.204	3	38	0.177	3	38	0.381
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.045			1.992			4.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL LGVS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00							-		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.009	3	38	0.009
08:00 - 09:00	3	38	0.035	3	38	0.035	3	38	0.070
09:00 - 10:00	3	38	0.062	3	38	0.044	3	38	0.106
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.009	3	38	0.018	3	38	0.027
12:00 - 13:00	3	38	0.000	3	38	0.027	3	38	0.027
13:00 - 14:00	3	38	0.009	3	38	0.009	3	38	0.018
14:00 - 15:00	3	38	0.018	3	38	0.018	3	38	0.036
15:00 - 16:00	3	38	0.018	3	38	0.027	3	38	0.045
16:00 - 17:00	3	38	0.027	3	38	0.009	3	38	0.036
17:00 - 18:00	3	38	0.018	3	38	0.009	3	38	0.027
18:00 - 19:00	3	38	0.009	3	38	0.009	3	38	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		·	0.205			0.214			0.419

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	-								
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.009	3	38	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.009		<u> </u>	0.009

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Calculation Reference: AUDIT-204605-210218-0202

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED **MULTI-MODAL TOTAL VEHICLES** 

Selected regions and areas:

02	SOUT	H EAST	
	HC	HAMPSHIRE	1 days
	KC	KENT	2 days
	WS	WEST SUSSEX	1 days
03	SOUT	H WEST	
	DV	DEVON	2 days
04	EAST	ANGLIA	
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
05		MIDLANDS	
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
07		SHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	2 days
80		TH WEST	
	CH	CHESHIRE	2 days
09	NORT		
	DH	DURHAM	1 days
10	WALE		
	PS	POWYS	1 days
11	SCOT	<del></del>	
	AG	ANGUS	1 days
	FA	FALKIRK	2 days
	ΗI	HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

#### **Primary Filtering selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings Actual Range: 7 to 363 (units: ) Range Selected by User: 6 to 500 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 5 days
Tuesday 7 days
Wednesday 5 days
Thursday 3 days
Friday 1 days
Saturday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 22 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

#### Selected Locations:

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Thursday 18/02/21
Residential - Suburban Area

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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

#### Selected Location Sub Categories:

Residential Zone 22

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

#### **Secondary Filtering selection:**

#### Use Class:

C3 22 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	7 days
20,001 to 25,000	6 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

#### Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	14 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 3 days No 19 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 22 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

AG-03-A-01 **BUNGALOWS/DET. ANGUS** 

KEPTIE ROAD ARBROATH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 7

Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

CA-03-A-05 **DETACHED HOUSES CAMBRIDGESHIRE** 

**EASTFIELD ROAD PETERBOROUGH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone Total No of Dwellings:

28

Survey date: MONDAY 17/10/16 Survey Type: MANUAL

CH-03-A-08 **DETACHED CHESHIRE** 

WHITCHURCH ROAD

**CHESTER** 

**BOUGHTON HEATH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 11

Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

CH-03-A-11 **TOWN HOUSES** CHESHIRE

LONDON ROAD **NORTHWICH LEFTWICH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 24

Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

DH-03-A-01 **SEMI DETACHED DURHAM** 

**GREENFIELDS ROAD BISHOP AUCKLAND** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 50

Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

DV-03-A-02 **HOUSES & BUNGALOWS DEVON** 

MILLHEAD ROAD **HONITON** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 116

Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

DV-03-A-03 **TERRACED & SEMI DETACHED DEVON** 

LOWER BRAND LANE

HONITON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 70

Survey date: MONDAY Survey Type: MANUAL 28/09/15

FA-03-A-01 SEMI-DETACHED/TERRACED **FALKIRK** 

MANDELA AVENUE

**FALKIRK** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 37

Survey date: THURSDAY 30/05/13 Survey Type: MANUAL TRICS 7.7.4 161220 B20.07 Database right of TRICS Consortium Limited, 2021. All rights reserved Thursday 18/02/21 Residential - Suburban Area

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LIST OF SITES relevant to selection parameters (Cont.)

FA-03-A-02 **MIXED HOUSES FALKIRK** ROSEBANK AVENUE & SPRINGFIELD DRIVE

**FALKIRK** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 161

Survey date: WEDNESDAY 29/05/13 Survey Type: MANUAL

10 HC-03-A-23 **HOUSES & FLATS HAMPSHIRE** 

CANADA WAY LIPHOOK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 62

Survey date: TUESDAY 19/11/19 Survey Type: MANUAL

11 HI-03-A-14 **SEMI-DETACHED & TERRACED HIGHLAND** 

KING BRUDE ROAD **INVERNESS** 

**SCORGUIE** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 40

Survey date: WEDNESDAY 23/03/16 Survey Type: MANUAL

KC-03-A-03 **MIXED HOUSES & FLATS KENT** 

HYTHE ROAD **ASHFORD** 

WILLESBOROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone Total No of Dwellings:

51

Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

KC-03-A-06 **MIXED HOUSES & FLATS** 13 **KENT** 

MARGATE ROAD HERNE BAY

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 363

Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL LINCOLNSHIRE

LN-03-A-03 **SEMI DETACHED** 

**ROOKERY LANE** LINCOLN **BOULTHAM** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 22

Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

NF-03-A-01 15 **SEMI DET. & BUNGALOWS NORFOLK** 

YARMOUTH ROAD CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 27

Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

16 NF-03-A-02 **HOUSES & FLATS NORFOLK** 

**DEREHAM ROAD NORWICH** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 98

Survey date: MONDAY 22/10/12 Survey Type: MANUAL **NORTHAMPTONSHIRE** 

NR-03-A-01 17 **HOUSES** 

**BOUGHTON GREEN ROAD** 

NORTHAMPTON KINGSTHORPE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 102

Survey date: SATURDAY 22/09/12 Survey Type: MANUAL TRICS 7.7.4 161220 B20.07 Database right of TRICS Consortium Limited, 2021. All rights reserved

Residential - Suburban Area

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LIST OF SITES relevant to selection parameters (Cont.)

18 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE

NICHOLAS STREET

YORK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 21

Survey date: MONDAY 16/09/13 Survey Type: MANUAL

19 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE

CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 10

Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS

GUNROG ROAD WELSHPOOL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 28

Survey date: MONDAY 11/05/15 Survey Type: MANUAL

21 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK

NORMANSTON DRIVE

LOWESTOFT

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings:

Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

22 WS-03-A-05 TERRACED & FLATS WEST SUSSEX

UPPER SHOREHAM ROAD SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 48

Survey date: WEDNESDAY 18/04/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	3	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	-								
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	63	0.056	22	63	0.269	22	63	0.325
08:00 - 09:00	22	63	0.103	22	63	0.354	22	63	0.457
09:00 - 10:00	22	63	0.148	22	63	0.166	22	63	0.314
10:00 - 11:00	22	63	0.113	22	63	0.157	22	63	0.270
11:00 - 12:00	22	63	0.130	22	63	0.150	22	63	0.280
12:00 - 13:00	22	63	0.182	22	63	0.155	22	63	0.337
13:00 - 14:00	22	63	0.165	22	63	0.174	22	63	0.339
14:00 - 15:00	22	63	0.152	22	63	0.178	22	63	0.330
15:00 - 16:00	22	63	0.232	22	63	0.155	22	63	0.387
16:00 - 17:00	22	63	0.301	22	63	0.177	22	63	0.478
17:00 - 18:00	22	63	0.340	22	63	0.181	22	63	0.521
18:00 - 19:00	22	63	0.254	22	63	0.183	22	63	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.176			2.299			4.475

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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## **Parameter summary**

Trip rate parameter range selected: 7 - 363 (units: )
Survey date date range: 01/01/12 - 08/10/20

Number of weekdays (Monday-Friday): 21
Number of Saturdays: 1
Number of Sundays: 0
Surveys automatically removed from selection: 4
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TAXIS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.001	22	63	0.001	22	63	0.002	
08:00 - 09:00	22	63	0.004	22	63	0.004	22	63	0.008	
09:00 - 10:00	22	63	0.007	22	63	0.003	22	63	0.010	
10:00 - 11:00	22	63	0.003	22	63	0.004	22	63	0.007	
11:00 - 12:00	22	63	0.003	22	63	0.003	22	63	0.006	
12:00 - 13:00	22	63	0.004	22	63	0.004	22	63	0.008	
13:00 - 14:00	22	63	0.004	22	63	0.004	22	63	0.008	
14:00 - 15:00	22	63	0.001	22	63	0.002	22	63	0.003	
15:00 - 16:00	22	63	0.005	22	63	0.002	22	63	0.007	
16:00 - 17:00	22	63	0.004	22	63	0.005	22	63	0.009	
17:00 - 18:00	22	63	0.003	22	63	0.002	22	63	0.005	
18:00 - 19:00	22	63	0.001	22	63	0.003	22	63	0.004	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:		<u></u>	0.040			0.037		<del>.</del>	0.077	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL OGVS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.000	22	63	0.000	22	63	0.000	
08:00 - 09:00	22	63	0.005	22	63	0.004	22	63	0.009	
09:00 - 10:00	22	63	0.004	22	63	0.004	22	63	0.008	
10:00 - 11:00	22	63	0.002	22	63	0.004	22	63	0.006	
11:00 - 12:00	22	63	0.002	22	63	0.002	22	63	0.004	
12:00 - 13:00	22	63	0.001	22	63	0.003	22	63	0.004	
13:00 - 14:00	22	63	0.001	22	63	0.001	22	63	0.002	
14:00 - 15:00	22	63	0.002	22	63	0.001	22	63	0.003	
15:00 - 16:00	22	63	0.002	22	63	0.001	22	63	0.003	
16:00 - 17:00	22	63	0.002	22	63	0.001	22	63	0.003	
17:00 - 18:00	22	63	0.001	22	63	0.002	22	63	0.003	
18:00 - 19:00	22	63	0.001	22	63	0.001	22	63	0.002	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.023			0.024			0.047	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL PSVS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.000	22	63	0.000	22	63	0.000	
08:00 - 09:00	22	63	0.001	22	63	0.001	22	63	0.002	
09:00 - 10:00	22	63	0.000	22	63	0.000	22	63	0.000	
10:00 - 11:00	22	63	0.000	22	63	0.000	22	63	0.000	
11:00 - 12:00	22	63	0.000	22	63	0.000	22	63	0.000	
12:00 - 13:00	22	63	0.000	22	63	0.000	22	63	0.000	
13:00 - 14:00	22	63	0.000	22	63	0.000	22	63	0.000	
14:00 - 15:00	22	63	0.001	22	63	0.001	22	63	0.002	
15:00 - 16:00	22	63	0.000	22	63	0.000	22	63	0.000	
16:00 - 17:00	22	63	0.000	22	63	0.000	22	63	0.000	
17:00 - 18:00	22	63	0.000	22	63	0.000	22	63	0.000	
18:00 - 19:00	22	63	0.000	22	63	0.000	22	63	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00			-							
22:00 - 23:00			-							
23:00 - 24:00										
Total Rates:			0.002			0.002		<del>.</del>	0.004	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	i	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			,			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.003	22	63	0.011	22	63	0.014	
08:00 - 09:00	22	63	0.001	22	63	0.014	22	63	0.015	
09:00 - 10:00	22	63	0.001	22	63	0.005	22	63	0.006	
10:00 - 11:00	22	63	0.004	22	63	0.006	22	63	0.010	
11:00 - 12:00	22	63	0.003	22	63	0.001	22	63	0.004	
12:00 - 13:00	22	63	0.007	22	63	0.004	22	63	0.011	
13:00 - 14:00	22	63	0.004	22	63	0.001	22	63	0.005	
14:00 - 15:00	22	63	0.002	22	63	0.006	22	63	0.008	
15:00 - 16:00	22	63	0.012	22	63	0.002	22	63	0.014	
16:00 - 17:00	22	63	0.009	22	63	0.003	22	63	0.012	
17:00 - 18:00	22	63	0.013	22	63	0.007	22	63	0.020	
18:00 - 19:00	22	63	0.007	22	63	0.004	22	63	0.011	
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000	
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000	
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:		<u> </u>	0.066		<u>'</u>	0.064			0.130	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL VEHICLE OCCUPANTS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.073	22	63	0.359	22	63	0.432	
08:00 - 09:00	22	63	0.127	22	63	0.542	22	63	0.669	
09:00 - 10:00	22	63	0.185	22	63	0.231	22	63	0.416	
10:00 - 11:00	22	63	0.151	22	63	0.221	22	63	0.372	
11:00 - 12:00	22	63	0.167	22	63	0.210	22	63	0.377	
12:00 - 13:00	22	63	0.243	22	63	0.223	22	63	0.466	
13:00 - 14:00	22	63	0.226	22	63	0.244	22	63	0.470	
14:00 - 15:00	22	63	0.199	22	63	0.249	22	63	0.448	
15:00 - 16:00	22	63	0.361	22	63	0.214	22	63	0.575	
16:00 - 17:00	22	63	0.456	22	63	0.252	22	63	0.708	
17:00 - 18:00	22	63	0.515	22	63	0.257	22	63	0.772	
18:00 - 19:00	22	63	0.388	22	63	0.266	22	63	0.654	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			3.091			3.268		<u></u>	6.359	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Faber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	•			•			•		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	63	0.017	22	63	0.052	22	63	0.069
08:00 - 09:00	22	63	0.052	22	63	0.159	22	63	0.211
09:00 - 10:00	22	63	0.057	22	63	0.061	22	63	0.118
10:00 - 11:00	22	63	0.041	22	63	0.057	22	63	0.098
11:00 - 12:00	22	63	0.040	22	63	0.042	22	63	0.082
12:00 - 13:00	22	63	0.056	22	63	0.033	22	63	0.089
13:00 - 14:00	22	63	0.042	22	63	0.038	22	63	0.080
14:00 - 15:00	22	63	0.047	22	63	0.053	22	63	0.100
15:00 - 16:00	22	63	0.132	22	63	0.066	22	63	0.198
16:00 - 17:00	22	63	0.082	22	63	0.056	22	63	0.138
17:00 - 18:00	22	63	0.070	22	63	0.040	22	63	0.110
18:00 - 19:00	22	63	0.048	22	63	0.040	22	63	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.684			0.697			1.381

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

**Residential - Suburban Area**Faber Maunsell Prince Street

aber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL BUS/TRAM PASSENGERS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.003	22	63	0.012	22	63	0.015	
08:00 - 09:00	22	63	0.001	22	63	0.029	22	63	0.030	
09:00 - 10:00	22	63	0.004	22	63	0.017	22	63	0.021	
10:00 - 11:00	22	63	0.007	22	63	0.007	22	63	0.014	
11:00 - 12:00	22	63	0.004	22	63	0.003	22	63	0.007	
12:00 - 13:00	22	63	0.008	22	63	0.012	22	63	0.020	
13:00 - 14:00	22	63	0.003	22	63	0.002	22	63	0.005	
14:00 - 15:00	22	63	0.008	22	63	0.007	22	63	0.015	
15:00 - 16:00	22	63	0.018	22	63	0.009	22	63	0.027	
16:00 - 17:00	22	63	0.015	22	63	0.005	22	63	0.020	
17:00 - 18:00	22	63	0.012	22	63	0.005	22	63	0.017	
18:00 - 19:00	22	63	0.015	22	63	0.001	22	63	0.016	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.098			0.109		,	0.207	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Faber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TOTAL RAIL PASSENGERS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	•			•			•		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	63	0.000	22	63	0.017	22	63	0.017
08:00 - 09:00	22	63	0.000	22	63	0.014	22	63	0.014
09:00 - 10:00	22	63	0.000	22	63	0.004	22	63	0.004
10:00 - 11:00	22	63	0.000	22	63	0.001	22	63	0.001
11:00 - 12:00	22	63	0.000	22	63	0.001	22	63	0.001
12:00 - 13:00	22	63	0.001	22	63	0.001	22	63	0.002
13:00 - 14:00	22	63	0.001	22	63	0.000	22	63	0.001
14:00 - 15:00	22	63	0.001	22	63	0.001	22	63	0.002
15:00 - 16:00	22	63	0.001	22	63	0.000	22	63	0.001
16:00 - 17:00	22	63	0.004	22	63	0.000	22	63	0.004
17:00 - 18:00	22	63	0.020	22	63	0.000	22	63	0.020
18:00 - 19:00	22	63	0.012	22	63	0.000	22	63	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039		<del>.</del>	0.079

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip			
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate			
00:00 - 01:00	•			•			•					
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	22	63	0.000	22	63	0.000	22	63	0.000			
08:00 - 09:00	22	63	0.000	22	63	0.001	22	63	0.001			
09:00 - 10:00	22	63	0.000	22	63	0.000	22	63	0.000			
10:00 - 11:00	22	63	0.000	22	63	0.000	22	63	0.000			
11:00 - 12:00	22	63	0.000	22	63	0.000	22	63	0.000			
12:00 - 13:00	22	63	0.000	22	63	0.000	22	63	0.000			
13:00 - 14:00	22	63	0.000	22	63	0.000	22	63	0.000			
14:00 - 15:00	22	63	0.001	22	63	0.000	22	63	0.001			
15:00 - 16:00	22	63	0.000	22	63	0.000	22	63	0.000			
16:00 - 17:00	22	63	0.000	22	63	0.000	22	63	0.000			
17:00 - 18:00	22	63	0.000	22	63	0.000	22	63	0.000			
18:00 - 19:00	22	63	0.000	22	63	0.000	22	63	0.000			
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		<u>'</u>	0.001			0.001		<u>'</u>	0.002			

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Faber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

## **MULTI-MODAL PUBLIC TRANSPORT USERS**

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.003	22	63	0.029	22	63	0.032	
08:00 - 09:00	22	63	0.001	22	63	0.044	22	63	0.045	
09:00 - 10:00	22	63	0.004	22	63	0.021	22	63	0.025	
10:00 - 11:00	22	63	0.007	22	63	0.007	22	63	0.014	
11:00 - 12:00	22	63	0.004	22	63	0.004	22	63	0.008	
12:00 - 13:00	22	63	0.009	22	63	0.014	22	63	0.023	
13:00 - 14:00	22	63	0.004	22	63	0.002	22	63	0.006	
14:00 - 15:00	22	63	0.009	22	63	0.008	22	63	0.017	
15:00 - 16:00	22	63	0.019	22	63	0.009	22	63	0.028	
16:00 - 17:00	22	63	0.019	22	63	0.005	22	63	0.024	
17:00 - 18:00	22	63	0.032	22	63	0.005	22	63	0.037	
18:00 - 19:00	22	63	0.027	22	63	0.001	22	63	0.028	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.138			0.149			0.287	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

t Bristol Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	22	63	0.096	22	63	0.451	22	63	0.547	
08:00 - 09:00	22	63	0.181	22	63	0.759	22	63	0.940	
09:00 - 10:00	22	63	0.247	22	63	0.318	22	63	0.565	
10:00 - 11:00	22	63	0.204	22	63	0.291	22	63	0.495	
11:00 - 12:00	22	63	0.214	22	63	0.258	22	63	0.472	
12:00 - 13:00	22	63	0.315	22	63	0.274	22	63	0.589	
13:00 - 14:00	22	63	0.275	22	63	0.285	22	63	0.560	
14:00 - 15:00	22	63	0.257	22	63	0.315	22	63	0.572	
15:00 - 16:00	22	63	0.523	22	63	0.291	22	63	0.814	
16:00 - 17:00	22	63	0.567	22	63	0.317	22	63	0.884	
17:00 - 18:00	22	63	0.630	22	63	0.308	22	63	0.938	
18:00 - 19:00	22	63	0.471	22	63	0.312	22	63	0.783	
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000	
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000	
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			3.980			4.179			8.159	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Calculation Reference: AUDIT-204605-210218-0212

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED **MULTI-MODAL TOTAL VEHICLES** 

Selected regions and areas:

02	SOU	TH EAST	
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	4 days
03	SOU	TH WEST	
	SM	SOMERSET	1 days
04	EAS	T ANGLIA	
	NF	NORFOLK	3 days
	SF	SUFFOLK	1 days
05		T MIDLANDS	
	DS		1 days
06	WES	ST MIDLANDS	
	SH		2 days
	ST		1 days
07		KSHIRE & NORTH LINCOLNSHIRE	
	NE		1 days
	NY	NORTH YORKSHIRE	1 days
80		RTH WEST	
	CH	CHESHIRE	2 days
09	NOR	=	
	DH	DURHAM	1 days
10	WAL		
	VG	VALE OF GLAMORGAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

## **Primary Filtering selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings Actual Range: 10 to 432 (units: ) Range Selected by User: 6 to 500 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

**Public Transport Provision:** 

Selection by: Include all surveys

Date Range: 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 28 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

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### Selected Locations:

Edge of Town

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Thursday 18/02/21
Residential - Edge of Town

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Faber Maunsell Prince Street Bristol Licence No: 204605

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 26 No Sub Category 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

## **Secondary Filtering selection:**

Use Class:

C3 28 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

#### Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	8 days
10,001 to 15,000	12 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	5 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	20 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 11 days No 17 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 28 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

CH-03-A-09 **TERRACED HOUSES CHESHIRE** 

**GREYSTOKE ROAD** MACCLESFIELD HURDSFIELD Edge of Town Residential Zone

Total No of Dwellings: 24

Survey date: MONDAY 24/11/14 Survey Type: MANUAL

CH-03-A-10 **SEMI-DETACHED & TERRACED CHESHIRE** 

MEADOW DRIVE **NORTHWICH BARNTON** Edge of Town Residential Zone

Total No of Dwellings: 40

Survey date: TUESDAY 04/06/19 Survey Type: MANUAL

DH-03-A-03 **SEMI-DETACHED & TERRACED DURHAM** 

PILGRIMS WAY **DURHAM** 

Edge of Town Residential Zone

Total No of Dwellings: 57

Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

DS-03-A-02 **MIXED HOUSES DERBYSHIRE** 

RADBOURNE LANE

**DERBY** 

Edge of Town Residential Zone

Total No of Dwellings: 371

Survey date: TUESDAY 10/07/18 Survey Type: MANUAL

ES-03-A-03 **MIXED HOUSES & FLATS EAST SUSSEX** 

SHEPHAM LANE **POLEGATE** 

Edge of Town Residential Zone

Total No of Dwellings: 212 Survey date: MONDAY

11/07/16 Survey Type: MANUAL **EAST SUSSEX** 

ES-03-A-05 **MIXED HOUSES & FLATS** 

RATTLE ROAD **NEAR EASTBOURNE** STONE CROSS Edge of Town Residential Zone

Total No of Dwellings: 99

Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

HC-03-A-21 **TERRACED & SEMI-DETACHED HAMPSHIRE** 

PRIESTLEY ROAD **BASINGSTOKE** HOUNDMILLS Edge of Town Residential Zone

Total No of Dwellings: 39

Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

HAMPSHIRE HC-03-A-22 **MIXED HOUSES** 

**BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE** Edge of Town Residential Zone

Total No of Dwellings: 40

Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL TRICS 7.7.4 161220 B20.07 Database right of TRICS Consortium Limited, 2021. All rights reserved Thursday 18/02/21 Residential - Edge of Town Page 4

Faber Maunsell Prince Street Bristol Licence No: 204605

LIST OF SITES relevant to selection parameters (Cont.)

HF-03-A-03 **MIXED HOUSES HERTFORDSHIRE** 

HARE STREET ROAD BUNTINGFORD

Edge of Town Residential Zone

Total No of Dwellings:

Survey date: MONDAY 08/07/19 Survey Type: MANUAL

10 KC-03-A-04 **SEMI-DETACHED & TERRACED KENT** 

KILN BARN ROAD **AYLESFORD** DITTON Edge of Town Residential Zone

Total No of Dwellings: 110

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

11 KC-03-A-07 **MIXED HOUSES KENT** 

**RECULVER ROAD** HERNE BAY

Edge of Town Residential Zone

Total No of Dwellings: 288

27/09/17 Survey date: WEDNESDAY Survey Type: MANUAL NE-03-A-02 **SEMI DETACHED & DETACHED** NORTH EAST LINCOLNSHIRE

HANOVER WALK **SCUNTHORPE** 

Edge of Town No Sub Category

Total No of Dwellings: 432

Survey date: MONDAY 12/05/14 Survey Type: MANUAL

13 NF-03-A-03 **DETACHED HOUSES NORFOLK** 

HALING WAY **THETFORD** 

Edge of Town Residential Zone

Total No of Dwellings: 10

Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL

NF-03-A-04 **MIXED HOUSES NORFOLK** 

NORTH WALSHAM ROAD NORTH WALSHAM

Edge of Town Residential Zone

Total No of Dwellings: 70

Survey date: WEDNESDAY 18/09/19 Survey Type: MANUAL

NF-03-A-06 **MIXED HOUSES NORFOLK** 

**BEAUFORT WAY GREAT YARMOUTH BRADWELL** Edge of Town Residential Zone

Total No of Dwellings: 275

Survey date: MONDAY 23/09/19 Survey Type: MANUAL NORTH ÝORKSHIRE

16 NY-03-A-10 **HOUSES AND FLATS** 

**BOROUGHBRIDGE ROAD** 

**RIPON** 

Edge of Town No Sub Category

Total No of Dwellings: 71

Survey date: TUESDAY 17/09/13 Survey Type: MANUAL TRICS 7.7.4 161220 B20.07 Database right of TRICS Consortium Limited, 2021. All rights reserved

Residential - Edge of Town

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LIST OF SITES relevant to selection parameters (Cont.)

17 SC-03-A-04 DETACHED & TERRACED SURREY

HIGH ROAD BYFLEET

Edge of Town
Residential Zone

Total No of Dwellings: 71

Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

18 SC-03-A-05 MIXED HOUSES SURREY

REIGATE ROAD HORLEY

Edge of Town Residential Zone

Total No of Dwellings: 207

Survey date: MONDAY 01/04/19 Survey Type: MANUAL

19 SF-03-A-05 DETACHED HOUSES SUFFOLK

VALE LANE BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwelling

Total No of Dwellings: 18

Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

20 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE

SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone

Total No of Dwellings: 54

Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

21 SH-03-A-06 BUNGALOWS SHROPSHIRE

ELLESMERE ROAD SHREWSBURY

Edge of Town Residential Zone Total No of Dwellings:

Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14

Survey date: THURSDAY 22/05/14 Survey Type: MANUAL 22 SM-03-A-01 DETACHED & SEMI SOMERSET

WEMBDON ROAD
BRIDGWATER

NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwelling

Total No of Dwellings: 33

Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

23 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE

BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone

Total No of Dwellings: 248

Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL 24 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN

ARTHUR STREET

**BARRY** 

Edge of Town Residential Zone

Total No of Dwellings: 12

Survey date: MONDAY 08/05/17 Survey Type: MANUAL

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Residential - Edge of Town

Thursday 18/02/21
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LIST OF SITES relevant to selection parameters (Cont.)

