Local Plan Partial Update: Evidence Base

Technical Note: Transport Implications for Bath

B&NES Council

Project number: 60652071

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Quality information

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1. Introduction

1.1 Project Context

1.1.1 AECOM was appointed by Bath and North East Somerset (B&NES) Council to provide transport consultancy services in relation to the Local Plan Partial Update (LPPU).

1.1.2 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.

1.1.3 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.

1.1.4 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*.

1.1.5 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*.

1.1.6 The 'Options Consultation' on the LPPU ran from 7th January 2021 to 18th 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 Transport and Development Supplementary Planning Document (SPD)

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 Transport and Development SPD 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: This will provide best practice design and planning requirements for walking and cycling infrastructure provision;
  - Parking: 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 SPD 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**.

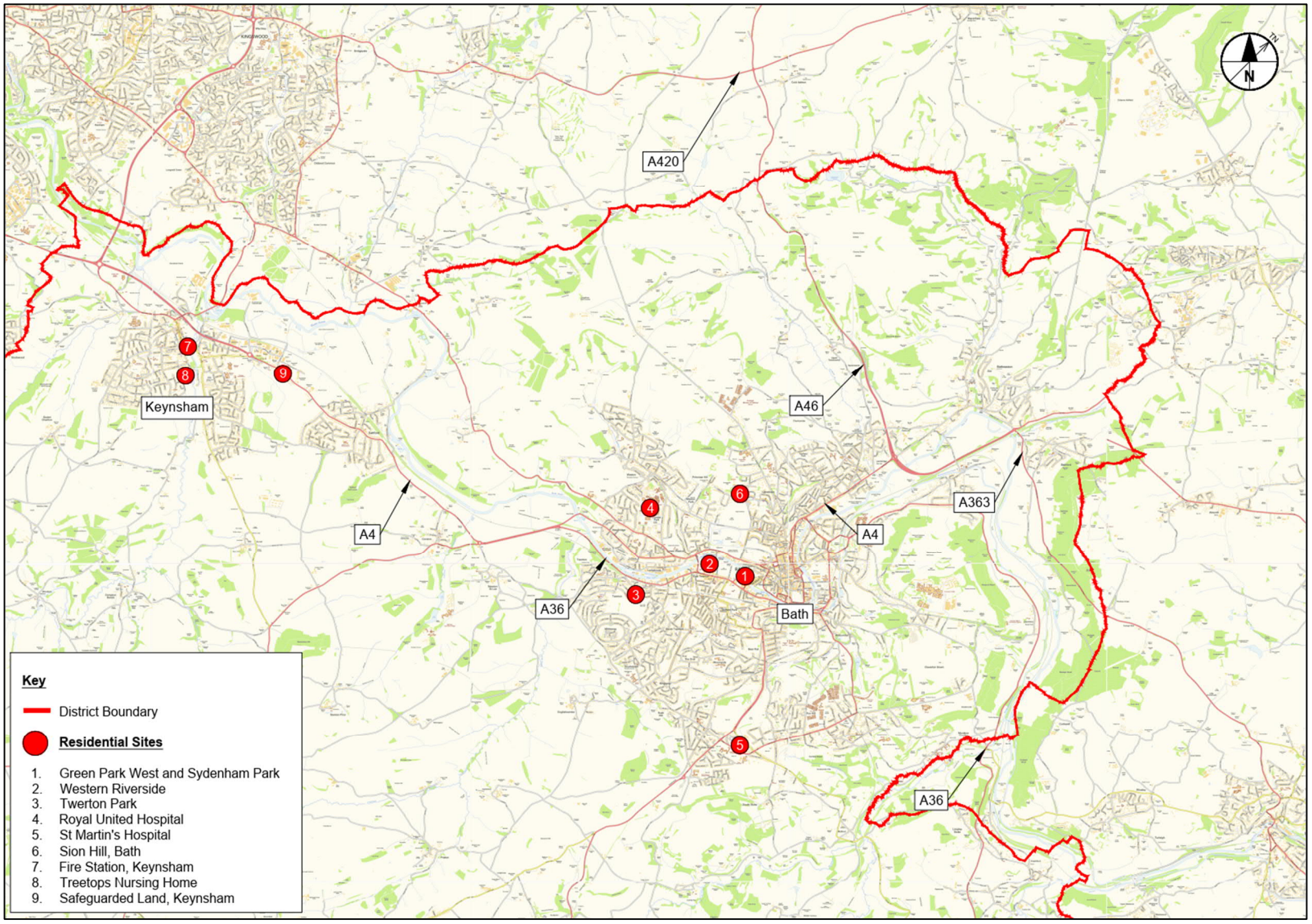
Table 1-1: Potential Housing Sites

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
4	Royal United Hospital (RUH)	Bath	100
5	St Martin's Hospital	Bath	50
6	Sion Hill	Bath	100
		Bath Sites Sub-Total	***820***
7	Fire Station	Keynsham	15
8	Treetops Nursing Home	Keynsham	15
9	North Keynsham Safeguarded Land	Keynsham	300
		Keynsham Sites Sub-Total	***336***
		Total	**1,156**

1.3.2 In addition to the above, sites have been identified in Midsomer Norton (10 homes at Silver Street) and Paulton (70 homes); these sites have not been considered in terms of trip forecasting (see **Chapter 3**), as these are not strategic and are geographically detached from the Bath / Keynsham area.

1.3.3 In total, the sites have been identified as having a potential capacity for 1,236 homes, primarily delivered by sites located in Bath (circa 800 homes). The vast majority of the sites are of up to 100 homes (with some being less than 50 dwellings), with three larger sites identified for 250-300 homes. The trip forecasting at **Chapter 3** is based on the quanta in **Table 1-1**, i.e. 1,156 homes.

Figure 1-1: Locations of Potential Housing Development Sites (excludes Midsomer Norton and Paulton)



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	RUH	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 is one of two Technical Notes (TNs) to form part of the evidence base for allocation of the potential sites in the LPPU. The TNs 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 examines the development impact at the Bath level. A separate TN considers the transport impacts with regards to the Strategic Road Network (SRN). 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;
- **Chapter 3 – Accommodating Growth in Travel Demand:** Identifies how B&NES is supporting growth in sustainable travel demand, primarily in terms of demand within and to / from Bath, and the general measures that will be required to be put in place at a development-level; and
- **Chapter 4 – 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
3	Twerton Park	Suburban Area	66	66
4	RUH	Suburban Area	94	94
5	St Martin's Hospital	Suburban Area	47	47
6	Sion Hill	Suburban Area	94	94
		Bath Sites Sub-Total	***755***	***798***
7	Fire Station	Edge of Town Centre	18	22
8	Treetops Nursing Home	Edge of Town Centre	31	37
9	North Keynsham Safeguarded Land	Edge of Town	274	237
		Keynsham Sites Sub-Total	***323***	***296***
		Total	**1,078**	**1,095**

Note: Summation errors due to rounding.

Trip Distribution by Mode

2.2.3 Analysis has been undertaken of 2011 Census data (specifically the 'Location of usual residence and place of work' dataset) to identify the distribution of person trips by mode. The use of this data is considered appropriate for peak hour assessments, given that trips for commuting and business purposes make up a significant proportion of trips during these time periods. These trips are also likely to be longer distance than other trips types such as education or retail, and therefore this distribution results in a 'worst case' assessment of impact as trips are further and more likely to be undertaken by car. Whilst the 2011 Census data is now aged, it remains the most appropriate source for identifying the distribution of commuting and business trips.

2.2.4 The analysis of distribution in tandem with mode is considered appropriate to ensure the methodology derives proportions of trips by mode that are reflective and appropriate to journey distances, i.e. a higher proportion of active travel modes for local trips / higher proportion of car use for longer trips.

2.2.5 For each potential development site, the corresponding Middle Super Output Area (MSOA) has been identified; this is the most detailed geographical level at which analysis can be undertaken for distribution by mode. The distribution (i.e. the origin / destination) of trips have been aggregated at a settlement level (such as Bath, Keynsham, etc) with further breakdowns provided as appropriate for larger conurbations (such as Bristol). The proportion of total trips by origin / destination and mode has then been identified.

2.2.6 The analysis of the relevant MSOAs is included at **Appendix B**. The proportions for trip distribution by mode derived from the analysis have then applied to the person trip generation of the potential development sites, as appropriate. The full trip generation and distribution forecasts for each site are included at **Appendix C**.

2.2.7 For reporting purposes, the potential development sites have been grouped by their location, i.e. those located in Bath and Keynsham. Summary forecasts for these locations and for all sites are provided in the following sub-sections, and in full at **Appendix D**.

Summary Trip Generation Forecasts

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

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

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%
Total	**755**	**100%**	**798**	**100%**

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%
Total	**323**	**100%**	**296**	**100%**

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%
Total	**1,078**	**100%**	**1,095**	**100**

Note: Summation errors due to rounding.

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

2.2.10 The combined potential development sites in Keynsham are forecast to generate around 300-320 trips during the weekday peak hours. Of these, 14% are forecast to be by active travel modes (walking and cycling) and 13% by public transport (bus and rail). Vehicles, either as a driver or passenger, accounts for 73% of trips. In comparison, the analysis shows that the sites located in Bath will have a higher share of trips by active travel modes.

2.2.11 Overall, the potential development sites are forecast to generate around 1,100 trips during the weekday peak hours. Of these, around 480-490 trips (45% AM, 44% PM) will be via private vehicle use (i.e. new vehicular trips on the network). There will be additional demand for circa 170 trips on the public transport network.

2.2.12 For information, the average vehicle trip generation forecasts for the Bath and Keynsham sites have been used to derive vehicle trip rates 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

Summary Trip Distribution Forecasts

2.2.13 The trip distribution for sites in Bath is summarised for all trips and vehicle trips in **Table 2-7** and **Table 2-8** respectively.

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

Distribution	Weekday AM Peak Hour		Weekday PM Peak Hour	
	No. of Trips (Two-Way)	Proportion of Trips	No. of Trips (Two-Way)	Proportion of Trips
Bath	565	75%	596	75%
Bristol – Central	38	5%	40	5%
Bristol – Suburban	34	5%	36	5%
Keynsham	9	1%	9	1%
Other – B&NES (Wider)	45	6%	47	6%
Other – Bristol (Ports)	0	0%	0	0%
Other – Gloucestershire	0	0%	0	0%
Other – North Somerset	2	0%	2	0%
Other – Somerset	7	1%	8	1%
Other – South Gloucestershire	8	1%	8	1%
Other – Swindon	5	1%	6	1%
Other – Wiltshire	38	5%	41	5%
Other – Wider UK	5	1%	5	1%
Total	**755**	**100%**	**798**	**100%**

Notes:
1. *Summation errors due to rounding.*
2. *'Bath', 'Bristol – Central', 'Bristol – Suburban' and 'Keynsham' are based on the effective urban areas, rather than specific authority boundaries.*

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

Distribution	Weekday AM Peak Hour		Weekday PM Peak Hour	
	No. of Trips (Two-Way)	Proportion of Trips	No. of Trips (Two-Way)	Proportion of Trips
Bath	153	57%	160	57%
Bristol – Central	12	4%	13	5%
Bristol – Suburban	21	8%	21	8%
Keynsham	6	2%	6	2%
Other – B&NES (Wider)	29	11%	30	11%
Other – Bristol (Ports)	0	0%	0	0%
Other – Gloucestershire	0	0%	0	0%
Other – North Somerset	1	0%	2	1%
Other – Somerset	6	2%	6	2%
Other – South Gloucestershire	7	3%	8	3%
Other – Swindon	1	0%	1	0%
Other – Wiltshire	30	11%	32	11%
Other – Wider UK	1	0%	1	0%
Total	**267**	**100%**	**280**	**100%**

Notes:
1. *Summation errors due to rounding.*
2. *'Bath', 'Bristol – Central', 'Bristol – Suburban' and 'Keynsham' are based on the effective urban areas, rather than specific authority boundaries.*

2.2.14 **Table 2-7** shows that the vast majority of trips generated by the potential development sites in Bath are forecast to be contained within the Bath urban area, at 75%. Where travel demand is external to Bath, this is primarily to Bristol (the central or suburban area), at 10%. Other external travel demand accounts for 16% of all trips, primarily from the wider B&NES area (6%) and Wiltshire (5%), with the remainder spread across other neighbouring authorities / areas (North Somerset, Somerset, South Gloucestershire and Swindon).

