

# 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 car-dependency 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

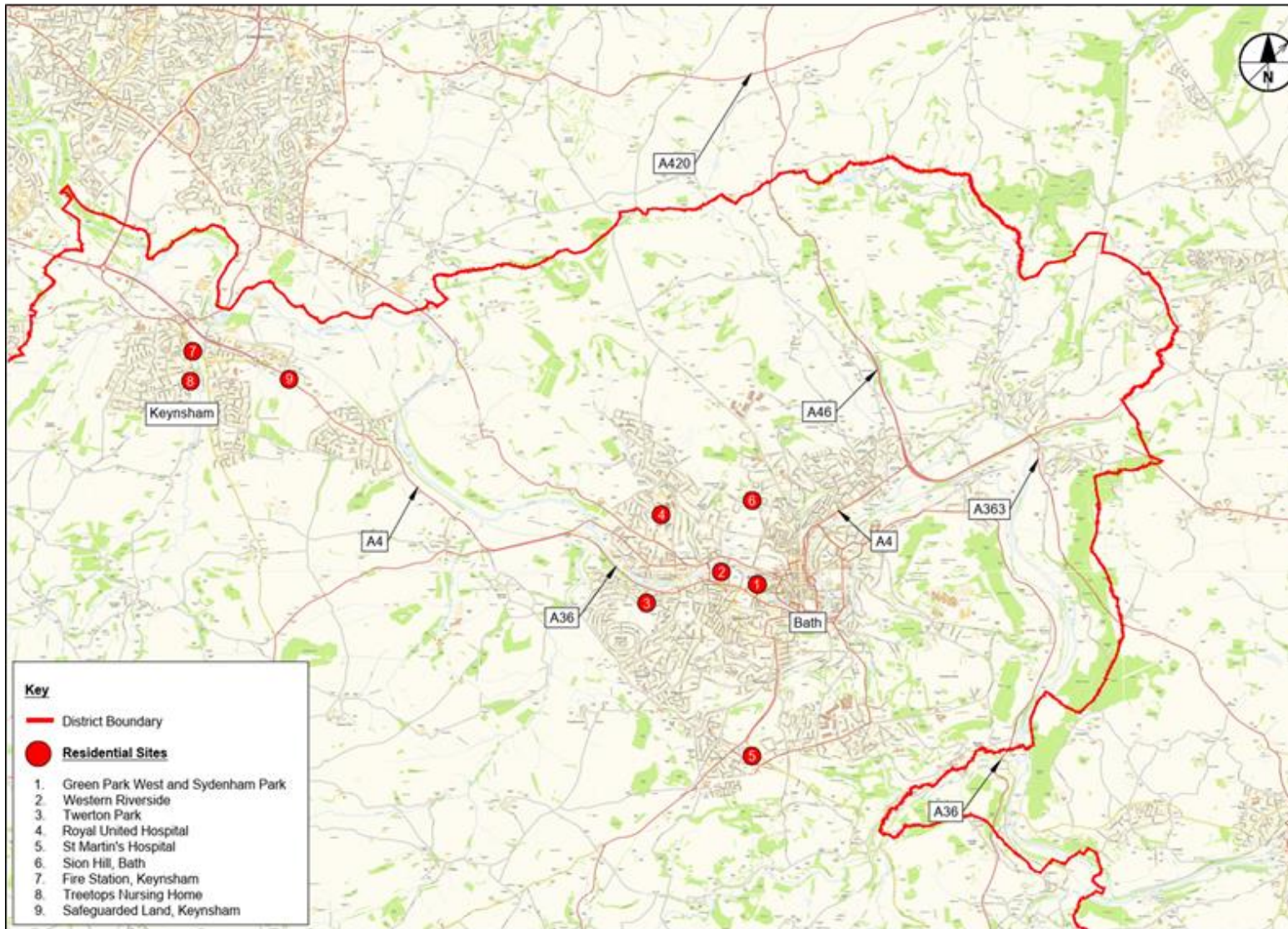


Site No.	Site Name	Location	Potential No. of Homes
4	Royal United Hospital (RUH)	Bath	100
5	St Martin's Hospital	Bath	50
6	Sion Hill	Bath	100
<b><i>Bath Sites Sub-Total</i></b>			<b>820</b>
7	Fire Station	Keynsham	15
8	Treetops Nursing Home	Keynsham	15
9	North Keynsham Safeguarded Land	Keynsham	300
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

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;
- 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 Category	Weekday AM Peak Hour			Weekday PM Peak Hour		
	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

Site No.	Site Name	TRICS Location Category	No. of Trips (Two-Way)	
			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

Site No.	Site Name	TRICS Location Category	No. of Trips (Two-Way)	
			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
<b>Bath Sites Sub-Total</b>			<b>755</b>	<b>798</b>
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
<b>Keynsham Sites Sub-Total</b>			<b>323</b>	<b>296</b>
<b>Total</b>			<b>1,078</b>	<b>1,095</b>

*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

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	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%
<b>Total</b>	<b>755</b>	<b>100%</b>	<b>798</b>	<b>100%</b>

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

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	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%
<b>Total</b>	<b>323</b>	<b>100%</b>	<b>296</b>	<b>100%</b>

*Note: Summation errors due to rounding.*

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

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	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%
<b>Total</b>	<b>1078</b>	<b>100%</b>	<b>1095</b>	<b>100%</b>

*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		
	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

Destination	Weekday AM Peak Hour		Weekday PM Peak Hour		Total
	No. Trips	Proportion of all trips	No. Trips	Proportion of all trips	
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
<b>Total</b>	<b>1078</b>	<b>100%</b>	<b>1095</b>	<b>100%</b>	<b>2173</b>

*Note: Summation errors due to rounding.*



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

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

*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 two-way 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.

## Appendix A:

# TRICS Output Reports

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TOTAL VEHICLES**

Selected regions and areas:

<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NY NORTH YORKSHIRE	1 days
<b>09</b>	<b>NORTH</b>	
	CB CUMBRIA	1 days
<b>10</b>	<b>WALES</b>	
	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 undertaken 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.*

**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.*

Population within 5 miles:

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.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CB-03-A-05</b>	<b>DETACHED/TERRACED HOUSING</b>	<b>CUMBRIA</b>
	MACADAM WAY PENRITH		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	50	
	Survey date: <i>TUESDAY</i>	<i>21/06/16</i>	<i>Survey Type: MANUAL</i>
<b>2</b>	<b>NY-03-A-12</b>	<b>TOWN HOUSES</b>	<b>NORTH YORKSHIRE</b>
	RACECOURSE LANE NORTHALLERTON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	47	
	Survey date: <i>TUESDAY</i>	<i>27/09/16</i>	<i>Survey Type: MANUAL</i>
<b>3</b>	<b>PS-03-A-01</b>	<b>MIXED HOUSES</b>	<b>POWYS</b>
	BRYN GLAS WELSHPOOL		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	16	
	Survey date: <i>MONDAY</i>	<i>11/05/15</i>	<i>Survey Type: MANUAL</i>

*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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.363</b>	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	<b>3</b>	<b>38</b>	<b>0.372</b>	3	38	0.212	<b>3</b>	<b>38</b>	<b>0.584</b>
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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.009</b>	<b>3</b>	<b>38</b>	<b>0.009</b>	<b>3</b>	<b>38</b>	<b>0.018</b>
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									
<b>Total Rates:</b>			<b>0.018</b>			<b>0.018</b>			<b>0.036</b>

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.018</b>	<b>3</b>	<b>38</b>	<b>0.018</b>	<b>3</b>	<b>38</b>	<b>0.036</b>
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			0.027			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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.018</b>	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	<b>3</b>	<b>38</b>	<b>0.018</b>	3	38	0.000	3	38	0.018
17:00 - 18:00	3	38	0.009	3	38	0.018	<b>3</b>	<b>38</b>	<b>0.027</b>
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			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.487</b>	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	<b>3</b>	<b>38</b>	<b>0.540</b>	3	38	0.301	<b>3</b>	<b>38</b>	<b>0.841</b>
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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.159</b>	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	<b>3</b>	<b>38</b>	<b>0.203</b>
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	<b>3</b>	<b>38</b>	<b>0.142</b>	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			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.018</b>	<b>3</b>	<b>38</b>	<b>0.027</b>	<b>3</b>	<b>38</b>	<b>0.045</b>
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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.009</b>	<b>3</b>	<b>38</b>	<b>0.009</b>
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									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.009</b>			<b>0.009</b>

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.



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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.018</b>	<b>3</b>	<b>38</b>	<b>0.027</b>	<b>3</b>	<b>38</b>	<b>0.045</b>
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			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.646</b>	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	<b>3</b>	<b>38</b>	<b>0.673</b>	3	38	0.381	<b>3</b>	<b>38</b>	<b>1.054</b>
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.

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.

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

**MULTI-MODAL CARS**

Calculation factor: 1 DWELLS

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.327</b>	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	<b>3</b>	<b>38</b>	<b>0.354</b>	3	38	0.204	<b>3</b>	<b>38</b>	<b>0.558</b>
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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.062</b>	<b>3</b>	<b>38</b>	<b>0.044</b>	<b>3</b>	<b>38</b>	<b>0.106</b>
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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>3</b>	<b>38</b>	<b>0.009</b>	<b>3</b>	<b>38</b>	<b>0.009</b>
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.

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**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TOTAL VEHICLES**

Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	DV DEVON	2 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NY NORTH YORKSHIRE	2 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	2 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	1 days
<b>10</b>	<b>WALES</b>	
	PS POWYS	1 days
<b>11</b>	<b>SCOTLAND</b>	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	HI 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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)

*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.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>AG-03-A-01</b>	<b>BUNGALOWS/DET.</b>	<b>ANGUS</b>
	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
<b>2</b>	<b>CA-03-A-05</b>	<b>DETACHED HOUSES</b>	<b>CAMBRIDGESHIRE</b>
	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
<b>3</b>	<b>CH-03-A-08</b>	<b>DETACHED</b>	<b>CHESHIRE</b>
	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
<b>4</b>	<b>CH-03-A-11</b>	<b>TOWN HOUSES</b>	<b>CHESHIRE</b>
	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
<b>5</b>	<b>DH-03-A-01</b>	<b>SEMI DETACHED</b>	<b>DURHAM</b>
	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
<b>6</b>	<b>DV-03-A-02</b>	<b>HOUSES &amp; BUNGALOWS</b>	<b>DEVON</b>
	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
<b>7</b>	<b>DV-03-A-03</b>	<b>TERRACED &amp; SEMI DETACHED</b>	<b>DEVON</b>
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70		
	Survey date: MONDAY 28/09/15		Survey Type: MANUAL
<b>8</b>	<b>FA-03-A-01</b>	<b>SEMI-DETACHED/TERRACED</b>	<b>FALKIRK</b>
	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



LIST OF SITES relevant to selection parameters (Cont.)

<b>9</b>	<b>FA-03-A-02</b>	<b>MIXED HOUSES</b>	<b>FALKIRK</b>
	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
<b>10</b>	<b>HC-03-A-23</b>	<b>HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	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
<b>11</b>	<b>HI-03-A-14</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>HIGHLAND</b>
	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
<b>12</b>	<b>KC-03-A-03</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>
	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
<b>13</b>	<b>KC-03-A-06</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>
	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
<b>14</b>	<b>LN-03-A-03</b>	<b>SEMI DETACHED</b>	<b>LINCOLNSHIRE</b>
	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
<b>15</b>	<b>NF-03-A-01</b>	<b>SEMI DET. &amp; BUNGALOWS</b>	<b>NORFOLK</b>
	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
<b>16</b>	<b>NF-03-A-02</b>	<b>HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	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
<b>17</b>	<b>NR-03-A-01</b>	<b>HOUSES</b>	<b>NORTHAMPTONSHIRE</b>
	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

LIST OF SITES relevant to selection parameters (Cont.)

<b>18</b>	<b>NY-03-A-08</b>	<b>TERRACED HOUSES</b>	<b>NORTH YORKSHIRE</b>
	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
<b>19</b>	<b>NY-03-A-13</b>	<b>TERRACED HOUSES</b>	<b>NORTH YORKSHIRE</b>
	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
<b>20</b>	<b>PS-03-A-02</b>	<b>DETACHED/SEMI-DETACHED</b>	<b>POWYS</b>
	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
<b>21</b>	<b>SF-03-A-04</b>	<b>DETACHED &amp; BUNGALOWS</b>	<b>SUFFOLK</b>
	NORMANSTON DRIVE LOWESTOFT		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
<b>22</b>	<b>WS-03-A-05</b>	<b>TERRACED &amp; FLATS</b>	<b>WEST SUSSEX</b>
	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.*

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.354</b>	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	<b>22</b>	<b>63</b>	<b>0.340</b>	22	63	0.181	<b>22</b>	<b>63</b>	<b>0.521</b>
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 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 shown. 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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.007</b>	22	63	0.003	<b>22</b>	<b>63</b>	<b>0.010</b>
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	<b>22</b>	<b>63</b>	<b>0.005</b>	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:			0.040			0.037			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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.005</b>	<b>22</b>	<b>63</b>	<b>0.004</b>	<b>22</b>	<b>63</b>	<b>0.009</b>
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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.001</b>	<b>22</b>	<b>63</b>	<b>0.001</b>	<b>22</b>	<b>63</b>	<b>0.002</b>
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			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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.014</b>	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	<b>22</b>	<b>63</b>	<b>0.013</b>	22	63	0.007	<b>22</b>	<b>63</b>	<b>0.020</b>
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:			0.066			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.542</b>	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	<b>22</b>	<b>63</b>	<b>0.515</b>	22	63	0.257	<b>22</b>	<b>63</b>	<b>0.772</b>
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									
<b>Total Rates:</b>			3.091			3.268			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.

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.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.159</b>	<b>22</b>	<b>63</b>	<b>0.211</b>
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	<b>22</b>	<b>63</b>	<b>0.132</b>	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									
<b>Total Rates:</b>			<b>0.684</b>			<b>0.697</b>			<b>1.381</b>

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.029</b>	<b>22</b>	<b>63</b>	<b>0.030</b>
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	<b>22</b>	<b>63</b>	<b>0.018</b>	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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.017</b>	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	<b>22</b>	<b>63</b>	<b>0.020</b>	22	63	0.000	<b>22</b>	<b>63</b>	<b>0.020</b>
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			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.001</b>	<b>22</b>	<b>63</b>	<b>0.001</b>
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	<b>22</b>	<b>63</b>	<b>0.001</b>	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:			0.001			0.001			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.044</b>	<b>22</b>	<b>63</b>	<b>0.045</b>
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	<b>22</b>	<b>63</b>	<b>0.032</b>	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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>22</b>	<b>63</b>	<b>0.759</b>	<b>22</b>	<b>63</b>	<b>0.940</b>
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	<b>22</b>	<b>63</b>	<b>0.630</b>	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.

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.

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TOTAL VEHICLES**

Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	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
<b>03</b>	<b>SOUTH WEST</b>	
	SM SOMERSET	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DS DERBYSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	2 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	1 days
<b>10</b>	<b>WALES</b>	
	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:

Monday	7 days
Tuesday	4 days
Wednesday	8 days
Thursday	7 days
Friday	2 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 undertaken using machines.*

Selected Locations:

Edge of Town

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



LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CH-03-A-09</b>	<b>TERRACED HOUSES</b>	<b>CHESHIRE</b>
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14		Survey Type: MANUAL
<b>2</b>	<b>CH-03-A-10</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>CHESHIRE</b>
	MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19		Survey Type: MANUAL
<b>3</b>	<b>DH-03-A-03</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>DURHAM</b>
	PILGRIMS WAY DURHAM  Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
<b>4</b>	<b>DS-03-A-02</b>	<b>MIXED HOUSES</b>	<b>DERBYSHIRE</b>
	RADBOURNE LANE DERBY  Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: TUESDAY 10/07/18		Survey Type: MANUAL
<b>5</b>	<b>ES-03-A-03</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	SHEPHAM LANE POLEGATE  Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
<b>6</b>	<b>ES-03-A-05</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	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
<b>7</b>	<b>HC-03-A-21</b>	<b>TERRACED &amp; SEMI-DETACHED</b>	<b>HAMPSHIRE</b>
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
<b>8</b>	<b>HC-03-A-22</b>	<b>MIXED HOUSES</b>	<b>HAMPSHIRE</b>
	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

LIST OF SITES relevant to selection parameters (Cont.)

<b>9</b>	<b>HF-03-A-03</b>	<b>MIXED HOUSES</b>	<b>HERTFORDSHIRE</b>
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
<b>10</b>	<b>KC-03-A-04</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>KENT</b>
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
<b>11</b>	<b>KC-03-A-07</b>	<b>MIXED HOUSES</b>	<b>KENT</b>
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
<b>12</b>	<b>NE-03-A-02</b>	<b>SEMI DETACHED &amp; DETACHED</b>	<b>NORTH EAST LINCOLNSHIRE</b>
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
<b>13</b>	<b>NF-03-A-03</b>	<b>DETACHED HOUSES</b>	<b>NORFOLK</b>
	HALING WAY THETFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
<b>14</b>	<b>NF-03-A-04</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
<b>15</b>	<b>NF-03-A-06</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	BEAUFORT WAY GREAT YARMOUTH BRADWELL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
<b>16</b>	<b>NY-03-A-10</b>	<b>HOUSES AND FLATS</b>	<b>NORTH YORKSHIRE</b>
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>17</b>	<b>SC-03-A-04</b>	<b>DETACHED &amp; TERRACED</b>	<b>SURREY</b>
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
<b>18</b>	<b>SC-03-A-05</b>	<b>MIXED HOUSES</b>	<b>SURREY</b>
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
<b>19</b>	<b>SF-03-A-05</b>	<b>DETACHED HOUSES</b>	<b>SUFFOLK</b>
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
<b>20</b>	<b>SH-03-A-05</b>	<b>SEMI-DETACHED/TERRACED</b>	<b>SHROPSHIRE</b>
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
<b>21</b>	<b>SH-03-A-06</b>	<b>BUNGALOWS</b>	<b>SHROPSHIRE</b>
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
<b>22</b>	<b>SM-03-A-01</b>	<b>DETACHED &amp; SEMI</b>	<b>SOMERSET</b>
	WEMBDON ROAD BRIDGWATER NORTHFIELD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
<b>23</b>	<b>ST-03-A-07</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>STAFFORDSHIRE</b>
	BEACONSIDE STAFFORD MARSTON GATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
<b>24</b>	<b>VG-03-A-01</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>VALE OF GLAMORGAN</b>
	ARTHUR STREET BARRY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>25</b>	<b>WS-03-A-04</b>	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	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
<b>26</b>	<b>WS-03-A-08</b>	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
<b>27</b>	<b>WS-03-A-09</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
<b>28</b>	<b>WS-03-A-10</b>	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.384</b>	<b>28</b>	<b>127</b>	<b>0.513</b>
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	<b>28</b>	<b>127</b>	<b>0.343</b>	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:			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 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 shown. 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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.004</b>	<b>28</b>	<b>127</b>	<b>0.005</b>	<b>28</b>	<b>127</b>	<b>0.009</b>
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									
<b>Total Rates:</b>			<b>0.033</b>			<b>0.032</b>			<b>0.065</b>

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.004</b>	28	127	0.003	<b>28</b>	<b>127</b>	<b>0.007</b>
10:00 - 11:00	28	127	0.003	<b>28</b>	<b>127</b>	<b>0.003</b>	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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.001</b>	<b>28</b>	<b>127</b>	<b>0.001</b>	<b>28</b>	<b>127</b>	<b>0.002</b>
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.

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.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.017</b>	<b>28</b>	<b>127</b>	<b>0.024</b>
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	<b>28</b>	<b>127</b>	<b>0.013</b>	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:			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.670</b>	<b>28</b>	<b>127</b>	<b>0.836</b>
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	<b>28</b>	<b>127</b>	<b>0.541</b>	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									
<b>Total Rates:</b>			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.