25 WS-03-A-04 MIXED HOUSES WEST SUSSEX

HILLS FARM LANE

**HORSHAM** 

**BROADBRIDGE HEATH** 

Edge of Town Residential Zone

Total No of Dwellings: 151

Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

26 WS-03-A-08 MIXED HOUSES WEST SUSSEX

ROUNDSTONE LANE

ANGMERING

Edge of Town Residential Zone

Total No of Dwellings: 180

Survey date: THURSDAY 19/04/18 Survey Type: MANUAL

27 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX

LITTLEHAMPTON ROAD

WORTHING

WEST DURRINGTON

Edge of Town Residential Zone

Total No of Dwellings: 197

Survey date: THURSDAY 05/07/18 Survey Type: MANUAL

28 WS-03-A-10 MIXED HOUSES WEST SUSSEX

TODDINGTON LANE

LITTLEHAMPTON

WICK

Edge of Town

Residential Zone

Total No of Dwellings: 79

Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.081	28	127	0.326	28	127	0.407	
08:00 - 09:00	28	127	0.129	28	127	0.384	28	127	0.513	
09:00 - 10:00	28	127	0.142	28	127	0.173	28	127	0.315	
10:00 - 11:00	28	127	0.126	28	127	0.155	28	127	0.281	
11:00 - 12:00	28	127	0.132	28	127	0.146	28	127	0.278	
12:00 - 13:00	28	127	0.153	28	127	0.150	28	127	0.303	
13:00 - 14:00	28	127	0.159	28	127	0.152	28	127	0.311	
14:00 - 15:00	28	127	0.171	28	127	0.188	28	127	0.359	
15:00 - 16:00	28	127	0.272	28	127	0.182	28	127	0.454	
16:00 - 17:00	28	127	0.283	28	127	0.161	28	127	0.444	
17:00 - 18:00	28	127	0.343	28	127	0.144	28	127	0.487	
18:00 - 19:00	28	127	0.309	28	127	0.167	28	127	0.476	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:		<u>.</u>	2.300			2.328			4.628	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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## **Parameter summary**

Trip rate parameter range selected: 10 - 432 (units: ) Survey date date range: 01/01/12 - 08/10/20

Number of weekdays (Monday-Friday): 28
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Residential - Edge of Town
Faber Maunsell Prince Street Bristol Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TAXIS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	•			•			•		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	127	0.003	28	127	0.003	28	127	0.006
08:00 - 09:00	28	127	0.004	28	127	0.003	28	127	0.007
09:00 - 10:00	28	127	0.003	28	127	0.003	28	127	0.006
10:00 - 11:00	28	127	0.003	28	127	0.002	28	127	0.005
11:00 - 12:00	28	127	0.001	28	127	0.001	28	127	0.002
12:00 - 13:00	28	127	0.002	28	127	0.002	28	127	0.004
13:00 - 14:00	28	127	0.002	28	127	0.002	28	127	0.004
14:00 - 15:00	28	127	0.004	28	127	0.003	28	127	0.007
15:00 - 16:00	28	127	0.004	28	127	0.005	28	127	0.009
16:00 - 17:00	28	127	0.003	28	127	0.004	28	127	0.007
17:00 - 18:00	28	127	0.002	28	127	0.002	28	127	0.004
18:00 - 19:00	28	127	0.002	28	127	0.002	28	127	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.032		<u>'</u>	0.065

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL OGVS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	127	0.002	28	127	0.001	28	127	0.003
08:00 - 09:00	28	127	0.002	28	127	0.002	28	127	0.004
09:00 - 10:00	28	127	0.004	28	127	0.003	28	127	0.007
10:00 - 11:00	28	127	0.003	28	127	0.003	28	127	0.006
11:00 - 12:00	28	127	0.001	28	127	0.002	28	127	0.003
12:00 - 13:00	28	127	0.002	28	127	0.003	28	127	0.005
13:00 - 14:00	28	127	0.003	28	127	0.001	28	127	0.004
14:00 - 15:00	28	127	0.002	28	127	0.003	28	127	0.005
15:00 - 16:00	28	127	0.002	28	127	0.003	28	127	0.005
16:00 - 17:00	28	127	0.002	28	127	0.002	28	127	0.004
17:00 - 18:00	28	127	0.002	28	127	0.001	28	127	0.003
18:00 - 19:00	28	127	0.001	28	127	0.001	28	127	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.025			0.051

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL PSVS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.001	28	127	0.001	28	127	0.002	
08:00 - 09:00	28	127	0.000	28	127	0.000	28	127	0.000	
09:00 - 10:00	28	127	0.001	28	127	0.001	28	127	0.002	
10:00 - 11:00	28	127	0.001	28	127	0.001	28	127	0.002	
11:00 - 12:00	28	127	0.001	28	127	0.001	28	127	0.002	
12:00 - 13:00	28	127	0.001	28	127	0.001	28	127	0.002	
13:00 - 14:00	28	127	0.001	28	127	0.001	28	127	0.002	
14:00 - 15:00	28	127	0.001	28	127	0.001	28	127	0.002	
15:00 - 16:00	28	127	0.001	28	127	0.001	28	127	0.002	
16:00 - 17:00	28	127	0.001	28	127	0.001	28	127	0.002	
17:00 - 18:00	28	127	0.001	28	127	0.001	28	127	0.002	
18:00 - 19:00	28	127	0.000	28	127	0.000	28	127	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.010			0.010			0.020	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Faber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	127	0.006	28	127	0.007	28	127	0.013
08:00 - 09:00	28	127	0.007	28	127	0.017	28	127	0.024
09:00 - 10:00	28	127	0.000	28	127	0.003	28	127	0.003
10:00 - 11:00	28	127	0.002	28	127	0.004	28	127	0.006
11:00 - 12:00	28	127	0.003	28	127	0.005	28	127	0.008
12:00 - 13:00	28	127	0.004	28	127	0.004	28	127	0.008
13:00 - 14:00	28	127	0.003	28	127	0.002	28	127	0.005
14:00 - 15:00	28	127	0.004	28	127	0.003	28	127	0.007
15:00 - 16:00	28	127	0.005	28	127	0.005	28	127	0.010
16:00 - 17:00	28	127	0.013	28	127	0.008	28	127	0.021
17:00 - 18:00	28	127	0.013	28	127	0.007	28	127	0.020
18:00 - 19:00	28	127	0.008	28	127	0.008	28	127	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		<u>.</u>	0.068			0.073			0.141

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL VEHICLE OCCUPANTS** 

Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS				5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	127	0.098	28	127	0.485	28	127	0.583
08:00 - 09:00	28	127	0.166	28	127	0.670	28	127	0.836
09:00 - 10:00	28	127	0.188	28	127	0.260	28	127	0.448
10:00 - 11:00	28	127	0.164	28	127	0.224	28	127	0.388
11:00 - 12:00	28	127	0.181	28	127	0.212	28	127	0.393
12:00 - 13:00	28	127	0.215	28	127	0.208	28	127	0.423
13:00 - 14:00	28	127	0.226	28	127	0.216	28	127	0.442
14:00 - 15:00	28	127	0.240	28	127	0.266	28	127	0.506
15:00 - 16:00	28	127	0.471	28	127	0.263	28	127	0.734
16:00 - 17:00	28	127	0.481	28	127	0.247	28	127	0.728
17:00 - 18:00	28	127	0.541	28	127	0.207	28	127	0.748
18:00 - 19:00	28	127	0.467	28	127	0.257	28	127	0.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.438			3.515			6.953

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS Calculation factor: 1 DWELLS

**BOLD** print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	6		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	•			•			•		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	127	0.014	28	127	0.027	28	127	0.041
08:00 - 09:00	28	127	0.031	28	127	0.063	28	127	0.094
09:00 - 10:00	28	127	0.027	28	127	0.027	28	127	0.054
10:00 - 11:00	28	127	0.022	28	127	0.024	28	127	0.046
11:00 - 12:00	28	127	0.020	28	127	0.021	28	127	0.041
12:00 - 13:00	28	127	0.024	28	127	0.018	28	127	0.042
13:00 - 14:00	28	127	0.021	28	127	0.023	28	127	0.044
14:00 - 15:00	28	127	0.029	28	127	0.033	28	127	0.062
15:00 - 16:00	28	127	0.056	28	127	0.038	28	127	0.094
16:00 - 17:00	28	127	0.047	28	127	0.024	28	127	0.071
17:00 - 18:00	28	127	0.037	28	127	0.027	28	127	0.064
18:00 - 19:00	28	127	0.036	28	127	0.042	28	127	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		<u></u>	0.364			0.367		<del>.</del>	0.731

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL BUS/TRAM PASSENGERS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

		ARRIVALS		]	DEPARTURES	3	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00	-								
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	127	0.000	28	127	0.013	28	127	0.013
08:00 - 09:00	28	127	0.001	28	127	0.017	28	127	0.018
09:00 - 10:00	28	127	0.002	28	127	0.007	28	127	0.009
10:00 - 11:00	28	127	0.005	28	127	0.004	28	127	0.009
11:00 - 12:00	28	127	0.004	28	127	0.004	28	127	0.008
12:00 - 13:00	28	127	0.004	28	127	0.003	28	127	0.007
13:00 - 14:00	28	127	0.003	28	127	0.004	28	127	0.007
14:00 - 15:00	28	127	0.003	28	127	0.003	28	127	0.006
15:00 - 16:00	28	127	0.016	28	127	0.006	28	127	0.022
16:00 - 17:00	28	127	0.015	28	127	0.004	28	127	0.019
17:00 - 18:00	28	127	0.009	28	127	0.003	28	127	0.012
18:00 - 19:00	28	127	0.014	28	127	0.004	28	127	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076	<u> </u>		0.072		<u>.</u>	0.148

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Faber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

## **MULTI-MODAL TOTAL RAIL PASSENGERS**

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.001	28	127	0.006	28	127	0.007	
08:00 - 09:00	28	127	0.000	28	127	0.008	28	127	0.008	
09:00 - 10:00	28	127	0.000	28	127	0.003	28	127	0.003	
10:00 - 11:00	28	127	0.000	28	127	0.003	28	127	0.003	
11:00 - 12:00	28	127	0.000	28	127	0.001	28	127	0.001	
12:00 - 13:00	28	127	0.001	28	127	0.001	28	127	0.002	
13:00 - 14:00	28	127	0.001	28	127	0.001	28	127	0.002	
14:00 - 15:00	28	127	0.001	28	127	0.000	28	127	0.001	
15:00 - 16:00	28	127	0.004	28	127	0.001	28	127	0.005	
16:00 - 17:00	28	127	0.004	28	127	0.001	28	127	0.005	
17:00 - 18:00	28	127	0.004	28	127	0.001	28	127	0.005	
18:00 - 19:00	28	127	0.005	28	127	0.001	28	127	0.006	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:		<u> </u>	0.021			0.027		<u>.</u>	0.048	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate		
00:00 - 01:00							-				
01:00 - 02:00											
02:00 - 03:00											
03:00 - 04:00											
04:00 - 05:00											
05:00 - 06:00											
06:00 - 07:00											
07:00 - 08:00	28	127	0.000	28	127	0.001	28	127	0.001		
08:00 - 09:00	28	127	0.000	28	127	0.000	28	127	0.000		
09:00 - 10:00	28	127	0.000	28	127	0.000	28	127	0.000		
10:00 - 11:00	28	127	0.000	28	127	0.000	28	127	0.000		
11:00 - 12:00	28	127	0.000	28	127	0.000	28	127	0.000		
12:00 - 13:00	28	127	0.000	28	127	0.000	28	127	0.000		
13:00 - 14:00	28	127	0.000	28	127	0.000	28	127	0.000		
14:00 - 15:00	28	127	0.000	28	127	0.000	28	127	0.000		
15:00 - 16:00	28	127	0.000	28	127	0.000	28	127	0.000		
16:00 - 17:00	28	127	0.000	28	127	0.000	28	127	0.000		
17:00 - 18:00	28	127	0.000	28	127	0.000	28	127	0.000		
18:00 - 19:00	28	127	0.000	28	127	0.000	28	127	0.000		
19:00 - 20:00											
20:00 - 21:00											
21:00 - 22:00											
22:00 - 23:00											
23:00 - 24:00											
Total Rates:			0.000			0.001			0.001		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL PUBLIC TRANSPORT USERS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.002	28	127	0.020	28	127	0.022	
08:00 - 09:00	28	127	0.001	28	127	0.025	28	127	0.026	
09:00 - 10:00	28	127	0.003	28	127	0.011	28	127	0.014	
10:00 - 11:00	28	127	0.005	28	127	0.007	28	127	0.012	
11:00 - 12:00	28	127	0.004	28	127	0.005	28	127	0.009	
12:00 - 13:00	28	127	0.005	28	127	0.004	28	127	0.009	
13:00 - 14:00	28	127	0.004	28	127	0.005	28	127	0.009	
14:00 - 15:00	28	127	0.004	28	127	0.003	28	127	0.007	
15:00 - 16:00	28	127	0.020	28	127	0.007	28	127	0.027	
16:00 - 17:00	28	127	0.019	28	127	0.004	28	127	0.023	
17:00 - 18:00	28	127	0.013	28	127	0.004	28	127	0.017	
18:00 - 19:00	28	127	0.019	28	127	0.006	28	127	0.025	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:		<u>.</u>	0.099			0.101			0.200	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Residential - Edge of Town
Faber Maunsell Prince Street Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.119	28	127	0.540	28	127	0.659	
08:00 - 09:00	28	127	0.205	28	127	0.774	28	127	0.979	
09:00 - 10:00	28	127	0.218	28	127	0.300	28	127	0.518	
10:00 - 11:00	28	127	0.192	28	127	0.259	28	127	0.451	
11:00 - 12:00	28	127	0.208	28	127	0.243	28	127	0.451	
12:00 - 13:00	28	127	0.249	28	127	0.235	28	127	0.484	
13:00 - 14:00	28	127	0.254	28	127	0.246	28	127	0.500	
14:00 - 15:00	28	127	0.278	28	127	0.306	28	127	0.584	
15:00 - 16:00	28	127	0.552	28	127	0.313	28	127	0.865	
16:00 - 17:00	28	127	0.561	28	127	0.283	28	127	0.844	
17:00 - 18:00	28	127	0.603	28	127	0.245	28	127	0.848	
18:00 - 19:00	28	127	0.530	28	127	0.312	28	127	0.842	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			3.969			4.056			8.025	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

**Residential - Edge of Town** Faber Maunsell

Prince Street Bristol Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL CARS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.051	28	127	0.263	28	127	0.314	
08:00 - 09:00	28	127	0.095	28	127	0.298	28	127	0.393	
09:00 - 10:00	28	127	0.097	28	127	0.128	28	127	0.225	
10:00 - 11:00	28	127	0.085	28	127	0.111	28	127	0.196	
11:00 - 12:00	28	127	0.097	28	127	0.102	28	127	0.199	
12:00 - 13:00	28	127	0.107	28	127	0.108	28	127	0.215	
13:00 - 14:00	28	127	0.112	28	127	0.105	28	127	0.217	
14:00 - 15:00	28	127	0.122	28	127	0.134	28	127	0.256	
15:00 - 16:00	28	127	0.205	28	127	0.122	28	127	0.327	
16:00 - 17:00	28	127	0.211	28	127	0.112	28	127	0.323	
17:00 - 18:00	28	127	0.265	28	127	0.104	28	127	0.369	
18:00 - 19:00	28	127	0.246	28	127	0.123	28	127	0.369	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			1.693			1.710			3.403	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

**Residential - Edge of Town** Faber Maunsell

Prince Street

Bristol

Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL LGVS** 

**Calculation factor: 1 DWELLS** 

**BOLD** print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	6	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00	•			•			•			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.016	28	127	0.026	28	127	0.042	
08:00 - 09:00	28	127	0.016	28	127	0.023	28	127	0.039	
09:00 - 10:00	28	127	0.021	28	127	0.020	28	127	0.041	
10:00 - 11:00	28	127	0.020	28	127	0.019	28	127	0.039	
11:00 - 12:00	28	127	0.015	28	127	0.023	28	127	0.038	
12:00 - 13:00	28	127	0.019	28	127	0.016	28	127	0.035	
13:00 - 14:00	28	127	0.024	28	127	0.022	28	127	0.046	
14:00 - 15:00	28	127	0.019	28	127	0.020	28	127	0.039	
15:00 - 16:00	28	127	0.021	28	127	0.022	28	127	0.043	
16:00 - 17:00	28	127	0.019	28	127	0.017	28	127	0.036	
17:00 - 18:00	28	127	0.032	28	127	0.014	28	127	0.046	
18:00 - 19:00	28	127	0.017	28	127	0.013	28	127	0.030	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.239			0.235			0.474	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Residential - Edge of Town

Faber Maunsell Prince Street Bristol Licence No: 204605

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	28	127	0.001	28	127	0.001	28	127	0.002	
08:00 - 09:00	28	127	0.000	28	127	0.002	28	127	0.002	
09:00 - 10:00	28	127	0.000	28	127	0.001	28	127	0.001	
10:00 - 11:00	28	127	0.001	28	127	0.000	28	127	0.001	
11:00 - 12:00	28	127	0.000	28	127	0.000	28	127	0.000	
12:00 - 13:00	28	127	0.001	28	127	0.001	28	127	0.002	
13:00 - 14:00	28	127	0.001	28	127	0.001	28	127	0.002	
14:00 - 15:00	28	127	0.001	28	127	0.001	28	127	0.002	
15:00 - 16:00	28	127	0.001	28	127	0.001	28	127	0.002	
16:00 - 17:00	28	127	0.003	28	127	0.002	28	127	0.005	
17:00 - 18:00	28	127	0.003	28	127	0.002	28	127	0.005	
18:00 - 19:00	28	127	0.001	28	127	0.001	28	127	0.002	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.013			0.013			0.026	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

Local Plan Partial Update: Evidence Base Technical Note: Transport Implications for Bath

# **Appendix B:**

# **2011 Census Analysis**

Prepared for: B&NES Council

# 2011 Census Data - Distribution by Mode Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	Banes 002

## Raw Data Notes:

Place of Work		Number of Trips by Mode  Motorcycle, scooter or								
ace of Fronk	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total	
NES 001	0	5	0	moped 1	62	13	5	91	177	
NES 002	0	1	0	1	64	9	2	71	148	
NES 003	0	4	- 1	2	60	9	- 4	38	118	
NES 004	0	0	0	0	3	0	0	2	5	
NES 007	17	15	0	2	66	7	1	5	113	
NES 008	0	1	0	1	47	2	0	1	52	
INES 009	4	0	0	0	18	3	1	1	27	
NES 010	0	0	0	0	9	0	0	1	10	
NES 011	0	1	0	0	18	0	0	0	19	
INES 012	4	2	0	0	37	3	- 1	2	49	
NES 013	1	0	0	0	3	1	0	2	7	
NES 016	0	1	0	3	37	4	1	8	54	
NES 017	0	0	0	0	12	0	1	1	14	
NES 018	0	0	0	0	6	0	0	n	6	
NES 019	0	2	0	1	3	0	0	0	6	
NES 020	0	ñ	0	0	9	0	1	n n	9	
NES 022	0	0	0	0	12	0	0	1	13	
NES 023	, o	2	0	0	4	ŏ	ů.	1	7	
NES 024	0	2	0	0	8	ő	0	1	11	
NES 024 NES 025	0	0	0	2	4	1 1	0	2	9	
NES 026	0	0	0	0	4	1	0	0	5	
NES 026 itol 003	0	0	0	0	9	0 0	0	0	5 9	
	0	0	0	0	4	2		0	9	
stol 004							0			
stol 008	0	1	0	0	9	0	0	0	10	
stol 013	0	4	0	0	9	0	0	0	13	
stol 016	0	-	0	0	5	0	0	0	6	
stol 019	0	0	0	0	6	0	0	0	6	
stol 021	0	0	0	0	7	0	0	0	7	
stol 023	0	1	0	1	5	1	0	0	8	
stol 025	2	9	0	0	4	1	1	2	19	
stol 026	2	3	0	0	2	ó	ó	0	7	
itol 029	0	0	0	0	8	ō	0	0	8	
stol 032	4	59	0	1	43	6	6	3	122	
stol 035	0	1	0	2	18	3	0	ĭ	25	
stol 038	0	7	0	1	36	3 2	3	2	51	
itol 039	0	2	0	0	12	6	0	0	14	
	0	0	0			1			14	
stol 041				0	8		1	0 2		
stol 043	0	10	0	0	19	1	0		32	
stol 045	0	0	0	0	4	0	0	1	5	
stol 046	0	0	0	0	6	0	0	0	6	
stol 047	0	0	0	1	9	0	0	0	10	
istol 049	0	0	0	0	3	1	0	1	5	
stol 052	0	0	0	0	5	0	0	0	5	
stol 053	0	1	0	0	13	2	0	0	16	
istol 054	7	27	0	0	39	3	7	2	85	
stol 055	0	2	0	0	6	0	1	0	9	
stol 056	2	1	0	3	19	2	1	0	28	
rth Somerset 002	0	0	0	1	3	1	ó	0	5	
rth Somerset 004	0	1	0	1	7	ò	0	0	9	
rth Somerset 006	0	i i	0	o o	6	1	0	ň	7	
rth Somerset 008	ő	1	0	0	4	ò	ő	ŏ	5	
th Somerset 012	ŏ	i	o o	ő	5	i i	0	ů,	5	
rth Somerset 012	0	0	0	1	11	0	0	0	12	
rth Somerset 024	0	0	0	0	7	ů	0	1	8	
									8 7	
th Gloucestershire 003	0	0	0	0	5	1		0	7	
uth Gloucestershire 005			0	1		0		0		
th Gloucestershire 006	0	0	0	0	6	0	0	0	6	
uth Gloucestershire 009	0	0	0	0	5	0	0	1	6	
uth Gloucestershire 011	0	0	0	0	16	1	0	0	17	
uth Gloucestershire 017	5	2	0	1	36	3	1	0	48	
uth Gloucestershire 018	1	0	0	0	16	1	0	0	18	
uth Gloucestershire 019	0	0	0	0	20	2	0	1	23	
uth Gloucestershire 021	0	2	0	0	5	0	0	0	7	
th Gloucestershire 024	0	2	0	0	24	3	0	1	30	
uth Gloucestershire 025	ŏ	4	0	ů.	9	ĭ	0	'n	14	
uth Gloucestershire 026	0	0	0	0	10	, i	0	0	10	
ith Gloucestershire 025 ith Gloucestershire 027	0	0	0	0	10 6	0	0	0	10	
ith Gloucestershire 027 ith Gloucestershire 028			0		14	1	0		15	
	0	0		0		1 1	- 0	0		
th Gloucestershire 029	0	0	0	0	- 11			0	13	
uth Gloucestershire 030	0	0	0	0	6	0	0	0	6	
uth Gloucestershire 031	0	1	0	0	8	1	0	0	10	
uth Gloucestershire 032	0	1	0	1	16	2	5	0	25	
tshire 018	0	0	0	0	4	0	0	1	5	
tshire 031	0	0	0	0	5	0	0	0	5	
									0	
									0	
									0	
									0	
									0	
									0	

# Tables for Analysis Refined Location and Use of SRN

		Number of Trips by Mode							Via SKN for Vehicles?		
Place of Work	Venicles	Car Share	Walk	Cycle	Bus	Fail Fail	I Iotal	Location	Y/N	Entry Junction	Exit Junctio
anes 001	63	13	91	5	b	0	1//	Keynsnam	N		
INES 002	65	9	71	2	1	0	148	Keynsnam	N		
NES 003	63	9	38	4	4	0	118	Keynsnam	N		
NES 004	3	Ü	2				5	Bath	N		
NES 007	68	,	5	1	15	17	113	Bath	N		
NES 008	48	2	1	0	1	0	52	Bath	N		
NES 009	18	3	1	1	0	4	27	Bath	N		
INES 010	9	0	1	0	0	0	10	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A36
INES 011	18	0	0	0	1	0	19	Bath	N		
NES 012	37	3	2	1	2	4	49	Bath	N		
NES 013	3	1	2	0	0	1	7	Bath	N		
INES 016	40	4	8	1	1	0	54	B&NES - Other (Saltford)	N		
INES 017	12	0	1	1	0	0	14	Bath	N		
INES 018	6	0	0	0	0	0	6	Bath	N		
INES 019	4	0	0	0	2	0	6	Bath	N		
INES 020	9	0	0	0		0	y	B&NES - Other (Whitchurch)	N		
INES 022	12	U	1	0	0	0	13	B&NES - Other (Peasedown St John)	N		
NES 023	4	U	1	0	2	0	,	B&NES - Other (Paulton)	N		
NES 024	8	U	1	0	2	0	11	B&NES - Other (Norton Radstock)	N		
NES 025	6	1	2	0	0	0	y	B&NES - Other (Norton Radstock)	N		
NES 026	4	1	0	0	0	0	5	B&NES - Other (Norton Radstock)	N	+	
stor ous	9		Ü	Ü	Ü	0	9	Bristor - Ports	Y	M32 J1	M5 J18
stol 004	4	2	0	0	0	0	6	Bristor - Suburban	Y	M32 J3	M32 J3
istol 008	9		Ü	Ü	1	0	10	Bristol - Ports	Y	M32 J1	M5 J18
stor 013	9	-	Ü	Ü	4	Ü	13	Bristot - Suburban	N N		
stol 016	5	ō	0	0	1	0	6	Bristol - Suburban	Y	M32 J3	M32 J3
stol 019	6	ō	0	0	ò	0	6	Bristol - Suburban	Ň	1	
stol 021	7	ō	0	0	0	0	7	Bristol - Suburban	N	1	l
stol 023	6	1	0	0	1	0	8	Bristol - Suburban	N		
stol 025	4	1	2	1	9	2	19	Bristol - Suburban	N		
stol 028	2	0	0	0	3	2	7	Bristol - Suburban	N		
stol 029	8	0	0	0	0	0	8	Bristol - Suburban	N		
stol 032	44	6	3	6	59	4	122	Bristol - Central	N		
stor U35	20	3	1	0	1	0	25	Bristol - Suburban	N		
stor U38	37	2	2	3	-		51	Bristor - Suburban	N		
stor U39	12				2		14	Bristoi - Central	N		
St01 U41	8	1		1			10	Bristor - Suburban	N		
Stol U43	19	1	2		10		32	Bristor - Suburban	N		
stol 045	4	0	1	0	0	0	5	Bristol - Suburban	N		
istol 046	6	0	0	0	0	0	6	Bristol - Suburban	N		
istol 047	10	ō	ō	ō	ō	Ö	10	Bristol - Suburban	Ň		
istol 049	3	1	1	0	0	0	5	Bristol - Suburban	N		
istol 052	5	0	0	0	0	0	5	Bristol - Suburban	N		
istol 053	13	2	0	0	1	0	16	Bristol - Suburban	N		
stol 054	39	3	2	7	27	7	85	Bristol - Central	N		
istol U55	6	Ü	0	1	2	0	y	Bristor - Suburban	N		
istol U56	22	2	0	1	1	2	28	Bristor - Suburban	N		
orth Somerset 002	4	1	0	0	0	0	5	Bristoi - Ports	Y	M5 J19	M5 J19
orth Somerset 004	8	U	0	0	1	0	y	North Somerset (Easton-in-Gordano)	N		
rth Somerset 006	6	1	0	0	0	0	,	North Somerset (Long Ashton)	N		
rth Somerset 008	4	U	0	0	1	0	5	North Somerset (Naiisea)	N		
rth Somerset 012	ь	U	0	0	0	0	5	North Somerst (Yatton)	N		
rth Somerset 013	12	Ü					12	North Somerset (Bristol Airport)	N		
rth Somerset 024	7	ō	1	0	0	0	8	North Somerset (Winscombe)	N	1	l
uth Gloucestershire 003	5	1	Ö	1	0	0	7	South Gloucestershire (Yate)	N	1	l
uth Gloucestershire 005	10	ò	0	1	0	0	11	South Gloucestershire (Cribbs Causeway)	Y	M32 J1	M5 J17
uth Gloucestershire 006	6	0	0	0	0	0	6	South Gloucestershire (Yate)	N	1	
uth Gloucestershire 009	5	0	1	0	0	0	6	South Gloucestershire (Bradley Stoke)	N	1	
uth Gloucestershire 011	16	1	0	0	0	0	17	South Gloucestershire (Cribbs Causeway)	Y	M32 J1	M5 J17
uth Gloucestershire 017	37	3	0	1	2	5	48	Bristol - Suburban	Y	M32 J1	M32 J1
uth Gloucestershire 018	16	1	0	0	0	1	18	Bristol - Suburban	Y	M32 J1	M32 J1
uth Gloucestershire 019	20	2	1 1	Ü	Ü	0	23	South Gloucestershire (Yate)	Ň	1	
uth Gloucestershire U21	ь	0	0	0	2	0	,	Bristol - Suburban	N	1	l
uth Gloucestershire 024	24	3	1	0	2	0	30	South Gloucestershire (Wick)	N	1	l
uth Gloucestershire 025	y v	1	0	0	4	0	14	Bristor - Suburban	N	1	l
uth Gloucestershire 026	10	0	0	0	0	0	10	Bristor - Suburban	N	1	l
ath Gloucestershire U27	6		Ü	Ü	Ü	0	6	Bristot - Suburban	N	1	
uth Gloucestershire U28	14	1	Ü	Ü	Ü	0	15	Bristor - Suburban	N	1	
uth Gloucestershire 029	11	1	Ü	1	Ü	0	13	Bristot - Suburban	N	1	
uth Gloucestershire 030	6		0	0	0	0	6	Bristot - Suburban	N	1	
uth Gloucestershire 031	8	1	Ū	Ū	<del>-</del>	0	10	Bristot - Suburban	N	1	
uth Gloucestershire U32	1/	2			1	- 0	25	Bristol - Suburban	N	1	-
Itanire 018	¥ ¥	- î	<del></del>	- 0	i	0	5	Witshire (Corsham)		A4 / A46	A4 / A36
Itshire 031		ň	i	ŏ	ŏ	0	5	Wiltshire (Trowbridge)	·	A36 / Branch Board	A36 / A3
	0	Ö	ů ů	ů ů	o o	0	0	· · · · · · · · · · · · · · · · · · ·		r branch redad	A.S. / A.S
	ů	0	0	0	0	0	0	1		1	
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	0	0	0	0	0	0	0	ſ		1	
	0	0	0	0	0	0	0	ſ		1	
	0	0	0	0	0	0	0				

Total
Note:
- Vehicles' includes 'Taxi', Motorcycle, scoccer or moped' and 'Driving a car or van'.
- Use of SRN based on Google Maps for journeys departing at 08:00 on 5th February 2020 (pre-COVID).