2.2.15 **Table 2-8** shows that, with regards to vehicle trips, the majority are again forecast to be contained within the Bath urban area, albeit at a lower level than all trips combined, at 57%. This equates to circa 150-160 two-way vehicle trips within Bath in each peak hour. 'Other' locations account for 27% (AM) / 28% (PM) of vehicle trips (circa 75-80 two-way peak hour trips in each peak). Again, this is primarily from the wider B&NES area (11%) and Wiltshire (11%), with the remainder spread across other neighbouring authorities / areas (North Somerset, Somerset, South Gloucestershire and Swindon). Trips to these locations are generally over greater distances where 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 vehicle trips to the Bristol (suburban area) when compared with trips on all modes.

2.2.16 The trip distribution for sites in Keynsham is summarised for all trips and vehicle trips in **Table 2-9** and **Table 2-10** respectively.

Table 2-9: Trip Distribution (All Trips) – Keynsham Sites

Distribution	Weekday AM Peak Hour		Weekday PM Peak Hour	
	No. of Trips (Two-Way)	Proportion of Trips	No. of Trips (Two-Way)	Proportion of Trips
Bath	55	17%	51	17%
Bristol – Central	50	16%	46	15%
Bristol – Suburban	96	30%	88	30%
Keynsham	73	23%	68	23%
Other – B&NES (Wider)	24	8%	22	8%
Other – Bristol (Ports)	2	1%	2	1%
Other – Gloucestershire	0	0%	0	0%
Other – North Somerset	4	1%	4	1%
Other – Somerset	0	0%	0	0%
Other – South Gloucestershire	14	4%	13	4%
Other – Swindon	0	0%	0	0%
Other – Wiltshire	3	1%	2	1%
Other – Wider UK	1	0%	1	0%
Total	**323**	**100%**	**296**	**100%**

Notes:
1. *Summation errors due to rounding.*
2. *'Bath', 'Bristol – Central', 'Bristol – Suburban' and 'Keynsham' are based on the effective urban areas, rather than specific authority boundaries.*

Table 2-10: Trip Distribution (Vehicle Trips) – Keynsham Sites

Distribution	Weekday AM Peak Hour		Weekday PM Peak Hour	
	No. of Trips (Two-Way)	Proportion of Trips	No. of Trips (Two-Way)	Proportion of Trips
Bath	40	18%	36	18%
Bristol – Central	22	10%	20	10%
Bristol – Suburban	81	37%	74	37%
Keynsham	36	16%	33	17%
Other – B&NES (Wider)	20	9%	18	9%
Other – Bristol (Ports)	2	1%	2	1%
Other – Gloucestershire	0	0%	0	0%
Other – North Somerset	3	2%	3	2%
Other – Somerset	0	0%	0	0%
Other – South Gloucestershire	13	6%	12	6%
Other – Swindon	0	0%	0	0%
Other – Wiltshire	3	1%	2	1%
Other – Wider UK	0	0%	0	0%
Total	**221**	**100%**	**202**	**100%**

Notes:
1. *Summation errors due to rounding.*
2. *'Bath', 'Bristol – Central', 'Bristol – Suburban' and 'Keynsham' are based on the effective urban areas, rather than specific authority boundaries.*

2.2.17 **Table 2-9** shows that a lower level of self-containment for the Keynsham development sites (compared to the Bath sites) is forecast, with 23% of trips within the Keynsham urban area (circa 70 two-way trips in each peak hour). The vast majority of trips are forecast to be external to Keynsham, primarily to Bristol (the central or suburban area), at 45% (AM and PM). 17% of trips are forecast to be to / from Bath, with the remaining external travel demand spread across other locations (15%), primarily from the wider B&NES area (8%) and South Gloucestershire (4%), with the remainder spread across other neighbouring authorities / areas (North Somerset and Wiltshire)

2.2.18 **Table 2-10** shows a broadly similar pattern for vehicle trips, with 16% (AM) / 17% (PM) of trips within the Keynsham urban area (circa 35 two-way trips in each peak hour) and 47% (AM) / 46% (PM) to the central / suburban Bristol area (circa 100 two-way trips in each peak hour). Similarly, 18% of trips are forecast to be to / from Bath (circa 35-40 two-way trips in each peak hour), and 19% from 'Other' locations, primarily the wider B&NES area (9%) and South Gloucestershire (6%). It is noted that there is reduction in the proportions within Keynsham and to the Bristol (central) area when compared to trips on all modes, with the difference primarily shifted to the Bristol (suburban) area and 'Other' locations, suggesting opportunities for sustainable travel to / from these locations are less attractive than for other examined locations. From a review of data across both tables, it is identified that vehicles account for 50% (AM) / 49% (PM) of all trips within the Keynsham urban area generated by the Keynsham development sites.

2.2.19 The distribution of trips on all modes and for vehicle trips only are summarised in **Figure 2-1** and **Figure 2-2** respectively.

Figure 2-1: Trip Distribution – All Trips

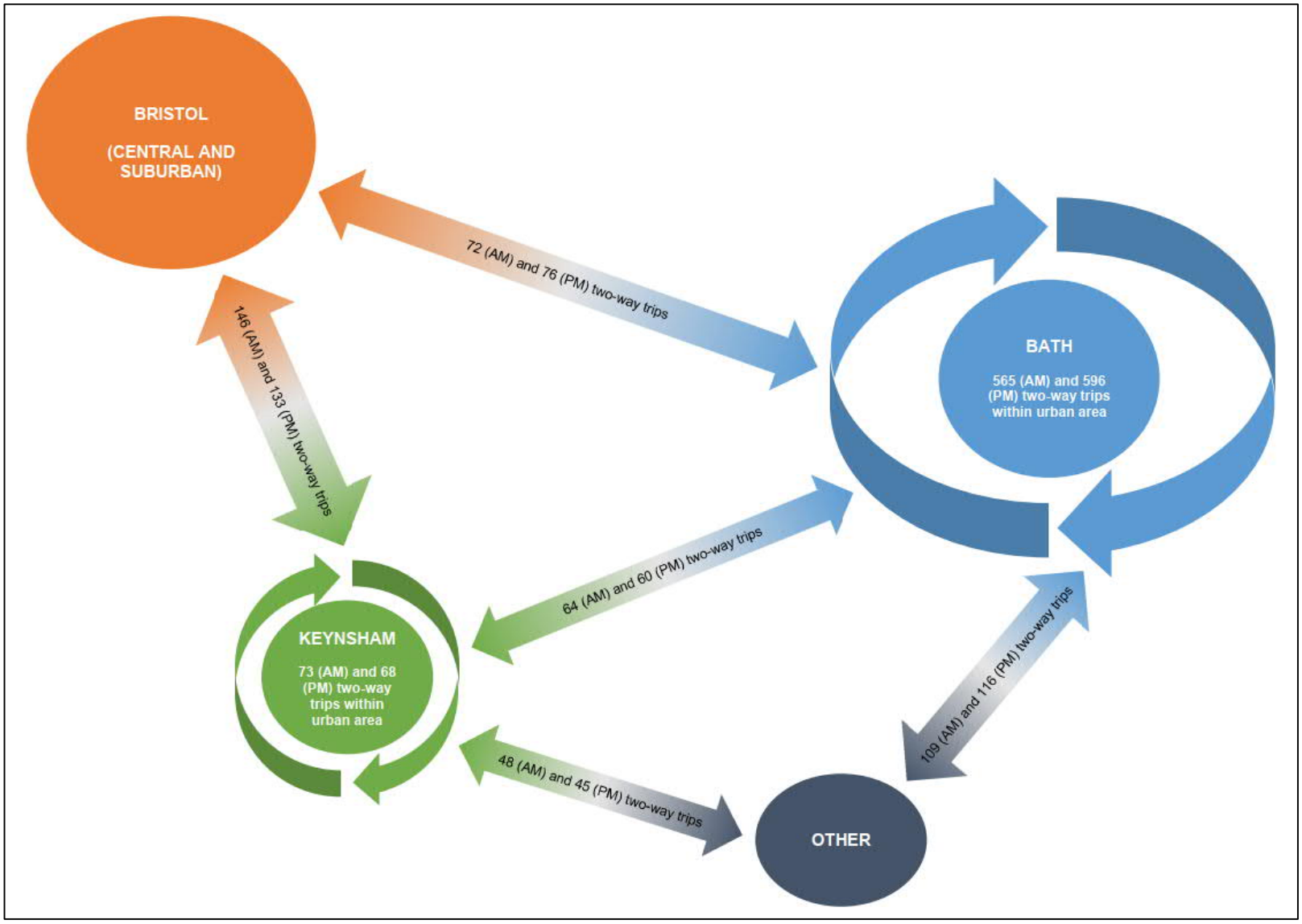
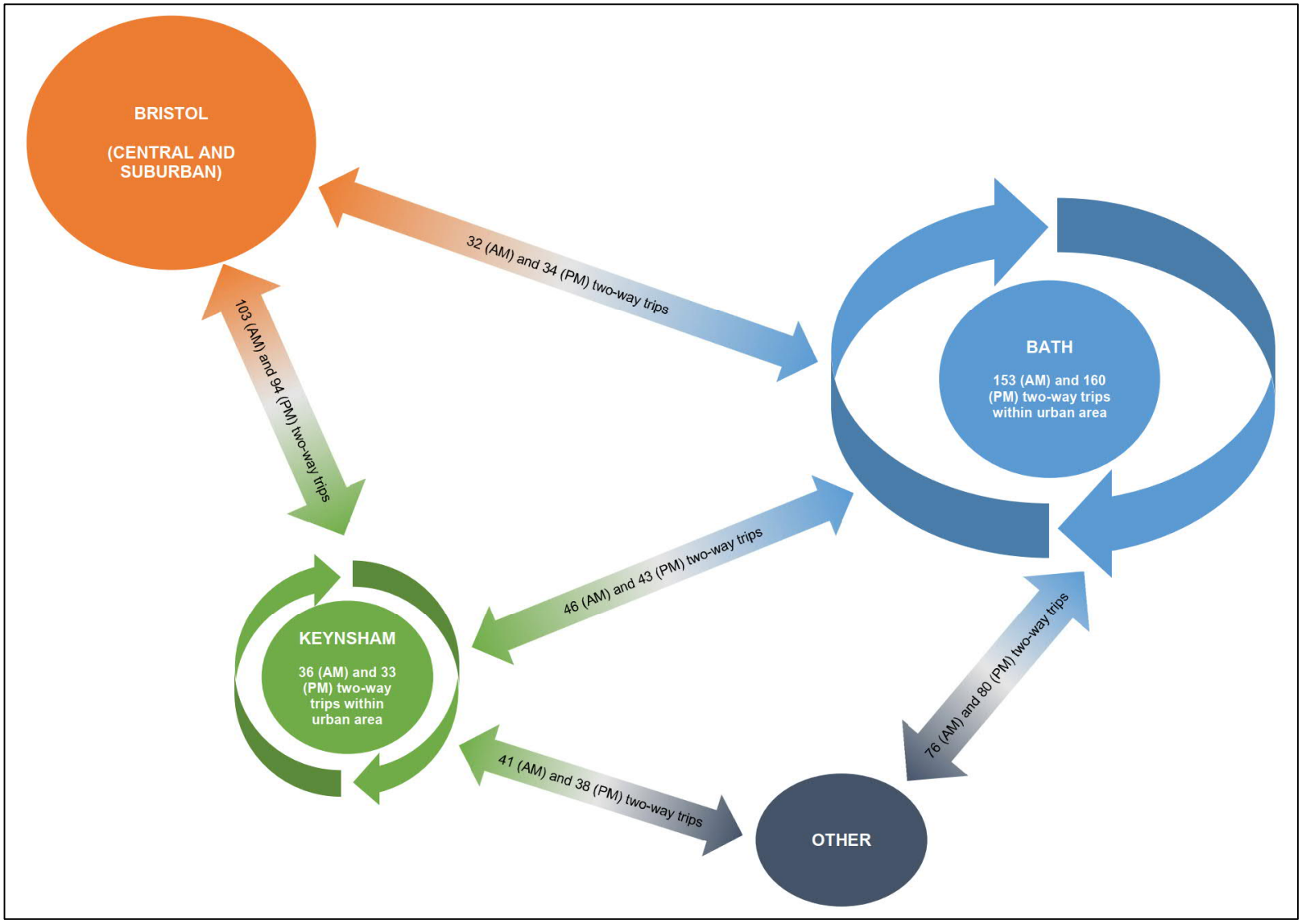