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.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.063</b>	<b>28</b>	<b>127</b>	<b>0.094</b>
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	<b>28</b>	<b>127</b>	<b>0.056</b>	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:			0.364			0.367			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.017</b>	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	<b>28</b>	<b>127</b>	<b>0.016</b>	28	127	0.006	<b>28</b>	<b>127</b>	<b>0.022</b>
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			0.072			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.008</b>	<b>28</b>	<b>127</b>	<b>0.008</b>
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	<b>28</b>	<b>127</b>	<b>0.005</b>	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:			0.021			0.027			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.001</b>	<b>28</b>	<b>127</b>	<b>0.001</b>
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	<b>28</b>	<b>127</b>	<b>0.000</b>	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									
<b>Total Rates:</b>			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.025</b>	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	<b>28</b>	<b>127</b>	<b>0.020</b>	28	127	0.007	<b>28</b>	<b>127</b>	<b>0.027</b>
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:			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.774</b>	<b>28</b>	<b>127</b>	<b>0.979</b>
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	<b>28</b>	<b>127</b>	<b>0.603</b>	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									
<b>Total Rates:</b>			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.

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.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.298</b>	<b>28</b>	<b>127</b>	<b>0.393</b>
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	<b>28</b>	<b>127</b>	<b>0.265</b>	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									
<b>Total Rates:</b>			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.

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.

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

**MULTI-MODAL LGVS**

Calculation factor: **1 DWELLS**

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.026</b>	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	<b>28</b>	<b>127</b>	<b>0.046</b>
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	<b>28</b>	<b>127</b>	<b>0.032</b>	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									
<b>Total Rates:</b>			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.

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.

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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	<b>28</b>	<b>127</b>	<b>0.002</b>	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	<b>28</b>	<b>127</b>	<b>0.003</b>	28	127	0.002	<b>28</b>	<b>127</b>	<b>0.005</b>
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.

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.

## **Appendix B:**

# **2011 Census Analysis**





2011 Census Data - Distribution by Mode

Export Details

Database: WYCOMBE - Location of usual residence area/place of work by Inland or travel to work (M2011 area)
Population: All usual residents aged 16 to 74
Date: 2011
Date of publication: ONS Crown Copyright Reserved [from Nomis on 16 February 2021]

Raw Data

Table with columns: 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. Rows include various locations like Baines 001-025, Bristoll 001-025, etc.

Notes:

- 1. 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 geographies.
2. MS20s with fewer than five trips (total) have been excluded from the analysis.
3. Underground, metro, light rail, tram and 'Other method of travel to work' have been excluded from the analysis.

Tables for Analysis

Refined Location and Use of SRN

Table with columns: Place of Work, Vehicles, Car Share, Walk, Cycle, Bus, Rail, Total, Location, Y/N, Entry Junction, Exit Junction. Rows include various locations like Baines 001-025, Bristoll 001-025, etc.

Note:

- 1. '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 08:00 on 16 February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	7	0	0	0	0	0	7	
BSNES - Other (Norton Radstock)	12	1	3	0	0	0	16	
BSNES - Other (Paxton)	12	0	0	0	0	0	12	
BSNES - Other (Passadown St John)	18	1	0	1	0	0	20	
BSNES - Other (Bathford)	39	0	0	0	0	0	39	
BSNES - Other (Whitchurch)	13	0	1	0	0	0	14	
Bath	221	21	8	0	32	18	300	
Bathshire (Reading)	0	0	0	0	0	0	0	
Bristol - Central	128	8	1	17	32	23	209	
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	
Kentham	206	17	138	11	8	2	462	
Lichon	0	0	0	0	0	0	0	
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	
North Somerset (Chew Magna)	14	0	0	0	0	0	14	
North Somerset (Eggleston-Gordons)	0	0	0	0	0	0	0	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	
North Somerset (Naislea)	0	0	0	0	0	0	0	
North Somerset (Wincobabe)	0	0	0	0	0	0	0	
North Somerset (Wincobabe)	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 (Wincobabe)	0	0	0	0	0	0	0	
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	
South Gloucestershire (Erdbrook Caseway)	28	1	0	1	0	0	29	
South Gloucestershire (Wick)	7	0	0	0	0	0	7	
South Gloucestershire (Yeaston)	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	
Wiltshire (Malkham)	2	0	0	0	3	0	5	
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	
Wiltshire (Chippenham)	0	0	0	0	0	0	0	
Wiltshire (Curdsum)	0	0	0	0	0	0	0	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	
Wiltshire (Malkham)	0	0	0	0	0	0	0	
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Trowbridge)	5	1	0	0	0	0	6	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Westbury)	1,351	27	82	56	164	76	1,556	

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	0%	0%	0%	0%	0%	0%	0%	
BSNES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	2%	
BSNES - Other (Paxton)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Passadown St John)	2%	0%	0%	0%	0%	0%	3%	
BSNES - Other (Bathford)	2%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Whitchurch)	1%	0%	0%	0%	0%	0%	1%	
Bath	12%	1%	0%	0%	2%	1%	17%	
Bathshire (Reading)	0%	0%	0%	0%	0%	0%	0%	
Bristol - Central	7%	0%	0%	0%	1%	2%	10%	
Bristol - Ports	1%	0%	0%	0%	0%	0%	1%	
Bristol - Suburban	29%	1%	0%	1%	2%	1%	36%	
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%	
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%	
Kentham	11%	1%	11%	0%	1%	0%	22%	
Lichon	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 (Eggleston-Gordons)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Naislea)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Wincobabe)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Wincobabe)	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 (Wincobabe)	0%	0%	0%	0%	0%	0%	0%	
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%	
South Gloucestershire (Erdbrook Caseway)	2%	0%	0%	0%	0%	0%	2%	
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%	
South Gloucestershire (Yeaston)	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%	
Wiltshire (Malkham)	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 (Curdsum)	1%	0%	0%	0%	0%	0%	1%	
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Malkham)	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 (Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Westbury)	86%	2%	5%	3%	10%	5%	100%	

Use of SRN

A36	A36 / A360	0	0%
A36	A36 / A361	0	0%
A36	A36 / Marsh Road	0	0%
A36	M32 21	0	0%
A36 / A361	A36 / A360	0	0%
A36 / A361	A36 / A360	0	0%
A36 / B3108	A36 / A360	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	5	0%
A36 Branch Road	A36 / A366	5	0%
A4 / A46	A4 / A363	17	1%
A4 / A46	M32 22	0	0%
A4 / A46	M4 21	0	0%
A4 / A46	M4 216	0	0%
A4 / A46	M4 219	0	0%
A4 / A46	M5 217	0	0%
A4 / A46	M5 219	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M20 219	0	0%
A46 / A420	M32 21	0	0%
A46 / A420	M32 22	0	0%
A46 / A420	M32 23	0	0%
A46 / A420	M4 21	0	0%
A46 / A420	M4 212	0	0%
A46 / A420	M4 215	0	0%
A46 / A420	M4 216	0	0%
A46 / A420	M4 217	0	0%
A46 / A420	M4 218	0	0%
A46 / A420	M4 220	0	0%
A46 / A420	M5 217	0	0%
A46 / A420	M5 220	0	0%
M32 21	M32 21	21	0%
M32 21	M5 217	28	0%
M32 21	M5 218	0	0%
M32 21	M52 254	2	0%
M32 23	M32 22	0	0%
M32 23	M32 23	7	0%
M5 219	M5 219		
Total		141	1%



2011 Census Data - Distribution by Mode

Export Details

Dataset:	WUKOBY - Location of usual residence and place of work by inhibitor or traveler to work (MCOA survey)
Population:	All usual residents aged 16 to 74
Topic:	Person
Date:	2011
Clear copyright:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	WUKOBY

Raw Data

Place of Work	Number of Trips by Mode								Total
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	
BANES 002	0	0	0	0	5	0	0	0	15
BANES 003	0	0	0	0	12	1	0	0	5
BANES 004	0	0	0	0	8	0	4	0	31
BANES 005	0	0	0	0	9	0	0	7	17
BANES 006	12	46	0	0	128	19	18	18	352
BANES 007	1	25	1	1	21	6	17	12	204
BANES 008	0	0	0	0	25	3	0	0	305
BANES 010	0	0	0	0	24	2	0	10	46
BANES 011	0	0	0	0	18	2	0	15	38
BANES 012	180	3	0	0	126	20	23	23	353
BANES 013	0	1	0	0	11	1	1	8	20
BANES 014	0	0	0	0	7	2	0	0	20
BANES 016	0	0	0	0	18	2	0	5	25
BANES 017	1	6	0	0	11	3	1	3	24
BANES 018	0	0	0	0	18	0	0	0	22
BANES 019	0	5	0	0	0	2	1	0	12
BANES 020	0	0	0	0	16	1	0	0	34
BANES 023	0	0	0	0	2	1	0	0	8
BANES 025	0	2	0	0	8	0	0	2	12
BANES 026	0	0	0	0	8	0	0	0	8
BANES 033	0	0	0	0	4	0	0	1	12
BANES 034	0	0	0	0	2	0	0	0	8
BANES 035	0	0	0	0	0	0	0	0	0
BANES 036	0	0	0	0	0	0	0	0	0
BANES 037	0	0	0	0	0	0	0	0	0
BANES 038	0	0	0	0	0	0	0	0	0
BANES 039	0	0	0	0	0	0	0	0	0
BANES 040	0	0	0	0	0	0	0	0	0
BANES 041	0	0	0	0	0	0	0	0	0
BANES 042	0	0	0	0	0	0	0	0	0
BANES 043	0	0	0	0	0	0	0	0	0
BANES 044	0	0	0	0	0	0	0	0	0
BANES 045	46	23	0	0	23	0	0	1	70
BANES 046	0	0	0	0	0	0	0	0	0
City of London 001	0	0	0	0	2	0	0	1	12
Mendop 001	0	1	0	0	17	2	0	0	20
Mendop 002	0	0	0	0	10	1	1	1	12
Mendop 004	0	0	0	0	12	0	0	1	13
Mendop 005	0	0	0	0	3	0	0	0	5
Mendop 007	0	0	0	0	0	1	0	1	5
Mendop 014	0	0	0	0	8	0	0	0	8
Mendop 015	0	0	0	0	0	0	0	0	0
North Somerset 013	0	0	0	0	10	0	0	0	10
Reading 011	0	0	0	0	30	0	0	0	30
South Gloucestershire 008	0	0	0	0	7	0	1	0	8
South Gloucestershire 011	0	0	0	0	10	0	0	0	10
South Gloucestershire 017	0	0	0	0	41	5	0	2	49
South Gloucestershire 018	0	0	0	0	9	0	0	0	12
South Gloucestershire 019	0	0	0	0	0	0	0	0	0
South Gloucestershire 024	1	0	0	0	0	0	0	0	0
South Gloucestershire 025	0	0	0	0	0	0	0	0	0
South Gloucestershire 026	0	0	0	0	0	0	0	0	0
South Gloucestershire 027	0	0	0	0	0	0	0	0	0
South Gloucestershire 028	0	0	0	0	0	0	0	0	0
South Gloucestershire 029	0	0	0	0	0	0	0	0	0
South Gloucestershire 030	0	0	0	0	0	0	0	0	0
South Gloucestershire 032	0	0	0	0	0	0	0	0	0
Stroud 015	0	0	0	0	3	2	0	0	6
Swindon 008	0	0	0	0	0	0	0	0	0
Swindon 012	14	2	0	0	2	1	0	0	19
Swindon 014	0	0	0	0	6	0	0	0	6
Swindon 015	0	0	0	0	0	0	0	0	0
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	1	0	0	6
Westminster 018	0	0	0	0	0	0	0	1	15
Westminster 026	0	0	0	0	1	0	0	0	1
Wiltshire 002	0	0	0	0	12	3	0	0	15
Wiltshire 007	0	0	0	0	0	0	0	0	0
Wiltshire 008	0	0	0	0	3	0	0	0	9
Wiltshire 009	2	1	0	0	0	0	0	0	3
Wiltshire 010	0	0	0	0	9	1	1	0	12
Wiltshire 011	10	0	0	0	12	2	0	0	24
Wiltshire 017	0	0	0	0	10	0	0	0	10
Wiltshire 018	0	4	0	0	25	0	0	0	29
Wiltshire 021	0	0	0	1	6	1	0	0	8
Wiltshire 022	0	0	0	0	12	1	0	0	14
Wiltshire 023	1	0	0	0	4	2	2	0	9
Wiltshire 027	0	0	0	0	10	0	0	0	16
Wiltshire 031	11	0	0	0	15	0	0	0	26
Wiltshire 037	0	0	0	0	16	2	0	1	19
Wiltshire 040	0	1	0	0	7	1	0	0	9
Wiltshire 042	0	0	0	0	8	0	0	0	8
Wiltshire 047	0	0	0	0	0	0	0	0	0
Total	269	299	5	17	1,621	100	107	1,768	3,584

- Notes:
- 1. 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 geographies.
  - 2. MSAs with fewer than five trips (total) have been excluded from the analysis.
  - 3. Underground, metro, light rail, tram and 'Other method of travel to work' have been excluded from the analysis.

Tables for Analysis

Refined Location and Use of SRN

Place of Work	Number of Trips by Mode							Location	Via SRN for Vehicles?		
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total		YN	Entry Junction	Exit Junction
BANES 002	12	0	0	0	0	0	12	N			
BANES 003	0	0	0	0	0	0	0	N			
BANES 004	0	1	0	0	0	0	1	N			
BANES 005	0	0	0	0	0	0	0	N			
BANES 006	0	1	31	1	0	0	44	N			
BANES 007	1,133	0	0	0	0	0	1,133	N			
BANES 008	63	72	17	0	0	0	204	N			
BANES 009	35	3	251	8	5	3	365	N			
BANES 010	24	4	126	4	6	0	160	Y	A4 / A46	A4 / A363	
BANES 011	18	2	12	0	4	0	36	N			
BANES 012	148	20	16	23	160	0	467	N			
BANES 013	1	0	0	0	0	0	1	N			
BANES 014	18	2	11	0	0	0	29	N			
BANES 016	0	0	0	0	0	0	0	N			
BANES 017	11	1	3	1	6	1	23	N			
BANES 018	10	0	0	0	0	0	10	N			
BANES 019	4	2	0	1	5	0	12	N			
BANES 022	17	1	2	5	9	0	34	N			
BANES 023	2	0	0	0	3	0	5	N			
BANES 025	8	0	2	0	2	0	12	N			
BANES 026	0	0	0	0	0	0	0	Y	A46 / A420	M32 J3	
BANES 027	4	0	0	1	0	0	5	N			
BANES 028	31	3	0	4	0	0	38	N			
BANES 029	2	1	0	1	0	0	4	N	A46 / A420	M32 J3	
BANES 043	0	0	1	0	0	0	1	N			
BANES 044	2	1	0	0	0	0	3	N			
BANES 045	23	0	1	0	0	48	70	N			
BANES 046	2	0	2	0	0	0	4	N			
City of London 001	0	0	1	1	0	0	2	Y	A46 / A420	M4 J1	
Mendop 001	19	2	0	0	0	0	20	Y	A36	A36 / A361	
Mendop 002	10	1	0	0	0	0	11	N			
Mendop 004	14	0	1	0	0	0	15	Y	A36	A36 / A361	
Mendop 006	4	0	1	0	0	0	5	N			
Mendop 007	3	1	0	0	0	0	4	Y	A36	A36 / A361	
Mendop 009	0	0	0	0	0	0	0	N			
Mendop 014	0	0	0	0	0	0	0	N			
North Somerset 013	10	0	0	0	0	0	10	N			
Reading 011	10	0	0	0	0	0	10	N			
South Gloucestershire 008	0	0	0	0	0	0	0	Y	A46 / A420	M4 J12	
South Gloucestershire 011	0	0	0	0	0	0	0	Y	A46 / A420	M4 J12	
South Gloucestershire 017	41	0	0	0	1	0	42	Y	A46 / A420	M4 J12	
South Gloucestershire 018	0	0	0	0	0	0	0	Y	A46 / A420	M3 J17	
South Gloucestershire 019	0	0	0	0	0	0	0	Y	A46 / A420	M32 J1	
South Gloucestershire 024	0	0	0	0	0	0	0	Y	A46 / A420	M4 J18	
South Gloucestershire 025	4	0	0	0	0	1	5	N			
South Gloucestershire 026	0	0	0	0	0	0	0	N			
South Gloucestershire 027	0	0	0	0	0	0	0	N			
South Gloucestershire 028	0	0	0	0	0	0	0	N			
South Gloucestershire 029	0	0	0	0	0	0	0	N			
South Gloucestershire 030	0	0	0	0	0	0	0	N			
South Gloucestershire 032	0	0	0	0	0	0	0	N			
Stroud 015	0	0	0	0	0	0	0	Y	A46 / A420	M4 J18	
Swindon 008	0	0	0	0	0	0	0	Y	A46 / A420	M4 J15	
Swindon 012	2	0	0	0	2	14	18	Y	A46 / A420	M4 J16	
Swindon 014	0	0	0	0	0	0	0	Y	A46 / A420	M4 J16	
Swindon 015	0	0	0	0	0	0	0	Y	A46 / A420	M4 J16	
Swindon 022	0	0	0	0	0	0	0	Y	A46 / A420	M4 J16	
Three Rivers 011	0	0	0	0	0	0	0	Y	A46 / A420	M25 J19	
Westminster 013	4	1	0	0	4	0	9	Y	A46 / A420	M4 J1	
Westminster 018	0	0	1	1	0	9	11	Y	A46 / A420	M4 J1	
Westminster 026	0	0	0	0	1	0	1	Y	A46 / A420	M4 J1	
Wiltshire 002	14	3	0	0	0	0	17	Y	A46 / A420	M4 J17	
Wiltshire 007	0	0	0	0	0	0	0	Y	A46 / A420	M4 J16	
Wiltshire 008	0	0	0	0	0	0	0	Y	A4 / A48	A4 / A363	
Wiltshire 009	0	1	0	0	1	2	4	Y	A4 / A48	A4 / A363	
Wiltshire 010	0	0	0	0	0	2	2	Y	A4 / A48	A4 / A363	
Wiltshire 011	14	2	0	0	0	10	24	Y	A4 / A48	A4 / A363	
Wiltshire 017	0	0	0	0	0	0	0	Y	A4 / A48		

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	24	0	10	4	0	0	0	38
BSNES - Other (Norton Radstock)	18	1	0	0	2	0	0	21
BSNES - Other (Paciton)	2	0	0	0	3	0	0	5
BSNES - Other (Passadown St John)	19	1	2	5	9	0	0	36
BSNES - Other (Bathford)	18	0	3	2	3	0	0	26
BSNES - Other (Whitchurch)	0	0	0	0	0	0	0	0
Bath	470	188	1,723	127	247	24	0	2,669
Backshire (Reading)	0	0	0	0	0	0	0	0
Bristol - Central	54	0	2	4	3	100	0	163
Bristol - Ports	0	0	0	0	0	0	0	0
Bristol - Suburban	105	8	10	3	9	54	0	189
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0
Hampshire (Winchester)	19	0	0	0	2	0	0	21
Kingsham	19	0	0	0	2	0	0	21
Luton	0	0	0	0	0	0	0	0
North Somerset (Bristol Airport)	10	0	0	0	0	0	0	10
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0
North Somerset (Eggleston-Gordons)	0	0	0	0	0	0	0	0
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0
North Somerset (Naislea)	0	0	0	0	0	0	0	0
North Somerset (Wincobank)	0	0	0	0	0	0	0	0
North Somerset (Wotton-under-Edge)	0	0	0	0	0	0	0	0
North Somerset (Froton)	0	0	0	0	1	0	0	1
Somerset (Shepton Mallet)	7	0	1	0	0	0	0	8
Somerset (Street)	8	0	0	0	0	0	0	8
Somerset (Wells)	4	0	1	0	0	0	0	5
Somerset (Wincobank)	0	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0
South Gloucestershire (Erdbur Caseway)	19	0	0	0	0	1	0	19
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0
South Gloucestershire (Yate)	15	0	0	1	0	1	0	17
Swindon - East	19	0	0	0	2	0	0	21
Swindon - West	16	0	0	0	2	20	0	38
TfW North	0	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	14	4	1	4	4	4	0	25
Wiltshire (Chippenham)	35	4	0	0	1	14	0	54
Wiltshire (Curdsum)	0	0	0	0	0	0	0	0
Wiltshire (Malmesbury)	12	3	0	0	0	0	0	15
Wiltshire (Marlham)	19	2	0	0	0	1	0	22
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0
Wiltshire (Trowbridge)	31	3	1	4	3	11	0	43
Wiltshire (Warmington)	0	0	0	0	0	0	0	0
Wiltshire (Westbury)	1,543	180	1,768	107	299	280	0	3,544