## Place of Work by Mode - Actual

lace of Work	Number of Trips by Mode									
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total			
B&NES - Other (Batheaston / Bathford)	9	0	1	0	0	0	10			
B&NES - Other (Norton Radstock)	18	2	3	0	2	0	25			
B&NES - Other (Paulton)	4	0	1	0	2	0	7			
B&NES - Other (Peasedown St John)	12	0	1	0	0	0	13			
B&NES - Other (Saltford)	40	4	8	1	1	0	54			
B&NES - Other (Whitchurch)	9	U		0	0	0	9			
Bath	217	16	14	4	21	26	298			
Berkshire (Reading)	0	0	0	0	0	0	0			
Bristol - Central	95	9	5	13	88	11	221			
Bristol - Ports	22	1	0	0	1	0	24			
Bristol - Suburban	343	26	9	14	50	12	454			
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0			
Hampshire (Winchester)	0		0	0	0	0	0			
Keynsnam	191	31	200	11	10	0	443			
London	Ü	U	0	0	0	0	0			
North Somerset (Bristol Airport)	12	0	0	0	0	0	12			
North Somerset (Chew Magna)	0	0	0	0	0	0	0			
North Somerset (Easton-in-Gordano)	8	0	0	0	1	0	9			
North Somerset (Long Ashton)	6	1	i	ō	i	ŏ	7			
North Somerset (Nailsea)	4		i	ō	1	ŏ	5			
North Somerset (Winscombe)	7	, i	1	ō	i	ŏ	8			
North Somerst (Yatton)	5	, i	- 6	ō	ō	ŏ	5			
somerset (Frome)	- i	- O	- i	ō	- i	Ü	Ü			
Somerset (Snepton Mailet)						0	0			
Somerset (Street)						0	0			
somerset (werls)						0	0			
Somerset (wincanton)	- i	i i		i i	0	Ü	- ō			
South Gloucestershire (Bradley Stoke)	5	, i	1	ō	ō	ŏ	6			
South Gloucestershire (Cribbs Causeway)	26	1	- 6	l i	ō	ŏ	28			
South Gloucestershire (Wick)	24	3	1	ò	2	ŏ	30			
South Gloucestershire (Yate)	31	3	1	l i	0	ŏ	36			
Swinden - East	0	- i	- 6	ò	ō	ŏ	0			
Swinden - West	ō	, i	i	ō	ō	ŏ	o o			
The North	ō	, i	i	ō	ō	ŏ	o o			
Wiltshire (Bradford-on-Avon)	ō	, i	i	ō	ō	ŏ	o o			
Wiltshire (Chippennam)	ŭ	ŭ	i i	ŭ	ŏ	ŭ	ŭ			
Willshire (Corsham)	- 4	Ü	1	Ü	0	Ü	5			
Wittshire (Maimesbury)	i	i i		Ü	0	Ü	- ō			
Willshire (Melksham)	Ü	- 0	i i	Ů	Ů	ů	ŭ			
Wiltshire (Royal Wootton Bassett)	Ü	- 0	i i	Ů	Ů	ů	ŭ			
Wiltshire (Trowbridge)	b	- 0	i i	Ů	Ů	ů	5			
Willshire (Howbridge)	0	0	Ů	0	0	0	0			
Willshire (Westbury)	0	0	Ů	0	0	0	0			

# Place of Work by Mode - Proportion of Total Trips

				Proportion of Trips by Mod	e		
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Saltford)	2%	0%	0%	0%	0%	0%	3%
B&NES - Other (Whitchurch)	1%	0%	0%	0%	0%	0%	1%
Bath	13%	1%	1%	0%	1%	2%	17%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	6%	1%	0%	1%	5%	1%	13%
Bristol - Ports	1%	0%	0%	0%	0%	0%	1%
Bristol - Suburban	20%	2%	1%	1%	3%	1%	26%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	11%	2%	12%	1%	1%	0%	26%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	1%	0%	0%	0%	0%	0%	1%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	1%
North Somerset (Long Asitton)	0%	0%	0%	0%	0%	U%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	U%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	U%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	U%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	U%	0%
Somerset (Snepton Mailet)	0%	0%	0%	0%	0%	U%	0%
Somerset (Street)	0%	0%	0%	0%	0%	U%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	2%	0%	0%	0%	0%	0%	2%
South Gloucestershire (Wick)	1%	0%	0%	0%	0%	0%	2%
South Gloucestershire (Yate)	2%	0%	0%	0%	0%	0%	2%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	0%
The North	0%	0%	0%	0%	0%	U%	0%
Writshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	U%	0%
Wiltshire (Chippennam)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Corsnam)	0%	0%	0%	0%	0%	0%	0%
Writshire (Maimesbury)	0%	0%	0%	0%	0%	U%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Willshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Willshire (Trowpridge)	0%	0%	0%	0%	0%	0%	0%
Writshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Willshire (Westpury)	0%	0%	0%	0%	0%	0%	0%

136	A36 / A350	U	U%
36	A36 / A361	0	0%
136	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	5	0%
A4 / A46	A4 / A363	13	1%
A4 / A46	M32 J1	U	0%
A4 / A46	M32 J2	U	0%
A4 / A46	M4 J1	U	0%
A4 / A46	M4 J16	U	0%
A4 / A46	M4 J18	U	0%
A4 / A46	M5 J1/	U	0%
A4 / A46	M5 J19	U	0%
A46 / A420	A4 / A363	U	0%
A46 / A420	A46 / A420	U	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J1/	0	0%
A46 / A420	M4 J18	U	0%
A46 / A420	M4 J20	U	0%
A46 / A420	M5 J1/	U	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	53	3%
M32 J1	M5 J1/	26	2%
M32 J1	M5 J18	18	1%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	ō	0%
M32 J3	M32 J3	9	1%
MP 119	M5 J19 Total	-	0%

	WUU3EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	Banes 003

					Number of Trips	by Mode			
Place of Work	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
88NES 001 88NES 002	0	1	0	-	62	9	2	52	127
&NES 002	0 2	4 3	0	0	52 89	5	1 8	45 61	107 166
		3			89		8		
&NES 006 &NES 007	0 12	19	0	0	3	0	1	0	5 114
				3	61		4	6	
8&NES 008	0	4	0	0	60	1	2	1	68
8&NES 009	1	5	0	0	24	4	1	0	35
&NES 010	0	0	0	0	7	0	0	0	7
&NES 011	1	1	0	0	4	1	0	1	8
8&NES 012	3	2	0	1	30	3	1	0	40
&NES 013	1	0	0	0	6	0	0	0	7
&NES 015	0	0	0	0	4	2	0	0	6
&NES 016	0	1	0	1	35	7	2	2	48
&NES 017	0	0	0	1	12	0	0	0	13
&NES 018	0	0	0	0	12	1	0	0	13
&NES 020	0	0	0	0	13	0	0	1	14
&NES 021	0	0	0	0	14	1	0	1	16
&NES 022	0	0	0	2	16		1	0	20
&NES 023	- i	Ö	Ö	i i	11	1	- i	3	16
anes 023 anes 025	0	1	0		10		0	3	13
&NES 025 &NES 026	0	0	0	0	10	0	0	1	13
				1	4	1		1	/
&NES 027	0	0	0	0	6	0	0	1	7
ristol 004	0	0	0	0	7	1	0	0	8
ristol 008	0	0	0	0	6	0	0	0	6
ristol 013	0	0	0	0	15	0	0	0	15
ristol 021	0	1	0	0	14	3	0	1	19
ristol 022	0	0	0	0	8	0	ō	0	8
ristol 023	0	5	ō	1	10	1	ō	0	17
ristol 025	3	10	ō	1	6	1	- 0	0	21
ristol 028	0	.0	0	i	5	i i	0	Ů	5
ristol 029	0	0	0	0	5 7	0	0	Ö	7
ristol 030	0	2	0	0	,	0	0	ů .	
ristol 032	17		1	4	65	2	9	1	
		63							162
ristol 034	0	3	0	0	4	0	0	0	7
ristol 035	0	1	0	0	18	2	0	3	24
ristol 036	0	0	0	0	8	0	0	0	8
ristol 038	0	5	0	1	36	1	1	0	44
ristol 039	0	1	0	0	16	0	1	0	18
ristol 041	0	0	0	1	11	1	3	0	16
ristol 042	0	0	0	0	5	0	0	0	5
ristol 043	1	-	0	0	34	2	- 1	0	39
Fristol 045		0	ō		7	0	0	0	8
Fristol 046	0	ĭ	ő	ò	9	ő	2	ŏ	12
Briatel 047	0	i	0	ů .	10	ů .	0	Ů	10
Bristol 047	0	0	0	0	9	0	0	Ö	9
Ristol 046	0	0	0	0	7	0	0	0	9
									- /
ristol 052	0	0	0	0	13	0	0	0	13
	0	0	0	0	9	1	0	0	10
instol US4	26	28	0	5	37	6		0	109
ristol 056	0	0	0	0	23	0	1	0	24
alderdale 008	0	3	0	0	2	0	0	0	5
fendip 002	0	0	0	0	6	0	0	1	7
orth Somerset 002	0	0	0	1	4	0	0	0	5
outh Gloucestershire 003	0	0	0	0	5	0	0	0	5
outh Gloucestershire 005	0	0	0	0	9	0	0	0	9
outh Gloucestershire 009	0	0	0	0	8	0	0	0	8
outh Gloucestershire 011	ŏ	ŏ	ő	ŏ	19	ĭ	- 0	ň	20
outh Gloucestershire 017	9	0	0	3	68	2	2	ŏ	84
outh Gloucestershire 017	0	0	0	1	22		2		25
outh Gloucestershire 019 outh Gloucestershire 021					22 8	0		0	
	0	0	0	0		0	0	0	8
outh Gloucestershire 022	0	0	0	0	7	0	1	0	8
outh Gloucestershire 024	0	0	0	1	6	0	1	0	8
outh Gloucestershire 025	0	0	0	0	6	0	0	0	6
outh Gloucestershire 026	0	0	0	0	9	0	0	0	9
outh Gloucestershire 027	0	0	0	0	5	0	0	0	5
outh Gloucestershire 028	0	2	0	0	19	2	1	0	24
outh Gloucestershire 029	0	0	0	0	8	0	0	0	8
outh Gloucestershire 030	- i	ō	ō	1	12	- 0	0	0	13
outh Gloucestershire 031	0	0	0		14	0	0	0	15
outh Gloucestershire 032	0	0	0	-	25	1	0	Ö	27
Vitshire 018	0	0	0	ò	10	Ö	0	ů .	10
Vitshire 031									
ritshire U31	0	0	0	0	5	-	0	0	6
	1	<u> </u>							0
	1								0
									0
									0
									0
	1								0
	1								0
otal	1	-			1,216			182	
	76	168	1	34		77	56		1,810

				Number of Trips by Mode						Via SRN for Vehicles?	
lace of Work	Vehicles	Car Share	Walk	Cycle	Rus	Rail	Total	Location	Y/N	Entry Junction	Exit Junction
&NES 001	63	9	52	2	1	0	127	Keynsham	N		
BNES 002	52	5	45	1	4	0	107	Keynsham	N		
NES 003	89	3	61	8	3	2	166	Keynsham	N		
NES 006	3	0	0	1	1	0	5	Bath	N		
NES 007	64	9	6	4	19	12	114	Bath	N		
NES 008	60	1	1	2	4	0	68	Bath	N		
NES 009	24	4	0	1	5	1	35	Bath	N		
NES 010	7	0	0	0	0	0	7	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
NES 011	4	1	1	0	1	1	8	Bath	N		
NES 012	31	3	0	1	2	3	40	Bath	N		
INES 013	6	0	0	0	0	1	7	Bath	N		
NES 015	4	2	0	0	0	0	6	Bath	N		
NES 016	36	7	2	2	1	0	48	B&NES - Other (Saltford)	N		
NES 017	13	0	0	0	0	0	13	Bath	N		
NES 018	12	1	0	0	0	0	13	Bath	N		
NES 020	13	0	1	0	0	0	14	B&NES - Other (Whitchurch)	N		
NES 021	14	1	1	0	0	0	16	North Somerset (Chew Magna)	N		
NES 022	18	1	0	1	0	0	20	B&NES - Other (Peasedown St John)	N		
NES 023	12	1	3	0	0	0	16	B&NES - Other (Paulton)	N		
NES 025	10	0	1	1	1	0	13	B&NES - Other (Norton Radstock)	N		
NES 026	5	1	1	0	0	0	7	B&NES - Other (Norton Radstock)	N		
IES 027	6	0	1	0	0	0	7	B&NES - Other (Norton Radstock)	N		
tol 004	7	1	0	0	0	0	8	Bristol - Suburban	Y	M32 J3	M32 J3
tol 008	6	0	0	0	0	0	6	Bristol - Ports	Y	M32 J1	M5 J18
tol 013	15	0	0	0	0	0	15	Bristol - Suburban	N		
itol 021	14	3	1	0	1	0	19	Bristol - Suburban	N		
itol 022	8	0	0	0	0	0	8	Bristol - Suburban	N		
itol 023	11	1	0	0	5	0	17	Bristol - Suburban	N		
itol 025	7	1	0	0	10	3	21	Bristol - Suburban	N		
itol 028	5	0	0	0	0	0	5	Bristol - Suburban	N		
itol 029	7	0	0	0	0	0	7	Bristol - Suburban	N		
itol 030	5	0	0	0	2	0	7	Bristol - Suburban	N		
tol 032	70	2	1	9	63	17	162	Bristol - Central	N		
itol 034	4	0	0	0	3	0	7	Bristol - Suburban	N		
itol 035	18	2	3	0	1	0	24	Bristol - Suburban	N		
itol 036	8	0	0	0	0	0	8	Bristol - Suburban	N		
itol 038	37	1	0	1	5	0	44	Bristol - Suburban	N		
stol 039	16	0	0	1	1	0	18	Bristol - Central	N		
stol 041	12	1	0	3	0	0	16	Bristol - Suburban	N		
stol 042	5	0	0	Ü	0	0	5	Bristot - Suburban	N		
stol 043	34	2	0	1	1	1	39	Bristol - Suburban	N		
stol 045	8	0	0	0	0	0	8	Bristol - Suburban	N		
stol 046	9	0	0	2	1	0	12	Bristol - Suburban	N		
stol 047	10	0	0	0	0	0	10	Bristol - Suburban	N		
stol 048	9	0	0	0	0	0	9	Bristol - Suburban	N		
stol 049	7	0	0	0	0	0	7	Bristol - Suburban	N N		
stol 052 stol 053	13			0			13	Bristol - Suburban			
	9	1	0	0	0	0		Bristol - Suburban Bristol - Central	N N		
stol 054		ь	0	/	28	26	109				
itol 056	23	0	0	1 0	0	0	24	Bristol - Suburban The North	N	M32 J1	M62 J24
derdale 008			0				ь			M32 J1	M62 J24
ndip 002 th Somerset 002	6	0	1 0	0	0	0	7	B&NES - Other (Norton Radstock) Bristol - Ports	N	M5 J19	M5 J19
th Somerset UU2 ith Gloucestershire 003									Y	Mb J19	M5 J19
ith Gloucestershire 003 ith Gloucestershire 005	5	0	0	0	0	0	5	South Gloucestershire (Yate)	N V	M32 J1	M5 J17
ith Gloucestershire 005 ith Gloucestershire 009				0		0		South Gloucestershire (Cribbs Causeway) South Gloucestershire (Bradley Stoke)	Y N	res32 J1	M5 J17
uth Gloucestershire 009 uth Gloucestershire 011	8	0	0	0	0	0	8 20	South Gloucestershire (Bradley Stoke) South Gloucestershire (Cribbs Causeway)	N	M32.H	M5 J17
ith Gloucestershire U11	19		0	2	, v	u u	20	South Gloucestershire (Cribbs Causeway)	· ·	M32 J1 M32 J1	M5 J17 M32 J1
ith Gloucestershire 017 ith Gloucestershire 019	23	0	0	2 2	0	9	84 25	South Gloucestershire (Yate)	Y N	M32 J1	maz J1
ith Gloucestershire 019 ith Gloucestershire 021	23	0	0	0	0	0	25 8	Bristol - Suburban	N N	+	
ith Gloucestershire 021 ith Gloucestershire 022	8	0	0	1	0	0	8	Bristol - Suburban Bristol - Suburban	N N	-	
uth Gloucestershire 024	7	0	0	-	0	0	8	South Gloucestershire (Wick)	N N		
ith Gloucestershire 024 ith Gloucestershire 025	6	0	0	0	0	0	8	Bristol - Suburban	N N	+	
ith Gloucestershire 026	1 3	0		0	0	0	0	Bristol - Suburban	N N	-	
ith Gloucestershire 026 ith Gloucestershire 027	5	0	0	0	0	0	5	Bristol - Suburban Bristol - Suburban	N N	+	
ith Gloucestershire 028	19	2	0	1	2	0	24	Bristol - Suburban	N N	1	
th Gloucestershire 029	8	0	0	ė	0	0	8	Bristol - Suburban	N N		
th Gloucestershire 030	13	0	0	0	0	0	13	Bristol - Suburban	N N	+	
th Gloucestershire 031	15	i i	, i	0	0	0	15	Bristol - Suburban	N N	1	
ith Gloucestershire 031	26	1	0	0	0	0	27	Bristol - Suburban	N N	+	
shire 018	10		l š	0	0	0	10	Wiltshire (Corsham)	N V	A4 / A46	A4 / A363
shire 018	5	1	0	0	0	0	6	Wiltshire (Cosmani) Wiltshire (Trowbridge)	Ÿ	A36 / Branch Board	A36 / A366
ALIE OUT		1	0	0	0	0	6	vename (Howonoge)		A36 / Branch Road	A30 / A366
	0	0	0	0	0	0	0			+	
	0	0	0	0	0	0	0			-	
	0	0	0	0	0	0	0	ď		+	
	0	0	0	0	0	0	0			-	
	0	0	0	0	0	0	0			-	
	0	0	0	0	0	0	0			-	
	-	-			-	-	-	[		1	
al	1,251	77	182	se se	168	- 76	1.810	F			

Note:

1. Vehicles 'includes Tasi', Motorcycle, scooter or moped' and 'Driving a car or van'.

2. Use of SRN based on Google Maps for journeys departing at 08:00 on 5th February 2020 (pre-COVID).

Nation:

In codes to protect against disclosure of personal information, records have been swapped between different prographs areas. Some courts will be affected, particularly small courts at the lowest pergraphse.

MIDICAL will fever than the tips (post) have been excluded from the analysis.

Tubbes for Analysis

Tables for Analysis

#### Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode										
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total				
B&NES - Other (Batheaston / Bathford)	7	0	0	0	0	0	7				
B&NES - Other (Norton Radstock)	27	1	4	1	1	0	34				
B&NES - Other (Paulton)	12	1	3	0	0	0	16				
B&NES - Other (Peasedown St John)	18	1	0	1	0	0	20				
B&NES - Other (Saltford)	36	7	2	2	1	0	48				
B&NES - Other (Whitchurch)	13	0	1	0	0	0	14				
Bath	221	21	8	9	32	18	309				
Berkshire (Reading)	0	0	0	0	0	0	0				
Bristol - Central	128	8	1	17	92	43	289				
Bristol - Ports	11	0	0	0	0	0	11				
Bristol - Suburban	472	18	4	12	31	13	550				
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0				
Hampshire (Winchester)	0	0	0	0	0	0	0				
Keynsham	204	17	158	11	8	2	400				
London	0	0	0	0	0	0	0				
North Somerset (Bristol Airport)	0	0	0	0	0	0	0				
North Somerset (Chew Magna)	14	1	1	0	0	0	16				
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0				
North Somerset (Long Ashton)	0	0	0	0		0	0				
North Somerset (Nailsea)	0	0	0	0	0	0	0				
North Somerset (Winscombe)	0	0	0	0		0	0				
North Somerst (Yatton)	0	0	0	0	0	0	0				
Somerset (Frome)	0	0	0	0		0	0				
Somerset (Shepton Mallet)	0	0	0	0	0	0	0				
Somerset (Street)	0	0	0	0	0	0	0				
Somerset (Wells)	0	0	0	0	0	0	0				
Somerset (Wincanton)	0	0	0	0	0	0	0				
South Gloucestershire (Bradley Stoke)	8	0	0	0		0	8				
South Gloucestershire (Cribbs Causeway)	28	1	0	0	0	0	29				
South Gloucestershire (Wick)	7	0	0	1		0	8				
South Gloucestershire (Yate)	28	0	0	2	0	0	30				
Swindon - East	0	0	0	0	0	0	0				
Swindon - West	0	0	0	0	0	0	0				
The North	2	0	0	0	3	0	5				
Wiltshire (Bradford-on-Avon)	0	0	0	0		0	0				
Wiltshire (Chippenham)	ō	0	0	0	ō	ō	0				
Wiltshire (Corsham)	10	0	0	0		0	10				
Witshire (Malmesbury)	0	0	0	0	ō	ō	0				
Witshire (Melksham)	0	0	0	0		0	0				
Wiltshire (Royal Wootton Bassett)	0	0	ō	0		- i	ō				
Witshire (Trowbridge)	5	1	ō	ō	i	ō	6				
Wiltshire (Warminster)	0		ō	0		- i	Ö				
Alltshire (Westbury)	1,251	27	182	Se	168	Ŷs.	1,810				

## Place of Work by Mode - Proportion of Total Trips

			,	roportion of Trips by Mod	ie .											
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total									
3&NES - Other (Batheaston / Bathford)	0%	0%	0%	0%	0%	0%	0%									
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	2%									
B&NES - Other (Paulton)	1%	0%	0%	0%	0%	0%	1%									
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	1%									
B&NES - Other (Saltford)	2%	0%	0%	0%	0%	0%	3%									
B&NES - Other (Whitchurch)	1%	0%	0%	0%	0%	0%	1%									
Bath	12%	1%	0%	0%	2%	1%	17%									
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%									
Bristol - Central	7%	0%	0%	1%	5%	2%	16%									
Bristol - Ports	1%	0%	0%	0%	0%	0%	1%									
Bristol - Suburban	26%	1%	0%	1%	2%	1%	30%									
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%									
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%									
Keynsham	11%	1%	9%	1%	0%	0%	22%									
ondon	0%	0%	0%	0%	0%	0%	0%									
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%									
North Somerset (Chew Magna)	1%	0%	0%	0%	0%	0%	1%									
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%									
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%									
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%									
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%									
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%									
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%									
Somerset (Shepton Mailet)	0%	0%	0%	0%	0%	0%	0%									
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%									
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%									
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%									
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%									
South Gloucestershire (Cribbs Causeway)	2%	0%	0%	0%	0%	0%	2%									
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%									
South Gloucestershire (Yate)	2%	0%	0%	0%	0%	0%	2%									
Swindon - East	0%	0%	0%	0%	0%	0%	0%									
Swindon - West	0%	0%	0%	0%	0%	0%	0%									
The North	0%	0%	0%	0%	0%	0%	0%									
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%									
Wiltshire (Chippenham)	0%	0%	0%	0%	0%	0%	0%									
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%									
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%									
Witshire (Melksham)	0%	0%	0%	0%	0%	0%	0%									
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%									
Wiltshire (Trowbridge)	0%	0%	0%	0%	0%	0%	0%									
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%									
Wiltshire (Westbury)	234	0%	10%	93%	8%	0%	100%									

A36	A36 / A350	0	0%
A36	A36 / A361	ŏ	0%
A36	A36 / Marsh Road	Ö	0%
Δ36	M3.19	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	Ö	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	Ö	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	ō	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	5	0%
A4 / A46	A4 / A363	17	1%
84 / A46	M32 J1		0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	ō	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	ō	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	0	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	71	4%
M32 J1	M5 J17	28	2%
M32 J1	M5 J18	6	0%
M32 J1	M62 J24	2	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	7	0%
M5 J19	M5 J19 Total	141	8%

#### 2011 Census Data - Distribution by Mode

#### \_ .\_ . .

	WUU3EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	Banes 007

#### Paw Date

					Number of Trips	by Mode	Number of Trips by Mode					
Place of Work	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total			
B&NES 002	3	2	0	0	12	1	0	0	18			
B&NES 003 B&NES 004	0	0	0	0	5	0	0	0	5			
	1	2	0	0	9	1	9	9	31			
B&NES 005	0	0	0	0	6	0	4	7	17			
B&NES 006	1	1	0	0	9	1	1	31	44			
B&NES 007	12	49	0	4	129	19	16	1133	1362			
B&NES 008	1	25	1	1	81	6	17	72	204			
B&NES 009	3	5	0	0	35	3	8	251	305			
B&NES 010	0	6	0	0	24	2	4	10	46			
B&NES 011	0	4	0	0	18	2	0	12	36			
B&NES 012	5	140	3	5	122	20	23	185	503			
B&NES 013	0	1	0	0	- 11	1	1	6	20			
B&NES 014	0		0	0	7	2	0	- 11	20			
B&NES 016	ō	3	0	ō	18	1	2	5	29			
B&NES 017	1	6	ō	0	11	1	- ī	3	23			
BBNES 018	i	u u	- II	1	18	i	<u> </u>	3	32			
B&NES 019	0	5	ō	0	4	2		0	12			
B&NES 022	0	9	1	0		1	5	2				
					16				34			
B&NES 023	0	3	0	0	2	1	0	0	6			
B&NES 025	0	2	0	0	8	0	0	2	12			
Bristol 004	0	0	0	0	8	0	0	0	8			
Bristol 013	0	0	0	0	4	0	1	0	5			
Bristol 022	2	0	0	0	2	0	1	0	5			
Bristol 023	8	0	0	0	2	0	0	0	10			
Bristol 025	12	1	0	0	4	0	0	0	17			
Bristol 026	3	o o	0	0	2	0	0	2	7			
Bristol 030	1	- i	ŏ	ĭ	3	ŏ	- 0	î	6			
Bristol 032	56	3	0	-	30	3	4		98			
Bristol 035	0	0	0	ò	5	2		-	9			
	0	3	0	0	4	0	0	1	8			
Bristol 043 Bristol 052								1				
	0	2	0	0	2	1	0	1	6			
Bristol 054	46	0	0	0	23	0	0	1	70			
Bristol 056	1	0	0	0	3	0	0	2	6			
City of London 001	8	0	0	0	2	0	1	1	12			
Mendip 001	0	1	0	0	17	2	0	0	20			
Mendip 002	0	0	0	0	10	1	0	1	12			
Mendip 004	0	0	0	0	12	0	0	1	13			
Mendip 006	0	0	0	1	3	0	0	1	5			
Mendip 007	0		0	0	3	1	0	1	5			
Mendip 010	ō	ō	0	1	6	ó	0	1	8			
Mendip 014	0		ō	0		0	- 0	0	8			
North Somerset 013	0	0	Ö	0	10	0	0	ŏ	10			
Reading 011		Ö	Ö		0		0					
	5	0	0	0	7	0	- 1	0	5 8			
South Gloucestershire 008 South Gloucestershire 011	0	0	0	0	10	0	0	0	10			
South Gloucestershire 017	20	1	0	0	41	5	0	2	69			
South Gloucestershire 018	3	0	0	0	9	0	0	0	12			
South Gloucestershire 019	1	0	0	0	8	0	0	0	9			
South Gloucestershire 024	1	0		0	9	0	0	U	10			
South Gloucestershire 026	1	0	0	0	4	0	0	0	5			
South Gloucestershire 029	0	0	0	0	5	0	0	0	5			
South Gloucestershire 030	3	ō	ō	ō	3	ō	ō	0	6			
South Gloucestershire 032	0	2	0	0	3	0	0	0	5			
Stroud 015	Ö	ô	ŏ	ŏ	3	2	- 0	ŏ	5			
Swindon 008	2	0	Ö	0		0	0	ŏ				
Swindon 012	14	2	0	0	2	1	0	Ů	19			
Swindon 012 Swindon 014	14	0	0	0	6	1	0	0				
									6			
Swindon 015	6	0	0	0	0	0	0	0	6			
Swindon 022	0	0	0	0	8	0	0	0	8			
Three Rivers 011	0	0	0	0	5	0	0	0	5			
Westminster 013	4	0	0	0	1	0	0	1	6			
Westminster 018	9	0	0	0	4	0	1	1	15			
Westminster 020	5	1	0	0	1	0	1	0	8			
Wiltshire 002	0	0	0	0	12	3	0	0	15			
Wiltshire 007	0	0	ō	0	6	0	0	0	6			
Witshire 008	Ö	- i	Ö	ŏ	9	ŏ	- 0	ŏ	9			
Witshire 009	2	1	Ö	0	5	1 1	0	0	9			
Witshire 010	- 5	ė ė	0	0	ů .	-	0	ů	12			
Witshise 010	10	0	0	0	12	2	0	0	24			
Witshire 017	0	3	0	0	10	0	0	0	13			
							U					
Wiltshire 018	0	4	0	1	29	1	1	2	38			
Wiltshire 021	0	0	0	1	6	1	0	0	8			
Wiltshire 022	1	0	0	0	12	1	0	0	14			
Wiltshire 023	1	0	0	0	4	2	2	0	9			
Wiltshire 027	3	0	0	0	10	2	0	1	16			
Witshire 031	11	3	ō	0	15	1	- 0	0	30			
Wiltshire 037	0	ő	ŏ	ŏ	16	2	- 0	ĭ	19			
Wiltshire 040	, i	0	Ö	Ö	7	1	Ö	i	9			
					,							
Witshire 042 Witshire 047 Total	269	299	9	17	8 1,021	100	187	1,766	8 3,584			