Figure 2-2: Trip Distribution – Vehicle Trips



2.3 Comparison with Existing Data

2.3.1 The travel demand forecasts for the potential development sites have been compared with key transport data supplied by B&NES in regard to existing travel behaviours, as reported in key publications and supporting studies. The comparison has primarily been undertaken with regards to travel in Bath, based on key findings of the Phase 1 report (April 2020) of the *Transport Delivery Action Plan for Bath* (TDAPfB)[1] and associated technical studies. This also includes findings at the B&NES level, referenced as appropriate.

2.3.2 **Table 2-11** provides a comparison of the mode shares for commuting trips at the Bath level and for the potential development sites in Bath.

Table 2-11: Mode Share Comparison – Commuting Trips

Mode	Bath Level[1]	Potential Development Sites in Bath[2]
Vehicles	46%	35%
Car Share	5%	4%
Walk	29%	39%
Cycle	5%	5%
Bus	9%	10%
Rail	6%	6%
Total	**100%**	**100%**

Notes:
1. *Based on Table 2.4 of Transport Delivery Action Plan for Bath (April 2020). 'Work mainly at or from home' and 'Other' have been omitted for comparison purposes.*
2. *As per Table 2-3.*

2.3.3 For commuting trips, it can be seen that the potential development sites have a higher mode share for walking, and lower mode share for driving, than Bath as a whole. This is predominantly due to favourable factors in terms of the locations of the sites in terms of their proximity to employment areas, infrastructure and topography. As a result, there is a more even spread of trips across the vehicles and walking modes. On all other modes, the mode shares are similar.

2.3.4 **Table 2-12** provides a comparison of the mode share of vehicles for commuting trips, for the potential development sites in Bath and Keynsham with that at the B&NES level.

Table 2-12: Mode Share Comparison – Commuting Trips by Vehicles

Location	Mode Share of Vehicles
B&NES	62%[1]
Potential Development Sites in Bath	35%[2]
Potential Development Sites in Keynsham	68%[3]
Potential Development Sites Combined	45%[4]

Notes:
1. *Based on Figure 2.18 of Transport Delivery Action Plan for Bath (April 2020). 'Work mainly at or from home' and 'Other' have been omitted for comparison purposes.*
2. *As per Table 2-3.*
3. *As per Table 2-4.*
4. *Calculated from total vehicle trips and total trips in Tables 2-7 to 2-10.*

2.3.5 It is shown that the potential development sites in Bath have a significantly lower mode share for vehicles than at the B&NES level. This is to be expected given the proximity of employment opportunities associated with the urban area, with infrastructure and proximity being more conducive to walking, cycling and use of public transport. The potential development sites in Keynsham are shown to have a higher mode share for vehicles than at the B&NES level. 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 (discussed at **Chapter 3**).

[1] Available from: https://beta.bathnes.gov.uk/transport-delivery-action-plan-bath

2.4 Growth in Travel Demand in Bath

2.4.1 The potential development sites will give rise to an increase in travel demand both within Bath and to / from Bath. This has been extracted from the forecasts and is summarised by mode in **Table 2-13**.

Table 2-13: Travel Demand Within and To / From Bath

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Within Bath	To / From Bath	Within Bath	To / From Bath
Vehicles	153	154	160	157
Car Share	22	14	22	14
Walk	288	10	306	10
Cycle	31	8	32	8
Bus	67	16	71	16
Rail	4	45	4	48
Total	**565**	**246**	**596**	**253**

2.4.2 Of the travel demand generated by the potential development sites and associated with Bath travel, around 70% will be contained within the urban area, whilst 30% will be associated with travel to / from areas external to Bath. The approach to accommodate the demand within Bath will be through growth in sustainable transport, focusing on opportunities for mode shift as opposed to improvements in traffic capacity. This is discussed further at **Chapter 3**.

2.5 Summary

2.5.1 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.

2.5.2 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.

2.5.3 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).

2.5.4 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.

2.5.5 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.

2.5.6 The potential development sites will give rise to an increase in travel demand both within Bath and to / from Bath. Of the travel demand generated by the potential development sites and associated with Bath travel, around 70% will be contained within the urban area, whilst 30% will be associated with travel to / from areas external to Bath. The approach to accommodate the demand will be through growth in sustainable transport, focusing on opportunities to achieve mode shift from existing trips on the network, as opposed to improvements in traffic capacity.

3. Accommodating Growth in Travel Demand

3.1 Introduction

3.1.1 Planning policy and wider travel trends point towards the need and opportunity to reduce car-dependency and increase the uptake of sustainable transport. This focus is not only aligned to 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). It is recognised that there is a need to move on from a 'Predict and Provide' approach, which has entrenched car dominance in our towns and cities, to 'Decide and Provide', which establishes the travel patterns which support low carbon and active lifestyles, and then provides the measures required to deliver on that aspiration. This approach forms a fundamental part of B&NES's strategy to addressing the Climate Emergency and accommodating growth in as sustainable manner as possible. It is a key consideration for updates to policy within the *Placemaking Plan* as part of the LPPU and associated development of the Transport and Development SPD.

3.1.2 This chapter of the TN 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, primarily with consideration to demand within and to / from Bath.

3.2 Key Challenges and Opportunities

3.2.1 The Phase 1 report of the *Transport Delivery Action Plan for Bath* (TDAPfB) states that Bath has seen more rapid growth in walking, cycling and bus use than previously forecasted, and further ambitious measures are needed to support and continue this trend. Furthermore, whilst a high proportion of the working population of Bath also live in the city, there are significant levels of in-commuting, and therefore a need to improve sustainable transport options for travel to / from the surrounding areas.

3.2.2 The Phase 1 report identifies a number of key challenges and opportunities by topic mode with regards to travel within and to / from Bath. Where considered relevant in terms of accommodating growth in sustainable modes from development sites, these are summarised in **Table 3-1**.

Table 3-1: Challenges / Opportunities by Mode

Mode	Challenge / Opportunity
Walking	▪ High proportion of journeys made on foot compared with other cities. ▪ The layout and size of Bath are conductive to walking, although there is a perception that the car dominates in some areas. ▪ Opportunity to continue to improve the pedestrian environment and walking routes, particularly in the city centre.
Cycling	▪ Rapid growth in number of people cycling. ▪ High levels of public support for building more protected cycle lanes on roads, even when this could mean less space for vehicles.[2] ▪ Potential for further growth in cycling across the city, with fragmented routes across the city centre and on key arterial corridors likely to be a key barrier to increased growth. ▪ Electric bikes, including electric hire bike schemes, represent an opportunity for a step change in cycling levels, overcoming the barrier of hills and enabling longer distance cycling trips.
Bus	▪ Rapid growth in number of people using buses, in contrast to most other areas of the UK. ▪ Typically, good levels of bus accessibility and relatively competitive journey times. ▪ Bus punctuality has improved in recent years with scope to further improve this trend. ▪ Opportunity to consolidate bus routes in the city centre to help unlock public realm improvements. ▪ Potential to introduce additional bus priority measures including along Lower Bristol Road, London Road, Manvers Street / Dorchester Street, A367 Wellsway, and Rossiter Road. ▪ On-street parking in some areas puts a constraint on the size of buses that can operate, negatively impacting upon commercial viability of some routes. ▪ Bus passenger demand for improvements in punctuality, frequency and number of routes, and bus comfort and condition.
Train	▪ Significant growth in passenger numbers at Bath stations over past decade.

[2] The '2019 Bike Life' survey identified 68% of residents in participating cities supported this approach (https://www.sustrans.org.uk/bike-life/).

Mode	Challenge / Opportunity
	▪ Main constraint to developing services through Bath is the line capacity between Bathampton Junction and Bristol. ▪ Low levels of satisfaction with availability of seats, frequency of services, and punctuality of trains.

3.2.3 In addition to the intention to develop further measures through the TDAPfB, there are a large number of currently identified transport schemes that respond to these issues, challenges and opportunities, and will encourage and facilitate use of sustainable transport for travel within and to / from Bath. This will be alongside appropriate measures at a development level. These are discussed in the following sections.

3.3 Development-Level Measures

3.3.1 The potential development sites will need to accord with adopted policies at the time that planning applications are made and decided. The current adopted policies, as set out in *Core Strategy* and *Placemaking Plan*, are currently being reviewed as part of the LPPU. A Transport and Development SPD is being developed to include detailed guidance and standards for walking and cycling, parking, Travel Planning and ULEVs. These policy changes are intended to further support the sustainability of developments which come forwards.

3.3.2 Development of the potential housing sites will be required to support growth in sustainable transport provision. This will need to include the following, appropriate to their scale and location:

- Prioritise pedestrian and cycle movements over vehicles;
- Provide and enhance facilities for pedestrians, cyclists and the mobility impaired, including segregated provision that is appropriate, safe, and attractive to potential uses;
- Access to high-quality public transport facilities and provide enhancements to existing infrastructure / new infrastructure where required;
- Promote the use of resilient mobility measures such as car clubs and electric cars;
- Safeguard and enhance the network of Public Rights of Way and cycle routes;
- Provide appropriate levels of parking; and
- Develop a Travel Plan and implement associated measures to promote the uptake of sustainable travel modes.

3.4 Potential Transport Schemes

3.4.1 Phase 1 of the TDAPfB sets out the current and future transport situation in Bath, identifying issues and challenges. The next phase (Phase 2) will involve development and assessment of transport options to address the issues and challenges and issues, with consideration to delivery and funding mechanisms. Scheme options will then need to be consulted on (Phase 3) and business cases subsequently developed (Phase 4).