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	1%	0%	0%	0%	0%	0%	0%	1%
BSNES - Other (Norton Radstock)	0%	0%	0%	0%	0%	0%	0%	0%
BSNES - Other (Paciton)	0%	0%	0%	0%	0%	0%	0%	0%
BSNES - Other (Passadown St John)	1%	0%	0%	0%	0%	0%	0%	1%
BSNES - Other (Bathford)	1%	0%	0%	0%	0%	0%	0%	1%
BSNES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%	0%
Bath	13%	2%	48%	0%	7%	1%	0%	23%
Backshire (Reading)	0%	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	2%	0%	0%	0%	0%	3%	0%	5%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	0%	0%	0%	0%	0%	2%	0%	2%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%	0%
Kingsham	0%	0%	0%	0%	0%	0%	0%	0%
Luton	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Eggleston-Gordons)	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Naislea)	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Wincobank)	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%	0%
North Somerset (Froton)	0%	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincobank)	0%	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Erdbur Caseway)	0%	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	1%	0%	1%
TfW North	0%	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	0%	1%
Wiltshire (Curdsum)	0%	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Marlham)	1%	0%	0%	0%	0%	0%	0%	1%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	0%	1%
Wiltshire (Warmington)	0%	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	44%	5%	49%	3%	8%	8%	0%	68%

Use of SRN

A36	A36 / A360	16	0%
A36	A36 / A361	32	1%
A36	A36 / Marsh Road	7	0%
A36	M32 22	0	0%
A36 / A361	A36 / A360	0	0%
A36 / A361	A36 / A360	0	0%
A36 / B3108	A36 / A360	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	163	0%
A4 / A46	M32 21	0	0%
A4 / A46	M32 22	0	0%
A4 / A46	M4 21	0	0%
A4 / A46	M4 216	0	0%
A4 / A46	M4 219	0	0%
A4 / A46	M5 217	0	0%
A4 / A46	M5 219	0	0%
A46 / A420	M4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M20 219	8	0%
A46 / A420	M32 21	50	1%
A46 / A420	M32 22	38	0%
A46 / A420	M32 23	46	1%
A46 / A420	M4 21	8	0%
A46 / A420	M4 212	0	0%
A46 / A420	M4 215	0	0%
A46 / A420	M4 216	22	1%
A46 / A420	M4 217	14	0%
A46 / A420	M4 218	18	1%
A46 / A420	M4 220	0	0%
A46 / A420	M5 217	10	0%
A46 / A420	M5 220	0	0%
M32 21	M32 21	0	0%
M32 21	M5 217	0	0%
M32 21	M5 218	0	0%
M32 21	M52 254	0	0%
M32 23	M32 22	0	0%
M32 23	M32 23	0	0%
M5 219	M5 219	Total	462



Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	19	1	1	2	2	0	18	
BSNES - Other (Norton Radstock)	46	2	7	1	0	0	53	
BSNES - Other (Paxton)	6	0	2	0	0	0	8	
BSNES - Other (Passadown St John)	17	1	2	1	8	0	29	
BSNES - Other (Bathford)	131	0	2	2	1	0	136	
BSNES - Other (Whitchurch)	0	0	0	0	0	0	0	
Bath	460	168	146	146	100	4	1,410	
Bathkine (Reading)	0	0	0	0	0	0	0	
Bristol - Central	49	0	0	5	26	22	100	
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)	131	0	0	0	0	0	131	
Leighton	26	2	1	1	2	1	33	
Lepton	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 (Eggleston-Gordano)	0	0	0	0	0	0	0	
North Somerset (Lang Ashton)	0	0	0	0	0	0	0	
North Somerset (Naislea)	0	0	0	0	0	0	0	
North Somerset (Wincobank)	0	0	0	0	0	0	0	
North Somerset (Yeaston)	0	0	0	0	0	0	0	
Somerset (Frome)	10	0	0	0	0	0	10	
Somerset (Shapton Malton)	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)	0	0	0	0	0	0	0	
South Gloucestershire (Erdbrook Caseway)	9	0	0	0	0	1	10	
South Gloucestershire (Wick)	13	0	0	0	0	0	13	
South Gloucestershire (Yeaston)	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	
Wiltshire (Malkham)	0	0	0	0	0	0	0	
Wiltshire (Reading-on-Avon)	0	0	0	0	0	0	0	
Wiltshire (Chippenham)	14	0	0	0	0	1	15	
Wiltshire (Curdsum)	27	0	0	0	0	0	27	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	
Wiltshire (Malkham)	0	0	0	0	0	0	0	
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Kingsclay)	15	0	0	0	0	0	15	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Westbury)	0	0	0	0	0	0	0	
<b>Total</b>	<b>650</b>	<b>76</b>	<b>65</b>	<b>67</b>	<b>159</b>	<b>26</b>	<b>2,514</b>	

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	0%	0%	0%	0%	0%	0%	3%	
BSNES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	2%	
BSNES - Other (Paxton)	0%	0%	0%	0%	0%	0%	0%	
BSNES - Other (Passadown St John)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Bathford)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%	
Bath	23%	7%	3%	3%	7%	0%	23%	
Bathkine (Reading)	0%	0%	0%	0%	0%	0%	0%	
Bristol - Central	2%	0%	0%	0%	1%	1%	2%	
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%	
Bristol - Suburban	1%	0%	0%	0%	0%	0%	1%	
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%	
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%	
Leighton	0%	0%	0%	0%	0%	0%	0%	
Lepton	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 (Eggleston-Gordano)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Lang Ashton)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Naislea)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Wincobank)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Yeaston)	0%	0%	0%	0%	0%	0%	0%	
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%	
Somerset (Shapton Malton)	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 (Erdbrook Caseway)	0%	0%	0%	0%	0%	0%	0%	
South Gloucestershire (Wick)	1%	0%	0%	0%	0%	0%	1%	
South Gloucestershire (Yeaston)	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%	
Wiltshire (Reading-on-Avon)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Chippenham)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Curdsum)	1%	0%	0%	0%	0%	0%	1%	
Wiltshire (Malkham)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Kingsclay)	1%	0%	0%	0%	0%	0%	1%	
Wiltshire (Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%	
<b>Total</b>	<b>43%</b>	<b>5%</b>	<b>13%</b>	<b>5%</b>	<b>10%</b>	<b>2%</b>	<b>100%</b>	

Use of SRN

A36	A36 / A360	0	0%
A36	A36 / A361	10	0%
A36	A36 / Marsh Road	0	0%
A36	M32 27	0	0%
A36 / A361	A36 / A360	0	0%
A36 / A361	A36 / A360	0	0%
A36 / B3108	A36 / A360	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	0%
A4 / A46	M32 22	0	0%
A4 / A46	M4 21	0	0%
A4 / A46	M4 216	0	0%
A4 / A46	M4 219	0	0%
A4 / A46	M5 217	0	0%
A4 / A46	M5 219	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	14	1%
A46 / A420	M20 219	0	0%
A46 / A420	M32 21	26	2%
A46 / A420	M32 22	30	0%
A46 / A420	M32 24	20	1%
A46 / A420	M4 21	0	0%
A46 / A420	M4 212	0	0%
A46 / A420	M4 215	0	0%
A46 / A420	M4 216	0	0%
A46 / A420	M4 217	0	0%
A46 / A420	M4 218	4	0%
A46 / A420	M4 220	0	0%
A46 / A420	M5 217	0	0%
A46 / A420	M5 220	5	0%
M32 21	M32 21	0	0%
M32 21	M5 217	0	0%
M32 21	M52 254	0	0%
M32 21	M32 22	0	0%
M32 21	M32 24	0	0%
M5 219	M5 219	0	0%
<b>Total</b>	<b>Total</b>	<b>163</b>	<b>9%</b>

2011 Census Data - Distribution by Mode

Export Details

Database:	WIDENET - Location of usual residence area place of work by indicator of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Year:	2011
Date:	2011
Clear copyright:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	BANE's 011

Raw Data

Place of Work	Number of Trips by Mode									Total
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot		
BANE's 002	0	1	0	0	12	4	0	4	14	
BANE's 003	0	2	0	0	6	1	0	1	11	
BANE's 004	0	3	0	0	11	2	1	5	22	
BANE's 005	0	5	0	1	10	1	2	10	31	
BANE's 006	0	181	3	4	108	38	36	116	448	
BANE's 008	0	20	0	3	95	19	12	72	221	
BANE's 009	0	23	0	1	44	19	10	53	144	
BANE's 010	0	1	0	0	14	2	0	6	23	
BANE's 011	0	38	0	1	80	23	1	106	249	
BANE's 012	0	2	1	4	37	23	0	36	103	
BANE's 013	0	2	0	1	21	6	0	19	50	
BANE's 014	0	1	0	1	17	3	0	12	36	
BANE's 015	0	0	0	0	5	2	0	10	17	
BANE's 016	0	1	0	0	11	8	2	4	26	
BANE's 017	0	2	1	1	26	9	1	9	50	
BANE's 018	0	3	0	1	19	2	2	2	29	
BANE's 019	0	0	0	0	15	0	0	0	19	
BANE's 020	0	5	1	1	14	2	0	7	26	
BANE's 021	0	1	0	0	8	1	0	1	11	
BANE's 022	0	0	0	0	4	1	0	1	6	
BANE's 023	0	0	0	0	7	0	0	0	7	
BANE's 024	0	0	0	0	6	1	0	1	8	
BANE's 025	0	0	0	0	6	0	0	0	6	
BANE's 026	0	2	0	0	2	0	0	0	4	
BANE's 027	0	0	0	0	6	0	0	0	6	
BANE's 028	0	0	0	0	5	0	0	0	5	
BANE's 029	0	0	0	0	3	0	0	0	3	
BANE's 030	0	0	0	0	4	0	0	0	4	
BANE's 031	0	0	0	0	7	0	0	0	7	
BANE's 032	0	0	0	0	2	0	0	0	2	
BANE's 033	0	0	0	0	2	0	0	0	2	
BANE's 034	0	0	0	0	1	0	0	0	1	
BANE's 035	0	0	0	0	4	1	0	0	5	
BANE's 036	0	0	0	0	3	0	0	0	3	
BANE's 037	0	0	0	0	3	0	0	0	3	
BANE's 038	0	0	0	0	3	0	0	0	3	
BANE's 039	0	0	0	0	3	0	0	0	3	
BANE's 040	0	0	0	0	3	0	0	0	3	
BANE's 041	0	0	0	0	7	0	0	0	7	
BANE's 042	0	0	0	0	1	0	0	0	1	
BANE's 043	0	0	0	0	1	0	0	0	1	
BANE's 044	0	0	0	0	1	0	0	0	1	
BANE's 045	0	0	0	0	1	0	0	0	1	
BANE's 046	0	0	0	0	1	0	0	0	1	
BANE's 047	0	0	0	0	1	0	0	0	1	
BANE's 048	0	0	0	0	1	0	0	0	1	
BANE's 049	0	0	0	0	1	0	0	0	1	
BANE's 050	0	0	0	0	1	0	0	0	1	
BANE's 051	0	0	0	0	1	0	0	0	1	
BANE's 052	0	0	0	0	1	0	0	0	1	
BANE's 053	0	0	0	0	1	0	0	0	1	
BANE's 054	0	0	0	0	1	0	0	0	1	
BANE's 055	0	0	0	0	1	0	0	0	1	
BANE's 056	0	0	0	0	1	0	0	0	1	
BANE's 057	0	0	0	0	1	0	0	0	1	
BANE's 058	0	0	0	0	1	0	0	0	1	
BANE's 059	0	0	0	0	1	0	0	0	1	
BANE's 060	0	0	0	0	1	0	0	0	1	
BANE's 061	0	0	0	0	1	0	0	0	1	
BANE's 062	0	0	0	0	1	0	0	0	1	
BANE's 063	0	0	0	0	1	0	0	0	1	
BANE's 064	0	0	0	0	1	0	0	0	1	
BANE's 065	0	0	0	0	1	0	0	0	1	
BANE's 066	0	0	0	0	1	0	0	0	1	
BANE's 067	0	0	0	0	1	0	0	0	1	
BANE's 068	0	0	0	0	1	0	0	0	1	
BANE's 069	0	0	0	0	1	0	0	0	1	
BANE's 070	0	0	0	0	1	0	0	0	1	
BANE's 071	0	0	0	0	1	0	0	0	1	
BANE's 072	0	0	0	0	1	0	0	0	1	
BANE's 073	0	0	0	0	1	0	0	0	1	
BANE's 074	0	0	0	0	1	0	0	0	1	
BANE's 075	0	0	0	0	1	0	0	0	1	
BANE's 076	0	0	0	0	1	0	0	0	1	
BANE's 077	0	0	0	0	1	0	0	0	1	
BANE's 078	0	0	0	0	1	0	0	0	1	
BANE's 079	0	0	0	0	1	0	0	0	1	
BANE's 080	0	0	0	0	1	0	0	0	1	
BANE's 081	0	0	0	0	1	0	0	0	1	
BANE's 082	0	0	0	0	1	0	0	0	1	
BANE's 083	0	0	0	0	1	0	0	0	1	
BANE's 084	0	0	0	0	1	0	0	0	1	
BANE's 085	0	0	0	0	1	0	0	0	1	
BANE's 086	0	0	0	0	1	0	0	0	1	
BANE's 087	0	0	0	0	1	0	0	0	1	
BANE's 088	0	0	0	0	1	0	0	0	1	
BANE's 089	0	0	0	0	1	0	0	0	1	
BANE's 090	0	0	0	0	1	0	0	0	1	
BANE's 091	0	0	0	0	1	0	0	0	1	
BANE's 092	0	0	0	0	1	0	0	0	1	
BANE's 093	0	0	0	0	1	0	0	0	1	
BANE's 094	0	0	0	0	1	0	0	0	1	
BANE's 095	0	0	0	0	1	0	0	0	1	
BANE's 096	0	0	0	0	1	0	0	0	1	
BANE's 097	0	0	0	0	1	0	0	0	1	
BANE's 098	0	0	0	0	1	0	0	0	1	
BANE's 099	0	0	0	0	1	0	0	0	1	
BANE's 100	0	0	0	0	1	0	0	0	1	
BANE's 101	0	0	0	0	1	0	0	0	1	
BANE's 102	0	0	0	0	1	0	0	0	1	
BANE's 103	0	0	0	0	1	0	0	0	1	
BANE's 104	0	0	0	0	1	0	0	0	1	
BANE's 105	0	0	0	0	1	0	0	0	1	
BANE's 106	0	0	0	0	1	0	0	0	1	
BANE's 107	0	0	0	0	1	0	0	0	1	
BANE's 108	0	0	0	0	1	0	0	0	1	
BANE's 109	0	0	0	0	1	0	0	0	1	
BANE's 110	0	0	0	0	1	0	0	0	1	
BANE's 111	0	0	0	0	1	0	0	0	1	
BANE's 112	0	0	0	0	1	0	0	0	1	
BANE's 113	0	0	0	0	1	0	0	0	1	
BANE's 114	0	0	0	0	1	0	0	0	1	
BANE's 115	0	0	0	0	1	0	0	0	1	
BANE's 116	0	0	0	0	1	0	0	0	1	
BANE's 117	0	0	0	0	1	0	0	0	1	
BANE's 118	0	0	0	0	1	0	0	0	1	
BANE's 119	0	0	0	0	1	0	0	0	1	
BANE's 120	0	0	0	0	1	0	0	0	1	
BANE's 121	0	0	0	0	1	0	0	0	1	
BANE's 122	0	0	0	0	1	0	0	0	1	
BANE's 123	0	0	0	0	1	0	0	0	1	
BANE's 124	0	0	0	0	1	0	0	0	1	
BANE's 125	0	0	0	0	1	0	0	0	1	
BANE's 126	0	0	0	0	1	0	0	0	1	
BANE's 127	0	0	0	0	1	0	0	0	1	
BANE's 128	0	0	0	0	1	0	0	0	1	
BANE's 129	0	0	0	0	1	0	0	0	1	
BANE's 130	0	0	0	0	1	0	0	0	1	
BANE's 131	0	0	0	0	1	0	0	0	1	
BANE's 132	0	0	0	0	1	0	0	0	1	
BANE's 133	0	0	0	0	1	0	0	0	1	
BANE's 134	0	0	0	0	1	0	0	0	1	
BANE's 135	0	0	0	0	1	0	0	0	1	
BANE's 136	0	0	0	0	1	0	0	0	1	
BANE's 137	0	0	0	0	1	0	0	0	1	
BANE's 138	0	0	0	0	1	0	0	0	1	
BANE's 139	0	0	0	0	1	0	0	0	1	
BANE's 140	0	0	0	0	1	0	0	0	1	
BANE's 141	0	0	0	0	1	0	0	0	1	
BANE's 142	0	0	0	0	1	0	0	0	1	
BANE's 143	0	0	0	0	1	0	0	0	1	
BANE's 144	0	0	0	0	1	0	0	0	1	
BANE's 145	0	0	0	0	1	0	0	0	1	
BANE's 146	0	0	0	0	1	0	0	0	1	
BANE's 147	0	0	0	0	1	0	0	0	1	
BANE's 148	0	0	0	0	1	0	0	0	1	
BANE's 149	0	0	0	0	1	0	0	0	1	
BANE's 150	0	0	0	0	1	0	0	0	1	
BANE's 151	0	0	0	0	1	0	0	0	1	
BANE's 152	0	0	0	0	1	0	0	0	1	
BANE's 153	0	0	0	0	1	0	0	0	1	
BANE's 154	0	0	0	0	1	0	0	0	1	
BANE's 155	0	0	0	0	1	0	0	0	1	
BANE's 156	0	0	0	0	1	0	0	0	1	
BANE's 157	0	0	0	0	1	0	0	0	1	
BANE's 158	0	0	0	0	1	0	0	0	1	
BANE's 159	0	0	0	0	1	0	0	0	1	
BANE's 160	0	0	0	0	1	0	0	0	1	
BANE's 161	0	0	0	0	1	0	0	0	1	
BANE's 162	0	0	0	0	1	0	0	0	1	
BANE's 163	0	0	0	0	1	0	0	0	1	
BANE's 164	0	0	0	0	1	0	0	0	1	
BANE's 165	0	0	0	0	1	0	0	0	1	
BANE's 166	0	0	0	0	1	0	0	0	1	
BANE's 167	0	0	0	0	1	0	0	0	1	
BANE's 168	0	0	0	0	1	0	0	0	1	
BANE's 169	0	0	0	0	1	0	0	0	1	
BANE's 170	0	0	0	0	1	0	0	0	1	
BANE's 171	0	0	0							

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	14	0	6	0	1	0	21	
BSNES - Other (Norton Radstock)	28	2	3	2	4	0	39	
BSNES - Other (Paciton)	6	0	1	0	1	0	8	
BSNES - Other (Passadown St John)	16	2	7	5	5	0	35	
BSNES - Other (Bathford)	11	0	4	2	1	0	28	
BSNES - Other (Whitchurch)	0	0	0	0	0	0	0	
Bath	660	118	460	20	247	0	1,405	
Bathkings (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	4	5	5	41	
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	
Hampshrs (Winchester)	11	0	4	0	0	0	15	
Kingsham	20	0	8	0	2	0	30	
Luton	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 (Eggleston-Gordons)	0	0	0	0	0	0	0	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	
North Somerset (Naislea)	0	0	0	0	0	0	0	
North Somerset (Winscombe)	0	0	0	0	0	0	0	
North Somerset (Wincanton)	0	0	0	0	0	0	0	
North Somerset (Filton)	0	0	2	0	0	0	2	
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	
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	
South Gloucestershire (Erdbrook Caseway)	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	
TfW North	0	0	0	0	0	0	0	
Wiltshire (Bradford-on-Avon)	0	0	4	0	0	1	5	
Wiltshire (Chippenham)	6	0	0	0	0	0	6	
Wiltshire (Curdham)	0	0	0	0	0	0	0	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	
Wiltshire (Moksham)	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 (Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Westbury)	20	0	0	0	0	0	20	
<b>Total</b>	<b>706</b>	<b>126</b>	<b>481</b>	<b>22</b>	<b>271</b>	<b>21</b>	<b>1,575</b>	