#### Notes

## ables for Analysis

## Tables for Analysis

Place of Work				Number of Trips by Mode				Location		Via SRN for Vehicles?	
BANES 002	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total 18		Y/N	Entry Junction	Exit Junction
BANES 002 BANES 003	12	1	0	0	0	0	18	Keynsham	N N		
BANES 003 BANES 004	9	1		0	2	0	31	Keynsham Bath	N N		
B&NES 005	6	i	- 7		0	Ö	17	Bath	N N		
Banes 006	9	1	31	- i	ĭ	ĭ	44	Bath	N N		
B&NES 007	133	19	1,133	16	49	12	1,362	Bath	N N		
B&NES 008	83	6	72	17	25	1	204	Bath	N		
B&NES 009	35	3	251	8	5	3	305	Bath	N		
B&NES 010	24	2	10	4	6	0	46	B&NES - Other (Batheaston / Bathford)	Υ	A4 / A46	A4 / A363
B&NES 011	18	2	12	0	4	0	36	Bath	N		
B&NES 012	130	20	185	23	140	5	503	Bath	N		
B&NES 013	11	1	6	1	1	0	20	Bath	N		
B&NES 014	7	2	11	0	0	0	20	Bath	N		
B&NES 016 B&NES 017	18	1	5	2	3	0	29 23	B&NES - Other (Saltford) Bath	N N		
BANES 017 BANES 018	11	0	3	1	9	0	32	Bath	N N		
Banes 019	4	3	- i	-		0	12	Bath	N N		
B&NES 022	17	1	2	5	9	0	34	B&NES - Other (Peasedown St John)	N		
B&NES 023	2	i	i î	ŏ	3	ŏ	6	B&NES - Other (Paulton)	N N		
B&NES 025	8	i	2	0	2	0	12	B&NES - Other (Norton Radstock)	N N	<del> </del>	
Bristol 004	8	0	0	0	0	0	8	Bristol - Suburban	Y	A46 / A420	M32 J2
Bristol 013	4	0	0	1 1	0	0	5	Bristol - Suburban	N		
Bristol 022	2	0	0	1	0	2	5	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 023	2	0	0	0	0	8	10	Bristol - Suburban	Υ	A46 / A420	M32 J3
Bristol 025	4	0	0	0	1	12	17	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 026	2	0	2	0	0	3	7	Bristol - Suburban	- V	A46 / A420	M32 J3
Bristol 030 Bristol 032	4	0	1	0	0	1	6	Bristol - Suburban	Y	A46 / A420	M32 J3 M32 J3
	31	3	1	4	3	56	98	Bristol - Central	Υ	A46 / A420	M32 J3
Bristol 035 Bristol 043	5	2	1	1	0	0	9	Bristol - Suburban Bristol - Suburban	N N		
Bristol 052	2	,	-	0	2	0	6	Bristol - Suburban	N N		
Bristol 052	23		-	0	2	46	70	Bristol - Central	N N		
Bristol 056	3	ō	2	ō	- O	1	6	Bristol - Suburban	N N		
City of London 001	2	ō	1	1	0	8	12	London	Ÿ	A46 / A420	M4 J1
Mendip 001	17	2	0	0	1	0	20	Somerset (Frome)	Y	A36	A36 / A361
Mendip 002	10	1	1	0	0	0	12	B&NES - Other (Norton Radstock)	N	1	
Mendip 004	12	0	1	0	0	0	13	Somerset (Frome)	Y	A36	A36 / A361
Mendip 006	4	0	1	0	0	0	5	Somerset (Wells)	N		
Mendip 007	3	1	1	0	0	0	5	Somerset (Frome)	Y	A36	A36 / A361
Menap 010	/	Ü	1	0	0	0	8	Somerset (Snepton Mailet)	N		
Mendip 014	8	0	0	0	0	0	8	Somerset (Street)	N		
North Somerset 013 Reading 011	10	0	0	0	0	0	10	North Somerset (Bristol Airport) Berkshire (Reading)	N	A46 / A420	M4 J12
South Gloucestershire 008		0			0	0	8	South Gloucestershire (Yate)	·	A46 / A420	M4 J18
South Gloucestershire 011	10	ŏ	ň	i i	ő	ŏ	10	South Gloucestershire (Cribbs Causeway)	÷	A46 / A420	M5 J17
South Gloucestershire 017	41	5	2	0	I - i -	20	69	Bristol - Suburban	Ý	A46 / A420	M32 J1
South Gloucestershire 018	9	0	0	0	Ö	3	12	Bristol - Suburban	Ý	A46 / A420	M32 J1
South Gloucestershire 019	8	0	0	0	0	1	9	South Gloucestershire (Yate)	Y	A46 / A420	M4 J18
South Gloucestershire 024	9	0	0	0	0	1	10	South Gloucestershire (Wick)	N	1	
South Gloucestershire 026	4	0	0	0	0	1	5	Bristol - Suburban	N	1	
South Gloucestershire 029	5	0	0	0	0	0	5	Bristol - Suburban	N		
South Gloucestershire 030	3	0	0	0	0	3	6	Bristol - Suburban	N		
South Gloucestershire 032	3	0	0	0	2	0	5	Bristol - Suburban	N		
Stroud 015 Swindon 008	3	2	0	0	0	0	5	Gloucestershire (Wotton-under-Edge) Swindon - East	Y	A46 / A420 A46 / A420	M4 J18 M4 J15
Swindon 008 Swindon 012	0	1		0	2	14	19	Swindon - East Swindon - West		A46 / A420 A46 / A420	M4 J16
Swindon 012 Swindon 014	6	1	0	0	0	14 0	19	Swindon - West Swindon - West	· ·	A46 / A420 A46 / A420	M4 J16 M4 J16
Swindon 015	- i	0	i i	Ü	Ü	6	6	Swindon - West	÷	A46 / A420	M4 J16
Swindon 022	8	0		0	0	0	8	Swindon - West	V	A46 / A420	M4 J16
Three Rivers 011	5	0	0	0	0	0	5	London	Ý	A46 / A420	M25 J19
Westminster 013	1	0	1	0	0	4	6	London	Y	A46 / A420	M4 J1
Westminster 018	4	0	1	1	0	9	15	London	Y	A46 / A420	M4 J1
Westminster 020	1	0	0	1	1	5	8	London	Υ	A46 / A420	M4 J1
Wiltshire 002	12	3	0	0	0	0	15	Wiltshire (Malmesbury)	Υ	A46 / A420	M4 J17
Wiltshire 007	6	0	0	0	0	0	6	Wiltshire (Royal Wootton Bassett)	Y	A46 / A420	M4 J16
Wiltshire 008	9	0	0	0	0	0	9	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 009 Wiltshire 010	5	1 1	0	0	0	2 2	9	Wiltshire (Chippenham) Wiltshire (Chippenham)	Y	A4 / A46 A4 / A46	A4 / A363 A4 / A363
Wiltshire 010	12	1 2	0	0	0	10	12 24	Wiltshire (Chippenham) Wiltshire (Chippenham)	V	A4 / A46 A4 / A46	A4 / A363 A4 / A363
Wiltshire 017	10	1	<u> </u>	- ŭ	3	100	13	Wiltshire (Corsham)	· ·	A4 / A46	A4 / A363
Wiltshire 018	30	ĭ	2	l i	4	0	38	Wiltshire (Corsham)	i i	A4 / A46	A4 / A363
Wiltshire 021	7	i	0	0	0	0	8	Wiltshire (Melksham)	Ý	A4 / A46	A4 / A363
Wiltshire 022	12	1	ō	0	0	1	14	Wiltshire (Melksham)	Ý	A4 / A46	A4 / A363
Wiltshire 023	4	2	0	2	0	1	9	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
Wiltshire 027	10	2	1	0	0	3	16	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
Wiltshire 031	15	1	0	0	3	11	30	Wiltshire (Trowbridge)	Y	A4 / A46	A4 / A363
	16	2	1 1	0	0	0	19	Wiltshire (Trowbridge)	Y	A4 / A46	A4 / A363
Wiltshire 037											
Wiltshire 037 Wiltshire 040	7	1	0	0	0	1	9	Wiltshire (Westbury)	Y	A36	A36 / Marsh Road
Wiltshire 037	7 8 1.843	100	1.766	187	0 0 299	1 0 269	9 8 3.584	Wiltshire (Westbury) Wiltshire (Warminster)	Y	A36 A36 A36	A36 / Marsh Road A36 / A350 A36 / A350

Note:

- Vehicles' includes 'Taxi', Motorcycle, scooter or moped' and 'Driving a car or van'.

- Use of SRN based on Google Maps for journeys departing at 08:00 on 5th February 2020 (pre-COVID).

Notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographic

#### Place of Work by Mode - Actual

		Number of Trips by Mode									
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total				
B&NES - Other (Batheaston / Bathford)	24	2	10	4	6	0	46				
B&NES - Other (Norton Radstock)	18	1	3	0	2	0	24				
B&NES - Other (Paulton)	2	1	0	0	3	0	6				
B&NES - Other (Peasedown St John)	17	1	2	5	9	0	34				
B&NES - Other (Saltford)	18	1	5	2	3	0	29				
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0				
Bath	475	58	1,723	82	247	24	2,609				
Berkshire (Reading)	0	0	0	0	0	5	5				
Bristol - Central	54	3	2	4	3	102	168				
Bristol - Ports	0	0	0	0	0	0	0				
Bristol - Suburban	105	8	10	3	9	54	189				
Gloucestershire (Wotton-under-Edge)	3	2	0	0	0	0	5				
Hampshire (Winchester)	0	0	0	0	0	0	0				
Keynsham	1/	1	0	0	2	3	23				
London	13	0	3	3	1	26	46				
North Somerset (Bristol Airport)	10	0	0	0	0	0	10				
North Somerset (Chew Magna)	0	0	0	0	0	0	0				
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0				
North Somerset (Long Ashton)	0	0	0	0	0	0	0				
North Somerset (Nailsea)	0	0	0	0	0	0	0				
North Somerset (Winscombe)	0	0	0	0	0	0	0				
North Somerst (Yatton)	0	0	0	0	0	0	0				
Somerset (Frome)	32	3	2	0	1 1	0	38				
Somerset (Shepton Mallet)	7	0	1	0	0	0	8				
Somerset (Street)	8	0	0	0	0	0	8				
Somerset (Wells)	4	0	1	0	0	0	5				
Somerset (Wincanton)	0	0	0	0	0	0	0				
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0				
South Gloucestershire (Cribbs Causeway)	10	0	0	0	0	0	10				
South Gloucestershire (Wick)	9	0	0	0	0	1	10				
South Gloucestershire (Yate)	15	0	0	1	0	1	17				
Swindon - East	6	0	0	0	0	2	8				
Swindon - West	16	1	0	0	2	20	39				
The North	0	0	0	0	0	0	0				
Wiltshire (Bradford-on-Avon)	14	4	1	2	0	4	25				
Wiltshire (Chippenham)	35	4	0	0	1	14	54				
Wiltshire (Corsham)	40	1	2	1	7	0	51				
Wiltshire (Malmesbury)	12	3	0	0	0	0	15				
Wiltshire (Melksham)	19	2	0	0	0	1	22				
Wiltshire (Royal Wootton Bassett)	6	0	0	0	0	0	6				
Wiltshire (Trowbridge)	31	3	1	0	3	11	49				
Wiltshire (Warminster)	16	0	0	0	0	0	16				
Witshire (Westbury)	1.043	100	1,966	107	299	269	3.584				

## Place of Work by Mode - Proportion of Total Trips

				roportion of Trips by Mod	ie .		
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
3&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	13%	2%	48%	2%	7%	1%	73%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	2%	0%	0%	0%	0%	3%	5%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
sristol - Suburban	3%	0%	0%	0%	0%	2%	5%
Sloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
lampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	0%	0%	0%	0%	0%	0%	1%
ondon	0%	0%	0%	0%	0%	1%	1%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	1%	0%	0%	0%	0%	0%	1%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	1%	1%
The North	0%	0%	0%	0%	0%	0%	0%
Witshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	1%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	2%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%
Witshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	1%	0%	0%	0%	0%	0%	1%
Witshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Witshire (Westbury)	29%	9%	22%	9%	8%	8%	100%

A36	A36 / A350	16	0%
A36	A36 / A361	32	1%
A36	A36 / Marsh Road	7	0%
Δ36	M3.19		0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	ŏ	0%
A36 / B3108	A36 / A350	ō	0%
A36 / B3108	A36 / A361	ŏ	0%
A36 / B3108	A36 / A366	n n	0%
A36 / B3108	A36 / B3108	Ö	0%
A36 / B3108	A36 / Marsh Road	ō	0%
A36 / Branch Road	A36 / A366	n n	0%
A4 / A46	A4 / A363	163	5%
84 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	Ö	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	Ö	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	5	0%
A46 / A420	M32 J1	50	1%
A46 / A420	M32 J2	8	0%
A46 / A420	M32 J3	45	1%
A46 / A420	M4 J1	8	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	6	0%
A46 / A420	M4 J16	22	1%
A46 / A420	M4 J17	12	0%
A46 / A420	M4 J18	18	1%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	10	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	0	0%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19 Total	402	11%

	WUU3EW - Location of usual residence and place of work by method of travel to work (MSOA level)
	All usual residents aged 16 to 74
Units:	Persons
	2011
	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	BANES 008

	Number of Trips by Mode								
Place of Work	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped		Passenger in a car or van	Bicycle	On foot	Total
B&NES 001	0	0	0	0	7	0	0	0	7
B&NES 002	1	2	0	0	13	0	0	0	16
B&NES 003	0	0	0	0	6	2	1	1	10
B&NES 004	0	1	0	0	9	0	5	1	16
B&NES 005	0	0	0	0	14	1	4	16	35
B&NES 006	0	1	0	0	4	0	3	-	9
B&NES 007	2	108	3	4	143	32	71	163	526
B&NES 008	1	3	0	4	63	3	18	359	451
B&NES 009	1	17	- 1	3	43	5	26	58	154
B&NES 010	0	2	ò	ō	10	2	1	-	16
B&NES 011	ō	1	ō	1	17	1	2	14	36
B&NES 012	ŏ	17	ĭ	i	70	· · · · ·	16	22	134
B&NES 013	0	0	ò	ė i	19	3	0	2	24
B&NES 014	0	0	0	0	6	2	1	7	16
BANES 016			0		11				16
Banes 016	0	1 2	0	0	11 26	2	2	0	16 33
B&NES U17								ь	
B&NES 018	0	0	0	0	24	0	0	1	25
B&NES 019	0	0	0	0	10	1	0	0	11
B&NES 022	0	8	0	0	17	1	1	2	29
B&NES 023	0	0	0	0	6	0	0	2	8
B&NES 024	0	1	0	0	8	0	1	0	10
B&NES 025	0	1	0	0	14	0	1	0	16
B&NES 026	0	i	0	ō	10	i	1	3	16
B&NES 027	ŏ	i	ŏ	ŏ	7	i	ò	2	10
Bristol 004	0	0	Ö	Ö	,	Ö	0	0	9
Bristol 013	0	0		0	6	0		0	
Bristol 013 Bristol 015	0	0	0	0			0		6
Bristol 015 Bristol 023			0		6	0		0	7
	0	3		0	6	3	1	1	14
Bristol 025	1	2	0	2	3	0	1	2	11
Bristol 026	3	1	0	0	3	0	0	0	7
Bristol 032	12	20	0	1	23	3	3	0	62
Bristol 038	0	0	0	0	8	0	0	0	8
Bristol 039	0	0	0	0	5	0	1	0	6
Bristol 043	0	0	0	0	5	0	0	0	5
Bristol 054	10	6	0	1	19	0	1	0	37
Mendip 001	0	i i	0	i	10	ŏ	0	0	10
Mendip 002	0	1	Ö	Ö	10	ő	1	2	11
Mendin 008	ŏ	i	ň	ň	4	ĭ	ò	0	- 5
North Somerset 012	0	0	Ö	Ö		Ö			5
South Gloucestershire 006			0		5		0	0	
	0	0		0	4	1	0	0	5
South Gloucestershire 009	0	0	0	0	5	0	0	0	5
South Gloucestershire 011	1	0	0	0	9	0	0	0	10
South Gloucestershire 017	8	0	0	0	45	1	2	0	56
South Gloucestershire 021	0	0	0	0	5	0	0	0	5
South Gloucestershire 024	0	0	0	0	12	0	0	0	12
South Gloucestershire 026	0	0	0	0	6	0	0	0	6
South Gloucestershire 029	0	0	0	0	4	0	2	0	6
South Gloucestershire 030	0	0	0	0	6	0	0	0	6
Wittshire 009	0	0			10	0	0	0	10
Wiltshire 011	1	0	0		4	0	0	0	5
Wiltshire 017	ò	0	0	0	,	0	0	0	7
Wiltshire 018	ŏ	ŏ	ŏ	ŏ	20	3	0	3	26
Wiltshire 027	0	ő	0	0	10	0	0	0	10
Witshire 027 Witshire 031	5	0	0	0	10	0	0	0	10
Wiltshire 037	0	0	0	0	ь	0	0	0	6
									0
·	1	1	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·				0
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Total	46	199	5	17	838	76	167	668	2,016

				Number of Trips by Mode				Location		Via SRN for Vehicles?	
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total		Y/N	Entry Junction	Exit Junction
INES 001	7	0	0	0	0	0	7	Keynsham	N		
INES 002 INES 003	13	0	0	0	2	1 0	16 10	Keynsham Keynsham	N N		
INES 003		0	-	5	- 1	0	16	Bath	N N		
NES 004 NES 005	14	1	16	4	ó	0	35	Bath	N N		
BNES 006	4	Ö	1	3	i	- o	9	Bath	N N	1	
&NES 007	150	32	163	71	108	2	526	Bath	N N		
BNES 008	67	3	359	18	3	1	451	Bath	N		
&NES 009	47	5	58	26	17	1	154	Bath	N		
BNES 010	10	2	1	1	2	0	16	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
BNES 011 BNES 012	18	1	14	2 16	-	0	36 134	Bath	N		
	72	7	22		17	0		Bath	N		
NES 013 NES 014	19	3 2	2	0	0	0	24 16	Bath Bath	N N		
BNES 016	11	2	6	2	- 1	0	16	B&NES - Other (Saltford)	N N		
BNES 017	26	0	5	6	2	0	33	Bath	N N		
ENES 018	24	ō	1 1	0	0	- o	25	Bath	N	+	
BNES 019	10	1	ė i	0	0	0	11	Bath	N N		
NES 022	17	1	2	1	8	0	29	B&NES - Other (Peasedown St John)	N N		
NES 023	6	0	2	0	0	0	8	B&NES - Other (Paulton)	N		
INES 024	8	0	0	1	1	0	10	B&NES - Other (Norton Radstock)	N		
NES 025	14	0	0	1	1	0	16	B&NES - Other (Norton Radstock)	N		
NES 026	10	1	3	1		0	16	B&NES - Other (Norton Radstock)	N		
INES 027 istol 004	7	1	2	0	0	0	10	B&NES - Other (Norton Radstock) Bristol - Suburban	N	A46 / A420	M32 J2
ristol 004 ristol 013	9	0	0	0	0	0	9	Bristol - Suburban Bristol - Suburban	Y N	A46 / A42U	M32 J2
ristol 015	6	0	0	1	0	0	7	Bristol - Suburban Bristol - Suburban	N Y	A46 / A420	M32 J3
ristol 023	6	3	1	+ +	3	0	14	Bristol - Suburban Bristol - Suburban	Ÿ	A46 / A420 A46 / A420	M32 J3 M32 J3
ristol 025	5	0	2	i -	2	1	- 11	Bristol - Suburban	· ·	A46 / A420	M32 J3
ristol 026	3	0	0	ò	1	3	7	Bristol - Suburban	Ý	A46 / A420	M32 J3
ristol 032	24	3	0	3	20	12	62	Bristol - Central	N		
istol 038	8	0	0	0	0	0	8	Bristol - Suburban	N		
istol 039	5	0	0	1	0	0	6	Bristol - Central	N		
ristol 043	5	0	0	0	0	0	5	Bristol - Suburban	N		
ristol 054	20	0	0	1	6	10	37	Bristol - Central	N		
lendip 001 lendip 002	10	0	0	0	0	0	10	Somerset (Frome) B&NES - Other (Norton Radstock)	Y N	A36	A36 / A361
lendip 002 lendip 008	4	1	0	0	0	0	5	Somerset (Wells)	N N		
Inth Somerset 012	-		0	0	0	0	3	North Somerst (Vatton)	N V	A46 / A420	M5 J20
outh Gloucestershire 008	4	1	Ů	Ü	0	0	- 5	South Gloucestershire (Yate)	·	A46 / A420	M4 J18
outh Gloucestershire 009	5	0	0	0	0		5	South Gloucestershire (Bradley Stoke)	Ψ.	A46 / A420	M4 J20
outh Gloucestershire 011	9	0	0	0	0	1	10	South Gloucestershire (Cribbs Causeway)	Y	A46 / A420	M5 J17
outh Gloucestershire 017	45	1	0	2	0	8	56	Bristol - Suburban	Y	A46 / A420	M32 J1
outh Gloucestershire 021	5	0	0	0	0	0	5	Bristol - Suburban	N		
outh Gloucestershire 024	12	0	0	0	0	0	12	South Gloucestershire (Wick)	N		
outh Gloucestershire 026	6	0	0	0	0	0	6	Bristol - Suburban	N N		
outh Gloucestershire 029 outh Gloucestershire 030	6	0	0	2	0	0	6	Bristol - Suburban Bristol - Suburban			
outh Gloucestershire 030 Vitshire 009	10	0	0	0	0	0	10	Wiltshire (Chippenham)	N V	A46 / A420	A46 / A420
Vitshire 011	4	0	0	0	0	1	5	Wiltshire (Chippenham)	· ·	A46 / A420	A46 / A420
Vitshire 017	7	0	ŏ	Ö	0	ė ė	7	Wiltshire (Corsham)	- i	A4 / A46	A4 / A363
Vitshire 018	20	3	3	0	0	- o	26	Wiltshire (Corsham)	Ý	A4 / A46	A4 / A363
litshire 027	10	0	0	0	0	0	10	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
litshire 031	9	0	0	0	0	5	14	Wiltshire (Trowbridge)	Y	A4 / A46	A4 / A363
litshire 037	6	0	0	0	0	0	6	Wiltshire (Trowbridge)	Υ	A4 / A46	A4 / A363
	0	0	0	0	0	0	0				
·	0	0	0	0	0	0	0				
	0	0	0	0	0	0	0				
	0	0	0	0	0	0	0				
	0	0	0	0	0	0	0	-			
	0	0	0	0	0	0	0				
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	0	0	0	0	0	0	0				
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 Yotal
 860
 76

 Note:
 \* Vahiotes' includes "Taxi", Motorcycle, scooler or moped" and 'Driving a car or van'.

 \*\* Use of SRN based on Google Maps for journeys departing at 08:00 on Sh February 2020 (pre-COVID).

Nation:

In codes to protect against disclosure of personal information, records have been exapped between different geographic areas. Some courts will be affected, particularly small courts at the lowest geographics.

MIDICAL will fewer than the tips (part) have been excluded from the analysis.

Tubles for Analysis

Tables for Analysis

#### Place of Work by Mode - Actual

				Number of Trips by Mode									
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total						
B&NES - Other (Batheaston / Bathford)	10	2	1	1	2	0	16						
B&NES - Other (Norton Radstock)	46	2	7	4	4	0	63						
B&NES - Other (Paulton)	6	0	2	0	0	0	8						
B&NES - Other (Peasedown St John)	17	1	2	1	8	0	29						
B&NES - Other (Saltford)	11	2	0	2	1	0	16						
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0						
Bath	466	55	649	146	150	4	1,470						
Berkshire (Reading)	0	0	0	0	0	0	0						
Bristol - Central	49	3	0	5	26	22	105						
Bristol - Ports	0	0	0	0	0	0	0						
Bristol - Suburban	114	4	3	7	6	12	146						
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0						
Hampshire (Winchester)	0	0	0	0	0	0	0						
Keynsham	26	2	1	1	2	1	33						
London	0	0	0	0	0	0	0						
North Somerset (Bristol Airport)	0	0	0	0	0	0	0						
North Somerset (Chew Magna)	0	0	0	0	0	0	0						
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0						
North Somerset (Long Ashton)	0	0	0	0	0	0	0						
North Somerset (Nailsea)	0	0	0	0	0	0	0						
North Somerset (Winscombe)	0	0	0	0	0	0	0						
North Somerst (Yatton)	5	0	0	0	0	0	5						
Somerset (Frome)	10	0	0	0	0	0	10						
Somerset (Shepton Mallet)	0	0	0	0	0	0	0						
Somerset (Street)	0	0	0	0	0	0	0						
Somerset (Wells)	4	1	0	0	0	0	5						
Somerset (Wincanton)	0	0	0	0	0	0	0						
South Gloucestershire (Bradley Stoke)	5	0	0	0	0	0	5						
South Gloucestershire (Cribbs Causeway)	9	0	0	0	0	1	10						
South Gloucestershire (Wick)	12	0	0	0	0	0	12						
South Gloucestershire (Yate)	4	1	0	0	0	0	5						
Swindon - East	0	0	0	0	0	0	0						
Swindon - West	0	0	0	0	0	0	0						
The North	0	0	0	0	0	0	0						
Wiltshire (Bradford-on-Avon)	10	0	0	0	0	0	10						
Wiltshire (Chippenham)	14	0	0	0	0	1	15						
Wiltshire (Corsham)	27	3	3	0	0	0	33						
Wiltshire (Malmesbury)	0	0	0	0	0	0	0						
Wiltshire (Melksham)	0	0	0	0	0	0	0						
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0						
Wiltshire (Trowbridge)	15	0	0	0	0	5	20						
Wiltshire (Warminster)	0	0	0	0	0	0	0						
Wiltshire (Westbury)	860	<del>2</del> 6	668	167	199	âs.	2.816						

## Place of Work by Mode - Proportion of Total Trips

				roportion of Trips by Mod-			
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Tota
B&NES - Other (Batheaston / Bathford)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	3%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	23%	3%	32%	7%	7%	0%	739
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	2%	0%	0%	0%	1%	1%	5%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	6%	0%	0%	0%	0%	1%	7%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	2%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	1%	0%	0%	0%	0%	0%	1%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	0%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	2%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Witshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	23%	0% 4%	83%	8%	10%	9%	100

A36	A36 / A350	0 1	0%
A36	A36 / A361	10	0%
A36	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	0	0%
A4 / A46	A4 / A363	62	3%
0.4 / A.46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
14 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
14 / A46	M5 J17	0	0%
14 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	14	1%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	45	2%
A46 / A420	M32 J2	9	0%
A46 / A420	M32 J3	20	1%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	4	0%
A46 / A420	M4 J20	5	0%
A46 / A420	M5 J17	9	0%
A46 / A420	M5 J20	5	0%
//32 J1	M32 J1	0	0%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19 Total	-83	8%

Dataset:	WUU3EW - Location of usual residence and place of work by method of travel to work (MSOA level)
	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	Banes 011

Raw Data					Number of Trips	hy Mode			
Place of Work	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 002	0	1	1	0	7	1	0	4	14
B&NES 003	0	1	0	0	12	4	0	0	17
B&NES 004	0	2	0	0	6	1	1	1	11
B&NES 005	0	3	0	0	11	2	1	5	22
B&NES 006	0	3	0	1	10	1	2	0	17
B&NES 007	0	141	3	4	109	39	36	116	448
B&NES 008	0	20	0	3	95	19	12	72	221
B&NES 009	0	23	0	1	44	10	13	53	144
B&NES 010	0	1	0	0	14	2	0	6	23
B&NES 011	0	8	0	1	60	1	-	106	177
B&NES 012		34	1	4	97	23	9	46	214
B&NES 013	ō	2	ò	1	21	6	1	19	50
B&NES 014		1	0	-	17	5	0	12	36
B&NES 015	ō	ò	ō	ò	5	2	0	10	17
B&NES 016	ō	1	ō	0	- 11	8	2	4	26
BBNES 017	Ü		3	, i	32	5	- 2	5	54
B&NES 018	0	3	0	- i	19	2	2	2	29
B&NES 019	0	1						3	19
Banes 019			0	0	15	0	0		
B&NES 022	0	5	1	1	14	2	5	7	35
B&NES 023	0	1	0	0	6	1	0	1	9
B&NES 024	0	0	0	0	4	1	0	1	6
B&NES 025	0	0	0	1	7	0	0	0	8
B&NES 026	0	1	0	1	5	0	2	2	11
B&NES 027	0	0	0	0	6	1	0	0	7
Bristol 025	1	2	0	0	2	0	0	0	5
Bristol 032	6	1	0	2	8	0	2	0	19
Bristol 038	2	1	ō	0	3	ō	0	2	8
Bristol 039	0	1	ō	ō	5	- 0	0	0	6
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Bristol 054	8	2	0	1	7	2	0	0	20
Bristol 056	8	0	0	0	4	1	0	1	20 6
Bilsioi 056									
Mendip 001	0	0	0	0	4	0	0	2	6 7
Mendip 002	0	3	0		3	0	0	0	
South Gloucestershire 011	0	0	0	0	4	1	0	0	5
South Gloucestershire 017	2	0	0	0	6	0	0	1	9
South Gloucestershire 019	0	0	0	0	5	0	0	0	5
South Gloucestershire 024	0	0	1	0	4	0	0	0	5
South Gloucestershire 029	0	1	0	0	5	0	0	0	6
Wiltshire 010	0	0	0	1	5	0	0	0	6
Witshire 017	0	0	1	0	- 11	0	0	0	12
Wiltshire 018	0	1	0	0	9	1	0	0	11
Wiltshire 027	1		0	0	4	0	0	0	5
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Total	21	271	11	26	729	145	91	481	0

						Via SPN for			W.CVIII-A		
Place of Work				Number of Trips by Mode			Total	Location		Via SRN for Vehicles?	
38NES 002	Vehicles 8	Car Share	Walk	Cycle	Bus	Rail	Total 14	Keynsham	Y/N N	Entry Junction	Exit Junction
SANES 002	12	4	0	0	- :	0	17	Keynsham	N N		
&NES 003	6	-	1	1		0	11	Rath	N N		
&NES 005	11	2	5	i	3	0	22	Bath	N N		
&NES 006	11	î	ő	2	3	ő	17	Bath	N N		
88NES 007	116	39	116	36	141	0	448	Bath	N N		
38NES 008	98	19	72	12	20	0	221	Bath	N N		
BANES 009	45	10	53	13	23	ő	144	Bath	N N		
3&NES 010	14	2	6	0	1	0	23	B&NES - Other (Batheaston / Bathford)	Ÿ	A4 / A46	Δ4 / Δ363
B&NES 011	61	1	106	1	8	0	177	Bath	Ň		
B&NES 012	102	23	46	9	34	0	214	Bath	N		
BANES 013	22	6	19	1	2	0	50	Bath	N N		
B&NES 014	18	5	12		1	0	36	Bath	N		
3&NES 015	5	2	10	0	0	0	17	Bath	N		
B&NES 016	- 11	8	4	2	1	0	26	B&NES - Other (Saltford)	N		
3&NES 017	36	5	5	2	6	0	54	Bath	N		
B&NES 018	20	2	2	2	3	0	29	Bath	N		
3&NES 019	15	0	3	0	1	0	19	Bath	N		
38NES 022	16	2	7	5	5	0	35	B&NES - Other (Peasedown St John)	N		
3&NES 023	6	1	1	0	1	0	9	B&NES - Other (Paulton)	N		
B&NES 024	4	1	1	0	0	0	6	B&NES - Other (Norton Radstock)	N		
B&NES 025	8	0	0	0	0	0	8	B&NES - Other (Norton Radstock)	N		
B&NES 026	6	0	2	2	1	0	11	B&NES - Other (Norton Radstock)	N		
B&NES 027	6	1	0	0	0	0		B&NES - Other (Norton Radstock)	N		
Bristol 025	2	0	0	0	2	1	5	Bristol - Suburban	N		
Bristol 032	10	0	0	2	1	6	19	Bristol - Central	N		
Bristol 038	3	0	2	0	1	2	8	Bristol - Suburban	N		
Bristol 039	5	0	0	0	1	0	6	Bristol - Central	N		
Bristol 045	3	4	0	0	0	0	7	Bristol - Suburban	N		
Bristol 054	8	2	0	0	2	8	20	Bristol - Central	N		
Bristol 056	4	1	1	0	0	0	6	Bristol - Suburban	N		
Mendip 001	4	0	2	0	0	0	6	Somerset (Frome)	N		
Mendip 002	4	0	0	0	3	0	7	B&NES - Other (Norton Radstock)	N		
South Gloucestershire 011	4	1	0	0	0	0	5	South Gloucestershire (Cribbs Causeway)	Υ	A46 / A420	M5 J17
South Gloucestershire 017	6	0	1	0	0	2		Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 019	5	0	0	0	0	0	5	South Gloucestershire (Yate)	N		
South Gloucestershire 024	5	0	0	0	0	0	5	South Gloucestershire (Wick)	N		
South Gloucestershire 029	5	0	0	0	1	0	6	Bristol - Suburban	N		i
Wiltshire 010	6	0	0	0	0	0	6	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	12	Ü	0	0	0	0	12	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	9	1	0	0	1	0	11	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 027	4	0	0	0	0	1	5	Wiltshire (Bradford-on-Avon)	Υ	A4 / A46	A4 / A363
Wiltshire 031	10	0	0	0	1	1	12	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
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0 0 Total	766	0 145	0 481	91	271	0 20 21	1.775	a			

Note:

. Vehicles' includes 'Taxi', Motorcycle, scooter or moped' and 'Driving a car or van'.