3.4.2 Given the current position of the TDAPfB, the *Joint Local Transport 4* (JLTP4), published by the WoE Joint Committee (made up of WECA and North Somerset Council) in March 2020, is considered the current and most appropriate reference in terms of identification of major transport schemes to support growth in sustainable travel demand to, from and within Bath. It sets out the vision for travel and transport across the region between 2020 and 2036. TDAPfB will build on and refine proposals already in transport policy to ensure that schemes that come forward best meet future transport needs.

3.4.3 JLTP4 identifies numerous major transport schemes for the WoE. B&NES has supplied a list of these schemes within an 'Uncertainty Log', which defines the likelihood of schemes coming forward, according to the criteria set out in **Table 3-2**.

Table 3-2: Classification of Scheme Likelihood

Likelihood	Description	Status
Near certain	The outcome will happen or there is a high probability that it will happen.	▪ Intent announced by proponent to regulatory agencies. ▪ Approved development proposals. ▪ Projects under construction.
More than likely	The outcome is likely to happen but there is some uncertainty	▪ Submission of planning or consent application imminent. ▪ Development application within the consent process.
Reasonably foreseeable	The outcome may happen, but there is significant uncertainty	▪ Identified within a development plan. ▪ Not directly associated with the transport strategy / scheme but may occur if the strategy / scheme is implemented. ▪ Development conditional upon the transport strategy / scheme proceeding. ▪ Committed policy goal, subject to tests (e.g. of deliverability) whose outcomes are subject to significant uncertainty.
Hypothetical	There is considerable uncertainty whether the outcome will ever happen.	▪ Conjecture based upon currently available information. ▪ Discussed on a conceptual basis. ▪ One of a number of possible inputs in an initial consultation process. ▪ Policy aspiration.

3.4.4 For the purposes of this review, schemes where B&NES has specifically commented on the likelihood have only been considered. Schemes classed as 'Hypothetical' have been omitted. Those schemes / associated considered of relevance to supporting growth in sustainable travel demand to, from and within Bath are summarised in **Table 3-3**.

Table 3-3: JLTP4 Major Schemes

JLTP Ref.	Scheme Name / Location	Summary Description of Relevant Scheme Components	Probability
C3	MetroWest Phase 1	▪ Upgraded train services to half-hourly connections for the Bath Spa to Bristol line.	More than likely
C4	MetroWest Phase 2	▪ Improved connectivity to suburban areas of Bristol through reopening of Henbury line, increased services to Yate and new stations at Henbury, North Filton and Ashley Down.	More than likely
E4	Passenger Rail Service and Capacity Improvements, Station Upgrades and New Stations Package	▪ Upgrades to existing rail stations with a focus on developing multi-modal transport interchanges, in conjunction with schemes to improve access to existing rail stations by sustainable modes on key routes to stations across the WoE.	Near certain
		▪ Package of rail improvement measures to increase frequency of local services to a minimum of two trains per hour, plus hourly rail services between Weston-super-Mare and London. ▪ New station at Saltford, to be delivered with associated infrastructure (i.e. passenger waiting facilities, bus stops, cycle stands, car parking, real-time information and be fully Equality Act compliant).	Reasonably foreseeable
E13	Sustainable Travel Package for Bath	▪ Increasing high-quality, sustainable travel options to expand, complement and / or offer alternatives to existing Park & Ride (P&R) / transport interchanges at Lansdown, Odd Down and Newbridge.	More than likely
E14	Regional EV Charging Network	▪ Increasing public charging infrastructure, including through 'Go Ultra Low West' EV charging infrastructure programme.	Near certain
E16	Bath Cycle Network and City Centre Package	▪ Continuous and integrated network of strategic cycle routes and associated infrastructure, comprising key corridors and cross city and / or river routes, complemented by improved permeability and investment in public realm in the city centre. ▪ Improvements to local routes and integration with strategic routes as part of ongoing programmes.	More than likely
E21	South East Bristol and Whitchurch	▪ A4 metrobus + Callington Road Link: Metrobus service along the A4 corridor between Keynsham and Bristol, incorporating Callington Road Link to reduce congestion on the A4. ▪ Hicks Gate interchange: New P&R / transport interchange at Hicks Gate junction. This would replace the existing Brislington P&R site.	More than likely
E22	Keynsham	▪ Package of strategic cycle corridor, bus priority, and enhanced bus services to Bristol and Bath, including a direct link to the Bristol / Bath Railway Path (also referenced under Scheme Ref. E17 in terms of completion of the link from the Somerdale cycle bridge via the River Avon towpath to the Keynsham Peninsular and the Bristol / Bath strategic cycle network).	More than likely
		▪ Review of access arrangements and passenger waiting facilities at railway station. ▪ Enhanced pedestrian and cycle facilities at A4175 / Avon Mill Lane junction as part of junction upgrade / improvements.	Reasonably foreseeable
L3	Bath Area Bus Network Improvement Scheme (BABNIS)	▪ Vehicle fleet improvements. ▪ Real Time Information (RTI) screens at all stops and upgrade to thin-film-transistor (TFT) displays. ▪ New bus priority measures, including on A367 Wellsway, A36 Lower Bristol Road and A4 London Road. ▪ New access to Bath Bus Station from Churchill Bridge.	More than likely
T2	Bristol City Centre to Bath	▪ Mass Transit route providing high frequency, high capacity and fast public transport services between Bristol and Bath. ▪ Route from Hicks Gate to Bristol will be facilitated by diversion of traffic onto the Callington Road Link to enable reallocation of roadspace from car to public transport within Bristol. ▪ In the short term, Metrobus would provide mass transit along the corridor from Bristol to Bath, and in the longer term there is an ambition for light rail.	Reasonably foreseeable
T5	Bath city centre and corridors	▪ Light rail in Bath city and environs, to be considered for all key routes entering the city.	Reasonably foreseeable

3.4.5 **Table 3-3** shows that there are numerous schemes within JLPT4 that will support growth in sustainable travel. For ease of review, these have been summarised in terms of the improvements by mode with appropriate scheme references in **Table 3-4**.

Table 3-4: Summary Improvements by Mode

Mode	Key Improvements	JLTP Ref.
Active Travel	▪ Integrated network of strategic cycle routes. ▪ Improvements to local cycle networks and integration with strategic routes. ▪ Improvements to pedestrian / cycle facilities as part of junction upgrades.	E13, E16, E22
Bus	▪ Vehicle fleet improvements. ▪ Improved facilities at bus stops. ▪ Bus priority measures. ▪ New / improvements to existing transport interchanges.	E13, L3, T2
Rail	▪ Increased connectivity through opening of new stations / lines ▪ Increased frequency of services. ▪ Improvements to station facilities. ▪ Enhancements to accessibility to stations by sustainable modes.	C3, C4, E4, E22
Mass Transit	▪ Provision of road links to enable reallocation of existing road space to provide Metrobus services between Bath and Bristol and potentially light rail in the long-term. ▪ Potential for light rail, to be considered on key routes entering Bath.	E21, T2, T5
Decarbonisation of Vehicle Travel	▪ Bus fleet improvements. ▪ Increasing public EV charging infrastructure.	E14, L3

3.4.6 In addition to the major schemes, JLPT4 identifies a number of general measures / actions which will contribute towards accommodating growth in sustainable transport / reducing the impacts of transport across the WoE. Whilst not 'hard' infrastructure schemes, these softer measures will support uptake of sustainable modes and align with Climate Emergency priorities. These include, but are not limited to, the measures summarised in **Table 3-5**.

Table 3-5: Other General Measures within JLTP4

Category	Key Improvements
Active Travel / Public Transport	▪ Work with developers from an early stage of planning to ensure provision of appropriate on-site infrastructure and integration with surrounding active travel and public transport network. ▪ Investigate and implement initiatives to support further uptake of e-bikes. ▪ Smart Ticketing to enhance convenience of public transport and provide more seamless journeys.
Behavioural Change	▪ Work with public and private sector organisations (such as employers, businesses, education providers, etc) to provide advice and guidance in regard to active travel modes (including skills training where appropriate), travel planning and EVs. ▪ Target travel planning engagement with citizens who are at a transition point in their lives and who are making new journeys before travel habits have been established. ▪ Local authorities to "lead by example" by encouraging own staff / operations to use sustainable transport.
Collaboration	▪ Maintain and develop partnerships with local communities, authorities (local and strategic), transport operators / providers, transport organisations / user groups and other key stakeholders. ▪ Participate in sustainable travel forums for business and organisations, providing the opportunity to influence and shape policy and investment.
Communication and Marketing	▪ Improvements to travel information at transport interchanges together with development of app-based delivery of information. ▪ Social marketing and events to maximise awareness of active travel and associated benefits together with support for the wider promotion and provision of national and community-based active travel activities.
Decarbonisation of Vehicle Travel	▪ Support the uptake and expansion of a car club network of low emission vehicles.
Demand Management	▪ Further investigation of potential restrictions on private vehicles in city centre and town centre environments and demand management policies (e.g. road user charging and parking management / strategies).

Category	Key Improvements
Network Management and Efficiency	▪ Develop tools to improve management and maintenance of highway network; ▪ Work with appropriate freight partners and operators to improve efficiency of freight movement on existing networks and investigate potential solutions / new technologies, e.g. use of waterways, e-cargo bikes and drones;
Emerging Technologies	▪ Pursue and develop strategies relating to new technologies in terms of form (such as Connected Autonomous Vehicles) and delivery (such as Mobility as a Service and demand-responsive services).

3.5 Other Key Projects

3.5.1 There are a number of other key projects currently being undertaken across the district, which will form part of / support delivery of the TDAPfB / schemes listed in the JLTP4 and wider objectives. These are summarised in the following sub-sections.

Bath's Clean Air Zone

3.5.2 Several locations in Bath currently exceed the legal limits for nitrogen dioxide pollution, primarily caused by vehicle emissions. Exposure to high levels of air pollution has been shown to result in a number of negative health impacts.

3.5.3 In 2017, B&NES was directed by central government to produce a Clean Air Plan (CAP) to achieve air quality improvements in Bath in the shortest possible timescale. Following public consultation in October / November 2018, the Council agreed to introduce a Clean Air Zone (CAZ) that charges all higher emission vehicles (except private cars and motorcycles) to drive in the city centre. The CAZ came into effect in March 2021. A reduction in vehicle traffic flows within the city centre is likely to make the environment more conducive towards use of active travel modes.

Local Cycling and Walking Infrastructure Plans

3.5.4 The WoE Councils published its *Local Cycling and Walking Infrastructure Plan 2020-2036* (LCWIP) in June 2020, forming part of wider plans for creating and improving active travel. The LCWIP proposes improvements to the walking and cycling environments at numerous locations, with the aim of providing high quality infrastructure to support a transition to a region where walking and cycling are the preferred choice for shorter trips and to access public transport. The LCWIP proposes the allocation of £105 million to improving 30 local high streets and £306 million for upgrades along 55 continuous cycle routes.

3.5.5 Within Bath, the LCWIP proposes the creation of new / upgrades to existing walking and cycling routes that enable active travel across the city. These are summarised in **Table 3-6**. The plans are reproduced as **Appendix D**.