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	2%	
BSNES - Other (Paciton)	0%	0%	0%	0%	0%	0%	0%	
BSNES - Other (Passadown St John)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Bathford)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%	
Bath	32%	7%	20%	0%	14%	0%	82%	
Bathkings (Reading)	0%	0%	0%	0%	0%	0%	0%	
Bristol - Central	1%	0%	0%	0%	0%	1%	2%	
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%	
Bristol - Suburban	1%	0%	0%	0%	0%	0%	1%	
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%	
Hampshrs (Winchester)	0%	0%	0%	0%	0%	0%	0%	
Kingsham	1%	0%	0%	0%	0%	0%	1%	
Luton	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 (Eggleston-Gordons)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Naislea)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Filton)	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%	
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%	
South Gloucestershire (Erdbrook Caseway)	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%	
TfW 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 (Curdham)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Moksham)	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 (Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Westbury)	1%	0%	0%	0%	0%	0%	1%	
<b>Total</b>	<b>42%</b>	<b>8%</b>	<b>22%</b>	<b>5%</b>	<b>12%</b>	<b>1%</b>	<b>100%</b>	

Use of SRN

A36	A36 / A360	0	0%
A36	A36 / A361	0	0%
A36	A36 / Marsh Road	0	0%
A36	M32 27	0	0%
A36 / A361	A36 / A360	0	0%
A36 / A361	A36 / A360	0	0%
A36 / B3108	A36 / A360	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	10	1%
A4 / A46	A4 / A363	45	3%
A4 / A46	M32 21	0	0%
A4 / A46	M32 22	0	0%
A4 / A46	M4 21	0	0%
A4 / A46	M4 216	0	0%
A4 / A46	M4 219	0	0%
A4 / A46	M5 217	0	0%
A4 / A46	M5 219	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M20 219	0	0%
A46 / A420	M32 21	0	0%
A46 / A420	M32 22	0	0%
A46 / A420	M32 23	0	0%
A46 / A420	M4 21	0	0%
A46 / A420	M4 212	0	0%
A46 / A420	M4 215	0	0%
A46 / A420	M4 216	0	0%
A46 / A420	M4 217	0	0%
A46 / A420	M4 218	0	0%
A46 / A420	M4 220	0	0%
A46 / A420	M5 217	4	0%
A46 / A420	M5 220	0	0%
A46 / A420	M5 221	0	0%
M32 21	M5 217	0	0%
M32 21	M5 218	0	0%
M32 21	M52 254	0	0%
M32 23	M32 22	0	0%
M32 23	M32 23	0	0%
M5 219	M5 219	0	0%
<b>Total</b>	<b>Total</b>	<b>65</b>	<b>4%</b>



Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BNES - Other (Bathaston / Bathford)	18	0	4	6	2	0	28	
BNES - Other (Norton Radstock)	17	1	2	0	0	0	23	
BNES - Other (Paxton)	4	0	0	0	2	0	6	
BNES - Other (Passadown St John)	31	0	2	6	7	0	49	
BNES - Other (Bathford)	19	0	0	3	2	0	28	
BNES - Other (Whitchurch)	0	0	0	0	0	0	0	
Bath	420	26	1,056	79	216	12	1,805	
Bathkine (Reading)	0	0	0	0	0	0	0	
Bristol - Central	39	4	1	4	4	96	148	
Bristol - Ports	0	0	0	0	0	0	0	
Bristol - Suburban	53	1	2	4	3	38	101	
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	
Hampden (Winchester)	0	0	0	0	0	0	0	
Kingsham	16	0	8	2	0	0	26	
Luton	4	1	2	0	0	22	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 (Eggleston-Gordano)	0	0	0	0	0	0	0	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	
North Somerset (Naislea)	4	1	2	0	0	0	7	
North Somerset (Winscombe)	0	0	0	0	0	0	0	
North Somerset (Wincanton)	0	0	0	0	0	0	0	
North Somerset (Filton)	14	1	2	0	4	0	21	
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	
Somerset (Bristol)	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 (Erdbrook Caseway)	12	0	0	0	0	0	12	
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	2	18	21	
TfW North	0	0	0	0	0	0	0	
Wiltshire (Bradford-on-Avon)	0	0	13	0	2	3	18	
Wiltshire (Chippenham)	32	1	1	0	0	8	42	
Wiltshire (Curdham)	20	1	0	0	0	0	21	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	
Wiltshire (Moksham)	0	0	0	0	0	0	0	
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Trowbridge)	28	5	1	0	4	0	38	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Westbury)	75	2	1,068	79	244	26	2,327	
<b>Total</b>	<b>758</b>	<b>22</b>	<b>1,868</b>	<b>79</b>	<b>244</b>	<b>26</b>	<b>2,837</b>	

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BNES - Other (Bathaston / Bathford)	1%	0%	0%	0%	0%	0%	1%	
BNES - Other (Norton Radstock)	0%	0%	0%	0%	0%	0%	0%	
BNES - Other (Paxton)	0%	0%	0%	0%	0%	0%	0%	
BNES - Other (Passadown St John)	1%	0%	0%	0%	0%	0%	2%	
BNES - Other (Bathford)	0%	0%	0%	0%	0%	0%	1%	
BNES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%	
Bath	17%	1%	42%	3%	9%	0%	73%	
Bathkine (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	0%	0%	0%	0%	0%	1%	1%	
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%	
Hampden (Winchester)	0%	0%	0%	0%	0%	0%	0%	
Kingsham	1%	0%	0%	0%	0%	0%	1%	
Luton	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 (Eggleston-Gordano)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Naislea)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Filton)	1%	0%	0%	0%	0%	0%	1%	
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%	
Somerset (Bristol)	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 (Erdbrook Caseway)	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%	
TfW North	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Bradford-on-Avon)	1%	0%	0%	0%	0%	0%	1%	
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	2%	
Wiltshire (Curdham)	1%	0%	0%	0%	0%	0%	2%	
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Moksham)	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 (Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Westbury)	3%	0%	44%	3%	10%	0%	60%	
<b>Total</b>	<b>52%</b>	<b>0%</b>	<b>44%</b>	<b>3%</b>	<b>10%</b>	<b>0%</b>	<b>100%</b>	

Use of SRN

A36	A36 / A360	0	0%
A36	A36 / A361	14	1%
A36	A36 / Marsh Road	0	0%
A36	M32 27	0	0%
A36 / A361	A36 / A360	0	0%
A36 / A361	A36 / A366	8	0%
A36 / B3108	A36 / A360	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	26	1%
A36 / B3108	A36 / B3108	13	1%
A36 / B3108	A36 / Marsh Road	0	0%
A36 Branch Road	A36 / A366	0	0%
A4 / A46	A4 / A363	81	3%
A4 / A46	M32 21	2	0%
A4 / A46	M32 22	6	0%
A4 / A46	M4 21	2	0%
A4 / A46	M4 216	0	0%
A4 / A46	M4 219	0	0%
A4 / A46	M5 217	12	0%
A4 / A46	M5 219	6	0%
A46 / A420	M4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M20 219	0	0%
A46 / A420	M32 21	0	0%
A46 / A420	M32 22	0	0%
A46 / A420	M32 23	0	0%
A46 / A420	M4 21	0	0%
A46 / A420	M4 212	0	0%
A46 / A420	M4 215	0	0%
A46 / A420	M4 216	0	0%
A46 / A420	M4 217	0	0%
A46 / A420	M4 218	0	0%
A46 / A420	M4 220	0	0%
A46 / A420	M5 217	0	0%
A46 / A420	M5 220	26	0%
M32 21	M32 21	26	1%
M32 21	M5 217	0	0%
M32 21	M5 218	0	0%
M32 21	M52 254	0	0%
M32 25	M32 22	0	0%
M32 25	M32 23	0	0%
M5 219	M5 219	0	0%
<b>Total</b>	<b>206</b>	<b>5%</b>	









Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	21	1	1	0	1	0	25	
BSNES - Other (Norton Radstock)	30	0	3	0	0	1	44	
BSNES - Other (Paxton)	9	0	2	0	0	0	11	
BSNES - Other (Passadown St John)	28	0	1	1	2	1	33	
BSNES - Other (Bathford)	19	0	0	0	1	0	20	
BSNES - Other (Whitchurch)	0	0	0	0	0	0	0	
Bath	674	78	489	0	111	12	1,281	
Bathshire (Reading)	0	0	0	0	0	0	0	
Bristol - Central	61	4	1	5	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)	19	0	0	0	1	11	22	
Kingsham	17	0	0	2	1	11	22	
Luton	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 (Eggleston-Gordano)	0	0	0	0	0	0	0	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	
North Somerset (Naislea)	0	0	0	0	0	0	0	
North Somerset (Winccombe)	0	0	0	0	0	0	0	
North Somerset (Winton)	0	0	0	0	0	0	0	
Somerset (Frome)	15	1	0	0	1	0	18	
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 (Erdbrook Caseway)	8	2	0	0	0	0	8	
South Gloucestershire (Wick)	0	0	0	0	0	0	0	
South Gloucestershire (Yate)	9	1	0	0	0	0	10	
Swindon - East	0	0	0	0	0	0	0	
Swindon - West	0	0	0	0	0	0	0	
TfW North	0	0	0	0	0	0	0	
Wiltshire (Bradford-on-Avon)	20	0	0	1	0	1	23	
Wiltshire (Chippenham)	12	1	0	0	0	4	17	
Wiltshire (Curdston)	0	0	0	0	0	1	1	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	
Wiltshire (Moksham)	4	1	0	0	1	0	6	
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Trowbridge)	27	1	0	0	3	0	31	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	
Wiltshire (Westbury)	0	0	0	0	0	0	0	
<b>Total</b>	<b>964</b>	<b>86</b>	<b>477</b>	<b>65</b>	<b>124</b>	<b>136</b>	<b>1,522</b>	

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode							Total
	Vehicles	Car Share	Walk	Cycle	Bus	Rail		
BSNES - Other (Bathaston / Bathford)	2%	0%	0%	0%	0%	0%	2%	
BSNES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	3%	
BSNES - Other (Paxton)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Passadown St John)	1%	0%	0%	0%	0%	0%	2%	
BSNES - Other (Bathford)	1%	0%	0%	0%	0%	0%	1%	
BSNES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%	
Bath	32%	4%	24%	0%	6%	1%	71%	
Bathshire (Reading)	0%	0%	0%	0%	0%	0%	0%	
Bristol - Central	3%	0%	0%	0%	0%	0%	3%	
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%	
Bristol - Suburban	2%	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%	
Kingsham	1%	0%	0%	0%	0%	0%	1%	
Luton	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 (Eggleston-Gordano)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Naislea)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Winccombe)	0%	0%	0%	0%	0%	0%	0%	
North Somerset (Winton)	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 (Erdbrook Caseway)	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%	
TfW North	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Bradford-on-Avon)	1%	0%	0%	0%	0%	0%	1%	
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	1%	
Wiltshire (Curdston)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Moksham)	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 (Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%	
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%	
<b>Total</b>	<b>50%</b>	<b>5%</b>	<b>25%</b>	<b>5%</b>	<b>6%</b>	<b>6%</b>	<b>100%</b>	

Use of SRN

A36	A36 / A360	0	0%
A36	A36 / A361	0	0%
A36	A36 / Marsh Road	0	0%
A36	M32 / 21	0	0%
A36 / A361	A36 / A360	0	0%
A36 / A361	A36 / A360	0	0%
A36 / B3108	A36 / A360	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	0%
A4 / A46	A4 / A363	52	0%
A4 / A46	M32 / 21	0	0%
A4 / A46	M32 / 22	0	0%
A4 / A46	M4 / 21	0	0%
A4 / A46	M4 / 216	1	0%
A4 / A46	M4 / 219	0	1%
A4 / A46	M5 / 217	0	0%
A4 / A46	M5 / 219	0	0%
A46 / A420	M4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M20 / 219	0	0%
A46 / A420	M32 / 21	0	0%
A46 / A420	M32 / 22	0	0%
A46 / A420	M32 / 23	0	0%
A46 / A420	M4 / 21	0	0%
A46 / A420	M4 / 212	0	0%
A46 / A420	M4 / 215	0	0%
A46 / A420	M4 / 216	0	0%
A46 / A420	M4 / 217	0	0%
A46 / A420	M4 / 218	0	0%
A46 / A420	M4 / 220	0	0%
A46 / A420	M5 / 217	0	0%
A46 / A420	M5 / 220	0	0%
A46 / A420	M5 / 221	0	0%
M32 / 21	M5 / 217	0	0%
M32 / 21	M5 / 218	0	0%
M32 / 21	M52 / 24	0	0%
M32 / 23	M32 / 22	0	0%
M32 / 23	M32 / 23	0	0%
M5 / 219	M5 / 219	0	0%
<b>Total</b>	<b>Total</b>	<b>166</b>	<b>0%</b>

## Appendix C:

# Trip Generation and Distribution by Site

**Residential Trip Generation and Distribution**

**Site Details**

No.	1
Location	Bath
Site Name	Green Park West and Sydenham Park
No. of Dwellings	250
Model for Analysis	BANKS D12
Trip Rate Category	Edge of Town Centre

**Person Trip Generation**

Weekday AM Peak Hour	58	162	219
Weekday PM Peak Hour	168	96	264

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour									Weekday PM Peak Hour								
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips		
BANKS - Other (Bathaston / Bathford)	1	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%		
BANKS - Other (Noron Radstock)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%		
BANKS - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%		
BANKS - Other (Preston St John)	3	0	0	0	0	0	4	2%	3	0	0	0	0	3	2%			
BANKS - Other (Saltons)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%			
BANKS - Other (Whitmoor)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Bath	36	3	55	7	18	1	169	73%	45	4	112	8	25	169	73%			
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Bristol - Central	3	0	0	0	0	8	13	8%	4	0	0	0	0	10	6%			
Bristol - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Bristol - Suburban	5	0	0	0	0	3	9	4%	6	0	0	0	0	11	4%			
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Hampshire (Winchester)	0	0	0	0	0	2	2	0%	0	0	0	0	0	0	0%			
Keysham	1	0	1	0	0	0	2	1%	2	0	1	0	0	3	1%			
Liphon	0	0	0	0	0	2	3	1%	0	0	0	0	3	1%				
North Somerset (Bristol Airport)	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%			
North Somerset (Easton-in-Gordano)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Mansel)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Whinscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Somerset (Frome)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Somerset (Stree)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Somerset (Wells)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
Somerset (Wincanton)	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%			
South Gloucestershire (Cotnis Coulsleyway)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
South Gloucestershire (Wick)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Swindon - East	0	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
Swindon - West	0	0	0	0	2	2	2	1%	0	0	2	0	0	2	1%			
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Wiltshire (Marlborough)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
Wiltshire (Crispsham)	3	0	0	0	0	4	2	1%	3	0	0	0	0	4	2%			
Wiltshire (Crispsham)	3	0	0	0	0	4	2	1%	3	0	0	0	0	4	2%			
Wiltshire (Malmesbury)	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%			
Wiltshire (Melksham)	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%			
Wiltshire (Tisbury)	2	0	0	0	0	3	0	1%	3	0	0	0	0	4	1%			
Wiltshire (Wootton Bassett)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
<b>Total</b>	<b>88</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>21</b>	<b>18</b>	<b>219</b>	<b>100%</b>	<b>85</b>	<b>7</b>	<b>115</b>	<b>12</b>	<b>26</b>	<b>264</b>	<b>100%</b>			
<b>Mode Share</b>	<b>32%</b>	<b>2%</b>	<b>44%</b>	<b>4%</b>	<b>10%</b>	<b>8%</b>	<b>100%</b>		<b>32%</b>	<b>2%</b>	<b>44%</b>	<b>4%</b>	<b>10%</b>	<b>8%</b>	<b>100%</b>			

**Use of SRN**

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hour
A36	A36 / A350	0	0
A36	A36 / A361	1	1
A36	A36 / Marsh Road	0	0
A36	M4 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
M4 / A46	M4 / A363	7	9
M4 / A46	M52 J1	0	0
M4 / A46	M52 J2	1	1
M4 / A46	M4 J1	0	0
M4 / A46	M4 J16	0	0
M4 / A46	M4 J18	0	0
M4 / A46	M5 J17	1	1
M4 / A46	M5 J19	1	1
M46 / A420	M4 / A463	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J18	0	0
A46 / A420	M52 J1	0	0
A46 / A420	M52 J2	0	0
A46 / A420	M52 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
M52 J1	M5 J17	0	0
M52 J1	M5 J18	0	0
M52 J1	M52 J4	0	0
M52 J3	M52 J4	0	0
M52 J3	M52 J3	0	0
M5 J19	M5 J19	0	0
<b>Total</b>		<b>16</b>	<b>22</b>

**Residential Trip Generation and Distribution**

**Site Details**

No.	2
Location	Bath
Site Name	Western Riverside
No. of Dwellings	250
Model for Analysis	BANES 013
Trip Rate Category	Suburban Area

**Person Trip Generation**

Weekday AM Peak Hour	45	190	230
Weekday PM Peak Hour	105	77	235

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour					Weekday PM Peak Hour										
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
BANES - Other (Bathaston / Eastford)	2	0	0	0	0	0	3	1%	2	0	0	0	0	0	2	1%
BANES - Other (North Kilsstock)	4	1	1	0	0	0	5	2.24%	4	1	1	0	0	5	2.24%	
BANES - Other (Paulton)	1	0	0	0	0	0	1	0.4%	1	0	0	0	0	1	0.4%	
BANES - Other (Prassdown St John)	3	1	0	0	1	0	4	1.6%	3	1	0	0	1	4	1.6%	
BANES - Other (Salford)	1	0	0	0	0	0	1	0.4%	1	0	0	0	0	1	0.4%	
BANES - Other (Whitbourne)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bath	45	9	91	10	0	23	188	76%	45	8	91	10	23	179	76%	
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Central	3	0	0	0	1	7	11	4.4%	3	0	0	1	7	11	4.4%	
Bristol - Fairs	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Suburban	6	0	0	0	0	3	10	4%	6	0	0	0	3	10	4%	
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Hampshire (Winchester)	2	0	0	0	0	0	2	0.8%	2	0	0	0	0	2	0.8%	
Kentisham	0	0	0	0	0	1	3	1%	0	2	0	0	1	3	1%	
London	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%	
North Somerset (Cleeve Magna)	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%	
North Somerset (Long Ashton)	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%	
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Yatton)	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%	
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Stratton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Wells)	1	0	0	0	0	0	1	0.4%	1	0	0	0	0	1	0.4%	
Somerset (Wincanton)	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%	
South Gloucestershire (Conis Cothelway)	1	0	0	0	0	0	1	0.4%	1	0	0	0	0	1	0.4%	
South Gloucestershire (Vicar)	1	0	0	0	0	0	1	0.4%	1	0	0	0	0	1	0.4%	
South Gloucestershire (Yate)	1	0	0	0	0	0	1	0.4%	1	0	0	0	0	1	0.4%	
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Swindon - West	0	0	0	0	0	1	1	0.4%	0	0	0	0	1	1	0.4%	
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Bathford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Chippenham)	2	0	0	0	2	0	2	0.8%	2	0	0	0	0	2	0.8%	
Wiltshire (Corsham)	2	0	0	0	2	0	2	0.8%	2	0	0	0	0	2	0.8%	
Wiltshire (Malmesbury)	1	1	0	0	0	0	2	0.8%	1	1	0	0	0	2	0.8%	
Wiltshire (Merehampton)	1	0	0	0	0	0	1	0.4%	1	0	0	0	0	1	0.4%	
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Trowbridge)	2	0	0	0	0	0	2	0.8%	2	0	0	0	0	2	0.8%	
Wiltshire (Wootton Bassett)	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%	
<b>TOTAL</b>	<b>78</b>	<b>12</b>	<b>94</b>	<b>11</b>	<b>26</b>	<b>14</b>	<b>235</b>	<b>100%</b>	<b>78</b>	<b>12</b>	<b>94</b>	<b>11</b>	<b>26</b>	<b>14</b>	<b>235</b>	<b>100%</b>
<b>Mode Share</b>	<b>33%</b>	<b>5%</b>	<b>40%</b>	<b>5%</b>	<b>11%</b>	<b>6%</b>	<b>100%</b>		<b>33%</b>	<b>5%</b>	<b>40%</b>	<b>5%</b>	<b>11%</b>	<b>6%</b>	<b>100%</b>	