2. Use of SRN based on Google Maps for journeys departing at 88:00 on Sth Fabruary2020 (pre-COVID).

<sup>120 729 145</sup>Nation:

1 in color to protect against disclosure of personal information, records have been excepted between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographics.

AMDICAL with hover than five tips; (total) wave been excluded from the sainlysis.

1 Underground, mater, light not, term and 'Other method of travel to work flow been excluded from the analysis.

Refined Location and Use of SRM

#### Place of Work by Mode - Actual

	Number of Trips by Mode									
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total			
B&NES - Other (Batheaston / Bathford)	14	2	6	0	1	0	23			
3&NES - Other (Norton Radstock)	28	2	3	2	4	0	39			
B&NES - Other (Paulton)	6	1	1	0	1	0	9			
B&NES - Other (Peasedown St John)	16	2	7	5	5	0	35			
B&NES - Other (Saltford)	11	8	4	2	1	0	26			
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0			
Bath	566	116	450	80	247	0	1,459			
Berkshire (Reading)	0	0	0	0	0	0	0			
Bristol - Central	23	2	0	2	4	14	45			
Bristol - Ports	0	0	0	0	0	0	0			
Bristol - Suburban	23	5	4	0	4	5	41			
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0			
Hampshire (Winchester)	0	0	0	0	0	0	0			
Keynsham	20	ь	4	0	2	0	31			
London	0	0	0	0	0	0	0			
North Somerset (Bristol Airport)	0	0	0	0	0	0	0			
North Somerset (Chew Magna)	0	0	0	0	0	0	0			
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0			
North Somerset (Long Ashton)	0	0	0	0	0	0	0			
North Somerset (Nailsea)	0	0	0	0	0	0	0			
North Somerset (Winscombe)	0	0	0	0	0	0	0			
North Somerst (Yatton)	0	0	0	0	0	0	0			
Somerset (Frome)	4	0	2	0	0	0	6			
Somerset (Shepton Mallet)	0	0	0	0	0	0	0			
Somerset (Street)	0	0	0	0	0	0	0			
Somerset (Wells)	0	0	0	0	0	0	0			
Somerset (Wincanton)	0	0	0	0	0	0	0			
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0			
South Gloucestershire (Cribbs Causeway)	4	1	0	0	0	0	5			
South Gloucestershire (Wick)	5	0	0	0	0	0	5			
South Gloucestershire (Yate)	5	0	0	0	0	0	5			
Swindon - East	0	0	0	0	0	0	0			
Swindon - West	0	0	0	0	0	0	0			
The North	0	0	0	0	0	0	0			
Wiltshire (Bradford-on-Avon)	4	0	0	0	0	1	5			
Wiltshire (Chippenham)	6	0	0	0	0	0	6			
Wiltshire (Corsham)	21	1	0	0	1	0	23			
Wiltshire (Malmesbury)	0	0	0	0	0	0	0			
Wiltshire (Melksham)	0	0	0	0	0	0	0			
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0			
Wiltshire (Trowbridge)	10	0	0	0	1	1	12			
Wiltshire (Warminster)	0	0	0	0	0	0	0			
Wiltshire (Westbury)	766	1945	481	81	271	21	1,975			

## Place of Work by Mode - Proportion of Total Trips

				roportion of Trips by Mod	ie .		
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
3&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	2%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	2%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	32%	7%	25%	5%	14%	0%	82%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	1%	0%	0%	0%	0%	1%	3%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	1%	0%	0%	0%	0%	0%	2%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	2%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	0%
The North	0%	0%	0%	0%	0%	0%	0%
Witshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%
Witshire (Chippenham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%
Witshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Witshire (Westbury)	234	8%	994	8%	15%	9%	100%

A36	IA36 / A350	0	0%
\38	A36 / A361	ō	0%
\38	A36 / Marsh Road	ō	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	ō	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	ō	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	10	1%
A4 / A46	A4 / A363	45	3%
R4 / R46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	0	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	4	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	6	0%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19 Total	65	2%

#### 2011 Census Data - Distribution by Mode

#### Export Details

	WUU3EW - Location of usual residence and place of work by method of travel to work (MSOA level)
	All usual residents aged 16 to 74
	Persons
	2011
	ONS Crown Copyright Reserved (from Nomis on 16 February 2021)
Usual Residence:	Banes 012

#### D---- D--

					Number of Trips	by Mode			
Place of Work	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 001	0	0	0	0	4	0	0	4	8
B&NES 002	0	0	0	0	9	1		4	15
B&NES 003	1	0	0	0	3	0	1	0	5
B&NES 004	0	4	0	0	15	1	3	2	25
B&NES 005	0	0	0	0	4	0	-	2	7
B&NES 006	0	1	0	0	10	0	2	9	22
B&NES 007	5	82	1	3	100	12	32	544	779
B&NES 008	- 1	11	ò	0	59	3	12	21	107
B&NES 009	-	18	3	1	28	3	4	141	199
B&NES 010		2	0	-	15	0	6	4	28
BANES 010									21
	0	3	0 2	0	12	1	0	5	
B&NES 012		79		3	110	11	22		530
B&NES 013	0	3	0	0	10	0	0	5	18
B&NES 014	0	1	0	0	12	0	1	13	27
B&NES 016	0	2	0	0	10	0	3	0	15
BENES U17	1	6	U	0	18	1	0	,	33
B&NES 018	0	5	0	0	29	1	1	10	46
B&NES 019	0	3	0	0	9	1	- 1	0	14
B&NES 022	0	7	Ö	ĭ	30	3	6	2	49
	0	,			30 4		0	0	
B&NES 023		U	0	0		1	U	U	5
B&NES 025	0	1	0	0	2	0	1	1	5
B&NES 026	0	0	0	0	15	1	0	2	18
Bristol 004	0	0	0	1	5	1	0	0	7
Bristol 023	2	1	0	i	1	ò	1	0	5
Bristol 025	3		Ö	Ö	3	0	Ö	i	8
Bristol 026	11	1		1	2	1	1	0	
BIISIDI UZO	11		0		2				17
Bristol 032	53	2	1	3	16	2	2	1	80
Bristol 038	0	0	0	0	6	0	0	0	6
Bristol 054	43	2	0	0	17	2	2	0	66
City of London 001	9	0	0	0	-	0	0	1	11
Mendip 001	0	2	Ö	Ö	8	1	Ö	0	11
Herefore	0	2	Ö	Ö	6	· o	0	2	
Mendip 004									10 7
Mendip 006	0	0	0	0	7	0	0	0	
North Somerset 004	0	0	0	0	6	0	0	0	6
North Somerset 011	0	0	0	0	4	1	0	2	7
South Gloucestershire 011	0	0	0	0	12	0	0	0	12
South Gloucestershire 017	17	0	ō	- O	25	1	2	1	46
South Gloucestershire 017	3	0	0	ň	3	,	0	0	40 R
South Gloucestershire 021	0	0	0	0	6	0	0	0	6
South Gloucestershire 024	0	0	0	0	9	0	0	0	9
Swindon 012	10	1	0	0	0	1	0	0	12
Swindon 015	8	1	0	0	0	0	0	0	9
Westminster 011	5	0	0	0	1	0	0	0	6
Westminster 013	6	0	0	0	0	0	0	0	6
Westminster 020	7	0	Ö	Ö	0	0	ĭ	2	10
Wiltshire 002	ó	0	Ö	Ö	4	1		0	5
Wiltshire 009	4	0	0	0	6	0	0	0	10
Wiltshire 010	0	0	0	0	10	1	0	0	11
Wiltshire U11	4	U	0	1	15	0	0	1	21
Wiltshire 017	0	1	0	0	10	2	3	0	16
Wiltshire 018	0	0	0	0	23	2	Ö	0	25
Witshire 023	0	2	0	0	9	0	0	ů	11
									7
Wiltshire 027	3	0	0	0	4	0	0	0	
Wiltshire 031	2	0	0	0	17	3	0	1	23
Wiltshire 037	2	0	0	0	9	2	0	0	13
Wiltshire 040	1	0	0	0	5	0	0	1	7
Wiltshire 042	0	0	0	0	8	1	0	0	9
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Total	206	244	7	15	766	62	109	1,088	0 0 0

Notes:

## Tables for Analysis

## Refined Location and Use of SRN

Refined Location and Use of SRN											
Place of Work				Number of Trips by Mode				Location		Via SRN for Vehicles?	
B&NES 001	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total		Y/N	Entry Junction	Exit Junction
B&NES 001 B&NES 002	4	0	4	0	0	0	8 15	Keynsham Keynsham	N N		
B&NES 003	3	ó		-	0		5	Keynsham	N N		
B&NES 004	15	1	- 2	- 1	4		25	Bath	N N		
B&NES 005	4	ò	2	1	0	ō	7	Bath	N N		
B&NES 006	10	0	9	2	1	0	22	Bath	N		
B&NES 007	104	12	544	32	82	5	779	Bath	N		
B&NES 008	59	3	21	12	11	1	107	Bath	N		
B&NES 009	32	3	141	4	18	1	199	Bath	N		
B&NES 010	16	0	4	6	2	0	28	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011 B&NES 012	12 115	1 11	5 299	22	3 79	0	21 530	Bath Bath	N N		
B&NES 012 B&NES 013	115	11	299	0	3	0	18	Bath	N N		
B&NES 013 B&NES 014	10	0	13	0	3	0	18 27	Bath	N N		
Banes 016	10		1.0			, ,	15	B&NES - Other (Saltford)	N N		
B&NES 017	18	1	7	ő	6	i	33	Bath	N N		
B&NES 018	29	1	10	1	5	0	46	Bath	N		
B&NES 019	9	1	0	1	3	0	14	Bath	N		
B&NES 022	31	3	2	6	7	0	49	B&NES - Other (Peasedown St John)	N		
B&NES 023	4	1	0	0	0	0	5	B&NES - Other (Paulton)	N		
B&NES 025	2	0	1	1	1	0	5	B&NES - Other (Norton Radstock)	N		
B&NES 026	15	1	2	0	0	0	18	B&NES - Other (Norton Radstock)	N		
Bristol 004	6	1	0	0	0	0	7	Bristol - Suburban	Y	A4 / A46	M32 J2
Bristol 023 Bristol 025		0	0	1	1 1	2	5	Bristol - Suburban Bristol - Suburban	N		
Bristol 025 Bristol 026	3 3	0	1	0	1 1	3 11	8 17	Bristol - Suburban Bristol - Suburban	N		
Bristol 026 Bristol 032	3 20	1		1	1 2	11 53	17	Bristol - Suburban Bristol - Central	N N		
Bristol 032 Bristol 038	20 6	2	1	2	0	53	80	Bristol - Central Bristol - Suburban	N N		
Bristol 038 Bristol 054	17	2	0	2	0	43	66	Bristol - Suburban Bristol - Central	N N		
City of London 001	ï	ô	i	â	Ô	9	11	London	~ ~	A4 / A46	M4 J1
Mendip 001	8	1		0	2	0	11	Somerset (Frome)	Ý	A36	A36 / A361
Mendip 004	6	ò	2	0	2	ō	10	Somerset (Frome)	Ý	A36	A36 / A361
Mendip 006	7	0	0	0	0	0	7	Somerset (Wells)	N		
North Somerset 004	6	0	0	0	0	0	6	North Somerset (Easton-in-Gordano)	Y	A4 / A46	M5 J19
North Somerset 011	4	1	2	0	0	0	7	North Somerset (Nailsea)	N		
South Gloucestershire 011	12	0	0	0	0	0	12	South Gloucestershire (Cribbs Causeway)	Y	A4 / A46	M5 J17
South Gloucestershire 017	25	1	1	2	0	17	46	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 018	3	0	0	0	0	3	6	Bristol - Suburban	Y	A4 / A46	M32 J1
South Gloucestershire 021	6	0	0	0	0	0	6	Bristol - Suburban	N N		
South Gloucestershire 024 Swindon 012	0		0	0	0	10	12	South Gloucestershire (Wick) Swindon - West	N Y	A4 / A46	M4 J16
Swindon 015	0	0	0	0		8	9	Swindon - West		A4 / A46	M4 J16
Westminster 011	1	0	0	0	0	5	6	London	·	A4 / A46	M4 J1
Westminster 013		0	, o	0	0	6	6	London	·	04 / 046	M4 J1
Westminster 020	Ö	ŏ	2	ĭ	o o	7	10	London	Ý	A4 / A46	M4 J1
Wiltshire 002	4	1		0	0	0	5	Wiltshire (Malmesbury)	Y	A4 / A46	M4 J18
Wiltshire 009	6	0	0	0	0	4	10	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 010	10	1	0	0	0	0	11	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 011	16	0	1	0	0	4	21	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	10	2	0	3	1	0	16	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	23	2	0	0	0	0	25	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 023	9	0	0	0	2	0	11	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Wiltshire 027	4	0	0	0	0	3	7	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Witshire 031 Witshire 037	17	3 2	1 0	0	0	2 2	23 13	Wiltshire (Trowbridge) Wiltshire (Trowbridge)	Y	A36 / B3108 A36 / B3108	A36 / A366 A36 / A366
Wiltshire 040	5	0	1	0	0		13	Wiltshire (Trowbridge) Wiltshire (Westbury)		A36 / B3108 A36 / B3108	A36 / A366 A36 / Marsh Road
Witshire 040 Witshire 042	8	1	1	0	0	1	- /	Wiltshire (Westbury) Wiltshire (Warminster)	· ·	A36 / B3108 A36 / B3108	A36 / Marsh Road A36 / A350
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Note:

Vehicles' includes 'Taxi', Motorcycle, scooter or moped' and 'Driving a car or van'.

Use of SRN based on Google Maps for journeys departing at 08:00 on Sth February2020 (pre-COVID).

closes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographics.

MSOAs with fewer than five trips (total) have been excluded from the analysis.
 "Underground, metro, light rail, tram" and "Other method of travel to work" have been excluded from the analysis.

#### Place of Work by Mode - Actual

Place of Work				Number of Trips by Mod										
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total							
B&NES - Other (Batheaston / Bathford)	16	0	4	6	2	0	28							
B&NES - Other (Norton Radstock)	17	1	3	1	1	0	23							
B&NES - Other (Paulton)	4	1	0	0	0	0	5							
B&NES - Other (Peasedown St John)	31	3	2	6	7	0	49							
B&NES - Other (Saltford)	10	0	0	3	2	0	15							
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0							
Bath	429	34	1,058	79	216	12	1,828							
Berkshire (Reading)	0	0	0	0	0	0	0							
Bristol - Central	37	4	1	4	4	96	146							
Bristol - Ports	0	0	0	0	0	0	0							
Bristol - Suburban	53	3	2	4	3	36	101							
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0							
Hampshire (Winchester)	0	0	0	0	0	0	0							
Keynsham	16	1	8	2	0	1	28							
London	2	0	3	1	0	27	33							
North Somerset (Bristol Airport)	0	0	0	0	0	0	0							
North Somerset (Chew Magna)	0	0	0	0	0	0	0							
North Somerset (Easton-in-Gordano)	6	0	0	0	0	0	- 6							
North Somerset (Long Ashton)	0	0	0	0	0	0	0							
North Somerset (Nailsea)	4	1	2	0	ō	0	7							
North Somerset (Winscombe)	0	0	0	0	0	0	0							
North Somerst (Yatton)	0	0	0	0	0	0	0							
Somerset (Frome)	14	1	2	0	4	0	21							
Somerset (Shepton Mallet)	0	0	0	0	0	0	0							
Somerset (Street)	0	0	0	0	0	0	0							
Somerset (Wells)	7	0	0	0	0	0	7							
Somerset (Wincanton)	0	0	0	0	0	0	0							
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0							
South Gloucestershire (Cribbs Causeway)	12	0	0	0	ō	0	12							
South Gloucestershire (Wick)	9	0	0	0	0	0	9							
South Gloucestershire (Yate)	0	0	0	0	ō	0	Ö							
Swindon - East	0	0	0	0	0	0	0							
Swindon - West	0	1	0	0	2	18	21							
The North	0	0	0	0	0	0	0							
Wiltshire (Bradford-on-Avon)	13	0	0	0	2	3	18							
Wiltshire (Chippenham)	32	1	1	0	0	8	42							
Wiltshire (Corsham)	33	4	0	3	I	0	41							
Wiltshire (Malmesbury)	4	i	0	0	ė i	0	5							
Wiltshire (Melksham)	ė i	ò	0	0	0	0	Ö							
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	ō							
Wiltshire (Trowbridge)	26	5	i i	ő	ŏ	4	36							
Wiltshire (Warminster)	- 8	1	0	0	0	0	9							
Wiltshire (Westbury)	788	62	1,088	1000	294	206	2.497							

## Place of Work by Mode - Proportion of Total Trips

				roportion of Trips by Mode			
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
3&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	2%
B&NES - Other (Saltford)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	17%	1%	42%	3%	9%	0%	73%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	1%	0%	0%	0%	0%	4%	6%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	2%	0%	0%	0%	0%	1%	4%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	9%	1%
London	0%	0%	0%	0%	0%	1%	1%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	1%	0%	0%	0%	0%	0%	1%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	1%	1%
The North	0%	0%	0%	0%	0%	0%	0%
Witshire (Bradford-on-Avon)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	2%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	2%
Witshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Witshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Witshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	82%	9%	22%	9%	10%	200	100%

A36	A36 / A350	0 1	0%
A36	A36 / A361	14	1%
A36	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	8	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	26	1%
A36 / B3108	A36 / B3108	13	1%
A36 / B3108	A36 / Marsh Road	5	0%
A36 / Branch Road	A36 / A366	0	0%
A4 / A46	A4 / A363	81	3%
94 / A46	M32 J1	3	0%
A4 / A46	M32 J2	6	0%
A4 / A46	M4 J1	2	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	4	0%
14 / A46	M5 J17	12	0%
A4 / A46	M5 J19	6	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	0	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	25	1%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19 Total	285	8%

	WOOSEW - LOCATION OF GROWING HAS DELEVED AND PROCESS OF MARKET TO WORK (WOOD FRAME)
	Poi usual residentis ageu 16 to 74
	Persons
	2011
	ONS Crown Copyright Reserved (Iron Norms on 16 Petrodary 2021)
Ostali Residence	Banes 013

Number of Trips by Robe									
Place of Work	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or v an	Passenger in a car or van	Bicycle	On foot	Total
DAINES UUZ	•			U	10			'	15
SAINES UUS	-	0						0	,
MINES UUS			·		,	-		, 12	- 75
SENES 006	ŏ	-	,	ė i	3	ő	- 4	12	15
MINES 007		99		2	105	23	39	405	504
SAINES UUS	ū		Ü		53	13	19	15	167
SAINE'S UUS		10	- 1	Ü	27		10	116	184
SAINES UTU				- 2	- 1/			,	24
8&NES 011	-	3		2	23	-	2	38	70
SAINED UTZ		6,1	- 3	- 1	- 00	19	13	90	400
SENES 013	5	2		0	24	3	0	36	70
8&NES 014	0		0	2	12	3	U	48	66
SAINES UIS					- 0	- 2		2	10
SAINES UTO					9	-			12
BANES UT7				U	22	,			30
BANES UIS				U	10	•	3	3	34
B&NES 019	0	U	0	U	8	1	U	3	12
SAINES UZU				U		_	U	U	
8&NES 022	0	13	0	,	24	5	_	4	48
SAINES UZ3				U	,	3	U	2	12
SAINES UZA					-	-			
BAINE 5 UZS					,				,
SAINE S UZB		-			16	2	2	,	22
ISNES U27		1 1		U	,	2	0	0	10
RISIDIUIS	-			Ü	2			0	
STSIUT U25					1 .				0
STISIOT U26	2	-			3				
SISIUI U32	33	-		Ü	10	- 2			59
snstot U46	-	Ü		Ü	7	Ü	Ü	i i	- 7
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STREET USE				<u> </u>					
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south Gloucesteishire 017	3	-	0	3	15	2	0	ů	39
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outh Gloucesteishire 024		6	9		9		0	0	9
COST CHOCOSONSTINE UZO	-		-	U				-	
SOUR GROUGESMISHING USO	-			ů	-	-	٠		5
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MISHIE UZI			0		5				5
WillShire UZ3	0	0	0	U	4	0	U	1	5
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otal	127	238	9	17	700	116	106	871	2,984
lotes: In order to protect against disclosure of pe MSCAs with fewer than five trips (total) har 'Underground, metro, light rail, tram' and 'C				Some counts will be affecte	d, particularly small counts	at the lowest geographies.			
ables for Analysis Refined Location and Use of SRN									
ace of Work	_			Number of Trips by Mode				Location	

				Number of Trips by Mode				1		VIA SKN for Venicles (	
Place of Work	venicies	Car Shale	Walk	Cycle	Bus	Kali	rotar	Location	170	Entry Juneson	Exit Juneson
NAMES DUZ	10	U	1	U	U	•	15	Keyranam	N N	-	
SENES UUS		1		0	0	1	9	Keyranam	N		
SANES UU4		-	- 4				- 11	Dain			
SANES UUS	2	3	12				26	Date			
SAINES UUS	•	0					15	Date			
BANES UU/	110	23	405	39	99		654	Date			
B&NES 008	53	13	75	15	- 11	0	167	Bain	N		
BAINES UUS	25	5	110	16	10	-	154	Date			
BANES UIU	19	U	- 4		- 2		24	BANES - Other (Ballistation / Balliolo)		744 / 7446	A4 / A363
B&NES 011	25	1	38	2	3	1	70	Bath	N		
SANES UIZ	90	15	90	13	67		200	Date			
BANES UIS	24	3	30	U	- 2		70	Date			
SANES UI4	14	3	40	U			00	Date			
SANES UIS		- 2	- 4	U	U		10	Date			
S&NES 016	10	1		0	1	0	12	BBNES - Other (Saltford)	N		
BANES UT/	- 22	5					35	Date			
S&NES 018	18	4	3	3	- 6	0	34	Bath	N		
SANES UTV		-	3	U	U		12	Date	74		
5&/VE 5 U2U	-	-		0	U	0		BANES - Other (Williamon)	74		
SAINES UZZ	25	5	•		13		40	Darres - Other (PeasedDwn St John)	74		
SAINES UZS	,	3	- 4	U	U		12	Barres - Other (Paulion)	74		
SENES 024	,	1	0	U	U	0	8	BBNES - Other (Norton Hadstock)	N		
NAMES UZS	,	U		-	· ·		9	Barres - Other (recitori readalbox)	N		
RAINES UZO	16			- 2			22	BARES - Other (NORDII Radialock)	14		
56NES 027	/	2	0	0	1	0	10	Banes - Other (Norton Hadstock)	N		
SISIDIUIS	- 2	U		0	U			Bigidi - Suburbali	N		
SISIUI UZS						3		Brigiot - Suburban	THE STATE OF THE S		
STISIDI UZG	3					- 2		Bigidi - Suburbali	14		
SISIUI U32	10				-	33	59	Bigios - Central	THE STATE OF THE S		
sristoi U45	/	U	0	0	0	0	/	Bristol - Suburban	N		
STSILLI UDA		- 2		- 2	- 2	30	44	Bigioi - Cereral			
MISHUT USIG								DIGIU - SUDUIDAN			
nerrap cos	-				-			Somerset (Florie)		A367B3106	A36 / A361
which cos	-							SUTINISMI (WWIS)			
Nengip UU8	- 6	-		0			,	Somerset (Wells)	N		
OUT GIGGOSWISTING OTT	-	Ü	- i	Ü	ū	- 3	-	South Glodcesterstille (Cilota Causeway)		A46 / A42U	N9 217
outh Grougestershire U17	18	,		,	-	16	39	Bristor - Suburban	Y	M32 J1	M32 J1
SOURI GIOUGESWISTER UTS		Ü	- i	Ü	- i	3	7	DIGIU - SUDUIDAII		M25 VI	M32 J1
SOUTH GROUDESINISTINE UTS	9							South Gloocestershile (1999)		A467 A420	N9 J 18
south Gloucesteishire U24	9	- 1		0	- 1		- 4	South Gloucestershire (Wick)	N		
SOUTH GROUGESHISTING U28	-	Ü	- i		ū	-	ī	Bigidi - Suburban			
SOUTH GROUDESKEISTERE USO	_	-			-	-		DIGIU - SUDUIDAN			
swingon Utw	3	1	1	- 1	- i		5	SWINDON - EAST	Ÿ	A46 / A420	M4 J15
SWITIZUTI V 12	- 2	Ü		Ü	ū		ï	SWIIDUI - HIMS		A40 / A42U	894.210
Swindon UZZ	7	3			- 1		5	Swinger - West	Y	A46 / A420	M4 J16
MIRITIES DUZ	3	9	- i	Ü	-	-	i i	WIGHT INSTITUTE		A40 / A42U	M4 J 17
MISTRE UCE	9				-			vinarine (crippermant)		791 / 791D	8478353
MISHIELDIO	-	Ü		Ü	- 0		-	wiramie (crippemam)		794 / 7940	A4 / A363
MISHIEVIT						- 4		vinarine (crippermant)		791 / 7910	8478353
WillShire U17	-	- 1		0	- 1		- 4	Witshire (Corsham)	Y	A4 / A46	A4 / A363
MIBINEVIS	7	Ü	- 2	Ü	ū	-	i i	WIGHT COSTAIN		291 / 2910	84 / 8353
VIISTIE UZT								vinarine (mexanam)		247 240	A4 / A303
VIISTIER UZS	-	Ü		Ü	- 0		9	Wildriffe (Bradioro-drivatori)	-	794 / 7940	A4 / A363
VIISING USI	19	- 3		Ü	i i	1	18	WITEHINE TITOWOTIGORI	-	A36 / B3 106	A30 / A300
WIShire US7	17	, i	<b>-</b>	0	Ü		10	Wilstrie (Troublinge)	·	A36 / B3106	A36 / A366
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lotal	796	196	871	196	298	197	2 984				
Total None	726	196	871	186	298	197	2,984				

Next:

Vehicles' includes Taxif, Motorcycle, scooler or moped' and 'Driving a car or van'.