Table 3-6: Summary of LCWIP Routes for Bath

Mode	LCWIP Plan Ref.	Route No.	Routes
Walking	W01	1	Moorland Road to Bear Flat (via Lower / Upper Oldfield Park).
		2	Argyle Street to Kennet & Avon Canal (via Great Pulteney Street).
	W02	3	A431 / A4, between Oldfield School and Marlborough Avenue.
		4	Brougham Hayes to A36 / A367 interchange.
Cycling	C01	1	Weston Primary School to Bath Abbey (two variants identified, one via Weston Park / Victoria Park and one via Weston Park / The Circus).
		2	Locksbrook Road to Grosvenor Place (two variants identified, both utilising Bristol-Bath railway path and A4).
	C02	3	Oldfield School to Bath Spa railway station (via A431 and off-road route).
		4	Locksbrook Road to Bath Abbey (via Bristol-Bath railway path).
	C03	5	Twerton Infants School to Bath Abbey (via A4 and Bristol-Bath railway path.

3.5.6 Walking Routes 3 and 4 are likely to provide benefits, albeit to varying degrees, to all sites given they could form part of a wider route to the city centre. Similarly, the identified cycle routes provide cross-city connections and would be accessible without significant deviation from key desire lines to the city centre, and therefore could provide benefits to all sites.

3.5.7 The LCWIP also identifies potential improvements to walking / cycling routes in Keynsham, which will primarily be of benefit for travel within the Keynsham urban area. Some improvements for cycling extend from the town centre to Saltford, which would be of benefit for wider trips between Bath and Keynsham.

Liveable Neighbourhoods

3.5.8 B&NES consulted on a policy for the introduction of Liveable Neighbourhoods in 2020. The aim of a Liveable Neighbourhood is to reduce the dominance of vehicles in residential areas, particularly through-traffic, whilst maintaining vehicle access to homes and businesses.

3.5.9 The Liveable Neighbourhoods concept includes a range of measures that support and accommodate growth in sustainable travel demand as follows:

- Modal filters to reduce long distance trips on minor roads which have no need to be in the neighbourhood;
- Expansion of Residents Parking Zones (RPZ) to reduce the supply of all-day commuter car parking, suppressing the demand for car-commuting and encouraging the use of alternative travel modes;
- School streets, implemented as part of Liveable Neighbourhoods, to make active travel the natural choice for travel to / from school;
- Local streets to become places that are attractive, safe and convenient for active travel modes;
- Strategic corridor improvements to facilitate, encourage and create capacity for active travel modes and public transport; and
- Investment in on-street EV charging to assist in phasing out of cars propelled by combustion engines, generating improvements in local air quality and assisting in meeting Climate Emergency goals.

3.5.10 B&NES prepared three strategies for consultation as part of its work on Liveable Neighbourhoods as follows:

- Low Traffic Neighbourhood Strategy: States that appropriate appraisal tools for assessment of potential schemes will be developed, which will input into a prioritised programme for implementation. A priority list of 15 areas was approved at the Council's Cabinet meeting in June 2021, to proceed to next stages of consultation and design;
- Residents' Parking Strategy: Identifies the need to consult on proposed changes to existing RPZs, which will be undertaken in 2021, with further consultation to take place in developing new zones; and
- On-Street EV Charging Strategy: Identifies further steps in preparation to implement schemes, including equipment specification and parking controls to restrict use to EVs and plug-in hybrid vehicles.

E-Scooters

3.5.11 As part of the WECA programme, B&NES is undertaking 12-month e-scooter trials to provide alternative ways to travel around Bath. Hop-on, hop-off e-scooters are now available in central Bath and at other key locations, such as Bath Spa railway station and Bath University. The trials commenced in October 2020 and were expanded in March 2021 to cover new areas including the RUH Bath. Should the trials be successful, e-scooters could become a permanent sustainable travel option in Bath.

Active Travel

3.5.12 B&NES undertook consultation in February / March 2021 with regards to potential schemes to improve walking and cycling routes in Bath, focusing on encouraging active travel on routes with high bus usage.

3.5.13 Three routes have been consulted on as follows:

- A4 Upper Bristol Road, between Charlotte Street and Midland Road;
- Combe Down to University of Bath (Copseland); and
- City Centre to University of Bath (Beckford Road and North Road).

3.5.14 The 'A4 Upper Bristol Road' scheme is the first phase of future pedestrian and cycling improvements along the A4. Future plans to enhance the bus route between Bath and Bristol along the A4 will bring further improvements for bus users, cyclists and pedestrians. The other schemes form part of a longer 'Scholar's Way' route, which will see future phases of improvements to create a cycling and pedestrian network connecting all schools, universities and centres of employment in the south of the city. The improvements are likely to be primarily of benefit to sites located in the west of the city.

3.5.15 Approval was given at the Council's Cabinet meeting in July 2021 to proceed to the Traffic Regulation Order stage of consultation (with amendments to the A4 Upper Bristol Road scheme).

City Centre Security

3.5.16 B&NES undertook consultation from November 2020 to January 2021 with regards to proposals that seek to provide appropriately improved security whilst continuing to allow the city's businesses and service providers a viable level of vehicle access. The proposed scheme combines vehicle access restrictions within the city centre's most crowded streets, strengthened secure vehicle access points controlled / operated by the Council's CCTV control room and new purpose-designed reinforced static and sliding protective bollards and furniture. The measures will increase the attractiveness of non-car modes (due to restrictions on vehicle access and redesignation of space).

3.5.17 It is understood that, subject to review of the consultation, the proposals will come into effect from December 2021.

3.6 Keynsham Safeguarded Land

3.6.1 The 2017 Placemaking Plan analysed the highways capacity in Keynsham and concluded that mitigation would need to be delivered prior to allocating further housing growth. Hence this land was safeguarded but not allocated for future housing. It was however removed from the Green Belt for the purpose of being allocated for housing in future.

3.6.2 B&NES Council has reviewed mitigation opportunities following the Climate and Ecological Emergency Declarations to ensure that they meet the Council's requirements to maximise sustainable transport improvements. This has included identifying measures which will also shift some existing car trips to sustainable modes in order to release capacity for additional housing growth in advance of major strategic interventions such as metrobus and Mass Transit.

3.6.3 The LPPU Policy wording for the Keynsham Safeguarded Land sets out that mitigation proposals for the site must include, but not be limited to, the following:

- Improved frequency of public transport services along the A4;
- Enhanced local town centre bus services connecting the development site with the town more widely and providing an opportunity to interchange with Mass Transit Services;
- LCWIP route improvements to LTN1/20 standards within Keynsham, specifically between the development location, Wellsway School, and Keynsham Town Centre. This must include segregated pedestrian and cycle provision on the south side of the A4 between Grange Road and Broadmead Roundabout, and onward comparable provision along Bath Road to the Town Centre; and
- New active travel connection between the A4 and the Bristol Bath Railway Path via Clay Bridge, World's End Lane.

3.6.4 Thus, the Council's position remains that mitigation is required to deliver growth, the content of the mitigation package has been updated to meet the requirements of the Climate Emergency, enabling the safeguarded land to be allocated for much needed housing.

3.7 Potential Effects of Interventions / Measures

3.7.1 The interventions / measures set out in the previous sections will result in growth in use of sustainable travel modes. This is considered to be a reasonable expectation given transport trends and with consideration to the effects of previous interventions / measures that have been introduced by B&NES, which demonstrates that Bath and its environs are responsive to behavioural change.

3.7.2 Within Bath, this has been evidenced by monitoring and evaluation by B&NES following implementation of measures associated with its previous Bath Transportation Package (BTP), set out in its report dated January 2017. The BTP comprised the following:

- Upgrades to nine showcase bus routes, including RTI, shelters and bus priority measures;
- Expansion and improvement of P&R facilities at Lansdown (390 spaces), Odd Down (230 spaces) and Newbridge (250 spaces), with provision of services generally at a frequency of every 15 minutes, seven days a week (previously Monday-Saturday). Upgrades to vehicle fleets to enhance environmental credentials;
- An active traffic management / information signing system; and
- City Centre improvements to provide better pedestrian areas (High Street improvements), pedestrian access improvements (Lower Borough Walls and Stall Street) and other improvements along Cheap Street to Upper Borough Walls route (Saw Close area).

3.7.3 The key criteria for assessment of the effectiveness of the BTP against objectives relating to reduced congestion, improved environment and improved accessibility was that it should influence mode choice so as to reduce trips by private vehicles and increase those by sustainable modes, with particular emphasis on public transport. The report evaluates the effects of the BTP measures based on use of number of key indicators, summarised in **Table 3-7**.

Table 3-7: Evaluation of Bath Transportation Package – Summary

Indicator	Findings
Bus patronage	▪ Analysis of data over the three-year period from 2012 / 2013 to 2014 / 2015 showed a year-on-year increase on P&R services, most notably on those on those from Lansdown and Odd Down (by more than 200,000 passengers over the period), which had their capacities increased the most as part of the scheme. ▪ Increases in patronage on non-P&R services.
Bus user satisfaction	• Bus User Satisfaction Survey: Analysis of surveys undertaken in October 2013 and April / May 2016 clearly indicates that the upgrades made as a part of the BTP have been noticed by passengers and are viewed positively. • National Highways and Transport Network Survey (Ipsos MORI): Indicator for public satisfaction with bus services shows a significant increase of three percentage points between 2014 and 2015.
Pedestrian footfall	▪ Footfall surveys undertaken in January 2014 and January 2016 reported an increase of 12%.
Traffic flows on key highway corridors	▪ Positive effect in reducing the rate of increase in car traffic in the city. ▪ The number of car trips passing through the outer cordon sites increased from 2013 to 2015 at a lower rate (0.6% year-on-year) than observed prior to the BTP (5% between 2012 and 2013). ▪ Report recognises that there are difficulties in separating impacts of the BTP from other general trends / external factors, such as economic conditions and demographic changes.
Traffic flows / journey times at locations of key junction upgrades (A36 / Windsor Bridge Road and A4 / Morrisons)	▪ Increase in number of vehicles able to pass through junctions when operating at 'peak' loading. ▪ Reductions in journey times along associated links in all periods of the day.
Road safety	▪ No discernible trend in accident statistics between pre- and post-implementation of the BTP, in spite of increased vehicular traffic and increased footfall.

3.7.4 The findings of the evaluation identified that the measures / interventions of the BTP facilitated an increase in use of sustainable modes. Those put forward in adopted and emerging policies / strategies can be expected to continue to accommodate further growth in sustainable travel, such that travel demand from new development sites is supported, and the impacts from vehicle travel minimised.

3.8 Summary

3.8.1 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 (trough mode shift from private car use). It is recognised that there is a need to move on from a 'Predict and Provide' approach, which has entrenched car dominance in our towns and cities, to 'Decide and Provide', which establishes the travel patterns which support low carbon and active lifestyles, and then provides the measures required to deliver on that aspiration.

3.8.2 Accommodating and supporting growth in travel sustainably, in line with this approach requires measures at both the development-level and more widely in terms of infrastructure and general initiatives. At a development-level, there is a need to ensure that sites are designed to support sustainable travel not just in terms of their internal arrangements and parking strategies, but also through provision of connections to, and enhancements of, surrounding infrastructure. These requirements are being strengthened through the updates to policies within the *Placemaking Plan* and associated Transport and Development SPD, including detailed guidance and standards for walking and cycling, parking, Travel Planning and ULEVs. Mitigation measures for each site will be confirmed through planning applications, with strategic requirements included within LPPU allocation policies where possible. This includes the Keynsham Safeguarded Land, where B&NES upholds the position that mitigation is required to allocate the land for housing, and has identified a package of sustainable transport measures designed to ensure that sufficient mitigation can be delivered by achieving mode shift.