**Use of SRN**

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	M5 J9	0	0
A367 / A361	A367 / A350	0	0
A367 / A365	A367 / A366	0	0
A367 / B3108	A367 / A350	0	0
A367 / B3108	A367 / A361	0	0
A367 / B3108	A367 / A366	2	2
A367 / B3108	A367 / B3108	0	0
A367 / B3108	A367 / Marsh Road	0	0
A367 / Branch Road	A367 / A366	0	0
M4 / A46	M4 / A363	7	7
M4 / A46	M32 J1	0	0
M4 / A46	M32 J2	0	0
M4 / A46	M4 J1	0	0
M4 / A46	M4 J16	0	0
M4 / A46	M4 J18	0	0
M4 / A46	M5 J17	0	0
M4 / A46	M5 J19	0	0
M46 / A420	M47 / A363	0	0
M46 / A420	A467 / A420	0	0
M46 / A420	M25 J19	0	0
M46 / A420	M32 J1	0	0
M46 / A420	M32 J2	0	0
M46 / A420	M32 J3	0	0
M46 / A420	M4 J12	0	0
M46 / A420	M4 J15	0	0
M46 / A420	M4 J16	0	0
M46 / A420	M4 J17	1	1
M46 / A420	M4 J18	1	1
M46 / A420	M4 J20	0	0
M46 / A420	M5 J17	0	0
M46 / A420	M5 J20	0	0
M32 J1	M32 J1	3	3
M32 J1	M5 J19	0	0
M32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	0	0
M5 J19	M5 J19	15	15
<b>Total</b>		<b>15</b>	<b>15</b>

**Residential Trip Generation and Distribution**

**Site Details**

No.	19
Location	Bath
Site Name	Twerton Park
No. of dwellings	747
MSOA for Analysis	BANES 011
Trip Rate Category	Suburban Area

**Person Trip Generation**

Weekday AM Peak Hour	13	53	66
Weekday PM Peak Hour	44	22	66

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour								Weekday PM Peak Hour							
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
BANES - Other (Bathaston / Eastford)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
BANES - Other (Noron Roadstock)	1	0	0	0	0	0	1	2%	0	0	0	0	0	0	1	2%
BANES - Other (Paulton)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
BANES - Other (Preston St John)	1	0	0	0	0	0	1	2%	0	0	0	0	0	0	1	2%
BANES - Other (Salford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
BANES - Other (Whitlouch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	21	4	17	0	0	0	54	82%	21	4	17	0	0	54	82%	
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Central	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Poole	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Suburban	0	0	0	0	0	0	2	2%	1	0	0	0	0	2	2%	
Devonshire (Wolton-under-Edge)	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%	
Kent (Maidstone)	1	0	0	0	0	0	1	2%	1	0	0	0	0	1	2%	
London	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%	
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Easton-in-Sendino)	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%	
North Somerset (Mareham)	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%	
North Somerset (Yatton)	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%	
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Sturminster Newton)	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%	
Somerset (Wincanton)	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%	
South Gloucestershire (Lodge Causeway)	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%	
South Gloucestershire (Yate)	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%	
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Tyne North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Barnston-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Craykeham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Lacockham)	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%	
Wiltshire (Melksham)	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%	
Wiltshire (Frowbridge)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
Wiltshire (Wootton Bassett)	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%	
<b>Total</b>	<b>28</b>	<b>5</b>	<b>18</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>66</b>	<b>100%</b>	<b>28</b>	<b>5</b>	<b>18</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>66</b>	<b>100%</b>
<b>Mode Share</b>	<b>42%</b>	<b>8%</b>	<b>27%</b>	<b>3%</b>	<b>15%</b>	<b>1%</b>	<b>100%</b>		<b>42%</b>	<b>8%</b>	<b>27%</b>	<b>3%</b>	<b>15%</b>	<b>1%</b>	<b>100%</b>	

**Use of SRN**

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 J19	0	0
A36/A361	A36/A350	0	0
A36/A366	A36/A366	0	0
A36/B3108	A36/B350	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/B3108	A36/A366	0	0
A4/A46	M3/A36	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	M4 J19	0	0
A4/A46	M5 J17	0	0
A4/A46	M5 J19	0	0
A46/A420	M4/A36	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	0	0
M32 J1	M3 J19	0	0
M32 J1	M3 J18	0	0
M32 J1	M32 J24	0	0
M32 J1	M32 J2	0	0
M32 J1	M32 J3	0	0
M32 J1	M3 J19	0	0
<b>Total</b>	<b>Total</b>	<b>0</b>	<b>0</b>



**Residential Trip Generation and Distribution**

**Site Details**

No.	4
Location	Bath
Site Name	Royal United Hospital
No. of Dwellings	100
Model for Analysis	BANES 008
Trip Rate Category	Suburban Area

**Person Trip Generation**

Weekday AM Peak Hour	16	76	94
Weekday PM Peak Hour	84	31	94

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour							Weekday PM Peak Hour								
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
BANES - Other (Bathaston / Eastford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
BANES - Other (North Kadsstock)	2	0	0	0	0	0	3	3%	2	0	0	0	0	3	3%	
BANES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
BANES - Other (Prassdown St John)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%	
BANES - Other (Salford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%	
BANES - Other (Whitnuch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bath	22	3	30	7	7	0	69	73%	22	3	30	7	7	68	73%	
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Central	2	0	0	0	1	1	5	5%	2	1	1	1	1	5	5%	
Bristol - Ffons	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Suburban	5	0	0	0	0	1	7	7%	5	1	0	0	0	7	7%	
Gloucestershire (Wolton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Hampshire (Winchester)	1	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Kentisham	1	0	0	0	0	0	2	2%	1	0	0	0	0	2	2%	
London	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%	
North Somerset (Cleeve Magna)	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%	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Mansley)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Winccombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Fromy)	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%	
Somerset (Stratton)	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%	
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Braisley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Conisbrough Way)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Vicarage)	1	0	0	0	0	0	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%	
Swindon - East	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%	
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Bathford-on-Avon)	1	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Chippenham)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%	
Wiltshire (Corsham)	1	0	0	0	0	0	2	2%	1	0	0	0	0	2	2%	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Merehampton)	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%	
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%	
Wiltshire (Wootton Bassett)	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%	
<b>TOTAL</b>	<b>40</b>	<b>4</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>94</b>	<b>100%</b>	<b>40</b>	<b>4</b>	<b>31</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>94</b>	<b>100%</b>
<b>Mode Share</b>	<b>43%</b>	<b>4%</b>	<b>33%</b>	<b>8%</b>	<b>10%</b>	<b>2%</b>	<b>100%</b>		<b>43%</b>	<b>4%</b>	<b>33%</b>	<b>8%</b>	<b>10%</b>	<b>2%</b>	<b>100%</b>	

**Use of SRN**

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hour
A36	A367 / A350	0	0
A36	A367 / A361	0	0
A36	A367 / Marsh Road	0	0
A36	M5 J9	0	0
A367 / A361	A367 / A350	0	0
A367 / A365	A367 / A366	0	0
A367 / B3108	A367 / A350	0	0
A367 / B3108	A367 / A361	0	0
A367 / B3108	A367 / A366	0	0
A367 / B3108	A367 / B3108	0	0
A367 / B3108	A367 / Marsh Road	0	0
A367 / Branch Road	A367 / A366	0	0
M4 / A46	M4 / A363	3	3
M4 / A46	M32 J1	0	0
M4 / A46	M32 J2	0	0
M4 / A46	M4 J1	0	0
M4 / A46	M4 J16	0	0
M4 / A46	M4 J18	0	0
M4 / A46	M5 J17	0	0
M4 / A46	M5 J19	0	0
M46 / A420	M47 / A363	0	0
M46 / A420	M48 / A420	1	1
M48 / A420	M25 J19	0	0
M48 / A420	M32 J1	2	2
M48 / A420	M32 J2	0	0
M48 / A420	M32 J3	1	1
M48 / A420	M4 J12	0	0
M48 / A420	M4 J15	0	0
M48 / A420	M4 J16	0	0
M48 / A420	M4 J17	0	0
M48 / A420	M4 J18	0	0
M48 / A420	M4 J20	0	0
M48 / A420	M5 J17	0	0
M48 / A420	M5 J20	0	0
M32 J1	M32 J1	0	0
M32 J1	M5 J19	0	0
M32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	0	0
M5 J19	M5 J19	0	0
<b>Total</b>		<b>9</b>	<b>9</b>

**Residential Trip Generation and Distribution**

**Site Details**

No.	6
Location	Bath
Site Name	St Martin's Hospital
No. of Dwellings	50
Model for Analysis	BANES DT
Trip Rate Category	Suburban Area

**Person Trip Generation**

Weekday AM Peak Hour	9	38	47
Weekday PM Peak Hour	24	16	47

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour							Weekday PM Peak Hour								
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
BANES - Other (Bathaston / Eastford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
BANES - Other (North Kilsstock)	1	0	0	0	0	0	1	2%	1	0	0	0	0	1	2%	
BANES - Other (Paulton)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
BANES - Other (Prassdown St John)	1	0	0	0	0	0	1	2%	1	0	0	0	0	1	2%	
BANES - Other (Salford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
BANES - 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	34	71%	
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Central	1	0	3	0	0	1	3	6%	1	0	0	0	1	3	6%	
Bristol - Fairs	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Suburban	1	0	0	0	0	0	1	2%	1	0	0	0	1	2%		
Gloucestershire (Wotton-under-Edge)	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%	
Kentisham	0	0	0	0	0	0	1	2%	0	0	0	0	0	1	2%	
London	0	0	0	0	0	0	0	1%	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%	
North Somerset (Cleeve Magna)	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%	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Mansel)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
North Somerset (Winccombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Fromy)	0	0	0	0	0	0	0	1%	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%	
Somerset (Stratton)	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%	
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Braisley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Conisbury Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Vicarage)	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	1%	
Swindon - East	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%	
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Bathford-on-Avon)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%	
Wiltshire (Chippenham)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
Wiltshire (Corsham)	0	0	0	0	0	1	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%	
Wiltshire (Merehampton)	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%	
Wiltshire (Trowbridge)	1	0	0	0	0	1	1	2%	1	0	0	0	0	1	2%	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
<b>TOTAL</b>	<b>24</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>47</b>	<b>100%</b>	<b>24</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>47</b>	<b>100%</b>
<b>Mode Share</b>	<b>56%</b>	<b>6%</b>	<b>25%</b>	<b>5%</b>	<b>7%</b>	<b>8%</b>	<b>100%</b>		<b>56%</b>	<b>6%</b>	<b>25%</b>	<b>5%</b>	<b>7%</b>	<b>8%</b>	<b>100%</b>	

**Use of SRN**

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	M5 J9	0	0
A367 / A361	A36 / A350	0	0
A367 / A365	A367 / A366	0	0
A367 / B3108	A36 / A350	0	0
A367 / B3108	A36 / A361	0	0
A367 / B3108	A36 / A366	0	0
A367 / B3108	A36 / B3108	1	1
A367 / B3108	A367 / Marsh Road	0	0
A367 / Branch Road	A367 / A366	1	1
M4 / A46	M4 / A363	1	1
M4 / A46	M32 J1	0	0
M4 / A46	M32 J2	0	0
M4 / A46	M4 J1	0	0
M4 / A46	M4 J16	0	0
M4 / A46	M4 J18	0	0
M4 / A46	M5 J17	0	0
M4 / A46	M5 J19	0	0
M46 / A420	M4 / A363	0	0
M46 / A420	A46 / A420	0	0
M46 / A420	M25 J19	0	0
M46 / A420	M32 J1	0	0
M46 / A420	M32 J2	0	0
M46 / A420	M32 J3	0	0
M46 / A420	M4 J12	0	0
M46 / A420	M4 J15	0	0
M46 / A420	M4 J16	0	0
M46 / A420	M4 J17	0	0
M46 / A420	M4 J18	0	0
M46 / A420	M4 J20	0	0
M46 / A420	M5 J17	0	0
M46 / A420	M5 J20	0	0
M32 J1	M32 J1	1	1
M32 J1	M5 J19	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	0	0
<b>Total</b>		<b>0</b>	<b>0</b>

**Residential Trip Generation and Distribution**

**Site Details**

No.	6
Location	Bath
Site Name	Sion Hill
No. of Dwellings	100
Model for Analysis	BANES 007
Trip Rate Category	Suburban Area

**Person Trip Generation**

Weekday AM Peak Hour	16	76	94
Weekday PM Peak Hour	84	31	94

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour							Weekday PM Peak Hour								
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
BANES - Other (Bathaston / Eastford)	1	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
BANES - Other (North Knapstock)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
BANES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
BANES - Other (Prassdown St John)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
BANES - Other (Salford)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
BANES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	12	2	46	2	0	1	68	73%	12	2	46	2	1	68	73%	
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Central	1	0	4	0	0	3	4	5%	1	0	4	0	3	4	5%	
Bristol - Fairs	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	1	0	0	0	5	5%	
Gloucestershire (Wotton-under-Edge)	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%	
Kentisham	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
London	0	0	0	0	0	1	1	1%	0	0	1	0	0	1	1%	
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Clewer Mearns)	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%	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Mansley)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Winccombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Yatton)	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%	0	0	0	0	0	1	1%	
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Stratton)	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%	
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Braisley Storks)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Conisbrough Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Vicar)	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%	
Swindon - East	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	1	0	0	1	1%	
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Bathford-on-Avon)	1	0	0	0	0	0	1	1%	0	0	0	0	0	1	1%	
Wiltshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Corsham)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Merehampton)	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%	
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	1%	1	0	0	0	0	1	1%	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
<b>TOTAL</b>	<b>27</b>	<b>3</b>	<b>46</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>94</b>	<b>100%</b>	<b>27</b>	<b>3</b>	<b>46</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>94</b>	<b>100%</b>
<b>Mode Share</b>	<b>28%</b>	<b>3%</b>	<b>49%</b>	<b>3%</b>	<b>8%</b>	<b>8%</b>	<b>100%</b>		<b>28%</b>	<b>3%</b>	<b>49%</b>	<b>3%</b>	<b>8%</b>	<b>8%</b>	<b>100%</b>	

**Use of SRN**

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hour
A36	A367 / A360	0	0
A36	A367 / A361	1	1
A36	A367 / Marsh Road	0	0
A36	M5 J9	0	0
A367 / A361	A367 / A360	0	0
A367 / A365	A367 / A366	0	0
A367 / B3108	A367 / A360	0	0
A367 / B3108	A367 / A361	0	0
A367 / B3108	A367 / A366	0	0
A367 / B3108	A367 / B3108	0	0
A367 / B3108	A367 / Marsh Road	0	0
A367 / Branch Road	A367 / A366	0	0
A4 / A46	A4 / A363	4	4
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	M4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	1	1
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	1	1
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	1	1
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
A46 / A420	M32 J1	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	1	1
<b>Total</b>		<b>11</b>	<b>11</b>

**Residential Trip Generation and Distribution**

**Site Details**

No.	7
Location	Keynsham
Site Name	Fire Station
No. of dwellings	21
MSOA for Analysis	B&NES 002
Trip 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**

Distribution	Weekday AM Peak Hour								Proportion of Trips	Weekday PM Peak Hour							
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Vehicles		Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	
B&NES - Other (Barnesdon / Eastford)	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
B&NES - Other (Noron Roadstock)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
B&NES - Other (Piddstown St John)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
B&NES - Other (Salford)	0	0	0	0	0	0	1	1	3%	0	0	0	0	1	3%		
B&NES - Other (Whitlucuch)	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	1%		
Bath	0	0	0	0	0	0	2	2	17%	0	0	0	0	2	17%		
Berkshire (Reading)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
Bristol - Central	1	0	0	0	0	0	1	1	10%	1	0	0	0	1	4%		
Bristol - Paris	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	1%		
Bristol - Suburban	4	0	0	0	1	0	5	5	26%	4	0	0	1	6	26%		
Devonshire (Wolton-under-Edge)	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%		
Kentham	2	0	2	0	0	0	2	2	26%	2	0	2	0	4	26%		
London	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	1%	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%		
North Somerset (Easton-in-Sendino)	0	0	0	0	0	0	0	0	1%	0	0	0	0	1%			
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
North Somerset (Merrill)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
North Somerset (Winccombe)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
North Somerset (Yarlington)	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%		
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
Somerset (Streat)	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%		
Somerset (Wincanton)	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%		
South Gloucestershire (Lodge Causeway)	0	0	0	0	0	0	0	0	2%	0	0	0	0	0	2%		
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0	2%	0	0	0	0	0	2%		
South Gloucestershire (Yate)	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%		
Swindon - West	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
Tyne North	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
Wiltshire (Barnston-on-Avon)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
Wiltshire (Cruppinham)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
Wiltshire (Lacockham)	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%		
Wiltshire (Melksham)	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%		
Wiltshire (Frowbridge)	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0%		
Wiltshire (Wootton Bassett)	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%		
<b>Total</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>100%</b>		<b>14</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>22</b>	<b>100%</b>		
<b>Mode Share</b>	<b>64%</b>	<b>6%</b>	<b>14%</b>	<b>0%</b>	<b>10%</b>	<b>3%</b>	<b>100%</b>			<b>54%</b>	<b>6%</b>	<b>14%</b>	<b>5%</b>	<b>16%</b>	<b>100%</b>		

**Use of SRN**

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 J19	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / B300	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 / B3108	A36 / A366	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	M47 A420	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M32 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	M3 J19	0	0
M32 J1	M4 J16	0	0
M32 J1	M52 J24	0	0
M32 J1	M32 J2	0	0
M32 J1	M32 J3	0	0
M32 J1	M32 J4	0	0
M32 J1	M32 J5	0	0
M32 J1	M32 J6	0	0
M32 J1	M32 J7	0	0
M32 J1	M32 J8	0	0
M32 J1	M32 J9	0	0
M32 J1	M32 J10	0	0
M32 J1	M32 J11	0	0
M32 J1	M32 J12	0	0
M32 J1	M32 J13	0	0
M32 J1	M32 J14	0	0
M32 J1	M32 J15	0	0
M32 J1	M32 J16	0	0
M32 J1	M32 J17	0	0
M32 J1	M32 J18	0	0
M32 J1	M32 J19	0	0
M32 J1	M32 J20	0	0
M32 J1	M32 J21	0	0
M32 J1	M32 J22	0	0
M32 J1	M32 J23	0	0
M32 J1	M32 J24	0	0
M32 J1	M32 J25	0	0
M32 J1	M32 J26	0	0
M32 J1	M32 J27	0	0
M32 J1	M32 J28	0	0
M32 J1	M32 J29	0	0
M32 J1	M32 J30	0	0
M32 J1	M32 J31	0	0
M32 J1	M32 J32	0	0
M32 J1	M32 J33	0	0
M32 J1	M32 J34	0	0
M32 J1	M32 J35	0	0
M32 J1	M32 J36	0	0
M32 J1	M32 J37	0	0
M32 J1	M32 J38	0	0
M32 J1	M32 J39	0	0
M32 J1	M32 J40	0	0
M32 J1	M32 J41	0	0
M32 J1	M32 J42	0	0
M32 J1	M32 J43	0	0
M32 J1	M32 J44	0	0
M32 J1	M32 J45	0	0
M32 J1	M32 J46	0	0
M32 J1	M32 J47	0	0
M32 J1	M32 J48	0	0
M32 J1	M32 J49	0	0
M32 J1	M32 J50	0	0
M32 J1	M32 J51	0	0
M32 J1	M32 J52	0	0
M32 J1	M32 J53	0	0
M32 J1	M32 J54	0	0
M32 J1	M32 J55	0	0
M32 J1	M32 J56	0	0
M32 J1	M32 J57	0	0
M32 J1	M32 J58	0	0
M32 J1	M32 J59	0	0
M32 J1	M32 J60	0	0
M32 J1	M32 J61	0	0
M32 J1	M32 J62	0	0
M32 J1	M32 J63	0	0
M32 J1	M32 J64	0	0
M32 J1	M32 J65	0	0
M32 J1	M32 J66	0	0
M32 J1	M32 J67	0	0
M32 J1	M32 J68	0	0
M32 J1	M32 J69	0	0
M32 J1	M32 J70	0	0
M32 J1	M32 J71	0	0
M32 J1	M32 J72	0	0
M32 J1	M32 J73	0	0
M32 J1	M32 J74	0	0
M32 J1	M32 J75	0	0
M32 J1	M32 J76	0	0
M32 J1	M32 J77	0	0
M32 J1	M32 J78	0	0
M32 J1	M32 J79	0	0
M32 J1	M32 J80	0	0
M32 J1	M32 J81	0	0
M32 J1	M32 J82	0	0
M32 J1	M32 J83	0	0
M32 J1	M32 J84	0	0
M32 J1	M32 J85	0	0
M32 J1	M32 J86	0	0
M32 J1	M32 J87	0	0
M32 J1	M32 J88	0	0
M32 J1	M32 J89	0	0
M32 J1	M32 J90	0	0
M32 J1	M32 J91	0	0
M32 J1	M32 J92	0	0
M32 J1	M32 J93	0	0
M32 J1	M32 J94	0	0
M32 J1	M32 J95	0	0
M32 J1	M32 J96	0	0
M32 J1	M32 J97	0	0
M32 J1	M32 J98	0	0
M32 J1	M32 J99	0	0
M32 J1	M32 J100	0	0
M32 J1	M32 J101	0	0
M32 J1	M32 J102	0	0
M32 J1	M32 J103	0	0
M32 J1	M32 J104	0	0
M32 J1	M32 J105	0	0
M32 J1	M32 J106	0	0
M32 J1	M32 J107	0	0
M32 J1	M32 J108	0	0
M32 J1	M32 J109	0	0
M32 J1	M32 J110	0	0
M32 J1	M32 J111	0	0
M32 J1	M32 J112	0	0
M32 J1	M32 J113	0	0
M32 J1	M32 J114	0	0
M32 J1	M32 J115	0	0
M32 J1	M32 J116	0	0
M32 J1	M32 J117	0	0
M32 J1	M32 J118	0	0
M32 J1	M32 J119	0	0
M32 J1	M32 J120	0	0
M32 J1	M32 J121	0	0