Use of SRN based on Google Maps for journeys departing at 08:00 on 5th February 2020 (pre-COVID).

#### Place of Work by Mode - Artual

		Number of Trips by Mode								
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total			
DANES - OTRE (Bathelasion / Bathfold)	19						24			
B&NES - Other (Norton Radstock)	34	5	5	3	2	0	49			
BANES - OIREI (FAUIUII)	,	3	- 2		0		12			
BANES - OIREI (PERANDOMI SCJOIII)	20	5	•		13		40			
DANES - URBI (SHIROR)	10		U	U	-	U	12			
DANES - ORBI (WIREIGIGI)	-				0					
Balli	417	79	850	25	211	- 17	1,669			
Benshire (Neading)	0	0	0	0	- 0	0	0			
Brision - Certinal	20			3		63	103			
Bristol - Ports	0	0		0	0	0	0			
Brisioi - Suburbani	54	3		3		20	90			
Giodossessine (Wollon-driber-Edge)		U		U	U					
Hampshire (Winchester)	0	0		0	0	0	U			
Keyrisham	17						24			
London	0	0		0	0	0	U			
Notes domerses (Bristol Alipon)		0			0					
reoren Somerset (Criew Magna)		U		U	U					
NOTES SOMETSET (ESSIGN-IN-COTOSINO)										
voren domenser (Long Asmon)		U		U	U					
POTET COTTRESSE (PERIORE)		U		U	U					
North Somerset (Wirscombe)	0	0	0	0	- 0	0	0			
North Somerst (Tatton)		U		U	U					
Somerset (Flome)	4	0	0	0	1	,	6			
Somerser (Snepton Mailet)		U		U	U					
Somerset (Street)		U		U	U					
SOMEISEL (VIELS)	10	- 2			0		12			
Somerser (vencanion)		U		U	U					
South Gloucestershire (Bradley Stoke)	0	0		0	0	0	0			
South Gloudestelshire (Cribbs Cabseway)		0			0	3	9			
South Gloucesteishire (Wick)	9	0		0	0	0	9			
South Gloudestelstille (Talle)	-						3			
SWIRDII - EIGI	3				0					
Swindon - West	4	3		0	0	5	12			
THE NOTES							U			
Wilshire (Bradford-on-Avon)	+	0	,	0	0	0	9			
misrire (cripperium)	18					3	21			
Histie (Corsiell)	10	0	- 2		0		20			
Wilshire (Maimesbury)	5	5		0	1	0	11			
misnie (weisnam)	-						3			
Wilshire (Royal Woolidii Bassell)		U		U	U					
Witshire (Trowbridge)	22	3	1	0	0	2	28			
WIGHER (Walterster)		U		U	U					
Witshire (Westbury)	726	116	871	106	238	127	2,184			

#### Place of Work by Mode - Proportion of Total Trip

				Proportion of Trips by Mode								
Place of Work	venicies	Car Share	Walk	Cycle	BUS	Kali	rotar					
B&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%					
SANES - OTHER (NORDIT REGISEOR)	2%	U%	U36	0%	0%	0%	2%					
SANES - Utilit (Fauluti)	0%	U%	U36	0%	0%	0%	176					
BANES - Utrai (Pelaseuuwii St Juliii)	176	0%	0%	0%	176	0%	276					
BANES - UIRI (SHIIDIU)	0%	U%	U36	0%	0%	0%	176					
DANES - ORBI (WHIGHDIGH)	U%	U%	U%	U76	0%	U%	U%					
Bath	19%	4%	39%	4%	10%	1%	76%					
sensinie (Reading)	U%	U%	U%	U76	0%	U%	0%					
Bristol - Central	1%	0%	0%	0%	0%	3%	5%					
Brisidi - Porta	0%	U%	U36	0%	0%	0%	0%					
Brisioi - Suburbani	276	U%	U%	U76	0%	176	476					
Sicocesiersrine (Wollon-Grider-Eagle)	0%	U%	U36	0%	0%	0%	0%					
nampanire (windresier)	0%	U%	U36	0%	0%	0%	0%					
Keynsnam	1%	U%	U%	0%	0%	0%	1%					
Luidur	0%	U%	U36	0%	0%	0%	0%					
Noran domerser (ension Ampon)	U%	U%	U%	0%	0%	U%	0%					
North Somerser (Criew Magner)	0%	U%	U36	0%	0%	0%	0%					
voras comerces (Esisten-In-Corcumo)	U%	U%	U%	U76	0%	U%	0%					
vorth Somerset (Long Asinton)	0%	U%	U%	0%	0%	0%	0%					
sorer Somerser (rearses)	U%	U%	U%	U76	0%	U%	0%					
vorth Somerset (Winscombe)	0%	U%	U%	0%	0%	0%	0%					
vorth Somerst (Yatton)	0%	U%	U%	0%	0%	0%	0%					
somerser (Frome)	U%	U%	U%	U76	0%	U%	0%					
somerser (onepton water)	0%	0%	0%	0%	0%	0%	0%					
SOMEISER (SCIENC)	U%	U%	U%	U76	0%	U%	0%					
Somerser (Wells)	U%	U%	U%	U76	0%	U%	176					
somerset (wincanton)	0%	U%	U%	0%	0%	0%	0%					
SOUTH CHOCCESMISHINE (BINDMY STORE)	U%	U%	U%	U76	0%	U%	0%					
South Gloucestershire (Cribbs Causeway)	0%	U%	U%	0%	0%	0%	0%					
SOURI GIOUGESIEISTERE (WICK)	0%	U%	U36	0%	0%	0%	0%					
SOUR GIOUGESIEISTITE (Talle)	U%	U%	U%	U76	0%	U%	0%					
SWINDON - EAST	0%	U%	U36	0%	0%	0%	0%					
SWITISON - West	0%	U%	U36	0%	0%	0%	176					
The North	0%	0%	0%	0%	0%	0%	0%					
misnie (stadolo-on-worl)	0%	U%	U36	0%	0%	0%	0%					
misnire (Crippernam)	176	U%	U36	0%	0%	0%	176					
mishire (Corsham)	176	0%	0%	0%	0%	0%	176					
viishire (warnesouy)	0%	U%	U36	0%	0%	0%	176					
viisnire (wexsnam)	U%	U%	U%	0%	0%	U%	0%					
viidriire (Royal Woolion Bassell)	0%	U%	U36	0%	0%	0%	0%					
misnie (nowinge)	176	U%	U36	0%	0%	0%	176					
Witshire (Warminster)	0%	U%	0%	0%	0%	0%	0%					
Vijishire (Westbury)	33%	9%	46%	9%	f?%	836	100%					
Total	33%	5%	40%	5%	11%	8%	100%					

#### Use of SRI

MS J19 Total	197	846
M32 J3	Ü	076
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M32 J2	U	0%
M32 J1	U	0%
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A36 / A366	22	176
A36 / A361	•	0%
A36 / A350		0%
A36 / A366		0%
A36 / A350	0	0%
NG 29		0%
AG6 / Marsin Road		076
A30 / A301		076
	OST 10007	Color materi Nado

Dataset:	WUUSEW - Location of usual residence and place of work by method of travel to work (MSOA level)
	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
	ONS Crown Copyright Reserved [from Nomis on 8 July 2021]
Usual Residence:	Banes 017

## Raw Data

Raw Data									
Place of Work					Number of Trips	by Mode			
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 001	1	0	0	0	3	0	1	0	5
B&NES 002	0	0	0	0	11	0	0	0	11
B&NES 003	0	1	0	0	3	1	1	0	6
B&NES 004	0	1	0	0	11	1	1	0	14
B&NES 005	0	0	0	0	6	1	0	1	8
B&NES 006	0	1	0	0	6	1	1	2	11
B&NES 007	6	49	2	10	110	36	14	209	436
B&NES 008	0	22	0	3	87	3	15	8	138
B&NES 009	2	5	2	1	40	8	11	60	129
B&NES 010	0	1	0	0	21	2	0	1	25
B&NES 011	0	0	0	0	29	1	2	4	36
B&NES 012	1	24	0	1	123	16	17	73	255
B&NES 013	0	0	0	0	19	1	0	6	26
B&NES 014	1	2	0	0	19	1	0	13	36
B&NES 015	0	0	0	1	4	0	0	4	9
BENES 016	U	1	0	0	11	0	0	0	12
B&NES 017	2	2	0	1	47	2	4	43	101
B&NES 018	0	4	0	1	39	5	3	8	60
B&NES 019	0	1	Ö	ò	12	0	1	8	22
B&NES 022	- 1	2	Ö	ő	28	0	_ i	1 1	33
B&NES 023	ė –	0	0	0	20	0	Ö	2	11
BANES 024	0	0	0	0	10	1	0	0	11
B&NES 024 B&NES 025									
DANEO UZO	0	1	0	0	4	1	0	2	8
B&NES 026		1	0	0		1	1		10
B&NES 027	0	0	0	0	6	0	0	1	7
Bristol 023	2	0	0	0	5	0	0	0	7
Bristol 025	4	0	0	0	2	0	1	0	7
Bristol 030	1	0	0	0	5	0	0	0	6
Bristol 032	26	1	1	1	33	2	3	1	68
Bristol 035	0	1	0	0	5	0	0	0	6
Bristol 054	26	ò	0	1	15	2	2	0	46
City of London 001	- 11	1	0	ò	0	0	0	- o	12
Mendip 001	0	1	ō	0	7	0	Ö	0	8
Mendip 002		- 1	0	ō	3	0	ő	- o	5
Mendip 004		·	0	0	9	1	0	0	10
South Gloucestershire 008	0	0	0	0	4	-	0	ì	5
South Gloucestershire 011	0	0	0	0	6	2	0	0	8
South Gloucestershire 017	34	0	0	2	25	2	3	0	66
South Gloucestershire 019	0	0	0	0	5	0	0	0	5
Swindon 012	8	0	0	0	1	0	0	0	9
Wiltshire 010	0	0	0	0	7	0	0	0	7
Wiltshire 011	4	0	0	0	5	1	0	0	10
Wiltshire 017	0	0	0	0	8	1	0	0	9
Wiltshire 018	1	0	0	0	11	1	0	0	13
Wiltshire 021	0	1	0	0	4	1	0	0	6
Wiltshire 023	0	0	0	0	11	1	1	0	13
Wiltshire 027	1	0	0	1	8	0	0	0	10
Wiltshire 031	3	0	0	0	12	1	0	0	16
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Wiltshire 037	0	0	0	0	10	0	0	0	10
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Total	136	124	5	23	876	98	83	447	

	1			Number of Trips by Mode					Via SRN for Vehicles?		
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Location	Y/N	Entry Junction	Exit Junction
B&NES 001	venicies 3	Our onare 0	O O	Cycle	0	Kalli 1	5	Keynsham	N N	Entry Junction	Exit Junction
3&NES 002	11	0	0	ò	0	n	- 11	Keynsham	N		
88NES 003	3	1	ō	1	1	0	6	Keynsham	N		
3&NES 004	11	1	0	1	1	0	14	Bath	N		
3&NES 005	6	1	1	Ö	Ö	0	8	Bath	N		
B&NES 006	6	1	2	1	1	0	- 11	Bath	N		
B&NES 007	122	36	209	14	49	6	436	Bath	N		
BANES 008	90	3	8	15	22	0	138	Bath	N		
B&NES 009	43	8	60	- 11	5	2	129	Bath	N		
B&NES 010	21	2	1	0	1	0	25	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	29	1	4	2	0	0	36	Bath	N		
B&NES 012	124	16	73	17	24	1	255	Bath	N		
B&NES 013	19	1	6	0	0	0	26	Bath	N		
B&NES 014	19	1	13	0	2	1	36	Bath	N		
B&NES 015	5	0	4	0	0	0	9	Bath	N		
3&NES 016	11	0	0	0	1	0	12	B&NES - Other (Saltford)	N		
B&NES 017	48	2	43	4	2	2	101	Bath	N		
3&NES 018	40	5	8	3	4	0	60	Bath	N		
3&NES 019	12	0	8	1	1	0	22	Bath	N		
3&NES 022	28	0	1	1	2	1	33	B&NES - Other (Peasedown St John)	N		
3&NES 023	9	0	2	0	0	0	11	B&NES - Other (Paulton)	N	t	
3&NES 024	10	1	0	0	0	0	11	B&NES - Other (Norton Radstock)	N	t	
3&NES 025	4	1	2	0	1 1	0	8	B&NES - Other (Norton Radstock)	N		
B&NES 026	7	1	0	1	1 1	0	10	B&NES - Other (Norton Radstock)	N		
B&NES 027	6	0	1	0	0	0	7	B&NES - Other (Norton Radstock)	N		
Bristol 023	5	0	0	0	0	2	7	Bristol - Suburban	Y	M32 J3	M32 J3
Bristol 025	2	0	0	1	0	4	7	Bristol - Suburban	N		
Bristol 030	5	0	0	0	0	1	6	Bristol - Suburban	N		
Bristol 032	35	2	1	3	1	26	68	Bristol - Central	N		
Bristol 035	5	0	0	0	1	0	6	Bristol - Suburban	N		
Bristol 054	16	2	0	2	0	26	46	Bristol - Central	N		
City of London 001	0	0	0	0	1	11	12	London	Y	A4 / A46	M4 J1
Mendip 001	7	0	0	0	1	0	8	Somerset (Frome)	N		
Mendip 002	3	0	0	0	1	1	5	B&NES - Other (Norton Radstock)	N		
Mendip 004	9	1	0	0	0	0	10	Somerset (Frome)	N		
South Gloucestershire 008	4	1	0	0	0	0	5	South Gloucestershire (Yate)	Y	A4 / A46	M4 J18
South Gloucestershire 011	6	2	0	0	0	0	8	South Gloucestershire (Cribbs Causeway)	Y	A4 / A46	M5 J17
South Gloucestershire 017	27	2	0	3	0	34	66	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 019	5	0	0	0	0	0	5	South Gloucestershire (Yate)	Y	A4 / A46	M4 J18
Swindon 012	1	0	0	0	0	8	9	Swindon - West	Y	A4 / A46	M4 J16
Wiltshire 010	7	0	0	0	0	0	7	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 011	5	1	0	0	0	4	10	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	8	1	0	0	0	0	9	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	11	1	0	0	0	1	13	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 021	4	1	0	0	1	0	6	Wiltshire (Melksham)	Y	A36 / B3108	A36 / B3108
Wiltshire 023	11	1	0	1	0	0	13	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Wiltshire 027	9	0	0	0	0	1	10	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Wiltshire 031	12	1	0	0	0	3	16	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
Wiltshire 033	5	0	0	0	0	0	5	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
Wiltshire 037	10	0	0	0	0	0	10	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
Wiltshire 040	5	0	0	0	0	0	5	Wiltshire (Westbury)	Y	A36 / Branch Road	A36 / A366
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Total	964	98	447	å	124	136	1.792				

Note:

- Vehicles' includes Taxi', Motorcycle, scooter or moped' and 'Driving a car or van',

- Use of SRN based on Google Maps for journeys departing at 08:00 on 5th February 2020 (pre-COVID).

Nation.

In order to protect against disclosure of personal information, records from the analysis.

In order to protect against disclosure of personal information, records from the analysis.

MIDIOA with fewer than few thips (build) have been excluded from the analysis.

Tubles for Analysis

Tables for Analysis

#### Place of Work by Mode - Actual

Place of Work		Number of Trips by Mode								
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total			
B&NES - Other (Batheaston / Bathford)	21	2	1	0	1	0	25			
B&NES - Other (Norton Radstock)	30	3	3	1	3	1	41			
B&NES - Other (Paulton)	9	0	2	0	0	0	11			
B&NES - Other (Peasedown St John)	28	0	1	1	2	1	33			
B&NES - Other (Saltford)	11	0	0	0	1	0	12			
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0			
Bath	574	76	439	69	111	12	1,281			
Berkshire (Reading)	0	0	0	0	0	0	0			
Bristol - Central	51	4	1	5	1 1	52	114			
Bristol - Ports	0	0	0	0	0	0	0			
Bristol - Suburban	44	2	0	4	1	41	92			
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0			
Hampshire (Winchester)	0	0	0	0	0	0	0			
Keynsham	17	1	0	2	1	1	22			
London	0	0	0	0	1	11	12			
North Somerset (Bristol Airport)	0	0	0	0		0	0			
North Somerset (Chew Magna)	0	0	0	0	0	0	0			
North Somerset (Easton-in-Gordano)	0	0	0	0		0	0			
North Somerset (Long Ashton)	0	0	0	0		0	0			
North Somerset (Nailsea)	ō	ō	Ö	0	ō	Ö	ō			
North Somerset (Winscombe)	0	0	0	0		0	0			
North Somerst (Yatton)	ō	ō	Ö	0	ō	Ö	ō			
Somerset (Frome)	16	1	0	ō	1	- i	18			
Somerset (Shepton Mallet)	0	Ö	Ö	0		Ö	0			
Somerset (Street)	0	0	0	ō		- i	ō			
Somerset (Wells)	ō	ō	Ö	0	ō	Ö	ō			
Somerset (Wincanton)	0	0	0	ō		- i	ō			
South Gloucestershire (Bradley Stoke)	0	0	0	ō		- i	ō			
South Gloucestershire (Cribbs Causeway)	6	2	o o	ŏ	- i	ŏ	8			
South Gloucestershire (Wick)	0	0	0	ō		- i	Ö			
South Gloucestershire (Yate)	9	ĭ	o o	ŏ	- i	ŏ	10			
Swindon - East	0	0	0	ō		- i	0			
Swindon - West	- i	o o	o o	ŏ	- i	i i	9			
The North	0	0	0	ō		- i	ō			
Wiltshire (Bradford-on-Avon)	20	1	0	1	ň	1	23			
Wiltshire (Chippenham)	12	-	0	ė ė	Ö	4	17			
Witshire (Corsham)	19	2	0	o o	, i	i	22			
Witshire (Malmesbury)	0	0	0	0	Ö		0			
Witshire (Malmesbury) Witshire (Melksham)	4	1	0	0	1	0	6			
	0	0	0	0	0	0	0			
Wiltshire (Royal Wootton Bassett)	27	0	0	0	0	3	31			
Wiltshire (Trowbridge)	0		0				31			
Wiltshire (Warminster)		0		0	0	0				
Wiltshire (Westbury)	904	98	47	83	124	136	1,792			

## Place of Work by Mode - Proportion of Total Trips

			-	roportion of Trips by Mod	No.		
Place of Work	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
3&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	2%
B&NES - Other (Paulton)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Peasedown St John)	2%	0%	0%	0%	0%	0%	2%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	32%	4%	24%	4%	6%	1%	71%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	3%	0%	400	0%	0%	3%	6%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
sristol - Suburban	2%	0%	0%	0%	0%	2%	5%
Sloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
lampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	1%
ondon	0%	0%	0%	0%	0%	1%	1%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
forth Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	1%	0%	0%	0%	0%	0%	1%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	1%	0%	9%	0%	0%	0%	1%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	1%
The North	0%	0%	0%	0%	0%	0%	0%
Witshire (Bradford-on-Avon)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	1%
Viltshire (Corsham)	1%	0%	9%	0%	0%	0%	1%
Witshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Viltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	2%	0%	0%	0%	0%	0%	2%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	88%	8%	35%	9%	9%	9%	100%

A36	A36 / A350	0	0%
A36	A36 / A361	0	0%
136	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	24	1%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	32	2%
A4 / A46	A4 / A363	52	3%
A4 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	1	0%
A4 / A46	M4 J18	9	1%
A4 / A46	M5 J17	6	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	0	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	27	2%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	5	0%
M5 J19	M5 J19 Total	156	8%

Local Plan Partial Update: Evidence Base Technical Note: Transport Implications for Bath

# **Appendix C:**

# **Trip Generation and Distribution by Site**

Prepared for: B&NES Council

#### Site Details

No.	1
Location	Bath
Site Name	Green Park West and Sydenham Park
No. of Dwellings	250
MSOA for Analysis	B&NES 012

### Person Trip Generation

Ivveekgay AM Peak Hour	98	102	219	
Weekday PM Peak Hour	168	95	264	

#### Trips by Distribution and Mode

				Weekday /	M Peak Hour			Weekday PM Peak Hour								
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
8&NES - Other (Batheaston / Bathford)	1	0	0	1	0	0	2	1%	2	0	0	1	0	0	3	1%
8&NES - Other (Norton Radstock)	1	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
S&NES - Other (Paulton)	0	ė –	0	ė –	0	0	0	0%	0	0	0	o o	0	0	1	0%
S&NES - Other (Peasedown St John)	3	ė –	0	1	1	0	4	2%	3	0	0	1	1	0	5	2%
S&NES - Other (Saltford)	1	ė –	0	0	0	0	1	1%	1	0	0	0	0	0	2	1%
S&NES - Other (Whitchurch)	0	0	0	Ü	0	0	0	0%	0	0	0	Ö	0	0	0	0%
Bath	38	3	93	7	19	1	160	73%	45	4	112	8	23	1	193	73%
Berkshire (Reading)	0	ė –	0	0	0	0	0	0%	0	0	0	o o	0	0	0	0%
Sristol - Central	3	ė –	0	ė –	0	8	13	6%	4	0	0	o o	0	10	15	6%
Instol - Ports	Ö	ė –	0	ė –	0	0	0	0%	0	0	0	o o	0	0	0	0%
Bristol - Suburban	5	0	0	0	0	3	9	4%	6	0	0	0	0	4	11	4%
Sloucestershire (Wotton-under-Edge)	0	0	0	ō	ō	0	0	0%	0	0	0	0	0	0	0	0%
fampshire (Winchester)	ō	ō	ō	ō	ō	0	ů .	0%	0	ō	- O	Ö	ō	Ö	ů .	0%
Ceynsham	1	ė ė	1	ė –	0	0	2	1%	2	0	1	o o	0	0	3	1%
ondon	0	ė ė	0	ė –	0	2	3	1%	0	0	0	o o	0	3	3	1%
forth Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Chew Magna)	0	0	0	ō	ō	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Easton-in-Gordano)	ī	ō	ō	ō	ō	Ö	i	0%	1	ō	- O	Ö	ō	Ö	1	0%
forth Somerset (Long Ashton)	0	0	0	ė –	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Nailsea)	0	0	0	- O	0	0	1	0%	0	0	0	0	0	0	1	0%
(orth Somerset (Winscombe)	0	0	0	o o	0	0	0	0%	0	0	0	0	0	0	0	0%
(orth Somerst (Yatton)	0	0	0	ő	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Frome)	1	0	0	- O	ō	0	2	1%	1	0	0	0	0	0	2	1%
Somerset (Shepton Mallet)	0	0	0	- O	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	o o	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	1	0	0	- O	0	0	1	0%	1	0	0	0	0	0	1	0%
Somerset (Wincanton)	i i	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	i i	i i	ů.	0	- ō	0	Ď.	0%	0	0	Ď.	i i	- ō	ŏ	0	0%
South Gloucestershire (Cribbs Causeway)	1	0	0	- O	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Wick)	1	0	0	o o	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Yate)	0	0	0	- O	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	ō	ō	0	0	0%	0	0	0	0	ō	0	0	0%
Swindon - West	0	0	0	ů,	0	3	2	1%	0	0	0	0	0	2	2	1%
he North	ő	, i	0	ŏ	, i	0	- n	0%	0	, i	0	, o	, i	- ō	0	0%
Viltshire (Bradford-on-Avon)	1	0	0	- O	ō	0	2	1%	1	0	0	0	0	0	2	1%
Viltshire (Chippenham)	3	0	0	ŏ	l ő	ĭ	4	2%	3		0	0	l ő	1	4	2%
Viltshire (Corsham)	3	0	0	ň	l ő	,	4	2%	3		0	0	l ő	0	4	2%
Viltshire (Malmesbury)	0	ň	, o	ő	ň	ŏ	0	0%	0	ň	0	ň	l ŏ	ů o	1	0%
Viltshire (Melksham)	0	0	0	ŏ	, o	0	0	0%	0		- o	0	l ő	0		0%
Viltshire (Royal Wootton Bassett)	0	0	0	ň	l ő	0	0	0%	0		0	0	l ő	0	0	0%
Viltshire (Trowbridge)	2	Ö	0	ŏ	Ö	Ö	3	1%		1	Ö	0	Ö	0	, i	1%
Villshire (Varminster)	1	0	0	, i	, i	0	1	0%	1		0	0	, i	0	1	0%
Viltshire (Westbury)	'n	, o	, , , , , , , , , , , , , , , , , , ,	, ,	i i	0	1	0%	· i	, , , , , , , , , , , , , , , , , , ,	0	0	i i		+	0%
otal	60	<u> </u>	95	10	21	18	219	100%	83	7	115	12	26	22	264	100%
lode Share	32%		44%	4%	10%	8%	100%	100%	32%	2%	44%	4%	10%	8%	100%	10076

A36 A36 A38 A38	A36 / A350 A36 / A361	0	0
A36			
136		1	1
	A36 / Marsh Road	0	0
	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	1	1
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	2	3
A36 / B3108	A36 / B3108	1	1
A36 / B3108	A36 / Marsh Road	0	1
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	7	9
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	1	1
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	1	1
4 / A46	M5 J19	1	1
A46 / A420	A4 / A363	0	0
N46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	Ö
146 / A420	M32 J3	0	0
N46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	Ü
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	Ü
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	2	3
W32 J1	Mb J17	0	0
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
W32 J3	M32 J2	0	0
W32 J3	M32 J3	0	0
M5 J19	M5 J19 To	tal 0	20

#### Site Details

No.	2
	Bath
Site Name	Western Riverside
No. of Dwellings	250
	B&NES 013

#### Person Trip Generation

weekday AM Peak Hour	45	190	∠35
Weekday PM Peak Hour	158	- 77	235

### Trips by Distribution and Mode

				Weekday Al	/ Peak Hour				Weekday PM Peak Hour							
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
&NES - Other (Batheaston / Bathford)	2	0	0	0	0	0	3	1%	2	0	0	0	0	0	3	1%
S&NES - Other (Norton Radstock)	4	1	1	0	0	0	5	2.24%	4	1	1	0	0	0	5	2.24%
8&NES - Other (Paulton)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
&NES - Other (Peasedown St John)	3	1	0	0	1	0	5	2%	3	1	0	0	1	0	5	2%
8&NES - Other (Saltford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
S&NES - Other (Whitchurch)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Sath	45	9	91	10	23	2	180	76%	45	8	91	10	23	2	179	76%
erkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	3	0	0	0	1	7	11	5%	3	0	0	0	1	7	11	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
ristol - Suburban	6	0	0	0	0	3	10	4%	6	0	0	0	0	3	10	4%
Sloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
fampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Ceynsham	2	0	0	0	0	1	3	1%	2	0	0	0	0	1	3	1%
ondon	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Vorth Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
lorth Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
orth Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
orth Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Frome)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
omerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Wells)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Wick)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Yate)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Swindon - East	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
windon - West	0	0	0	0	0	1	1	1%	0	0	0	0	0	1	1	1%
he North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
/iltshire (Bradford-on-Avon)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
/iltshire (Chippenham)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
fillshire (Corsham)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
iltshire (Malmesbury)	1	1	0	0	0	0	1	1%	1	1	0	0	0	0	1	1%
iltshire (Melksham)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
hitshire (Royal Wootton Bassett)	0	Ü	0	0	0	0	0	0%	0	0	0	Ü	O	Ö	0	0%
filtshire (Trowbridge)	2	0	0	0	0	0	3	1%	2	0	0	0	0	0	3	1%
filtshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
/iltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	o o	0	0%
otal	78	12	94	11	26	14	235	100%	78	12	94	11	26	14	235	100%
Mode Share	33%	5%	40%	5%	11%	6%	100%		33%	5%	40%	5%	11%	6%	100%	