3.8.3 More widely, B&NES is supporting growth in sustainable travel through a number of location / corridor-specific schemes. These have been primarily examined with regards to supporting growth in sustainable travel within and to / from Bath. Numerous potential schemes to support growth in active travel, public transport (bus / rail) and mass transit have been identified, as well as the decarbonisation of vehicle travel. These have been set out by B&NES (as part of WoE) through JLPT4, with further progress to occur at the Bath level through development of the TDAPfB. These schemes sit alongside other key projects which will contribute towards accommodating growth in sustainable transport / reducing the impacts of transport across B&NES / WoE.

3.8.4 The measures / interventions put forward in adopted and emerging policies / strategies can be expected to continue to accommodate further growth in sustainable travel, of which there is a track record of delivery through previous measures / interventions such as the BTP.

4. Summary and Conclusions

4.1 Background

4.1.1 AECOM was appointed by Bath and North East Somerset (B&NES) Council to provide transport consultancy services in relation to the Local Plan Partial Update (LPPU) Process.

4.1.2 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*.

4.1.3 This Technical Note (TN) 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 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 two to inform the LPPU process and has primarily examined the development impact at the Bath level. A separate document will consider transport impacts with regards the Strategic Road Network (SRN). 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. 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.

4.2.6 The potential development sites will give rise to an increase in travel demand both within Bath and to / from Bath. Of the travel demand generated by the potential development sites and associated with Bath travel, around 70% will be contained within the urban area, whilst 30% will be associated with travel to / from areas external to Bath. The approach to accommodate the demand will be through growth in sustainable transport, focusing on opportunities to achieve mode shift from existing trips on the network, as opposed to improvements in traffic capacity.

4.3 Accommodating Growth in Travel Demand

4.3.1 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). It is recognised that there is a need to move on from a 'Predict and Provide' approach, which has entrenched car dominance in our towns and cities, to 'Decide and Provide', which establishes the travel patterns which support low carbon and active lifestyles, and then provides the measures required to deliver on that aspiration.

4.3.2 Accommodating and supporting growth in sustainable travel in line with this approach requires measures at both the development-level and more widely in terms of infrastructure and general initiatives. At a development-level, there is a need to ensure that sites are designed to support sustainable travel not just in terms of their internal arrangements and parking strategies, but also through provision of connections to and enhancements of surrounding infrastructure. These requirements are being strengthened through the updates to policies within the *Placemaking Plan* and associated Transport and Development Supplementary Planning Document (SPD), including guidance and standards for walking and cycling, parking, Travel Planning and Ultra Low Emissions Vehicles (ULEVs). Mitigation measures for each site will be confirmed through planning applications, with strategic requirements included within LPPU allocation policies where possible. This includes the Keynsham Safeguarded Land, where B&NES upholds the position that mitigation is required to allocate the land for housing, and has identified a package of sustainable transport measures designed to ensure that sufficient mitigation can be delivered by achieving mode shift.

4.3.3 More widely, B&NES is supporting growth in sustainable travel through a number of location / corridor-specific schemes. These have been primarily examined with regards to supporting growth in sustainable within and to / from Bath. Numerous potential schemes to support growth in active travel, public transport (bus / rail) and mass transit have been identified, as well as the decarbonisation of vehicle travel. These have been set out by B&NES (as part of the West of England (WoE)) through the *Joint Local Transport 4* (JLTP4), with further progress to occur at the Bath level through development of the TDAPfB. These schemes sit alongside other key projects which will contribute towards accommodating growth in sustainable transport / reducing the impacts of transport across B&NES / WoE.

4.3.4 The measures / interventions put forward in adopted and emerging policies / strategies can be expected to continue to accommodate further growth in sustainable travel, of which there is a track record of delivery through previous measures / interventions such as the BTP.

4.4 Conclusion

4.4.1 This TN has examined the cumulative transport implications of allocating 1,156 additional homes in Bath and Keynsham in terms of travel demand and impacts on Bath. 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.

4.4.2 This TN also identifies the extensive work currently being undertaken by B&NES and partners to enhance the sustainability of the transport system, both in Bath and in the wider district. This demonstrates long term investment and commitment.

4.4.3 In transport terms, this TN therefore presents sufficient evidence as to the suitability of allocating the sites proposed through the LPPU process and shows that there is unlikely to be a cumulative strategic impact requiring strategic mitigation over and above existing plans and programmes. Individual development sites will be required to assess their own transport impacts and provide site-specific mitigation through the planning application process.

Appendix A:

TRICS Output Reports

Calculation Reference: AUDIT-204605-210218-0255

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3

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

Selected Location Sub Categories:

Residential Zone	3

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

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

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.363	3	38	0.531
09:00 - 10:00	3	38	0.212	3	38	0.159	3	38	0.371
10:00 - 11:00	3	38	0.097	3	38	0.115	3	38	0.212
11:00 - 12:00	3	38	0.106	3	38	0.133	3	38	0.239
12:00 - 13:00	3	38	0.177	3	38	0.212	3	38	0.389
13:00 - 14:00	3	38	0.159	3	38	0.168	3	38	0.327
14:00 - 15:00	3	38	0.177	3	38	0.159	3	38	0.336
15:00 - 16:00	3	38	0.195	3	38	0.177	3	38	0.372
16:00 - 17:00	3	38	0.319	3	38	0.142	3	38	0.461
17:00 - 18:00	3	38	0.372	3	38	0.212	3	38	0.584
18:00 - 19:00	3	38	0.212	3	38	0.195	3	38	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.291			2.256			4.547

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

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

Parameter summary

Trip rate parameter range selected:	16 - 50 (units:)
Survey date date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.009	3	38	0.009	3	38	0.018
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.009	3	38	0.009	3	38	0.018
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.018	3	38	0.036
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.009	3	38	0.009	3	38	0.018
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.018	3	38	0.018
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.009	3	38	0.000	3	38	0.009
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.009	3	38	0.009	3	38	0.018
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.018	3	38	0.000	3	38	0.018
17:00 - 18:00	3	38	0.009	3	38	0.018	3	38	0.027
18:00 - 19:00	3	38	0.000	3	38	0.018	3	38	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.063			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.487	3	38	0.699
09:00 - 10:00	3	38	0.265	3	38	0.204	3	38	0.469
10:00 - 11:00	3	38	0.142	3	38	0.142	3	38	0.284
11:00 - 12:00	3	38	0.115	3	38	0.186	3	38	0.301
12:00 - 13:00	3	38	0.230	3	38	0.257	3	38	0.487
13:00 - 14:00	3	38	0.159	3	38	0.204	3	38	0.363
14:00 - 15:00	3	38	0.221	3	38	0.195	3	38	0.416
15:00 - 16:00	3	38	0.327	3	38	0.195	3	38	0.522
16:00 - 17:00	3	38	0.416	3	38	0.195	3	38	0.611
17:00 - 18:00	3	38	0.540	3	38	0.301	3	38	0.841
18:00 - 19:00	3	38	0.301	3	38	0.301	3	38	0.602
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.043			2.924			5.967

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.159	3	38	0.177
09:00 - 10:00	3	38	0.027	3	38	0.071	3	38	0.098
10:00 - 11:00	3	38	0.018	3	38	0.106	3	38	0.124
11:00 - 12:00	3	38	0.115	3	38	0.062	3	38	0.177
12:00 - 13:00	3	38	0.062	3	38	0.080	3	38	0.142
13:00 - 14:00	3	38	0.097	3	38	0.106	3	38	0.203
14:00 - 15:00	3	38	0.071	3	38	0.062	3	38	0.133
15:00 - 16:00	3	38	0.071	3	38	0.080	3	38	0.151
16:00 - 17:00	3	38	0.142	3	38	0.044	3	38	0.186
17:00 - 18:00	3	38	0.124	3	38	0.062	3	38	0.186
18:00 - 19:00	3	38	0.071	3	38	0.062	3	38	0.133
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.834			0.991			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.018	3	38	0.027	3	38	0.045
12:00 - 13:00	3	38	0.018	3	38	0.000	3	38	0.018
13:00 - 14:00	3	38	0.009	3	38	0.000	3	38	0.009
14:00 - 15:00	3	38	0.009	3	38	0.000	3	38	0.009
15:00 - 16:00	3	38	0.000	3	38	0.018	3	38	0.018
16:00 - 17:00	3	38	0.000	3	38	0.018	3	38	0.018
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.063			0.126

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.009	3	38	0.009
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.009			0.009

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.018	3	38	0.027	3	38	0.045
12:00 - 13:00	3	38	0.018	3	38	0.000	3	38	0.018
13:00 - 14:00	3	38	0.009	3	38	0.000	3	38	0.009
14:00 - 15:00	3	38	0.009	3	38	0.000	3	38	0.009
15:00 - 16:00	3	38	0.000	3	38	0.018	3	38	0.018
16:00 - 17:00	3	38	0.000	3	38	0.018	3	38	0.018
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.072			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.646	3	38	0.876
09:00 - 10:00	3	38	0.301	3	38	0.274	3	38	0.575
10:00 - 11:00	3	38	0.168	3	38	0.257	3	38	0.425
11:00 - 12:00	3	38	0.248	3	38	0.274	3	38	0.522
12:00 - 13:00	3	38	0.310	3	38	0.336	3	38	0.646
13:00 - 14:00	3	38	0.265	3	38	0.310	3	38	0.575
14:00 - 15:00	3	38	0.310	3	38	0.265	3	38	0.575
15:00 - 16:00	3	38	0.398	3	38	0.292	3	38	0.690
16:00 - 17:00	3	38	0.575	3	38	0.257	3	38	0.832
17:00 - 18:00	3	38	0.673	3	38	0.381	3	38	1.054
18:00 - 19:00	3	38	0.372	3	38	0.381	3	38	0.753
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.983			4.045			8.028

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.327	3	38	0.460
09:00 - 10:00	3	38	0.142	3	38	0.106	3	38	0.248
10:00 - 11:00	3	38	0.097	3	38	0.115	3	38	0.212
11:00 - 12:00	3	38	0.097	3	38	0.115	3	38	0.212
12:00 - 13:00	3	38	0.177	3	38	0.186	3	38	0.363
13:00 - 14:00	3	38	0.142	3	38	0.150	3	38	0.292
14:00 - 15:00	3	38	0.159	3	38	0.142	3	38	0.301
15:00 - 16:00	3	38	0.168	3	38	0.142	3	38	0.310
16:00 - 17:00	3	38	0.292	3	38	0.133	3	38	0.425
17:00 - 18:00	3	38	0.354	3	38	0.204	3	38	0.558
18:00 - 19:00	3	38	0.204	3	38	0.177	3	38	0.381
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.045			1.992			4.037

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.062	3	38	0.044	3	38	0.106
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.009	3	38	0.018	3	38	0.027
12:00 - 13:00	3	38	0.000	3	38	0.027	3	38	0.027
13:00 - 14:00	3	38	0.009	3	38	0.009	3	38	0.018
14:00 - 15:00	3	38	0.018	3	38	0.018	3	38	0.036
15:00 - 16:00	3	38	0.018	3	38	0.027	3	38	0.045
16:00 - 17:00	3	38	0.027	3	38	0.009	3	38	0.036
17:00 - 18:00	3	38	0.018	3	38	0.009	3	38	0.027
18:00 - 19:00	3	38	0.009	3	38	0.009	3	38	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.205			0.214			0.419

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	38	0.009	3	38	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.009			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.