**Residential Trip Generation and Distribution**

**Site Details**

No.	8
Location	Kerningham
Site Name	Freeport Nursing Home
No. of Dwellings	35
Model for Analysis	B&NES 002
Trip Rate Category	Edge of Town Centre

**Person Trip Generation**

Weekday AM Peak Hour	8	23	31
Weekday PM Peak Hour	24	18	37

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour							Weekday PM Peak Hour								
	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 (Barnstaple / Bampton)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (North Kaysstock)	0	0	0	0	0	0	0	1%	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%	
B&NES - Other (Praslowdown St John)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
B&NES - Other (Salford)	1	0	0	0	0	0	1	3%	1	0	0	0	0	1	3%	
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
B&N	4	0	0	0	0	0	4	17%	5	0	0	0	1	6	17%	
Berkshire (Reading)	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	0	2	5	13%
Bristol - Filton	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1%	
Bristol - Saltford	6	0	0	0	0	1	7	28%	7	1	0	0	0	10	28%	
Gloucestershire (Wotton-under-Edge)	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%	
Kerningham	3	1	0	0	0	0	4	20%	4	1	0	0	0	6	20%	
London	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	1%	
North Somerset (Cleeve Magna)	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	1%	
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Mansel)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Winccombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Yatton)	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%	
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Stratton)	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%	
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Bristol Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Conisbrough)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Vicar)	0	0	0	0	0	0	0	2%	1	0	0	0	0	1	2%	
South Gloucestershire (Yate)	1	0	0	0	0	0	1	2%	1	0	0	0	0	1	2%	
Swindon - East	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%	
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Bathford-on-Avon)	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%	
Wiltshire (Corsham)	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%	
Wiltshire (Merehampton)	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%	
Wiltshire (Trowbridge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Wootton Bassett)	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%	
<b>TOTAL</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>100%</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>37</b>	<b>100%</b>
<b>Mode Share</b>	<b>64%</b>	<b>6%</b>	<b>14%</b>	<b>3%</b>	<b>10%</b>	<b>3%</b>	<b>100%</b>		<b>64%</b>	<b>6%</b>	<b>14%</b>	<b>3%</b>	<b>10%</b>	<b>3%</b>	<b>100%</b>	

**Use of SRN**

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hour
A36	A36 / A360	0	0
A36	A36 / A361	0	0
A36	A36 / Marsh Road	0	0
A36	M5 J9	0	0
A367 / A361	A367 / A360	0	0
A367 / A365	A367 / A366	0	0
A367 / B3108	A367 / A360	0	0
A367 / B3108	A367 / A361	0	0
A367 / B3108	A367 / A366	0	0
A367 / B3108	A367 / B3108	0	0
A367 / B3108	A367 / Marsh Road	0	0
A367 / Branch Road	A367 / 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	M4 / 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 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	0	0
<b>Total</b>	<b>Total</b>	<b>0</b>	<b>0</b>

**Residential Trip Generation and Distribution**

**Site Details**

No.	9
Location	Keynsham
Site Name	Safeguarded Land
No. of Dwellings	280
Neighbourhood	BSNES 003
Trip Rate Category	Edge of Town

**Person Trip Generation**

Weekday AM Peak Hour	97	217	274
Weekday PM Peak Hour	109	188	237

**Trips by Distribution and Mode**

Distribution	Weekday AM Peak Hour							Weekday PM Peak Hour								
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
BSNES - Other (Bathaston / Eastford)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
BSNES - Other (North Kadbuck)	4	0	1	0	0	0	5	2%	4	0	1	0	0	4	2%	
BSNES - Other (Paulton)	2	0	0	0	0	0	2	1%	2	0	0	0	0	2	1%	
BSNES - Other (Prassdown St John)	3	0	0	0	0	0	3	1%	3	0	0	0	0	3	1%	
BSNES - Other (Salford)	5	1	0	0	0	0	7	3%	5	1	0	0	0	6	3%	
BSNES - Other (Whitchurch)	2	0	0	0	0	0	2	1%	2	0	0	0	0	2	1%	
Bath	33	3	1	1	5	3	47	17%	29	3	1	2	2	41	17%	
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Bristol - Central	19	1	44	3	14	7	107	16%	17	1	38	2	12	68	16%	
Bristol - Filton	2	0	0	0	0	0	2	1%	1	0	0	0	0	1	1%	
Bristol - Suburban	71	3	1	1	2	2	83	30%	82	2	1	2	4	72	30%	
Gloucestershire (Wotton-under-Edge)	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%	
Keynsham	31	3	24	2	1	0	61	22%	27	2	21	1	0	52	22%	
London	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%	
North Somerset (Clewer Meads)	2	0	0	0	0	0	2	0%	2	0	0	0	0	2	1%	
North Somerset (Easton-in-Gordano)	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%	
North Somerset (Mansel)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Winccombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
North Somerset (Yatton)	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%	
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Somerset (Stratton)	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%	
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
South Gloucestershire (Brassey Stoke)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%	
South Gloucestershire (Conis Lauseway)	4	0	0	0	0	0	4	2%	4	0	0	0	0	4	2%	
South Gloucestershire (Vick)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%	
South Gloucestershire (Yate)	4	0	0	0	0	0	5	2%	4	0	0	0	0	4	2%	
Swindon - East	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%	
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Bathford-on-Avon)	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%	
Wiltshire (Corsham)	2	0	0	0	0	0	2	1%	1	0	0	0	0	1	1%	
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Merehampton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%	
Wiltshire (Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Wiltshire (Wootton Bassett)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%	
Wiltshire (Wootton Bassett)	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%	
<b>TOTAL</b>	<b>189</b>	<b>12</b>	<b>28</b>	<b>8</b>	<b>25</b>	<b>12</b>	<b>274</b>	<b>100%</b>	<b>164</b>	<b>10</b>	<b>24</b>	<b>7</b>	<b>22</b>	<b>16</b>	<b>237</b>	<b>100%</b>
<b>Mode Share</b>	<b>65%</b>	<b>4%</b>	<b>10%</b>	<b>3%</b>	<b>9%</b>	<b>4%</b>	<b>100%</b>		<b>65%</b>	<b>4%</b>	<b>16%</b>	<b>3%</b>	<b>9%</b>	<b>4%</b>	<b>100%</b>	

**Use of SRN**

Entry Junction	Exit Junction	Weekday AM Peak Hour	Weekday PM Peak Hour
A36	A367 / A360	0	0
A36	A367 / A361	0	0
A36	A367 / Marsh Road	0	0
A36	M5 J9	0	0
A367 / A361	A367 / A360	0	0
A367 / A365	A367 / A366	0	0
A367 / B3108	A367 / A360	0	0
A367 / B3108	A367 / A361	0	0
A367 / B3108	A367 / A366	0	0
A367 / B3108	A367 / B3108	0	0
A367 / B3108	A367 / Marsh Road	0	0
A367 / Branch Road	A367 / A366	1	1
M4 / A46	M4 / A363	3	2
M4 / A46	M32 J1	0	0
M4 / A46	M32 J2	0	0
M4 / A46	M4 J1	0	0
M4 / A46	M4 J16	0	0
M4 / A46	M4 J18	0	0
M4 / A46	M5 J17	0	0
M4 / A46	M5 J19	0	0
M46 / A420	M47 / A363	0	0
M46 / A420	M48 / A420	0	0
M48 / A420	M25 J19	0	0
M48 / A420	M32 J1	0	0
M48 / A420	M32 J2	0	0
M48 / A420	M32 J3	0	0
M48 / A420	M4 J1	0	0
M48 / A420	M4 J12	0	0
M48 / A420	M4 J15	0	0
M48 / A420	M4 J16	0	0
M48 / A420	M4 J17	0	0
M48 / A420	M4 J18	0	0
M48 / A420	M4 J20	0	0
M48 / A420	M5 J17	0	0
M48 / A420	M5 J20	0	0
M32 J1	M32 J1	11	9
M32 J1	M5 J17	4	4
M32 J1	M5 J18	1	1
M32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	1	1
M5 J19	M5 J19	21	18
<b>Total</b>		<b>21</b>	<b>18</b>

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	Twenton Park	70
4	Royal United Hospital	100
5	St Martin's Hospital	50
6	Siem Hill	100
7	Fire Station	21
8	Treetops Nursing Home	35
9	Safeguarded Land	280
	<b>Total</b>	<b>1,156</b>

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	231	847	1,078
Weekday PM Peak Hour	734	361	1,095

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

Distribution	Weekday AM Peak Hour									Weekday PM Peak Hour								
	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 (Bathaston / Bathford)	7	0	1	0	1	0	10	1%	7	1	1	1	0	10	1%			
B&NES - Other (Norton Radstock)	14	1	2	1	1	0	19	2%	14	1	2	1	1	19	2%			
B&NES - Other (Paulton)	4	1	1	0	0	0	6	1%	4	1	1	0	0	6	0%			
B&NES - Other (Peasedown St John)	11	1	1	1	3	0	17	2%	11	1	1	1	3	18	2%			
B&NES - Other (Salford)	10	2	1	1	1	0	14	1%	10	2	1	1	1	14	1%			
B&NES - Other (Whitchurch)	3	0	0	0	0	0	3	0%	2	0	0	0	0	3	0%			
Bath	192	26	290	32	73	7	620	58%	197	26	308	34	76	647	59%			
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Bristol - Central	34	3	1	4	19	28	88	8%	33	3	4	4	18	86	8%			
Bristol - Ports	2	0	0	0	0	2	2	0%	2	0	0	0	0	2	0%			
Bristol - Suburban	102	5	2	3	7	12	131	12%	95	5	2	3	7	124	11%			
Gloucestershire (Wotton-under-Edge)	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%			
Keysham	42	4	31	2	2	1	82	8%	40	4	29	2	1	77	7%			
London	1	0	0	0	0	3	4	0%	1	0	0	0	4	5	0%			
North Somerset (Bristol Airport)	1	0	0	0	0	1	1	0%	1	0	0	0	0	1	0%			
North Somerset (Chew Magna)	2	0	0	0	0	0	2	0%	2	0	0	0	0	2	0%			
North Somerset (Easton-in-Gordano)	1	0	0	0	0	0	1	0%	0	0	0	0	0	1	0%			
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Naisica)	0	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Somerset (Frome)	4	0	0	0	1	0	5	0%	4	0	1	0	0	5	0%			
Somerset (Shapton Mallet)	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%			
Somerset (Wells)	2	0	0	0	0	2	0	0%	2	0	0	0	0	2	0%			
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
South Gloucestershire (Bradley Stoke)	2	0	0	0	0	2	0	0%	1	0	0	0	0	1	0%			
South Gloucestershire (Cribbs Causeway)	8	0	0	0	0	8	1%	7	0	0	0	0	0	8	1%			
South Gloucestershire (Wick)	4	0	0	0	0	5	0	0%	5	0	0	0	0	5	0%			
South Gloucestershire (Yate)	7	0	0	0	0	7	0	1%	6	0	0	0	0	7	1%			
Swindon - East	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	3	0	0	5	0%			
The North	0	0	0	0	0	0	1	0%	0	0	0	0	0	1	0%			
Wiltshire (Bradford-on-Avon)	3	0	0	0	0	4	0	0%	3	0	0	0	0	4	0%			
Wiltshire (Chippenhams)	7	0	0	0	0	2	9	1%	7	0	0	0	2	9	1%			
Wiltshire (Corsham)	10	1	0	0	0	12	0	1%	10	1	0	0	0	12	1%			
Wiltshire (Marnesbury)	1	1	0	0	0	2	0	0%	1	1	0	0	0	2	0%			
Wiltshire (Melksham)	1	0	0	0	0	0	1	0%	1	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%			
Wiltshire (Rowledge)	8	1	0	0	0	11	0	1%	9	1	0	0	0	11	1%			
Wiltshire (Warminster)	1	0	0	0	0	1	0	0%	1	0	0	0	0	1	0%			
Wiltshire (Westbury)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%			
<b>Total</b>	<b>488</b>	<b>46</b>	<b>331</b>	<b>47</b>	<b>108</b>	<b>58</b>	<b>1,078</b>	<b>100%</b>	<b>462</b>	<b>47</b>	<b>348</b>	<b>48</b>	<b>61</b>	<b>1,095</b>	<b>100%</b>			
<b>Mode Share</b>	<b>45%</b>	<b>4%</b>	<b>31%</b>	<b>4%</b>	<b>10%</b>	<b>5%</b>	<b>100%</b>		<b>44%</b>	<b>4%</b>	<b>32%</b>	<b>4%</b>	<b>10%</b>	<b>6%</b>	<b>100%</b>			

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

**Bath Sites**

List of Sites

No.	Site Name	No. of Dwellings
1	Green Park West and Sydenham Park	250
2	Western Riverside	250
3	Twenton Park	70
4	Royal United Hospital	100
5	St Martin's Hospital	50
6	Sion Hill	100
<b>Total</b>		<b>820</b>

**Person Trip Generation**

Weekday AM Peak Hour	161	594	755
Weekday PM Peak Hour	527	271	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**

Distribution	Weekday AM Peak Hour									Weekday PM Peak Hour								
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips		
BKNE's - Other (Bathwick/ Bathford)	0	0	1	1	1	0	3	1%	0	0	1	1	1	0	3	1%		
BKNE's - Other (Norton Knadslock)	10	0	1	1	1	0	13	2%	10	0	1	1	1	0	14	2%		
BKNE's - Other (Paulson)	2	0	0	0	0	0	2	0%	2	0	0	0	0	2	0%			
BKNE's - Other (Prestoncom St John)	0	1	1	1	0	0	3	0%	0	1	1	1	0	3	0%			
BKNE's - Other (Salford)	4	0	0	0	0	0	4	1%	4	0	0	0	0	4	1%			
BKNE's - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Bath	161	22	268	31	87	4	505	73%	169	22	306	32	71	4	504	73%		
Berkshire (Reading)	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	3	1	3	22	4%			
Bristol - Paris	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Bristol - Suburban	21	1	1	34	5	1	64	9%	21	1	1	10	1	36	5%			
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Hamphshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Keynsham	6	1	0	0	1	0	8	1%	6	1	1	0	0	8	1%			
London	1	0	0	0	3	0	4	0%	1	0	0	0	0	1	0%			
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Chew Magnal)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Easton/Sodbano)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%			
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Nassau)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Wincobridge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
North Somerset (Yalton)	0	0	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	1	0	0	5	1%			
Somerset (Shepton Mallet)	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%			
Somerset (Wick)	2	0	0	0	0	0	2	0%	2	0	0	0	0	2	0%			
Somerset (Wincanson)	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%			
South Gloucestershire (Cribbs Causeway)	3	0	0	0	0	0	3	0%	3	0	0	0	0	3	0%			
South Gloucestershire (Wick)	3	0	0	0	0	0	3	0%	3	0	0	0	0	3	0%			
South Gloucestershire (Yate)	2	0	0	0	0	0	2	0%	2	0	0	0	0	2	0%			
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Swindon - West	1	0	0	0	3	0	4	1%	1	0	0	0	0	1	0%			
The Neigh	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Wiltshire (Bradford-on-Avon)	3	0	0	0	0	0	3	0%	3	0	0	0	0	3	0%			
Wiltshire (Chippenham)	7	0	0	0	0	2	9	1%	7	0	2	0	2	9	1%			
Wiltshire (Corham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%			
Wiltshire (Marnesbury)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%			
Wiltshire (Merkham)	1	0	0	0	0	0	1	0%	1	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%			
Wiltshire (Trowbridge)	7	1	0	0	0	1	10	1%	8	1	0	0	0	10	1%			
Wiltshire (Warmaster)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%			
Wiltshire (Wootton Bassett)	1	0	0	0	0	0	1	0%	1	0	0	0	0	1	0%			
<b>Total</b>	<b>267</b>	<b>32</b>	<b>296</b>	<b>37</b>	<b>77</b>	<b>45</b>	<b>755</b>	<b>100%</b>	<b>280</b>	<b>33</b>	<b>315</b>	<b>39</b>	<b>82</b>	<b>49</b>	<b>798</b>	<b>100%</b>		
<b>Mode Share</b>	<b>35%</b>	<b>4%</b>	<b>39%</b>	<b>5%</b>	<b>10%</b>	<b>6%</b>	<b>100%</b>		<b>35%</b>	<b>4%</b>	<b>39%</b>	<b>5%</b>	<b>10%</b>	<b>6%</b>	<b>100%</b>			



Keynsham Sites

List of Sites

No.	Site Name	No. of Dwellings
7	Fire Station	21
8	1/1 Footops Nursing Home	35
9	[Safeguarded Land]	290
<b>Total</b>		<b>336</b>

Person Trip Generation

Weekday AM Peak Hour	70	25.3	323
Weekday PM Peak Hour	207	90	296

Vehicle Trip Generation

Weekday AM Peak Hour	48	17.3	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	0.319	0.182	0.601

Trips by Distribution and Mode

Distribution	Weekday AM Peak Hour								Weekday PM Peak Hour							
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total	Proportion of Trips
BRNE'S - Other (Barnstaston / Barnford)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
BRNE'S - Other (Northton Roadlock)	5	0	1	0	0	0	6	2%	4	0	0	0	0	0	4	2%
BRNE'S - Other (Peaston)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
BRNE'S - Other (Peasedown St John)	3	0	0	0	0	0	3	1%	3	0	0	0	0	0	3	1%
BRNE'S - Other (Salford)	7	0	1	0	0	0	8	3%	6	1	1	0	0	0	8	3%
BRNE'S - Other (Widchurch)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
BRIH	40	4	2	1	5	3	55	17%	36	2	2	5	3	51	17%	
BREKSHIRE (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	22	1	0	3	16	7	50	16%	20	1	0	3	15	6	46	16%
Bristol - Paris	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
Bristol - Saltford	61	3	0	1	6	2	68	20%	74	3	1	6	2	86	20%	
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	36	3	3	2	1	2	45	13%	33	3	3	1	1	41	13%	
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	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
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 (Neston)	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 Somerset (Yarney)	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 (Shapton Malley)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Stonard)	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 (Chipsal 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	5	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	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 (Chiseldon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Lordsburg)	2	0	0	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 (Moksham)	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 (Wainwright)	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%
<b>Total</b>	<b>224</b>	<b>14</b>	<b>26</b>	<b>18</b>	<b>21</b>	<b>13</b>	<b>313</b>	<b>100%</b>	<b>202</b>	<b>13</b>	<b>22</b>	<b>9</b>	<b>28</b>	<b>12</b>	<b>286</b>	<b>100%</b>
<b>Mode Share</b>	<b>68%</b>	<b>4%</b>	<b>11%</b>	<b>5%</b>	<b>9%</b>	<b>4%</b>	<b>100%</b>		<b>65%</b>	<b>5%</b>	<b>11%</b>	<b>3%</b>	<b>10%</b>	<b>4%</b>	<b>100%</b>	