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hou
A36	A36 / A350	0	0
A36	A36 / A361	0	0
A36	A36 / Marsh Road	0	0
A36	M3 J9	0	0
A36 / A361	A36 / A350	0	0
N36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	2	2
A36 / B3108	A36 / B3108	0	0
36 / B3108	A36 / Marsh Road	0	0
36 / Branch Road	A36 / A366	0	0
4 / A46	A4 / A363	7	7
4 / A46	M32 J1	0	0
44 / A46	M32 J2	0	0
44 / A46	M4 J1	0	0
44 / A46	M4 J16	0	0
44 / A46	M4 J18	0	0
4 / A46	M5 J17	0	0
4 / A46	M5 J19	0	0
46 / A420	A4 / A363	0	0
46 / A420	A46 / A420	0	0
46 / A420	M25 J19	0	0
46 / A420	M32 J1	0	0
46 / A420	M32 J2	0	0
46 / A420	M32 J3	0	0
46 / A420	M4 J1	0	0
N46 / A420	M4 J12	0	0
46 / A420	M4 J15	0	0
46 / A420	M4 J16	0	0
46 / A420	M4 J17	1	1
46 / A420	M4 J18	1	1
46 / A420	M4 J20	0	0
46 / A420	M5 J17	0	0
46 / A420	M5 J20	0	0
/32 J1	M32 J1	3	3
/32 J1	M5 J17	0	0
/32 J1	M5 J18	0	0
/32 J1	M62 J24	0	0
/32 J3	M32 J2	0	0
/32 J3	M32 J3	0	0
M5 J19	M5 J19	15	15
	MID 319 Total	15	15

#### Site Details

No.	3	
Location	Bath	
Site Name	Twerton Park	
No. of Dwellings	70	
MSOA for Analysis	B&NES 011	
Inn Rate Category	Suburban Area	

#### Person Trip Generation

Weekday AM Peak Hour	13	53	66
Weekday PM Peak Hour	44	77	66

#### Trips by Distribution and Mode

				Weekday All	Peak Hour			Weekday PM Peak Hour								
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	-	1%	1	0	0	0	0	0	1	1%
8&NES - Other (Norton Radstock)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
S&NES - Other (Paulton)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
8&NES - Other (Peasedown St John)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
3&NES - Other (Saltford)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
3&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Sath	21	4	17	3	9	0	54	82%	21	4	17	3	9	0	54	82%
Serkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Snstol - Central	1	0	0	0	0	1	2	3%	1	0	0	0	0	1	2	3%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	1	0	0	0	0	0	2	2%	1	0	0	0	0	0	2	2%
Sloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
lampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Reynsham	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
ondon	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Forth Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	U	0%
lorth Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	U	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
he North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Viltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	U	0%
/illshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	U	0%
/illshire (Corsham)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
/iltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
/iltshire (Melksham)	Ö	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Viltshire (Royal Wootton Bassett)	Ö	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Viltshire (Trowbridge)	Ö	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Viltshire (Warminster)	0	0	0	0	0	0	0	0%	0	Ö	0	0	0	Ü	0	0%
/iltshire (Westbury)	0	0	0	0	0	0	0	0%	0	Ö	0	0	0	Ü	0	0%
otal	28	5	18	3	10	1	66	100%	28	5	18	3	10	1	66	100%
lode Share	43%	8%	27%	5%	15%	1%	100%		43%	8%	27%	5%	15%	1%	100%	

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hou
A36	A36 / A350	0	0
A36	A36 / A361	0	0
A36	A36 / Marsh Road	0	0
A36	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	2	2
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	Ü	0
M32 J1	M32 J1	0	0
M32 J1	M5 J17	Ö	Ü
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
M32 J3	M32 J2	Ü	0
M32 J3	M32 J3	Ü	0
M5 J19	M5 J19 Tes	al 9	9
	M5 J19 Total	ail 2	1 2

#### Site Details

No.	4
Location	Bath
Site Name	Royal United Hospital
No. of Dwellings	100
MSOA for Analysis	B&NES 008
Trin Pate Category	

#### Person Trip Generation

weekday AM Peak Hour	18	/0	94

### Trips by Distribution and Mode

				Weekday Al	/ Peak Hour				Weekday PM Peak Hour							
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
S&NES - Other (Batheaston / Bathford)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
S&NES - Other (Norton Radstock)	2	0	0	0	0	0	3	3%	2	0	0	0	0	0	3	3%
&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
&NES - Other (Peasedown St John)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
8&NES - Other (Saltford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
S&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
ath	22	3	30	7	7	0	69	73%	22	3	30	7	7	0	68	73%
erkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
ristol - Central	2	0	0	0	1	1	5	5%	2	0	0	0	1	1	5	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
ristol - Suburban	5	0	0	0	0	1	7	7%	5	0	0	0	0	1	7	7%
Sloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
lampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
eynsham	1	0	0	0	0	0	2	2%	1	0	0	0	0	0	2	2%
ondon	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Vorth Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
orth Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
orth Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
forth Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
omerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
windon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
he North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
/iltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
/iltshire (Chippenham)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
fillshire (Corsham)	1	0	0	0	0	0	2	2%	1	0	0	0	0	0	2	2%
iltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
iltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
hitshire (Royal Wootton Bassett)	Ü	ė ė	0	0	0	Ü	0	0%	0	Ü	0	Ö	Ü	Ü	0	0%
filtshire (Trowbridge)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
filtshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
/iltshire (Westbury)	0	0	0	0	0	0	0	0%	0	Ö	Ö	o o	0	0	0	0%
otal	40	4	31	8	9	2	94	100%	40	4	31	8	9	2	94	100%
lode Share	43%	4%	33%	8%	10%	2%	100%		43%	4%	33%	8%	10%	2%	100%	_

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hou
A36	A36 / A350	0	0
A36	A36 / A361	0	0
A36	A36 / Marsh Road	0	0
A36	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
N36 / B3108	A36 / Marsh Road	0	0
N36 / Branch Road	A36 / A366	0	0
N4/A46	A4 / A363	3	3
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
44 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	1	1
N46 / A420	M25 J19	0	0
N46 / A420	M32 J1	2	2
N46 / A420	M32 J2	0	0
N46 / A420	M32 J3	1	1
A46 / A420	M4 J1	0	0
N46 / A420	M4 J12	0	0
N46 / A420	M4 J15	0	0
N46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
N46 / A420	M5 J17	0	0
N46 / A420	M5 J20	0	0
//32 J1	M32 J1	0	0
M32 J1	M5 J17	0	0
M32 J1	M5 J18	0	0
//32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	0	0
M5 J19	M5 J19 _	otal 8	Q.

#### Site Details

No.	5
Location	Bath
Site Name	St Martin's Hospital
No. of Dwellings	50
MSOA for Analysis	B&NES 017

#### Person Trip Generation

weekday AM Peak Hour	9	35	47
Weekday PM Peak Hour	32	15	47

### Trips by Distribution and Mode

				Weekday Al	f Peak Hour				Weekday PM Peak Hour							
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Norton Radstock)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Peasedown St John)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
B&NES - Other (Saltford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	15	2	12	2	3	0	34	71%	15	2	11	2	3	0	34	71%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	1	0	0	0	0	1	3	6%	1	0	0	0	0	1	3	6%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	1	0	0	0	0	1	2	5%	1	0	0	0	0	1	2	5%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
London	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Wiltshire (Corsham)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Koyal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Willshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	24	3	12	2	3	4	47	100%	24	3	12	2	3	4	47	100%
Mode Share	50%	5%	25%	5%	7%	8%	100%		50%	5%	25%	5%	7%	8%	100%	

Entry Junction	Exit Junction	Weekday AM Peak Hour	
A36	A36 / A350	0	0
A36	A36 / A361	0	0
A36	A36 / Marsh Road	0	0
A36	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	1	1
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	1	1
A4 / A46	A4 / A363	1	1
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
4 / A46	M5 J17	0	0
4 / A46	M5 J19	0	0
N46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
N46 / A420	M25 J19	0	0
N46 / A420	M32 J1	0	0
N46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	Ü	Ö
N46 / A420	M4 J12	0	0
N46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	Ü	Ö
A46 / A420	M4 J18	0	0
46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	1	1
W32 J1	M5 J17	Ü	0
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
V32 J3	M32 J2	0	0
V32 J3	M32 J3	0	0
M5 J19	ME HO		
	MIS STS Total	2	2

#### Site Details

No.	6
Location	Bath
Site Name	Sion Hill
No. of Dwellings	100
MSOA for Analysis	B&NES 007
Trin Rate Category	

#### Person Trip Generation

weekday AM Peak Hour	18	/6	94
Weekday PM Peak Hour	63	31	94

### Trips by Distribution and Mode

				Weekday A	M Peak Hour				Weekday PM Peak Hour							
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Norton Radstock)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
B&NES - Other (Peasedown St John)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Saltford)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	12	2	45	2	6	1	68	73%	12	2	45	2	6	1	68	73%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	1	0	0	0	0	3	4	5%	1	0	0	0	0	3	4	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	3	0	0	0	0	1	5	5%	3	0	0	0	0	1	5	5%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
London	0	0	0	0	0	1	1	1%	0	0	0	0	0	1	1	1%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Somerset (Shepton Mallet)	U	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	1	1	1%	0	0	0	0	0	1	1	1%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
Wiltshire (Chippenham)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
Willshire (Corsham)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Willshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
Wiltshire (Royal Wootton Bassett)	U	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Willshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	27	3	46	3	8	7	94	100%	27	3	46	3	8	7	94	100%
Mode Share	29%	3%	49%	3%	8%	8%	100%		29%	3%	49%	3%	8%	8%	100%	

ASS   ASS   ASS   U	Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hou
ASE	A36	A36 / A350	0	0
\$387 ASS				1
0.58   A.586   A.587   A.586   0	N36	A36 / Marsh Road	0	0
NSF   ASSE	N36	M3 J9	0	0
\$28 / 85/108	A36 / A361	A36 / A350	0	0
0.58 / 85108	A36 / A366	A36 / A366	0	0
\$28 / 83108	A36 / B3108	A36 / A350	0	0
SSF   PS   SSF	36 / B3108	A36 / A361	0	0
NSF   ISSTURE   NSF	A36 / B3108	A36 / A366	0	0
NSF ISSIGN ROSS   NSF ISSIGN ROSS   V	A36 / B3108	A36 / B3108	0	0
## 74/86	36 / B3108	A36 / Marsh Road	0	0
N3 7.466	A36 / Branch Road	A36 / A366	0	0
MY   AND   MY   MY   MY   MY   MY   MY   MY   M	4 / A46	A4 / A363	4	4
M2   M3   M3   M3   M3   M3   M3   M3	4 / A46	M32 J1	0	0
M2 7AB	A4 / A46	M32 J2	0	0
M2 7A86 M3 718 U U U M3 747 M46 M5 717 U U U M5 747 M5	A4 / A46	M4 J1	0	0
MF JAME MF JATP  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4/A46	M4 J16	0	0
M3   M5   M5   M6   M7   M7   M7   M7   M7   M7   M7	4/A46	M4 J18	0	0
A67   A420	4 / A46	M5 J17	0	0
ABF   FAZQU	A4 / A46	M5 J19	0	0
M69   A420   M62   319   0   0   0   0	46 / A420	A4 / A363	0	0
M82   J1	46 / A420	A46 / A420	0	Ü
MS2 12	146 / A420	M25 J19	0	0
M62   A420	146 / A420	M32 J1	1	1
M69   74420	46 / A420	M32 J2	0	0
M6   A420   M4   112   0   0   0   0	46 / A420	M32 J3	1	1
MB   J15	46 / A420	M4 J1	0	0
M67   A420	46 / A420	M4 J12	0	0
\( \text{AG2} \) \( \text{AG2} \) \( \text{AG2} \) \( \text{AG3} \) \( \te	A46 / A420	M4 J15	0	0
\( \text{AG2} \) \( \text{AG2} \) \( \text{AG2} \) \( \text{AG3} \) \( \te	A46 / A420	M4.I16	1	1
MB   ALGO	46 / A420	M4 J17	0	0
MB / A420 MB / I/T 0 0 0 0 MB / A420 MB / 20 0 0 0 MB / 22 1 0 0 0 MB / 22 2 0 0 0 MB / 22 3 0 0 0 MB / 22 3 0 0 0 0 MB / 22 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	46 / A420	M4 J18	0	0
M67	46 / A420	M4 J20	0	0
M22.17 M22.17 0 0 0 0 M252.17 M6-117 0 0 0 M252.27 M6-118 0 0 0 M252.21 M6-118 0 0 0 M252.25 M62.124 0 0 0 M352.15 M62.125 0 0 0 M352.15 M632.12 0 0 0 M352.15 M632.12 0 0 0	46 / A420	M5 J17	0	0
M22.17 M22.17 0 0 0 0 M252.17 M6-117 0 0 0 M252.27 M6-118 0 0 0 M252.21 M6-118 0 0 0 M252.25 M62.124 0 0 0 M352.15 M62.125 0 0 0 M352.15 M632.12 0 0 0 M352.15 M632.12 0 0 0	46 / A420	M5.J20	0	0
NS2.37 NS.317 U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	432.11	M32.I1	0	0
M32.11 M62.124 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
M32.11 M62.124 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	/32 J1	M5 J18	0	0
M32 J3 M32 J2 0 0 M32 J3 M32 J3 0 0				
M32 J3 0 0				0
			0	
M5 J19 Total 11 11	WD J19	ME HO		

#### Site Details

No.	7
Location	Keynsham
Site Name	Fire Station
No. of Dwellings	21
MSOA for Analysis	Banes 002
Inp Rate Category	Edge of Town Centre

#### Person Trip Generation

Weekday AM Peak Hour	5	14	18
Weekday PM Peak Hour	14	8	22

#### Trips by Distribution and Mode

	Weekday AM Peak Hour									Weekday PM Peak Hour						
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
B&NES - Other (Batheaston / Bathford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Norton Radstock)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
B&NES - Other (Peasedown St John)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Saltford)	0	0	0	0	0	0	1	3%	1	0	0	0	0	0	1	3%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Bath	2	0	0	0	0	0	3	17%	3	0	0	0	0	0	4	17%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	1	0	0	0	1	0	2	13%	- 1	0	0	0	1	0	3	13%
Bristol - Ports	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Bristol - Suburban	4	0	0	0	1	0	5	26%	4	0	0	0	1	0	6	26%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	2	0	2	0	0	0	5	26%	2	0	3	0	0	0	6	26%
London	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	Ü	Ü	0	Ü	Ü	Ü	0	0%	Ü	Ü	Ü	Ü	Ü	Ü	Ü	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	2%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	2%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	2%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Willshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Corsham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	Ö	0	0	Ö	0	0	0	0%	Ö	Ö	0	0	0	Ö	Ö	0%
Wiltshire (Royal Wootton Bassett)	0	0	Ö	1 0	0	Ö	i o	0%	Ó	ō	ō	i i	Ö	0	ō	0%
Wiltshire (Trowbridge)	0	0	Ö	1 0	0	Ö	i o	0%	Ó	ō	ō	i i	Ö	0	ō	0%
Wiltshire (Warminster)	0	- 0	- O	- ō	0	0	0	0%	- i	- O	0	0	- O	- O	ō	0%
Wiltshire (Westbury)	0	0	ō	0	0	Ü	0	0%	0	0	0	0	0	0	0	0%
Total	12	1	3	0	2	1	18	100%	14	1	3	1	2	1	22	100%
Mode Share	64%	6%	14%	3%	10%	3%	100%		64%	6%	14%	3%	10%	3%	100%	

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hour		
A36	A36 / A350	0	0		
A36	A36 / A361	0	0		
A36	A36 / Marsh Road	0	0		
A36	M3 J9	0	0		
A36 / A361	A36 / A350	0	0		
A36 / A366	A36 / A366	0	0		
A36 / B3108	A36 / A350	0	0		
A36 / B3108	A36 / A361	0	0		
A36 / B3108	A36 / A366	0	0		
A36 / B3108	A36 / B3108	0	0		
A36 / B3108	A36 / Marsh Road	0	0		
A36 / Branch Road	A36 / A366	0	0		
A4 / A46	A4 / A363	0	0		
A4 / A46	M32 J1	0	0		
A4 / A46	M32 J2	0	0		
A4 / A46	M4 J1	0	0		
A4 / A46	M4 J16	0	0		
A4 / A46	M4 J18	0	0		
A4 / A46	M5 J17	0	0		
A4 / A46	M5 J19	0	0		
A46 / A420	A4 / A363	0	0		
A46 / A420	A46 / A420	0	0		
A46 / A420	M25 J19	0	0		
A46 / A420	M32 J1	0	0		
A46 / A420	M32 J2	0	0		
A46 / A420	M32 J3	0	0		
A46 / A420	M4 J1	0	0		
A46 / A420	M4 J12	0	0		
A46 / A420	M4 J15	0	0		
A46 / A420	M4 J16	0	0		
A46 / A420	M4 J17	0	0		
A46 / A420	M4 J18	0	0		
A46 / A420	M4 J20	0	0		
A46 / A420	M5 J17	0	0		
A46 / A420	M5 J20	0	0		
M32 J1	M32 J1	1	1		
M32 J1	M5 J17	0	0		
M32 J1	M5 J18	0	0		
M32 J1	M62 J24	0	0		
M32 J3	M32 J2	0	0		
M32 J3	M32 J3	0	0		
M5 J19	M5 J19 Tot	al 9	9		

#### Site Details

No.	8
Location	Keynsham
Site Name	Treetops Nursing Home
No. of Dwellings	35
MSOA for Analysis	B&NES 002
Trin Rate Category	Edge of Town Centre

#### Person Trip Generation

Ivveekgay AM Peak Hour	 	
	23	31

### Trips by Distribution and Mode

				Weekday A	M Peak Hour				Weekday PM Peak Hour							
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
B&NES - Other (Batheaston / Bathford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Norton Radstock)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
B&NES - Other (Peasedown St John)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Saltford)	1	0	0	0	0	0	1	3%	1	0	0	0	0	0	1	3%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Bath	4	0	0	0	0	0	5	17%	5	0	0	0	0	1	6	17%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	2	0	0	0	2	0	4	13%	2	0	0	0	2	0	5	13%
Bristol - Ports	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1	1%
Bristol - Suburban	6	0	0	0	1	0	8	26%	7	1	0	0	1	0	10	26%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	3	1	4	0	0	0	8	26%	4	1	4	0	0	0	10	26%
London	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
South Gloucestershire (Wick)	0	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
South Gloucestershire (Yate)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Willshire (Corsham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	20	2	4	1	3	1	31	100%	24	2	5	1	4	1	37	100%
Mode Share	64%	6%	14%	3%	10%	3%	100%		64%	6%	14%	3%	10%	3%	100%	

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hou
A36	A36 / A350	0	0
A36	A36 / A361	0	0
A36	A36 / Marsh Road	0	0
A36	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	0	0
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
14 / A46	M4 J18	0	0
4 / A46	M5 J17	0	0
4 / A46	M5 J19	0	0
N46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
N46 / A420	M25 J19	0	0
N46 / A420	M32 J1	0	0
N46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	Ü	· O
N46 / A420	M4 J12	0	0
N46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	Ü	· O
A46 / A420	M4 J18	0	0
48 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	1	1
W32 J1	M5 J17	Ü	1
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
V32 J3	M32 J2	0	0
V32 J3	M32 J3	0	0
M5 J19	ME HO		
	MIS STS Total	9	9

#### Site Details

No.	9
Location	Keynsham
Site Name	Safeguarded Land
	280
	B&NES 003

#### Person Trip Generation

weekday AM Peak Hour	5/	217	2/4
Weekday PM Peak Hour	169	69	237

### Trips by Distribution and Mode

				Weekday Al	M Peak Hour							Weekday P	Weekday PM Peak Hour						
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips			
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%			
B&NES - Other (Norton Radstock)	4	0	1	0	0	0	5	2%	4	0	1	0	0	0	4	2%			
B&NES - Other (Paulton)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%			
B&NES - Other (Peasedown St John)	3	0	0	0	0	0	3	1%	2	0	0	0	0	0	3	1%			
B&NES - Other (Saltford)	5	1	0	0	0	0	7	3%	5	1	0	0	0	0	6	3%			
B&NES - Other (Whitchurch)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%			
Bath	33	3	1	1	5	3	47	17%	29	3	1	1	4	2	41	17%			
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
Bristol - Central	19	1	0	3	14	7	44	16%	17	1	0	2	12	6	38	16%			
Bristol - Ports	2	0	0	0	0	0	2	1%	1	0	0	0	0	0	1	1%			
Bristol - Suburban	71	3	1	2	5	2	83	30%	62	2	1	2	4	2	72	30%			
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
Keynsham	31	3	24	2	1	0	61	22%	27	2	21	1	1	0	52	22%			
London	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
North Somerset (Chew Magna)	2	Ö	0	Ö	Ö	0	2	1%	2	0	0	0	0	0	2	1%			
North Somerset (Easton-in-Gordano)	0	Ö	0	Ö	Ö	0	0	0%	0	0	0	0	0	0	0	0%			
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
North Somerset (Nailsea)	Ö	ō	Ö	ō	Ö	0	ō	0%	Ö	ō	0	0	Ö	ō	Ö	0%			
North Somerset (Winscombe)	0	Ö	0	Ö	Ö	0	0	0%	0	0	0	0	0	0	0	0%			
North Somerst (Yatton)	0	Ö	0	Ö	Ö	0	0	0%	0	0	0	0	0	0	0	0%			
Somerset (Frome)	0	0	0	Ö	0	0	0	0%	0	0	0	0	0	0	0	0%			
Somerset (Shepton Mallet)	- O	- O	0	- 0	ő	0	ű.	0%	o o	- o	Ü	0	0	- O	0	0%			
Somerset (Street)	0	Ö	0	Ö	Ö	0	0	0%	0	0	0	0	0	0	0	0%			
Somerset (Wells)	0	Ö	0	Ö	Ö	0	0	0%	0	0	0	0	0	0	0	0%			
Somerset (Wincanton)	0	0	0	Ö	0	0	0	0%	0	0	0	0	0	0	0	0%			
South Gloucestershire (Bradley Stoke)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%			
South Gloucestershire (Cribbs Causeway)	4	0	0	0	0	0	4	2%	4	0	0	0	0	0	4	2%			
South Gloucestershire (Wick)	i	ō	Ö	ō	Ö	0	i	0%	1	ō	0	0	Ö	ō	i	0%			
South Gloucestershire (Yate)	4	Ö	0	Ö	Ö	0	5	2%	4	0	0	0	0	0	4	2%			
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
The North	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%			
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%			
Wiltshire (Chippenham)	Ö	ō	Ö	ō	Ö	0	ō	0%	Ö	ō	0	0	Ö	ō	- O	0%			
Willshire (Corsham)	2	0	0	0	0	0	2	1%	1	0	0	0	0	0	1	1%			
Wiltshire (Malmesbury)	- ō	0	ů .	ő	0	0	0	0%	0	0	0	0	0	l ŏ		0%			
Wiltshire (Melksham)	0	0	Ö	Ö	0	0	0	0%	0	0	0	0	0	l ŏ	, i	0%			
Willshire (Royal Wootton Bassett)	ŏ	Ü	Ü	ŏ	- ŭ	Ü	ő	0%	- o	Ü	i i	Ü	ŏ	l ö	ŏ	0%			
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%			
Wiltshire (Warminster)	i	0	ů .	ő	0	0	0	0%	0	0	0	0	0	l ŏ		0%			
Wiltshire (Westbury)	0	0	Ö	Ö	0	0	0	0%	0	ů .	0	0	0	l ŏ	, i	0%			
Total	189	12	28	š	25	12	274	100%	164	10	24	7	22	10	237	100%			
Mode Share	69%	4%	10%	3%	9%	4%	100%		69%	4%	10%	3%	9%	4%	100%	.00%			

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hou
A36	A36 / A350	0	0
A36	A36 / A361	0	0
A36	A36 / Marsh Road	0	0
A36	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
36 / B3108	A36 / Marsh Road	0	0
36 / Branch Road	A36 / A366	1	1
4 / A46	A4 / A363	3	2
4 / A46	M32 J1	0	0
4/A46	M32 J2	0	0
4 / A46	M4 J1	0	0
4 / A46	M4 J16	0	0
4 / A46	M4 J18	0	0
4/A46	M5 J17	0	0
4 / A46	M5 J19	0	0
46 / A420	A4 / A363	0	0
46 / A420	A46 / A420	0	0
46 / A420	M25 J19	0	0
46 / A420	M32 J1	0	0
46 / A420	M32 J2	0	0
46 / A420	M32 J3	0	0
46 / A420	M4 J1	0	0
N46 / A420	M4 J12	0	0
N46 / A420	M4 J15	0	0
N46 / A420	M4 J16	0	0
46 / A420	M4 J17	0	0
46 / A420	M4 J18	0	0
46 / A420	M4 J20	0	0
46 / A420	M5 J17	0	0
46 / A420	M5 J20	0	0
/32 J1	M32 J1	11	9
/32 J1	M5 J17	4	4
/32 J1	M5 J18	1	1
/32 J1	M62 J24	0	0
/32 J3	M32 J2	0	0
/32 J3	M32 J3	1	1
M5 J19	ME IIO		
	MID 319 Total	21	1 18

### Residential Trip Generation and Distribution - Summary (All Sites)

### List of Sites

No.	Site Name	No. of Dwellings
1	Green Park West and Sydenham Park	250
2	Western Riverside	250
3	Twerton Park	70
4	Royal United Hospital	100
5	St Martin's Hospital	50
6	Sion Hill	100
7	Fire Station	21
8	Treetops Nursing Home	35
9	Safeguarded Land	280
		otal 4.4E6

#### Person Trip Generation

Time Period	Arrivals	Departures	Two-Way	
Weekday AM Peak Hour	231	847	1,078	ĺ
Weekday PM Peak Hour	734	361	1.095	î

### Vehicle Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	104	383	488
Weekday PM Peak Hour	323	159	482

### Trips by Distribution and Mode

	Weekday AM Peak Hour									Weekday Pf	M Peak Hour					
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Rue	Rail	Total	Proportion of Trips
B&NES - Other (Batheaston / Bathford)	7	0	1	1	1	0	10	1%	7	0	1	1	1	0	10	1%
B&NES - Other (Norton Radstock)	14	1	2	1	1	Ď	19	2%	14	1	2	1	1	0	19	2%
B&NES - Other (Paulton)	4	i	1	i	0	ů .	6	1%	4	i	1	i	i	0	5	0%
B&NES - Other (Peasedown St John)	11	1	1	1	3	0	17	2%	11	1	1	1	3	0	18	2%
B&NES - Other (Saltford)	10	2	1	1	1	ň	14	1%	10	2	1	i i	1	0	14	1%
B&NES - Other (Whitchurch)	3	1 0	<u> </u>	<u> </u>	i i	ň	3	0%	2	1 0	<u> </u>	<u> </u>	i	0	3	0%
Bath	192	25	290	32	73	7	620	58%	197	26	308	34	76	7	647	59%
Berkshire (Reading)	0	0	100	0	10	,	0.00	0%	0	0	0	0	,0	,	0	0%
Bristol - Central	34	1 2	1	4	19	28	88	8%	33	2	1 1	1	18	28	90	8%
Bristol - Ports	34	1 3	<u> </u>	1 7	19	20	2	0%	33		<u> </u>	7	10	20	2	0%
Bristol - Suburban	102	- 6	2	3	7	12	131	12%	95	5	2	3	7	12	124	11%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	· .	12	0	0%	0	0	0	0	'n	0	124	0%
Hampshire (Winchester)	0	0	0	- 0	0	0	0	0%	0	0	0	0	0		0	0%
Keynsham	42	4	31	1 3		1	82	8%	40	4	29	2	3		77	7%
London	1		0	2	2	3	- 62 A	0%	1		29	2	2		11	0%
North Somerset (Bristol Airport)	1	0	0	0	0	3	+ +	0%	1	0	0	0	0	4	, b	0%
North Somerset (Chew Magna)	1	0	0	+ 0	- 0	0	1	0%	1	0	0	0	0	0	1	
North Somerset (Easton-in-Gordano)	1	0	0	- 0	0	0	1 1		1	0	- 0	0	0	0	1 1	0%
North Somerset (Laston-in-Gordano) North Somerset (Long Ashton)	1	0	0	0	0	0	1 1	0%	1	0	0	0	0	0	1 1	0%
North Somerset (Long Ashton) North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	1	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0		0	1		0		0	0	0	0	1	0%
North Somerset (Winscombe) North Somerst (Yatton)					0		0	0%		0				0	-	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome) Somerset (Shepton Mallet)	4	-	0	0	1	-	5	0%	4	0	0	0	1	0	5	0%
	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	- 0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	2	0	0	0	0	0	2	0%	2	0	0	0	0	0	2	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	2	0	0	0	0	0	2	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Cribbs Causeway)	8	0	0	0	0	0	8	1%	7	0	0	0	0	0	8	1%
South Gloucestershire (Wick)	4	0	0	0	0	0	5	0%	5	0	0	0	0	0	5	0%
South Gloucestershire (Yate)	7	0	0	0	0	0	7	1%	6	0	0	0	0	0	7	1%
Swindon - East	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Swindon - West	1	0	0	0	0	3	4	0%	1	0	0	0	0	3	5	0%
The North	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1 1	0%
Wiltshire (Bradford-on-Avon)	3	0	0	0	0	0	4	0%	3	0	0	0	0	0	4	0%
Wiltshire (Chippenham)	7	0	0	0	0	2	9	1%	7	0	0	0	0	2	9	1%
Wiltshire (Corsham)	10	1	0	0	0	0	12	1%	10	1	0	0	0	0	12	1%
Wiltshire (Malmesbury)	1	1	0	0	0	0	2	0%	1	1	0	0	0	0	2	0%
Wiltshire (Melksham)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	8	1	0	0	0	1	11	1%	9	1	0	0	0	1	11	1%
Wiltshire (Warminster)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Westbury)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Total	488	46	331	47	108	58	1,078	100%	482	47	348	48	110	61	1,095	100%
Mode Share	45%	4%	31%	4%	10%	5%	100%		44%	4%	32%	4%	10%	6%	100%	