*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.*

Calculation Reference: AUDIT-204605-210218-0202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	2 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	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 undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 22

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

1 AG-03-A-01 BUNGALOWS/DET. ANGUS
KEPTIE ROAD
ARBROATH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

4 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

8 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

12 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

13 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

14 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
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*

15 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

16 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

17 NR-03-A-01 HOUSES NORTHAMPTONSHIRE
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.)

18	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	*16/09/13*	*Survey Type: MANUAL*
19	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	*10/05/17*	*Survey Type: MANUAL*
20	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	*11/05/15*	*Survey Type: MANUAL*
21	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	*23/10/12*	*Survey Type: MANUAL*
22	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	*18/04/12*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.354	22	63	0.457
09:00 - 10:00	22	63	0.148	22	63	0.166	22	63	0.314
10:00 - 11:00	22	63	0.113	22	63	0.157	22	63	0.270
11:00 - 12:00	22	63	0.130	22	63	0.150	22	63	0.280
12:00 - 13:00	22	63	0.182	22	63	0.155	22	63	0.337
13:00 - 14:00	22	63	0.165	22	63	0.174	22	63	0.339
14:00 - 15:00	22	63	0.152	22	63	0.178	22	63	0.330
15:00 - 16:00	22	63	0.232	22	63	0.155	22	63	0.387
16:00 - 17:00	22	63	0.301	22	63	0.177	22	63	0.478
17:00 - 18:00	22	63	0.340	22	63	0.181	22	63	0.521
18:00 - 19:00	22	63	0.254	22	63	0.183	22	63	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.176			2.299			4.475

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

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

Parameter summary

Trip rate parameter range selected:	7 - 363 (units:)
Survey date date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.007	22	63	0.003	22	63	0.010
10:00 - 11:00	22	63	0.003	22	63	0.004	22	63	0.007
11:00 - 12:00	22	63	0.003	22	63	0.003	22	63	0.006
12:00 - 13:00	22	63	0.004	22	63	0.004	22	63	0.008
13:00 - 14:00	22	63	0.004	22	63	0.004	22	63	0.008
14:00 - 15:00	22	63	0.001	22	63	0.002	22	63	0.003
15:00 - 16:00	22	63	0.005	22	63	0.002	22	63	0.007
16:00 - 17:00	22	63	0.004	22	63	0.005	22	63	0.009
17:00 - 18:00	22	63	0.003	22	63	0.002	22	63	0.005
18:00 - 19:00	22	63	0.001	22	63	0.003	22	63	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.005	22	63	0.004	22	63	0.009
09:00 - 10:00	22	63	0.004	22	63	0.004	22	63	0.008
10:00 - 11:00	22	63	0.002	22	63	0.004	22	63	0.006
11:00 - 12:00	22	63	0.002	22	63	0.002	22	63	0.004
12:00 - 13:00	22	63	0.001	22	63	0.003	22	63	0.004
13:00 - 14:00	22	63	0.001	22	63	0.001	22	63	0.002
14:00 - 15:00	22	63	0.002	22	63	0.001	22	63	0.003
15:00 - 16:00	22	63	0.002	22	63	0.001	22	63	0.003
16:00 - 17:00	22	63	0.002	22	63	0.001	22	63	0.003
17:00 - 18:00	22	63	0.001	22	63	0.002	22	63	0.003
18:00 - 19:00	22	63	0.001	22	63	0.001	22	63	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.024			0.047

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.001	22	63	0.001	22	63	0.002
09:00 - 10:00	22	63	0.000	22	63	0.000	22	63	0.000
10:00 - 11:00	22	63	0.000	22	63	0.000	22	63	0.000
11:00 - 12:00	22	63	0.000	22	63	0.000	22	63	0.000
12:00 - 13:00	22	63	0.000	22	63	0.000	22	63	0.000
13:00 - 14:00	22	63	0.000	22	63	0.000	22	63	0.000
14:00 - 15:00	22	63	0.001	22	63	0.001	22	63	0.002
15:00 - 16:00	22	63	0.000	22	63	0.000	22	63	0.000
16:00 - 17:00	22	63	0.000	22	63	0.000	22	63	0.000
17:00 - 18:00	22	63	0.000	22	63	0.000	22	63	0.000
18:00 - 19:00	22	63	0.000	22	63	0.000	22	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.014	22	63	0.015
09:00 - 10:00	22	63	0.001	22	63	0.005	22	63	0.006
10:00 - 11:00	22	63	0.004	22	63	0.006	22	63	0.010
11:00 - 12:00	22	63	0.003	22	63	0.001	22	63	0.004
12:00 - 13:00	22	63	0.007	22	63	0.004	22	63	0.011
13:00 - 14:00	22	63	0.004	22	63	0.001	22	63	0.005
14:00 - 15:00	22	63	0.002	22	63	0.006	22	63	0.008
15:00 - 16:00	22	63	0.012	22	63	0.002	22	63	0.014
16:00 - 17:00	22	63	0.009	22	63	0.003	22	63	0.012
17:00 - 18:00	22	63	0.013	22	63	0.007	22	63	0.020
18:00 - 19:00	22	63	0.007	22	63	0.004	22	63	0.011
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.542	22	63	0.669
09:00 - 10:00	22	63	0.185	22	63	0.231	22	63	0.416
10:00 - 11:00	22	63	0.151	22	63	0.221	22	63	0.372
11:00 - 12:00	22	63	0.167	22	63	0.210	22	63	0.377
12:00 - 13:00	22	63	0.243	22	63	0.223	22	63	0.466
13:00 - 14:00	22	63	0.226	22	63	0.244	22	63	0.470
14:00 - 15:00	22	63	0.199	22	63	0.249	22	63	0.448
15:00 - 16:00	22	63	0.361	22	63	0.214	22	63	0.575
16:00 - 17:00	22	63	0.456	22	63	0.252	22	63	0.708
17:00 - 18:00	22	63	0.515	22	63	0.257	22	63	0.772
18:00 - 19:00	22	63	0.388	22	63	0.266	22	63	0.654
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.091			3.268			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.159	22	63	0.211
09:00 - 10:00	22	63	0.057	22	63	0.061	22	63	0.118
10:00 - 11:00	22	63	0.041	22	63	0.057	22	63	0.098
11:00 - 12:00	22	63	0.040	22	63	0.042	22	63	0.082
12:00 - 13:00	22	63	0.056	22	63	0.033	22	63	0.089
13:00 - 14:00	22	63	0.042	22	63	0.038	22	63	0.080
14:00 - 15:00	22	63	0.047	22	63	0.053	22	63	0.100
15:00 - 16:00	22	63	0.132	22	63	0.066	22	63	0.198
16:00 - 17:00	22	63	0.082	22	63	0.056	22	63	0.138
17:00 - 18:00	22	63	0.070	22	63	0.040	22	63	0.110
18:00 - 19:00	22	63	0.048	22	63	0.040	22	63	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.684			0.697			1.381

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.029	22	63	0.030
09:00 - 10:00	22	63	0.004	22	63	0.017	22	63	0.021
10:00 - 11:00	22	63	0.007	22	63	0.007	22	63	0.014
11:00 - 12:00	22	63	0.004	22	63	0.003	22	63	0.007
12:00 - 13:00	22	63	0.008	22	63	0.012	22	63	0.020
13:00 - 14:00	22	63	0.003	22	63	0.002	22	63	0.005
14:00 - 15:00	22	63	0.008	22	63	0.007	22	63	0.015
15:00 - 16:00	22	63	0.018	22	63	0.009	22	63	0.027
16:00 - 17:00	22	63	0.015	22	63	0.005	22	63	0.020
17:00 - 18:00	22	63	0.012	22	63	0.005	22	63	0.017
18:00 - 19:00	22	63	0.015	22	63	0.001	22	63	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.109			0.207

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.017	22	63	0.017
08:00 - 09:00	22	63	0.000	22	63	0.014	22	63	0.014
09:00 - 10:00	22	63	0.000	22	63	0.004	22	63	0.004
10:00 - 11:00	22	63	0.000	22	63	0.001	22	63	0.001
11:00 - 12:00	22	63	0.000	22	63	0.001	22	63	0.001
12:00 - 13:00	22	63	0.001	22	63	0.001	22	63	0.002
13:00 - 14:00	22	63	0.001	22	63	0.000	22	63	0.001
14:00 - 15:00	22	63	0.001	22	63	0.001	22	63	0.002
15:00 - 16:00	22	63	0.001	22	63	0.000	22	63	0.001
16:00 - 17:00	22	63	0.004	22	63	0.000	22	63	0.004
17:00 - 18:00	22	63	0.020	22	63	0.000	22	63	0.020
18:00 - 19:00	22	63	0.012	22	63	0.000	22	63	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.001	22	63	0.001
09:00 - 10:00	22	63	0.000	22	63	0.000	22	63	0.000
10:00 - 11:00	22	63	0.000	22	63	0.000	22	63	0.000
11:00 - 12:00	22	63	0.000	22	63	0.000	22	63	0.000
12:00 - 13:00	22	63	0.000	22	63	0.000	22	63	0.000
13:00 - 14:00	22	63	0.000	22	63	0.000	22	63	0.000
14:00 - 15:00	22	63	0.001	22	63	0.000	22	63	0.001
15:00 - 16:00	22	63	0.000	22	63	0.000	22	63	0.000
16:00 - 17:00	22	63	0.000	22	63	0.000	22	63	0.000
17:00 - 18:00	22	63	0.000	22	63	0.000	22	63	0.000
18:00 - 19:00	22	63	0.000	22	63	0.000	22	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.044	22	63	0.045
09:00 - 10:00	22	63	0.004	22	63	0.021	22	63	0.025
10:00 - 11:00	22	63	0.007	22	63	0.007	22	63	0.014
11:00 - 12:00	22	63	0.004	22	63	0.004	22	63	0.008
12:00 - 13:00	22	63	0.009	22	63	0.014	22	63	0.023
13:00 - 14:00	22	63	0.004	22	63	0.002	22	63	0.006
14:00 - 15:00	22	63	0.009	22	63	0.008	22	63	0.017
15:00 - 16:00	22	63	0.019	22	63	0.009	22	63	0.028
16:00 - 17:00	22	63	0.019	22	63	0.005	22	63	0.024
17:00 - 18:00	22	63	0.032	22	63	0.005	22	63	0.037
18:00 - 19:00	22	63	0.027	22	63	0.001	22	63	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.149			0.287

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	63	0.759	22	63	0.940
09:00 - 10:00	22	63	0.247	22	63	0.318	22	63	0.565
10:00 - 11:00	22	63	0.204	22	63	0.291	22	63	0.495
11:00 - 12:00	22	63	0.214	22	63	0.258	22	63	0.472
12:00 - 13:00	22	63	0.315	22	63	0.274	22	63	0.589
13:00 - 14:00	22	63	0.275	22	63	0.285	22	63	0.560
14:00 - 15:00	22	63	0.257	22	63	0.315	22	63	0.572
15:00 - 16:00	22	63	0.523	22	63	0.291	22	63	0.814
16:00 - 17:00	22	63	0.567	22	63	0.317	22	63	0.884
17:00 - 18:00	22	63	0.630	22	63	0.308	22	63	0.938
18:00 - 19:00	22	63	0.471	22	63	0.312	22	63	0.783
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.980			4.179			8.159

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

*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.*

Calculation Reference: AUDIT-204605-210218-0212

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	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 undertaking using machines.

Selected Locations:
Edge of Town 28

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

Selected Location Sub Categories:

Residential Zone	26
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	28 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

Yes	11 days
No	17 days

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

PTAL Rating:

No PTAL Present	28 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

4 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

5 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
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*

7 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

8 HC-03-A-22 MIXED HOUSES HAMPSHIRE
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.)

9 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

10 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

11 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

12 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

13 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

14 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

15 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

16 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
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.)