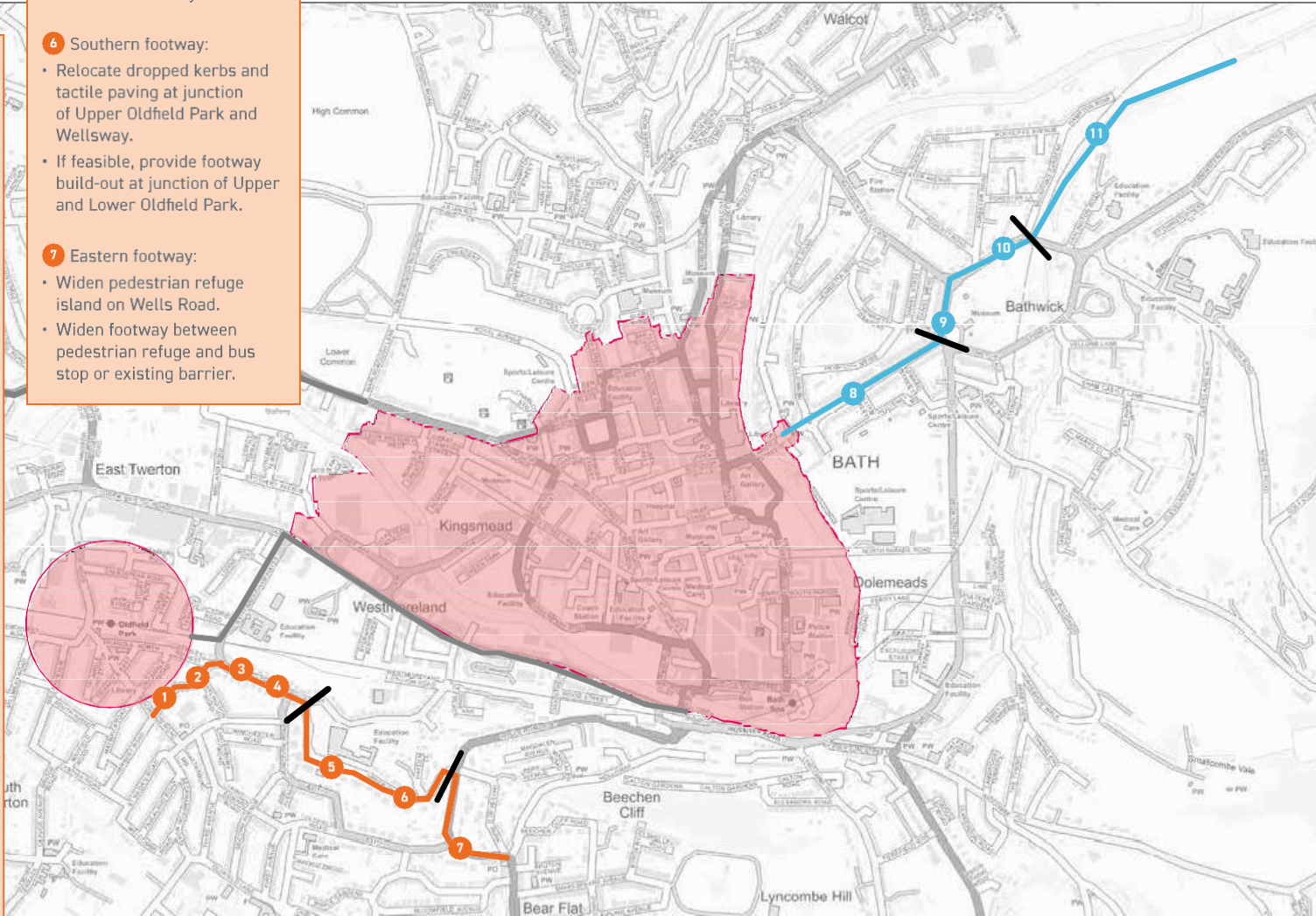
## Appendix D:

# Local Cycling and Walking Infrastructure Plan

Bath 1

- 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.

- 5** Northern footway:
  - Resurface 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.
- 7** Eastern footway:
  - Widen pedestrian refuge island on Wells Road.
  - Widen footway between pedestrian refuge and bus stop or existing barrier.



- 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.
- 11**
  - 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

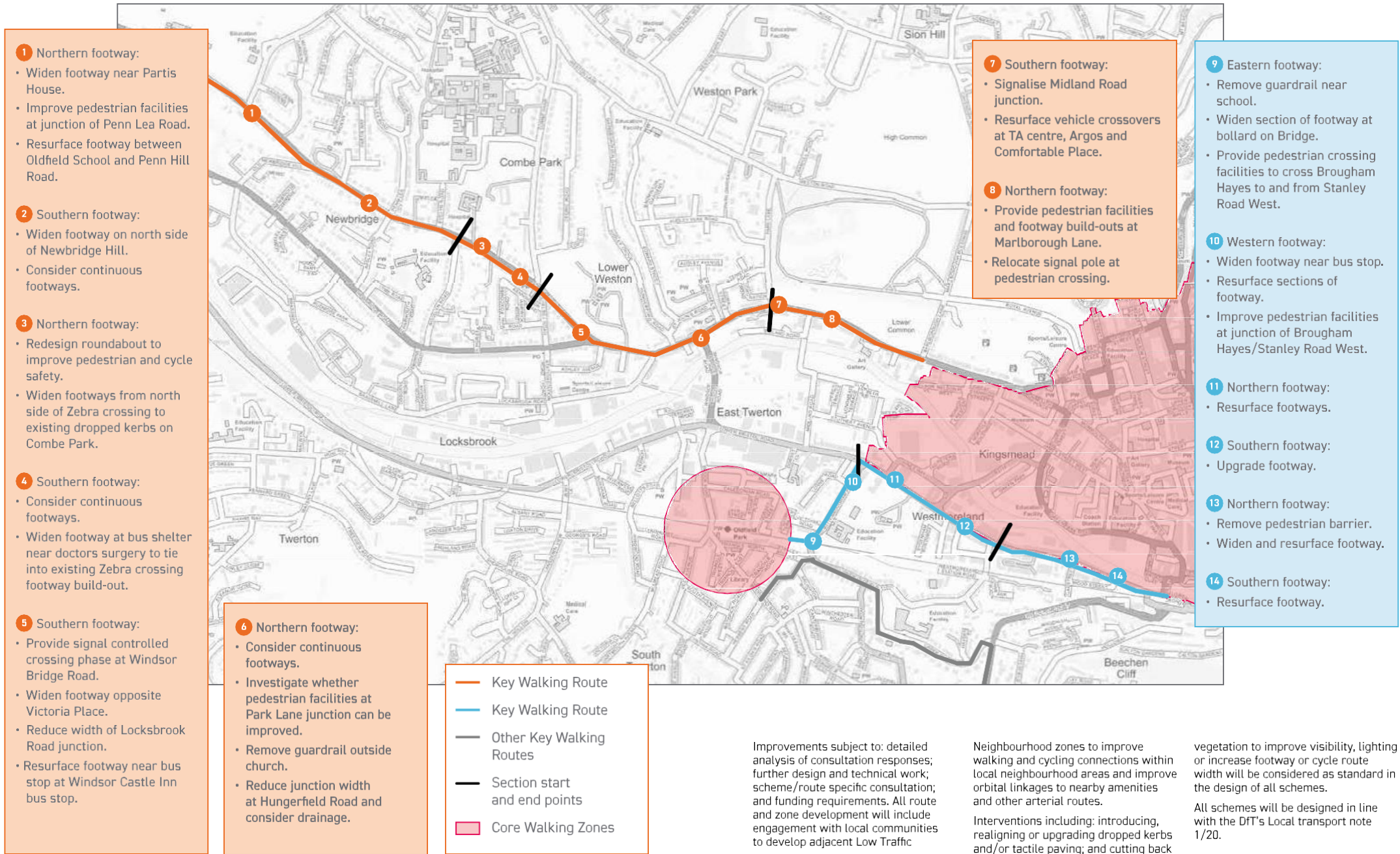
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

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.

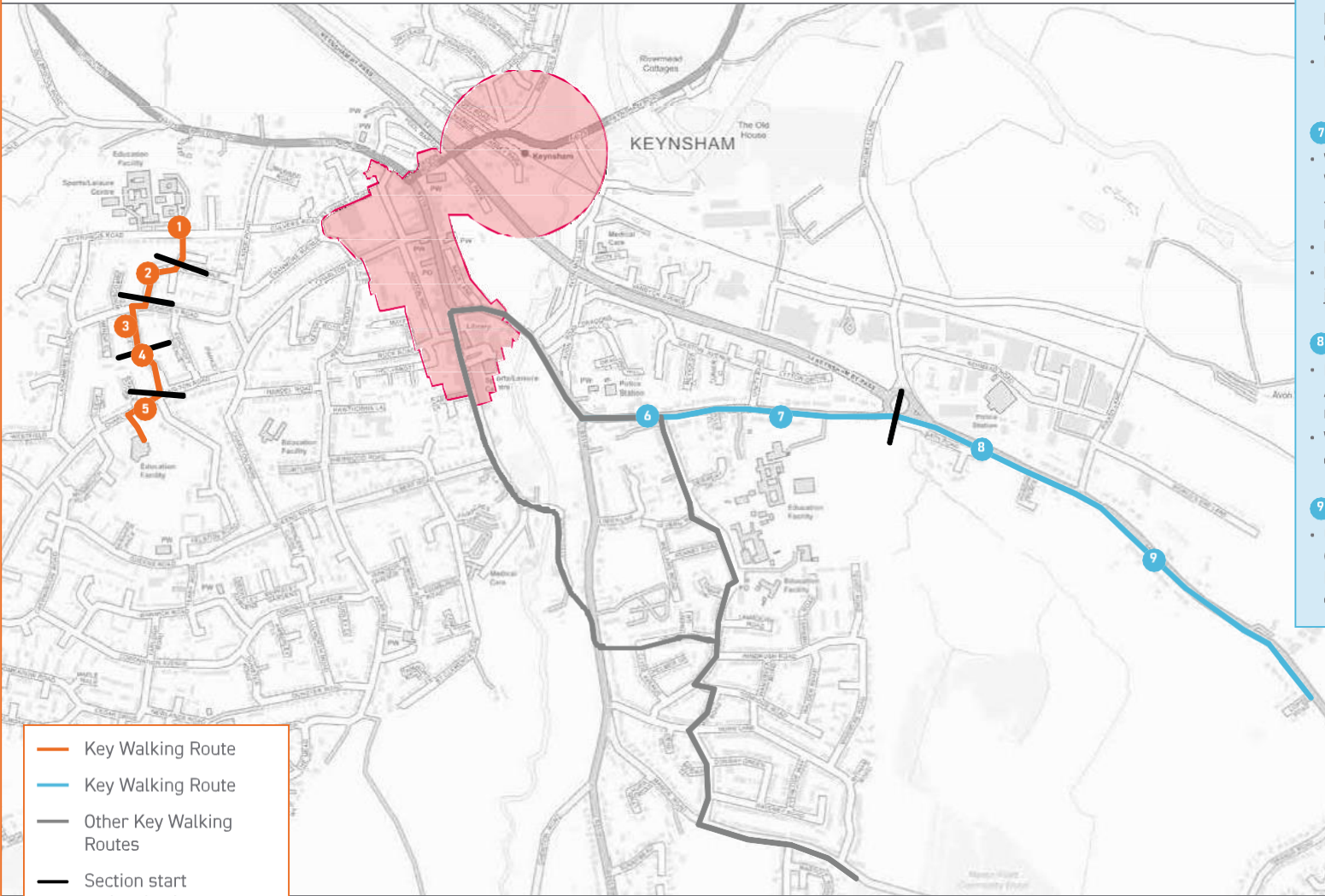


Bath 2



Keynsham 1

- 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.
- 4** 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.



— Key Walking Route  
— Key Walking Route  
— Other Key Walking Routes  
 Section start and end points  
 Core Walking Zones

- 6** Northern footway:
  - Improve existing pedestrian refuge on B3116 near Wellsway School entrance to provide pedestrian facility to get to north side of B3116.
  - Relocate bus stop near Talbot Inn to widen footway.
- 7** Southern footway:
  - Widen footway between Wellsway junction and garage - need to remove parking or reduce road width.
  - Relocate bus shelter.
  - Provide footway build-out at junction of Chandag Road.
- 8** Northern footway:
  - Provide Puffin crossing on A4 east side of Broadmead roundabout.
  - Widen and resurface footway on A4 where required.
- 9** Southern footway:
  - Upgrade pedestrian facility at Copseland Road and Grange Road (i.e. tactile paving or continuous footway).

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

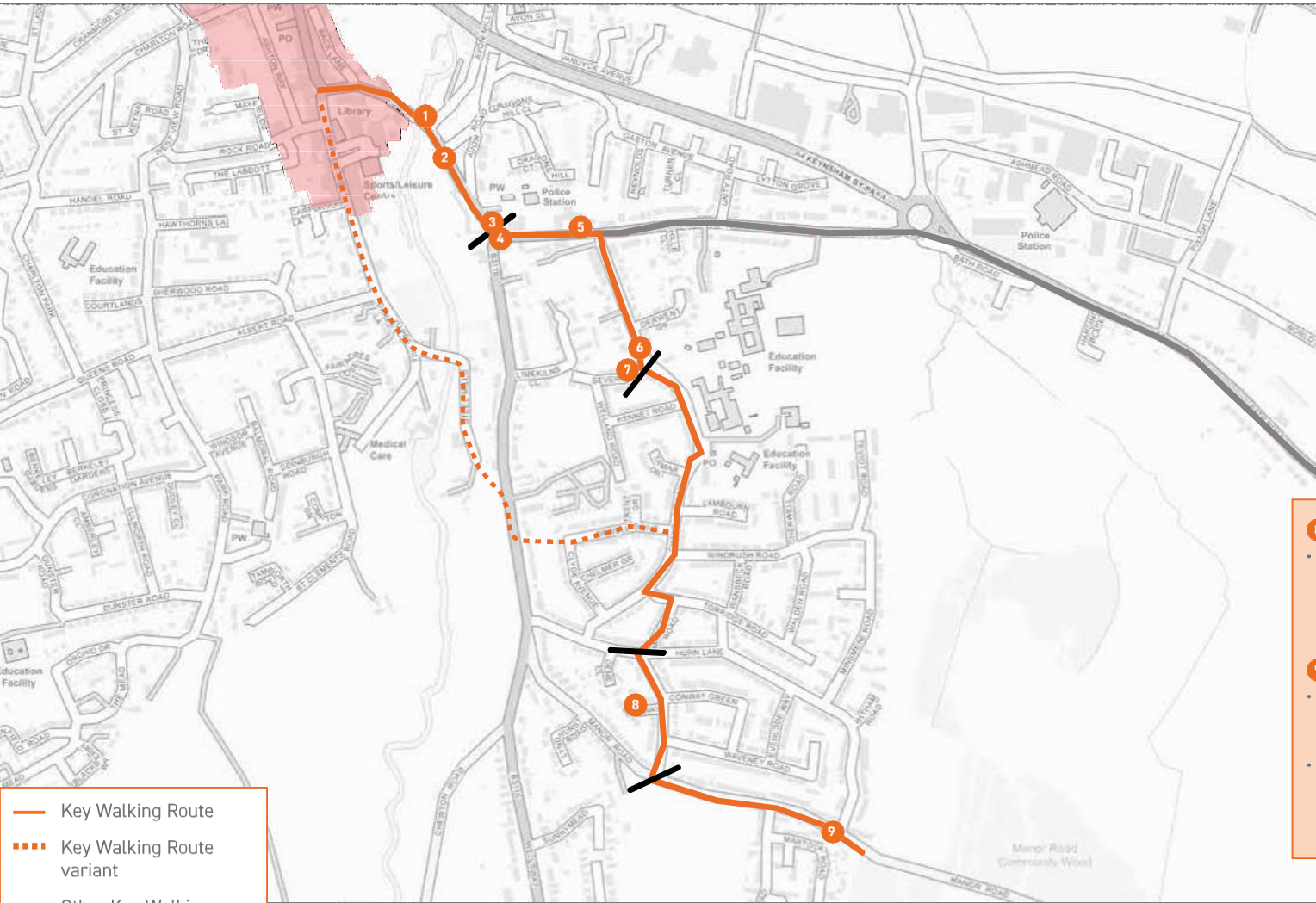
vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.  
All schemes will be designed in line with the DfT's Local transport note 1/20.





# Keynsham 2

- 1 Western footway:**
  - 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.
- 3**
  - 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.
- 7 Northern footway:**
  - Remove barriers at Limekilns Close.
  - Consider continuous footways.



- Key Walking Route
- - - Key Walking Route variant
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

- 8 Eastern footway:**
  - Consider continuous footways at junction of Waveney Road and Conway Garden.
- 9 Eastern footway:**
  - Provide pedestrian refuge island on Medway Road at junction of Manor Road.
  - Consider continuous footway at Hurn Lane/Manor Road junction and footway build out.

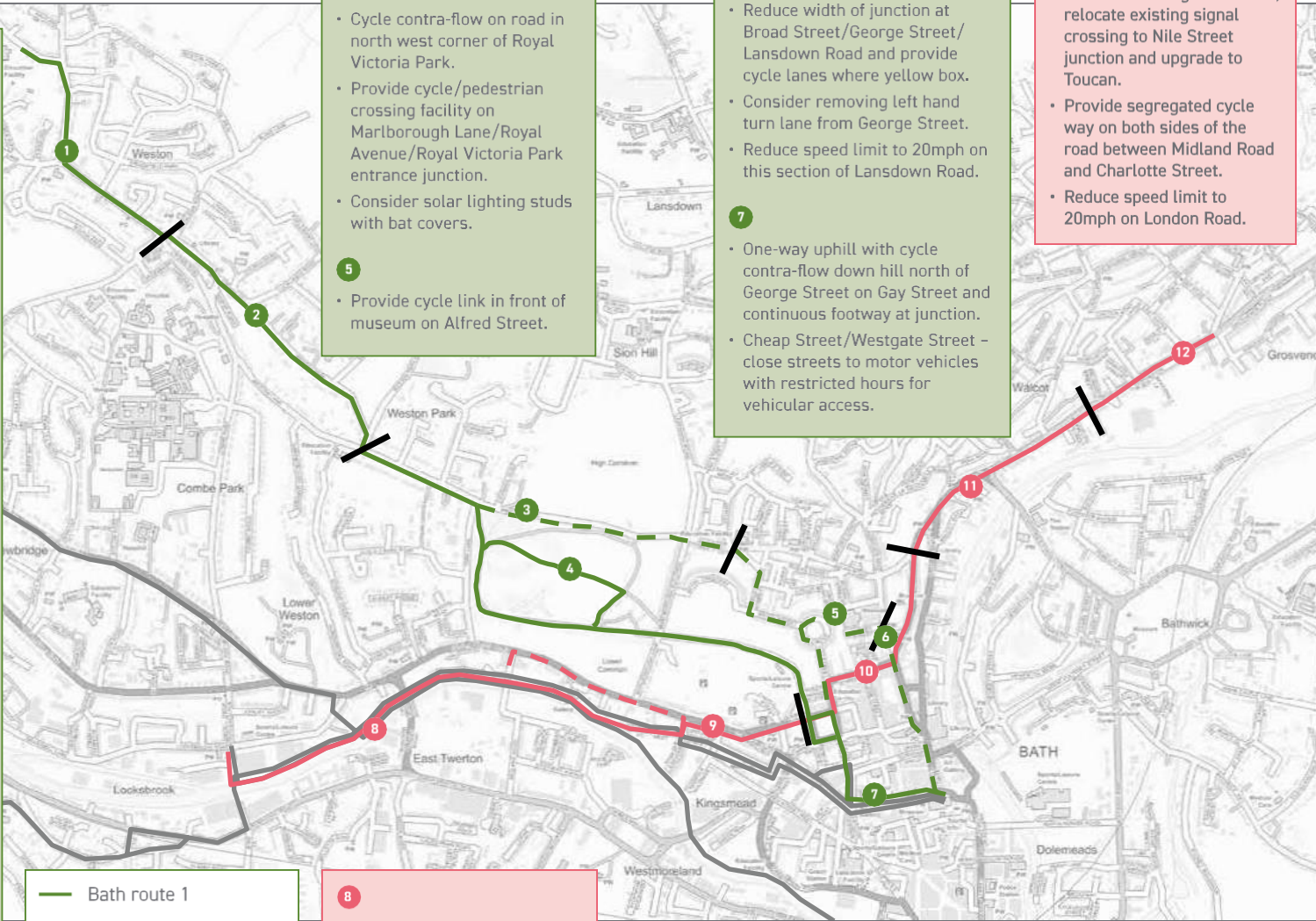
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

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.