#### Residential Trip Generation and Distribution - Summary by Location

## Bath Sites

#### List of Sites

Site Name	No. of Dwellings
Green Park West and Sydenham Park	250
	250
	70
	100
St Martin's Hospital	50
Sion Hill	100
	Green Park West and Sydenham Park Western Riverside Twerton Park Royal United Hospital St Martin's Hospital

### Person Trip Generation

Weekday AM Peak Hour	161	594	755
Weekday PM Peak Hour	527	2/1	798

### Vehicle Trip Generation

Weekday AM Peak Hour	57	210	267
Weekday PM Peak Hour	185	95	280

#### Vehicle Trip Rates

Weekday AM Peak Hour	0.069	0.256	0.325
Weekday PM Peak Hour	0.226	0.116	0.342

#### Trips by Distribution and Mode

			Weekday AM Peak Hour							Weekday PM Peak Hour						
Distribution	Vehicles	Car Share	I Walk	l Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trip:
&NES - Other (Batheaston / Bathford)	б	0	1	1	1	0	8	1%	6	0	1	1	1	0	9	1%
8&NES - Other (Norton Radstock)	10	1	1	1	1	0	13	2%	10	1	1	1	1	0	14	2%
8&NES - Other (Paulton)	2	0	0	0	0	0	3	0%	2	0	0	0	0	0	3	0%
SANES - Other (Peasedown St John)	8	1	1	1	3	0	14	2%	9	1	1	1	3	0	15	2%
S&NES - Other (Saltford)	4	1	0	0	Ü	0	5	1%	4	1	0	1	1	0	6	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	1	0%	0	U	0	0	0	Ö	1	0%
Bath	153	22	288	31	67	4	565	75%	160	22	306	32	71	4	596	75%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	12	1	0	1	2	21	38	5%	13	1	0	1	3	22	40	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	21	1	1	1	1	9	34	5%	21	1	1	1	1	10	36	5%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	· o	0	0	0	0	0	0%	0	0	0	0	- O	0	0	0%
Kevnsham	6	1	i	- O	- O	1 1	9	1%	6	1	1	- o	0	1	9	1%
London	1	0	0	0	0	3	4	1%	1	0	0	0	0	4	5	1%
North Somerset (Bristol Airport)	i i	Ď.	i i	0	Ď.	- O	0	0%	i i	0	0	ů.	0	0	- ō	0%
North Somerset (Chew Magna)	0	Ď.	i i	0	Ď.	- O	0	0%	0	0	0	ů.	0	0	i i	0%
North Somerset (Easton-in-Gordano)	1	Ď.	i i	0	Ď.	- O	1	0%	1	0	0	ů.	0	0	1 1	0%
North Somerset (Long Ashton)	n	0	0	0	0	0	- 0	0%	0	- 0	0	0	0	0	0	0%
forth Somerset (Nailsea)	0	0	- o	0	0	0	<u> </u>	0%	0	0	- 0	0	0	0	i	0%
North Somerset (Winscombe)	0	0	- o	0	- O	0	- 0	0%	0	0	- 0	0	0	0	0	0%
North Somerst (Yatton)	0	0	- o	0	0	0	0	0%	0	0	- 0	0	0	0	0	0%
Somerset (Frome)	4	0	0	0	- 1	0	5	1%	4	0	0	Ď		0	5	1%
Somerset (Shepton Mallet)	7	ŏ	ŏ	ŏ	i	ŏ	ň	0%	7	ŏ	ň	ň	i	ŏ	ŏ	0%
Somerset (Street)	ŭ	0	Ü	Ü	Ü	0	0	0%	Ü	Ü	ő	ŭ	Ü	Ü	Ü	0%
Somerset (Wells)	2	ő	ů .	ů .	, i	0	- 3	0%	2	ů .	0	0	ů .	ů.	ž	0%
Somerset (Wincanton)	0	0	Ü	Ü	Ü	0	ñ	0%		Ü	ň	ŭ	0	Ü		0%
South Gloucestershire (Bradley Stoke)	ŭ	0	Ü	0	Ü	, i	ň	0%	, , , , , , , , , , , , , , , , , , ,	0	ň	ň	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	3	0	0	0	ŏ		- i	0%	3			ŏ	0	0		0%
South Gloucestershire (Cribbs Causeway)	3	0	0	0	, o	0	3	0%	3	0	0	0	0	0	3	0%
South Gloucestershire (Yate)	3	ŏ	ŏ	ŏ	Ŏ	ŏ	2	0%	- 3	ŏ	ň	ň	ŏ	ŏ	2	0%
Swindon - East	- n	ŏ	Ö	ŏ	Ö	ŏ	1	0%		ŏ	ň	ň	ŏ	ŏ	1	0%
Swindon - West	, i	0	Ü	0	ň		i	1%	- i	0	ň	ň	0	v v	·	1%
The North	i	0	Ü	Ü	Ü	- i	1 7	0%		Ü	ň	ŭ	0	0	0	0%
Wiltshire (Bradford-on-Avon)	, i	0	Ü	0	Ü	, i	, i	1%		0	ň	ň	0	0	, a	1%
Wiltshire (Chippenham)	3	0	0	0	0	2	9	1%	3	0	0	0	0	2		1%
Wiltshire (Corsham)		0	0	0	0	2	9	1%		0	0	0	0	2	9	1%
Vitshire (Corsnam) Vitshire (Malmesbury)			0	0	0	0	10	0%	9	1	ů,	0	0	0	11	0%
Vitshire (Malmesbury) Vitshire (Melksham)		1	0	0	0	0	2	0%		1	0	0	0	0		0%
Viltshire (Meiksnam) Viltshire (Royal Wootton Bassett)	1	0	0	0	0	0	1	0%	1 0	0	0	0	0	0	1	0%
Viltshire (Trowbridge)	0	Ü	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Vitshire (Varminster)	′	1	0	0	0	1	10	0%	8	0	0	0	0	1	10	176
Viltshire (Warminster)	1	0		0	0	0	1 1	0%	1	0	0	0	0	0	1	0%
viitsnire (westoury)	267	32	296	37	77	0	755	100%	280	0	315	0	92	0	798	100%
otal Tode Share	267 35%	32 4%	296 39%	5%	10%	45 6%	755	100%	280 35%	33	315	39 5%	10%	49 6%	798 100%	100%

#### Keynsham Sites

List of Sites

No.	Site Name		No. of Dwellings
7	Fire Station		21
8	Treetops Nursing Home		35
9	Safeguarded Land		280
		Total	336
		Iotai	336
Person Trip Generation		IOTAL	330
Person Trip Generation  Weekday AM Peak Hour	1 70	1 253	330

Vehicle Trip Generation

Weekday AM Peak Hour	48	1/3	221
Weekday PM Peak Hour	141	61	202

Vehicle Trip Rates

Weekday AM Peak Hour	0.143	0.514	0.657
Weekday PM Peak Hour	0.419	0.182	0.601

Trips by Distribution and Mode

	Weekday AM Peak Hour						Weekday PM Peak Hour									
Distribution	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	I Bus	Rail	Total	Proportion of Trips
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
B&NES - Other (Norton Radstock)	5	0	1	0	0	0	- 6	2%	4	0	1	0	- O	0	Б	2%
B&NES - Other (Paulton)	2	0	0	0	0	0	3	1%	2	0	0	0	0	0	2	1%
B&NES - Other (Peasedown St John)	3	0	Ď.	i i	ů.	0	3	1%	3	0	0	ů.	0	0	3	1%
B&NES - Other (Saltford)	7	1	1	i i	ů.	0	9	3%	6	1	1	ů.	0	0	8	3%
B&NES - Other (Whitchurch)	,	i i	Ó	i i	ů.	0		1%		i i	i	ů.	0	0	2	1%
Hath	40	4	2	1	5	3	55	17%	365	3		1		3	51	17%
Berkshire (Reading)	0	0	- O	i i	- O	0	0	0%	0	- O	0	0	0	0	0	0%
Bristol - Central	22	1	- O	3	16	7	NO.	16%	20	1	0	3	15		46	15%
Bristol - Ports	2	n	0	0	0	0	2	1%	2	i	0	Ď.	0	0	2	1%
Bristol - Suburban	81	ž	ĭ	2	6	2	96	30%	74	3	1	ž	6	- 3	88	30%
Gloucestershire (Wotton-under-Edge)	0	ň	i	ñ	, ,	ñ	0	0%	^-	ŏ	i		ŏ	- ō	00	0%
Hampshire (Winchester)	ŏ	ň	ň	ŏ	, ,	ŏ	ŏ	0%	Ŏ	ŏ	ŏ	ň	ŏ	ŏ	ň	0%
Revnsham	185	<u> </u>		2	1	0	73	23%	- 77	4	78	9	, , , , , , , , , , , , , , , , , , ,	0	100	23%
London	36	3	0	0	-		73	0%	33	3	28	2		0	08	0%
North Somerset (Bristol Airport)	0	+ <u>"</u>	· "	0	0	0	0	0%	0	0	0		, , , , , , , , , , , , , , , , , , ,	0	, , , , , , , , , , , , , , , , , , ,	0%
North Somerset (Chew Magna)		0		0			ů,	1%	2	0	0		0	0	0	1%
North Somerset (Easton-in-Gordano)	2	0		0	0	0	2	0%	2	0	0	0	Ü		2	0%
North Somerset (Easton-In-Gordano) North Somerset (Long Ashton)	U	0	0	Ü	U	U	U	0%	0	0	U	0	Ü	0	0	0%
North Somerset (Long Asnton) North Somerset (Nailsea)	U	U	0	Ü	U	U	U		U	U	U	U	Ü	U	U	0%
North Somerset (Nailsea) North Somerset (Winscombe)	U	U		U	U	U	U	0%	U	0	U	0	Ü	U	U	
	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0%
North Somerst (Yatton) Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
	0	0	0	0	0	0	0	0%	0	U	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Cribbs Causeway)	5	0	0	0	0	0	5	2%	5	0	0	0	0	0	5	2%
South Gloucestershire (Wick)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
South Gloucestershire (Yate)	5	0	0	0	0	0	6	2%	5	0	0	0	0	0	5	2%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Wiltshire (Bradford-on-Avon)	0	0	U	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	0	U	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Corsham)	2	0	U	0	0	0	2	1%	1	0	0	0	0	0	1	1%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	i i	ō	ō	Ö	i o	Ö	0%	Ö	ō	1 0	ō	0	0	Ö	0%
Wiltshire (Trowbridge)	1 1	- ō	- O	Ü	- O	0	i	0%	1	- O	- 0	- o	ő	0	1	0%
Wiltshire (Warminster)	i	i i	ō	ō	Ö	i o	Ó	0%	Ó	ō	1 0	ō	0	0	Ó	0%
Wiltshire (Westbury)	0	0	- O	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	221	14	35	10	31	13	323	100%	202	13	32	ğ	28	12	296	100%
Mode Share	68%	4%	11%	3%	9%	4%	100%	.50%	68%	5%	11%	3%	10%	4%	100%	100 /2

Local Plan Partial Update: Evidence Base Technical Note: Transport Implications for Bath

# **Appendix D:**

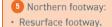
# **Local Cycling and Walking Infrastructure Plan**

Prepared for: B&NES Council



## Bath 1

- Western footway:
- Resurface footway on Livingstone Road.
- · Widen footway at bus stop.
- Footway build-out on Stanley Road West at junction of Livingstone Road to reduce road width to one lane.
- 2 Eastern footway:
- Provide raised table at junction of Livingstone Road and Moorlands Road with improved pedestrian crossing facilities.
- Widen, resurface footway and restrict parking on Livingstone Road.
- Footway build-out on Arlington Road at junction of Livingstone Road.
- Investigate feasibility of signal controlled crossing and continuous footway.
- 3 Northern footway:
- Improve pedestrian facilities at junction of Brougham Hayes/Stanley Road West
- investigate feasibility of signal controlled crossing and resurface footways.
- Provide pedestrian facility such as footway build-out on Lower Oldfield Park, west of junction of Upper Oldfield Park.
- 4 Southern footway:
- Footway build-out at Junction Road junction.
- · Consider continuous footway.



- 6 Southern footway:
- Relocate dropped kerbs and tactile paving at junction of Upper Oldfield Park and Wellsway.
- If feasible, provide footway build-out at junction of Upper and Lower Oldfield Park.
- Eastern footway:
- Widen pedestrian refuge island on Wells Road.
- Widen footway between pedestrian refuge and bus stop or existing barrier.

East Twerton



BATH

8

- Consider continuous footways.
- 9 Southern footway:
- Provide Puffin crossing on Beckford Road near Kennet & Avon Canal towpath entrance.
- Widen footway on Beckford Road.
- Continuous footway on entrance to Sydney Gardens and Holbourne Museum.
- 10 Northern footway:
- Maintenance of footway slabs required.
- Consider continuous footways on Sutton Street and side roads off Beckford Road.
- Investigate widening footway on Beckford Road - would need to remove parking.



 Consider solar lighting studs with bat covers (land is owned by the Canal & River Trust).

Key Walking Route

Key Walking Route

 Other Key Walking Routes

Section start and end points

Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

yncombe Hill

Beechen

Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

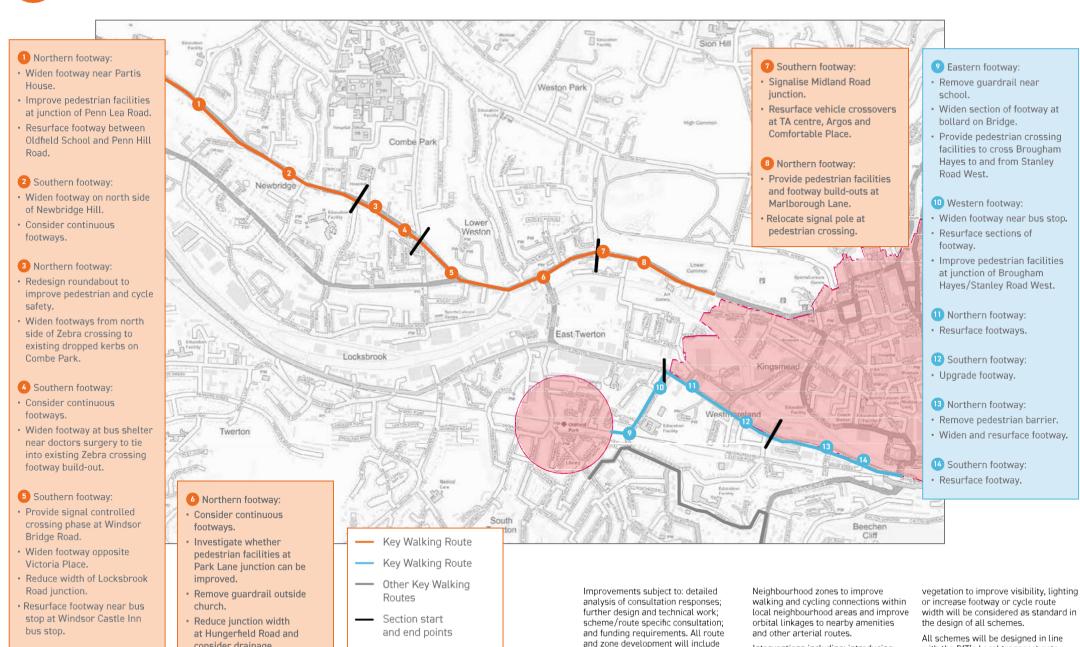
All schemes will be designed in line with the DfT's Local transport note 1/20.

28

consider drainage.



## Rath 2



Core Walking Zones

30

with the DfT's Local transport note

1/20.

Interventions including: introducing,

realigning or upgrading dropped kerbs

and/or tactile paving; and cutting back

engagement with local communities

to develop adjacent Low Traffic

Core Walking Zones

Northern footway:
 Improve existing pedestrian refuge on B3116 near



# Keynsham 1



- Reconstruct and widen footway to reduce slope towards road on St Margaret's Close.
- Link between St Anne's Avenue and St Francis Road - remove barriers and widen footway.
- Cut back hedge encroaching onto footway.
- Investigate options to improve pedestrian environment around school entrance.
- 2 Eastern footway:
- Consider continuous footway at junction of St Anne's Avenue/St George's Road and across St Anne's Avenue near St Margaret's Close.
- 3
- Consider continuous footways at junction of Selworthy Road/St George's Road.
- Western footway:
- Consider continuous footways at junctions of Holcombe Road/Charlton Road and Holcombe Grove/Selworthy Close.
- 5 Northern footway:
- Widen and resurface lower level footway on Charlton Road.
- Provide tactile paving and consider continuous footway at Staple Grove.



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

All schemes will be designed in line with the DfT's Local transport note 1/20.

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and end points

Core Walking Zones



# Keynsham 2



- Improve pedestrian refuge island at Bath Hill car park entrance.
- Remove barriers at entrance to car park.
- · Widen footway.
- 2 Eastern footway:
- Widen pedestrian refuge islands or provide footway build-outs at junctions.
- Consider continuous footways.



- Investigate improvement of pedestrian facilities at roundabout.
- 4 Southern footway:
- Widen footway between Wellsway junction and garage.
- 5 Northern footway:
- Investigate relocation of bus stop near Talbot Inn.
- 6 Southern footway:
- Consider continuous footway across Severn Way at west end near disused doctors surgery.
- · Cut back hedge.
- Northern footway:
- Remove barriers at Limekilns Close.
- Consider continuous footways.



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

All schemes will be designed in line with the DfT's Local transport note 1/20.

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Bath route 2

Bath route 2 variant

Other LCWIP cycling

and end points

routes

Section start



#### Bath routes 1 and 2 · Consider closing Nile Street. Measures on this route include: Reduce width of junction at relocate existing signal · Cycle contra-flow on road in Broad Street/George Street/ crossing to Nile Street north west corner of Royal Lansdown Road and provide junction and upgrade to Victoria Park. cycle lanes where vellow box. Toucan Provide continuous footways Provide cycle/pedestrian · Consider removing left hand Provide segregated cycle on Trafalgar Road, Anchor crossing facility on turn lane from George Street. way on both sides of the Road Harcourt Gardens and Marlborough Lane/Royal Reduce speed limit to 20mph on road between Midland Road Fastfield Avenue Avenue/Royal Victoria Park and Charlotte Street. this section of Lansdown Road. entrance junction. Reconstruct layby to give Reduce speed limit to space for cyclists. · Consider solar lighting studs Lansdown 20mph on London Road. Redesign roundabout to with hat covers improve pedestrian and cycle · One-way uphill with cycle safety. contra-flow down hill north of George Street on Gay Street and Provide rear access into · Provide cycle link in front of continuous footway at junction. school museum on Alfred Street. Cheap Street/Westgate Street close streets to motor vehicles with restricted hours for Remove slip road on east vehicular access. of High Street at junction of Crown Road and provide Toucan crossing or Parallel Zebra crossing. Traffic calming maybe required on Crown Road. Consider removal of parking on north side of Weston Road and provide bi-directional segregated cycleway on north side of road. · Convert two existing Zebra crossing to Parallel crossinas. Provide continuous footways at Cranhill Road, Cranhill Park and Lucklands Road. Traffic calming between Cranwells Park and Weston Bath route 1 8 Road/Weston Remove slip road on east side Implement link between ---- Bath route 1 variant

Fieldings Road bridge and

delivered through Section

Riverside Path (will be

· Improve Riverside path

(see route 5 details).

- resurface, widen where

feasible and provide lighting

106 contribution).

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve walking and cycling connections

within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

6

- Queen Square road layout will be changed as part of Bath's Clean Air Zone proposals so opportunities to improve cycling infrastructure will be incorporated into this scheme.
- Public Realm improvements on George Street.
- Implement shared-use footways on east side of Roman Road.

4

- Provide 3m wide segregated cycle path on the east side (96m) of the Paragon between Guinea Lane and Walcot Street roundabout and upgrade existing Zebra crossing to a Parallel crossing.
- Implement toucans at Clevedon Place by Curfew Inn.
- Investigate feasibility of oneway segregated cycle track for eastbound cycle traffic on London Road from east end of Walcot Parade to Morrison's junction.
- Implement Morrison's signal junction upgrade.

12

- Consider removal of parking to provide one-way segregated cycle path between Upper East Hayes and St Saviours Road for approximately 250m eastbound.
- Upgrade existing Puffin to Toucan and remove central pedestrian refuge.
- Provide contra flow cycle route on one section of St Saviours

  Road
- Reduce speed limit to 20mph on London Road.

All schemes will be designed in line with the DfT's Local transport note 1/20.

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Lane junction.



## Bath routes 3 and 4



- Segregated cycle path west bound between Pen Hill Road and Oldfield School
- Provide east bound cycle lane between no.6 Kelston Road and Pen Hill Road.
- Provide segregated cycle path east bound.
- Continuous footway/cycleway across Pen Hill Road junction with pavement buildout.
- Upgrade existing Puffin to Toucan outside Oldfield School



- Investigate feasibility of new signal controlled junction/ crossing or pedestrian/cycle refuge island west or east of Locksbrook Road.
- Provide footway build-out across Locksbrook Road to provide continuous footway/ cycleway at junction.
- Provide two-way segregated cycle path to link to signalised junction providing continuity of route east to west along the corridor on Newbridge Hill between Locksbrook Road and Combe Park.
- Improve cycle/pedestrian safety at Newbridge Hill/ Combe Park roundabout,
- Consider removal of on-road parking to provide uphill cycle lane or on road cycle symbols where lanes not feasible on Newbridge Hill between Combe Park and 6 Kelston Road.





path at 1-8 Windsor Court.
 Resurface, widen where feasible and provide lighting.

Provide link between

- Widen riverside path under Locksbrook Bridge at pinchpoint for approximately 70m.
- Improve access at Windsor Bridge Road.



- Resurface, widen where feasible and provide lighting.
- Investigate providing new access at Comfortable Place.
- Upgrade existing ramp to Midland Bridge Road.



- Cheap Street/Westgate Street - close streets to motor vehicles with restricted hours for vehicular access
- Implement two-way segregated cycle path on Monmouth Street
- Improve crossing to assist with west cycle movements.
- Widen existing segregated cycle path on Charles Street to provide two way segregated cycle path.



- ---- Bath route 3 variant
  - Bath route 4
- Other LCWIP cycling routes
- Section start and end points

3

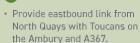
 Resurface, widen where feasible and provide lighting.



 Sustainable transport route for future walking and cycling on disused railway path.



 Resurface, widen where feasible and provide lighting.



Season and the second

Locksbrook

 Improved cycle/pedestrian environment and ramp on Somerset Street.

 Provide westbound segregated cycle path on Broad Quay (existing layby) to link to upgraded Zebra with Parallel crossing and new segregated cycle path linking to riverside path.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

All schemes will be designed in line with the DfT's Local transport note 1/20.

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## Bath route 5



- Pedestrian/cycle crossing where footpath to rear of Shaws Way crosses Poolemead Road.
- New path to rear of Shaws Way between Poolemead Road and to rear of Twerton Infants School
- Consider change of status of 2.5m wide footpath to cycle/ pedestrian route and upgrade access in to rear of school.
- Improve pedestrian/cycling facilities outside school.



· Public Realm improvements.



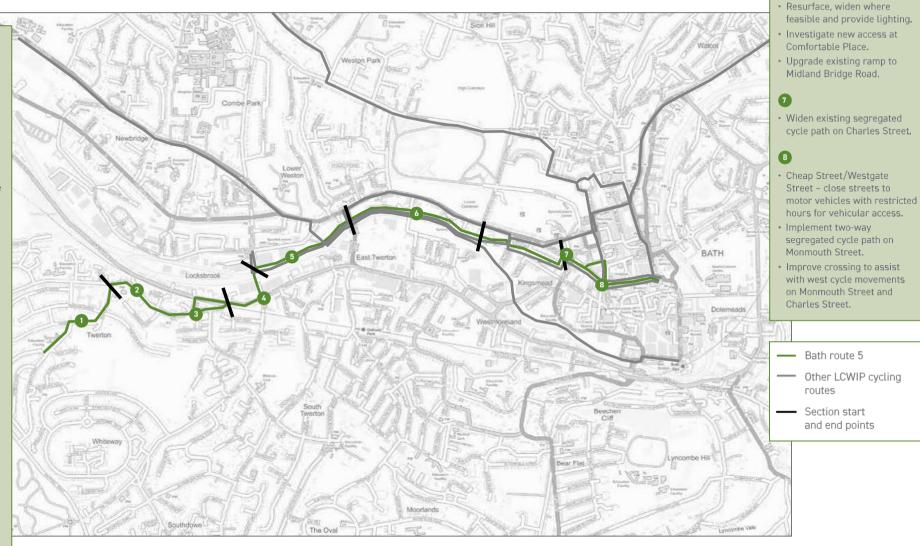
· Signalise Mill Lane/Lower Bristol Road junction, and consider restricting access to cyclists, buses and cars.



- · Provide ramp between riverside path and Fieldings Road Bridge (part of Bath Spa University development).
- Replace Fieldings Road Bridge.
- Provide cycle/pedestrian raised table at entrance to Lidl.



Refer to map C02 for proposed measures between Fielding Road Bridge and city centre.



Improvements subject to: detailed analysis of consultation responses; further design and technical work;

Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

All schemes will be designed in line with the DfT's Local transport note 1/20.

scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

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scheme/route specific consultation;

and funding requirements. All route

and zone development will include

engagement with local communities

to develop adjacent Low Traffic

orbital linkages to nearby amenities

Interventions including: introducing,

realigning or upgrading dropped kerbs

and/or tactile paving; and cutting back

and other arterial routes.

Improve road lining to make

encourage vehicles to keep to the

cyclists more visible and

correct side of the road.

variant

Section start

and end points

the design of all schemes.

1/20.

All schemes will be designed in line

with the DfT's Local transport note

# Appendix E Trip Distribution by Site location

# **Trip Distribution (All trips)- Bath Sites**

Destination	Wee	kday AM Peak Hour	Weel		
	No.	Proportion of trips	No.	Proportion of trips	Total
	Trips		Trips		
Bath	565	75%	596	75%	1161
Keynsham	9	1%	9	1%	18
B&NES Other	45	6%	47	6%	91
Bristol	72	10%	76	10%	148
Mendip	7	1%	8	1%	15
North Somerset	2	0%	2	0%	4
South	8	1%	8	1%	16
Gloucestershire					
Wiltshire	38	5%	41	5%	79
Other	10	1%	11	1%	21
Total	755	100%	798	100%	1553

# **Trip Distribution (Vehicle trips)- Bath Sites**

Destination	Weel	kday AM Peak Hour	Weel	_	
	No.	Proportion of trips	No.	Proportion of trips	Total
	Trips		Trips		
Bath	153	27%	160	27%	313
Keynsham	6	68%	6	68%	12
B&NES Other	29	65%	30	65%	60
Bristol	32	45%	34	45%	66
Mendip	6	81%	6	80%	12
North Somerset	1	84%	2	83%	3
South	7	92%	8	93%	 15
Gloucestershire	,	J270	0	J370	
Wiltshire	30	79%	32	79%	62
Other	2	20%	2	18%	4
Total	267	35%	280	35%	547

# Trip Distribution (All trips)- Keynsham Sites

Destination	Weel	kday AM Peak Hour	Weel		
	No. Trips	Proportion of trips	No. Trips	Proportion of trips	Total
Bath	55	17%	51	17%	106
Keynsham	73	23%	68	23%	141
B&NES Other	24	8%	22	8%	47
Bristol	149	46%	136	46%	284
Mendip	0	0%	0	0%	0
North Somerset	4	1%	4	1%	7
South Gloucestershire	14	4%	13	4%	28
Wiltshire	3	1%	2	1%	5
Other	1	0%	1	0%	1
Total	323	100%	296	100%	620

# Trip Distribution (Vehicle trips)- Keynsham Sites

Destination	Weekday AM Peak Hour		Weel		
	No.	Proportion of trips	No.	Proportion of trips	Total
	Trips		Trips		
Bath	40	72%	36	72%	76
Keynsham	36	50%	33	49%	70
B&NES Other	20	81%	18	81%	38
Bristol	106	71%	96	71%	202
Mendip	0	0%	0	0%	0
North Somerset	3	89%	3	89%	7
South Gloucestershire	13	93%	12	92%	25
Wiltshire	3	93%	2	93%	5
Other	0	40%	0	40%	1
Total	221	68%	202	68%	423