Bath routes 1 and 2

- 1**
  - Provide continuous footways on Trafalgar Road, Anchor Road, Harcourt Gardens and Eastfield Avenue.
  - Reconstruct layby to give space for cyclists.
  - Redesign roundabout to improve pedestrian and cycle safety.
  - Provide rear access into school.
- 2**
  - Remove slip road on east of High Street at junction of Crown Road and provide Toucan crossing or Parallel Zebra crossing.
  - Traffic calming maybe required on Crown Road.
- 3**
  - 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 crossings to Parallel crossings.
  - Provide continuous footways at Cranhill Road, Cranhill Park and Lucklands Road.
  - Traffic calming between Cranwells Park and Weston Road/Weston
  - Remove slip road on east side Lane junction.



- Bath route 1
- - - Bath route 1 variant
- Bath route 2
- - - Bath route 2 variant
- Other LCWIP cycling routes
- Section start and end points

- 4**
  - Measures on this route include:
    - Cycle contra-flow on road in north west corner of Royal Victoria Park.
    - Provide cycle/pedestrian crossing facility on Marlborough Lane/Royal Avenue/Royal Victoria Park entrance junction.
    - Consider solar lighting studs with bat covers.
- 5**
  - Provide cycle link in front of museum on Alfred Street.

- 6**
  - Reduce width of junction at Broad Street/George Street/Lansdown Road and provide cycle lanes where yellow box.
  - Consider removing left hand turn lane from George Street.
  - Reduce speed limit to 20mph on this section of Lansdown Road.
- 7**
  - One-way uphill with cycle contra-flow down hill north of George Street on Gay Street and continuous footway at junction.
  - Cheap Street/Westgate Street - close streets to motor vehicles with restricted hours for vehicular access.

- 9**
  - Consider closing Nile Street, relocate existing signal crossing to Nile Street junction and upgrade to Toucan.
  - Provide segregated cycle way on both sides of the road between Midland Road and Charlotte Street.
  - Reduce speed limit to 20mph on London Road.

- 10**
  - 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.
- 11**
  - 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 one-way 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.

- 8**
  - Implement link between Fieldings Road bridge and Riverside Path (will be delivered through Section 106 contribution).
  - Improve Riverside path - resurface, widen where feasible and provide lighting (see route 5 details).

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.



Bath routes 3 and 4

- 1**
  - 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.
- 2**
  - 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 lanes not feasible on Newbridge Hill between Combe Park and 6 Kelston Road.

- 3**
  - Resurface, widen where feasible and provide lighting.
- 4**
  - Sustainable transport route for future walking and cycling on disused railway path.
- 5**
  - Resurface, widen where feasible and provide lighting.

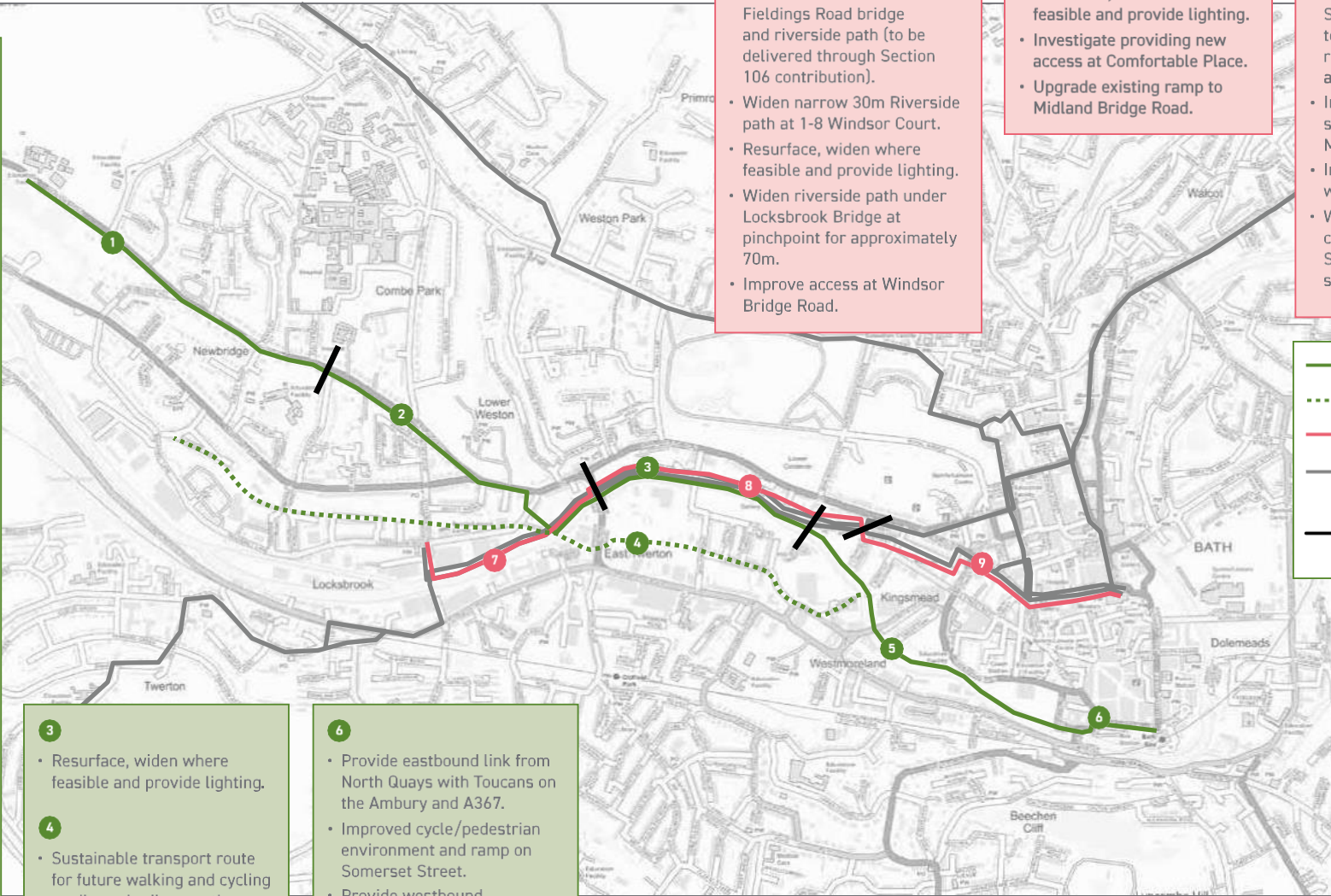
- 6**
  - Provide eastbound link from North Quays with Toucans on the Ambury and A367.
  - Improved cycle/pedestrian environment and ramp on Somerset Street.
  - Provide westbound segregated cycle path on Broad Quay (existing layby) to link to upgraded Zebra with Parallel crossing and new segregated cycle path linking to riverside path.

- 7**
  - Provide link between Fieldings Road bridge and riverside path (to be delivered through Section 106 contribution).
  - Widen narrow 30m Riverside path at 1-8 Windsor Court.
  - Resurface, widen where feasible and provide lighting.
  - Widen riverside path under Locksbrook Bridge at pinchpoint for approximately 70m.
  - Improve access at Windsor Bridge Road.

- 8**
  - Resurface, widen where feasible and provide lighting.
  - Investigate providing new access at Comfortable Place.
  - Upgrade existing ramp to Midland Bridge Road.

- 9**
  - 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  
- - - Bath route 3 variant  
— Bath route 4  
— Other LCWIP cycling routes  
— Section start and end points



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

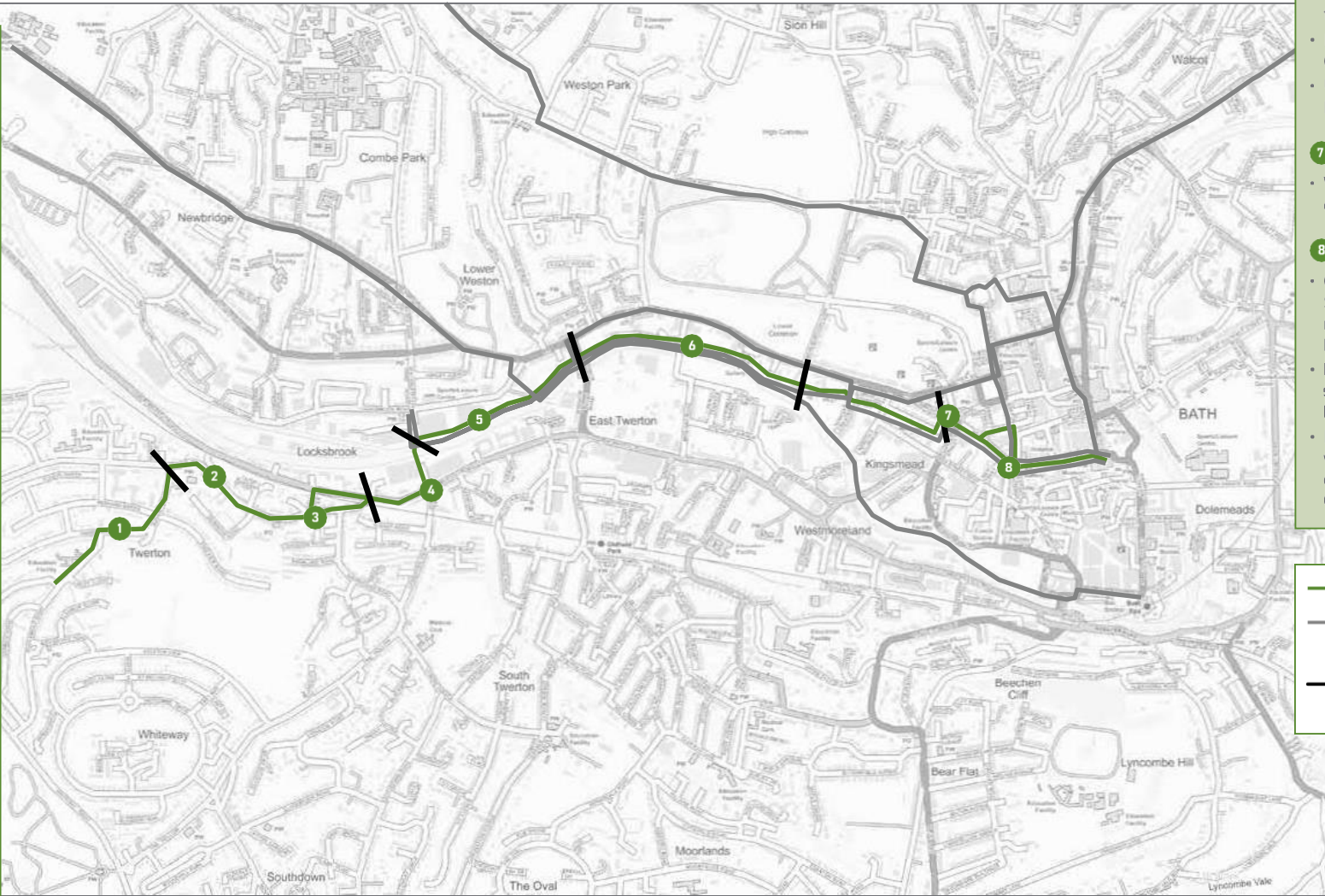
Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.  
Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

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.



Bath route 5

- 1**
  - 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.
- 2**
  - Public Realm improvements.
- 3**
  - Signalise Mill Lane/Lower Bristol Road junction, and consider restricting access to cyclists, buses and cars.
- 4**
  - 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.
- 5**
  - Refer to map C02 for proposed measures between Fielding Road Bridge and city centre.



- 6**
  - Resurface, widen where feasible and provide lighting.
  - Investigate new access at Comfortable Place.
  - Upgrade existing ramp to Midland Bridge Road.
- 7**
  - Widen existing segregated cycle path on Charles Street.
- 8**
  - 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 on Monmouth Street and Charles Street.

— Bath route 5

— Other LCWIP cycling routes

— Section start and end points

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

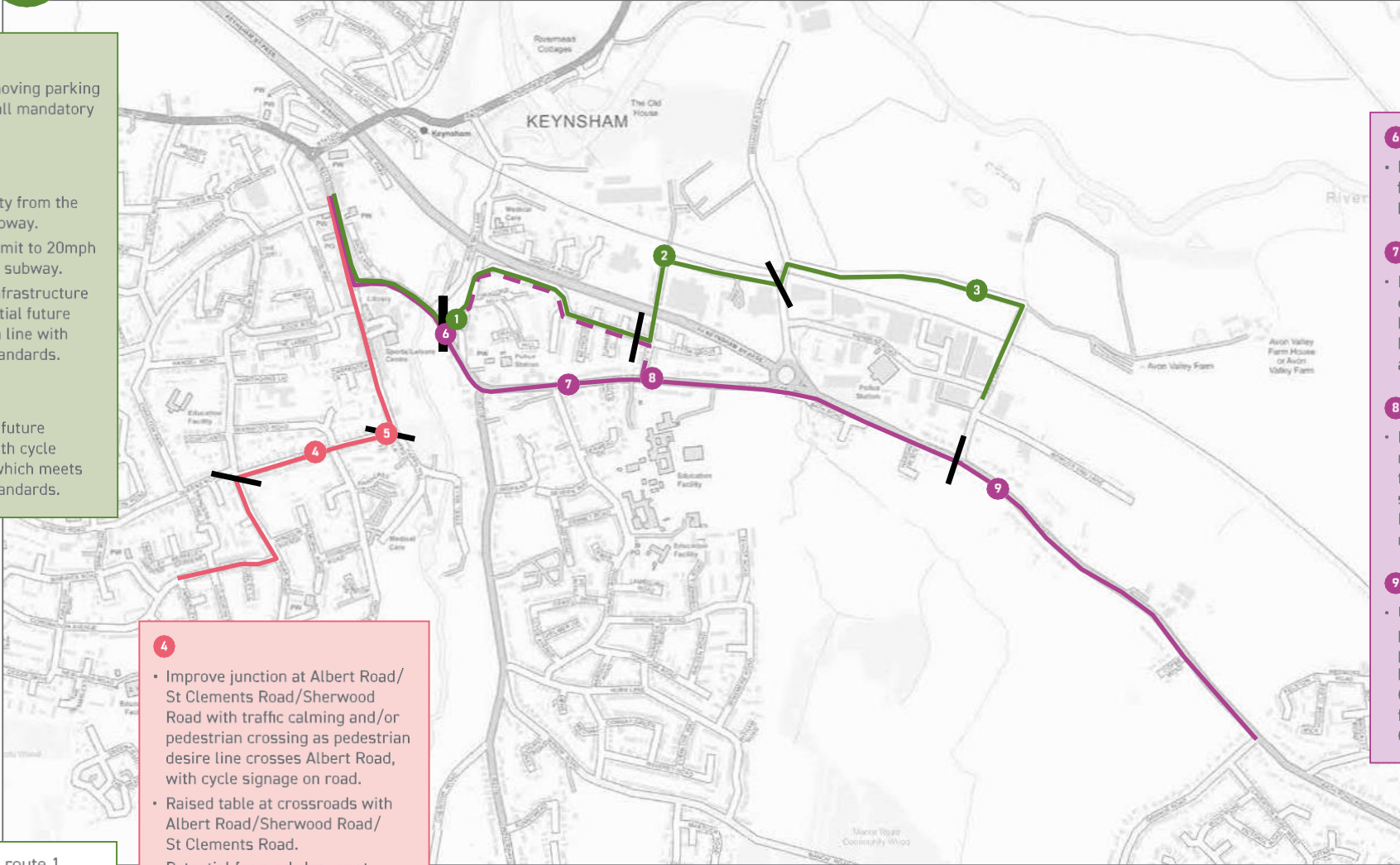
Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.  
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**C04**

**Keynsham routes 1, 2 and 3**

- 1**
  - Improve by removing parking on hill and install mandatory cycle lane.
- 2**
  - Improve visibility from the south end of subway.
  - Reduce speed limit to 20mph on north side of subway.
  - Provide cycle infrastructure linking to potential future development, in line with latest design standards.
- 3**
  - Serve potential future development with cycle infrastructure which meets latest design standards.



- 6**
  - Improve safety on roundabout for cyclists turning right from Fox and Hounds Lane.
- 7**
  - Provide uphill mandatory cycle lane on Bath Hill and in both directions on Bath Road between junction of Bath Hill and Unity Road.
- 8**
  - Provide pedestrian/cycle refuge island with right hand turn lane for cyclists to join shared-use path east of Unity Road so cyclists can avoid roundabout.
- 9**
  - Upgrade shared use path to provide two way segregated path on south side of A4 between Ellsbridge Close and Grange Road and continuous footways at Copse Road and Grange Road.

- 4**
  - Improve junction at Albert Road/ St Clements Road/Sherwood Road with traffic calming and/or pedestrian desire line crossing as pedestrian crosses Albert Road, with cycle signage on road.
  - Raised table at crossroads with Albert Road/Sherwood Road/ St Clements Road.
  - Potential for road closure at southern entrance to Sherwood Road.
- 5**
  - Improve road lining to make cyclists more visible and encourage vehicles to keep to the correct side of the road.

— Keynsham route 1  
— Keynsham route 2  
— Keynsham route 3  
- - - Keynsham route 3 variant  
— Section start and end points

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.

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## Appendix E

### *Trip Distribution by Site location*

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

Destination	Weekday AM Peak Hour		Weekday PM Peak Hour		Total
	No. Trips	Proportion of trips	No. Trips	Proportion of 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 Gloucestershire	8	1%	8	1%	16
Wiltshire	38	5%	41	5%	79
Other	10	1%	11	1%	21
<b>Total</b>	<b>755</b>	<b>100%</b>	<b>798</b>	<b>100%</b>	<b>1553</b>

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

Destination	Weekday AM Peak Hour		Weekday PM Peak Hour		Total
	No. Trips	Proportion of trips	No. Trips	Proportion of 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 Gloucestershire	7	92%	8	93%	15
Wiltshire	30	79%	32	79%	62
Other	2	20%	2	18%	4
<b>Total</b>	<b>267</b>	<b>35%</b>	<b>280</b>	<b>35%</b>	<b>547</b>

### Trip Distribution (All trips)- Keynsham Sites

Destination	Weekday AM Peak Hour		Weekday PM Peak Hour		Total Trips
	No. Trips	Proportion of trips	No. Trips	Proportion of trips	
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
<b>Total</b>	<b>323</b>	<b>100%</b>	<b>296</b>	<b>100%</b>	<b>620</b>

### Trip Distribution (Vehicle trips)- Keynsham Sites

Destination	Weekday AM Peak Hour		Weekday PM Peak Hour		Total Trips
	No. Trips	Proportion of trips	No. Trips	Proportion of 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
<b>Total</b>	<b>221</b>	<b>68%</b>	<b>202</b>	<b>68%</b>	<b>423</b>