17 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

18 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

19 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

20 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

21 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

22 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

23 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

24 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

26 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

27 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

28 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.384	28	127	0.513
09:00 - 10:00	28	127	0.142	28	127	0.173	28	127	0.315
10:00 - 11:00	28	127	0.126	28	127	0.155	28	127	0.281
11:00 - 12:00	28	127	0.132	28	127	0.146	28	127	0.278
12:00 - 13:00	28	127	0.153	28	127	0.150	28	127	0.303
13:00 - 14:00	28	127	0.159	28	127	0.152	28	127	0.311
14:00 - 15:00	28	127	0.171	28	127	0.188	28	127	0.359
15:00 - 16:00	28	127	0.272	28	127	0.182	28	127	0.454
16:00 - 17:00	28	127	0.283	28	127	0.161	28	127	0.444
17:00 - 18:00	28	127	0.343	28	127	0.144	28	127	0.487
18:00 - 19:00	28	127	0.309	28	127	0.167	28	127	0.476
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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.*

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.004	28	127	0.005	28	127	0.009
16:00 - 17:00	28	127	0.003	28	127	0.004	28	127	0.007
17:00 - 18:00	28	127	0.002	28	127	0.002	28	127	0.004
18:00 - 19:00	28	127	0.002	28	127	0.002	28	127	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.032			0.065

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.004	28	127	0.003	28	127	0.007
10:00 - 11:00	28	127	0.003	28	127	0.003	28	127	0.006
11:00 - 12:00	28	127	0.001	28	127	0.002	28	127	0.003
12:00 - 13:00	28	127	0.002	28	127	0.003	28	127	0.005
13:00 - 14:00	28	127	0.003	28	127	0.001	28	127	0.004
14:00 - 15:00	28	127	0.002	28	127	0.003	28	127	0.005
15:00 - 16:00	28	127	0.002	28	127	0.003	28	127	0.005
16:00 - 17:00	28	127	0.002	28	127	0.002	28	127	0.004
17:00 - 18:00	28	127	0.002	28	127	0.001	28	127	0.003
18:00 - 19:00	28	127	0.001	28	127	0.001	28	127	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.025			0.051

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.017	28	127	0.024
09:00 - 10:00	28	127	0.000	28	127	0.003	28	127	0.003
10:00 - 11:00	28	127	0.002	28	127	0.004	28	127	0.006
11:00 - 12:00	28	127	0.003	28	127	0.005	28	127	0.008
12:00 - 13:00	28	127	0.004	28	127	0.004	28	127	0.008
13:00 - 14:00	28	127	0.003	28	127	0.002	28	127	0.005
14:00 - 15:00	28	127	0.004	28	127	0.003	28	127	0.007
15:00 - 16:00	28	127	0.005	28	127	0.005	28	127	0.010
16:00 - 17:00	28	127	0.013	28	127	0.008	28	127	0.021
17:00 - 18:00	28	127	0.013	28	127	0.007	28	127	0.020
18:00 - 19:00	28	127	0.008	28	127	0.008	28	127	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.670	28	127	0.836
09:00 - 10:00	28	127	0.188	28	127	0.260	28	127	0.448
10:00 - 11:00	28	127	0.164	28	127	0.224	28	127	0.388
11:00 - 12:00	28	127	0.181	28	127	0.212	28	127	0.393
12:00 - 13:00	28	127	0.215	28	127	0.208	28	127	0.423
13:00 - 14:00	28	127	0.226	28	127	0.216	28	127	0.442
14:00 - 15:00	28	127	0.240	28	127	0.266	28	127	0.506
15:00 - 16:00	28	127	0.471	28	127	0.263	28	127	0.734
16:00 - 17:00	28	127	0.481	28	127	0.247	28	127	0.728
17:00 - 18:00	28	127	0.541	28	127	0.207	28	127	0.748
18:00 - 19:00	28	127	0.467	28	127	0.257	28	127	0.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.438			3.515			6.953

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.063	28	127	0.094
09:00 - 10:00	28	127	0.027	28	127	0.027	28	127	0.054
10:00 - 11:00	28	127	0.022	28	127	0.024	28	127	0.046
11:00 - 12:00	28	127	0.020	28	127	0.021	28	127	0.041
12:00 - 13:00	28	127	0.024	28	127	0.018	28	127	0.042
13:00 - 14:00	28	127	0.021	28	127	0.023	28	127	0.044
14:00 - 15:00	28	127	0.029	28	127	0.033	28	127	0.062
15:00 - 16:00	28	127	0.056	28	127	0.038	28	127	0.094
16:00 - 17:00	28	127	0.047	28	127	0.024	28	127	0.071
17:00 - 18:00	28	127	0.037	28	127	0.027	28	127	0.064
18:00 - 19:00	28	127	0.036	28	127	0.042	28	127	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.017	28	127	0.018
09:00 - 10:00	28	127	0.002	28	127	0.007	28	127	0.009
10:00 - 11:00	28	127	0.005	28	127	0.004	28	127	0.009
11:00 - 12:00	28	127	0.004	28	127	0.004	28	127	0.008
12:00 - 13:00	28	127	0.004	28	127	0.003	28	127	0.007
13:00 - 14:00	28	127	0.003	28	127	0.004	28	127	0.007
14:00 - 15:00	28	127	0.003	28	127	0.003	28	127	0.006
15:00 - 16:00	28	127	0.016	28	127	0.006	28	127	0.022
16:00 - 17:00	28	127	0.015	28	127	0.004	28	127	0.019
17:00 - 18:00	28	127	0.009	28	127	0.003	28	127	0.012
18:00 - 19:00	28	127	0.014	28	127	0.004	28	127	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.008	28	127	0.008
09:00 - 10:00	28	127	0.000	28	127	0.003	28	127	0.003
10:00 - 11:00	28	127	0.000	28	127	0.003	28	127	0.003
11:00 - 12:00	28	127	0.000	28	127	0.001	28	127	0.001
12:00 - 13:00	28	127	0.001	28	127	0.001	28	127	0.002
13:00 - 14:00	28	127	0.001	28	127	0.001	28	127	0.002
14:00 - 15:00	28	127	0.001	28	127	0.000	28	127	0.001
15:00 - 16:00	28	127	0.004	28	127	0.001	28	127	0.005
16:00 - 17:00	28	127	0.004	28	127	0.001	28	127	0.005
17:00 - 18:00	28	127	0.004	28	127	0.001	28	127	0.005
18:00 - 19:00	28	127	0.005	28	127	0.001	28	127	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.001	28	127	0.001
08:00 - 09:00	28	127	0.000	28	127	0.000	28	127	0.000
09:00 - 10:00	28	127	0.000	28	127	0.000	28	127	0.000
10:00 - 11:00	28	127	0.000	28	127	0.000	28	127	0.000
11:00 - 12:00	28	127	0.000	28	127	0.000	28	127	0.000
12:00 - 13:00	28	127	0.000	28	127	0.000	28	127	0.000
13:00 - 14:00	28	127	0.000	28	127	0.000	28	127	0.000
14:00 - 15:00	28	127	0.000	28	127	0.000	28	127	0.000
15:00 - 16:00	28	127	0.000	28	127	0.000	28	127	0.000
16:00 - 17:00	28	127	0.000	28	127	0.000	28	127	0.000
17:00 - 18:00	28	127	0.000	28	127	0.000	28	127	0.000
18:00 - 19:00	28	127	0.000	28	127	0.000	28	127	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.025	28	127	0.026
09:00 - 10:00	28	127	0.003	28	127	0.011	28	127	0.014
10:00 - 11:00	28	127	0.005	28	127	0.007	28	127	0.012
11:00 - 12:00	28	127	0.004	28	127	0.005	28	127	0.009
12:00 - 13:00	28	127	0.005	28	127	0.004	28	127	0.009
13:00 - 14:00	28	127	0.004	28	127	0.005	28	127	0.009
14:00 - 15:00	28	127	0.004	28	127	0.003	28	127	0.007
15:00 - 16:00	28	127	0.020	28	127	0.007	28	127	0.027
16:00 - 17:00	28	127	0.019	28	127	0.004	28	127	0.023
17:00 - 18:00	28	127	0.013	28	127	0.004	28	127	0.017
18:00 - 19:00	28	127	0.019	28	127	0.006	28	127	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.774	28	127	0.979
09:00 - 10:00	28	127	0.218	28	127	0.300	28	127	0.518
10:00 - 11:00	28	127	0.192	28	127	0.259	28	127	0.451
11:00 - 12:00	28	127	0.208	28	127	0.243	28	127	0.451
12:00 - 13:00	28	127	0.249	28	127	0.235	28	127	0.484
13:00 - 14:00	28	127	0.254	28	127	0.246	28	127	0.500
14:00 - 15:00	28	127	0.278	28	127	0.306	28	127	0.584
15:00 - 16:00	28	127	0.552	28	127	0.313	28	127	0.865
16:00 - 17:00	28	127	0.561	28	127	0.283	28	127	0.844
17:00 - 18:00	28	127	0.603	28	127	0.245	28	127	0.848
18:00 - 19:00	28	127	0.530	28	127	0.312	28	127	0.842
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.969			4.056			8.025

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.298	28	127	0.393
09:00 - 10:00	28	127	0.097	28	127	0.128	28	127	0.225
10:00 - 11:00	28	127	0.085	28	127	0.111	28	127	0.196
11:00 - 12:00	28	127	0.097	28	127	0.102	28	127	0.199
12:00 - 13:00	28	127	0.107	28	127	0.108	28	127	0.215
13:00 - 14:00	28	127	0.112	28	127	0.105	28	127	0.217
14:00 - 15:00	28	127	0.122	28	127	0.134	28	127	0.256
15:00 - 16:00	28	127	0.205	28	127	0.122	28	127	0.327
16:00 - 17:00	28	127	0.211	28	127	0.112	28	127	0.323
17:00 - 18:00	28	127	0.265	28	127	0.104	28	127	0.369
18:00 - 19:00	28	127	0.246	28	127	0.123	28	127	0.369
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.693			1.710			3.403

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.026	28	127	0.042
08:00 - 09:00	28	127	0.016	28	127	0.023	28	127	0.039
09:00 - 10:00	28	127	0.021	28	127	0.020	28	127	0.041
10:00 - 11:00	28	127	0.020	28	127	0.019	28	127	0.039
11:00 - 12:00	28	127	0.015	28	127	0.023	28	127	0.038
12:00 - 13:00	28	127	0.019	28	127	0.016	28	127	0.035
13:00 - 14:00	28	127	0.024	28	127	0.022	28	127	0.046
14:00 - 15:00	28	127	0.019	28	127	0.020	28	127	0.039
15:00 - 16:00	28	127	0.021	28	127	0.022	28	127	0.043
16:00 - 17:00	28	127	0.019	28	127	0.017	28	127	0.036
17:00 - 18:00	28	127	0.032	28	127	0.014	28	127	0.046
18:00 - 19:00	28	127	0.017	28	127	0.013	28	127	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.235			0.474

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

*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	28	127	0.002	28	127	0.002
09:00 - 10:00	28	127	0.000	28	127	0.001	28	127	0.001
10:00 - 11:00	28	127	0.001	28	127	0.000	28	127	0.001
11:00 - 12:00	28	127	0.000	28	127	0.000	28	127	0.000
12:00 - 13:00	28	127	0.001	28	127	0.001	28	127	0.002
13:00 - 14:00	28	127	0.001	28	127	0.001	28	127	0.002
14:00 - 15:00	28	127	0.001	28	127	0.001	28	127	0.002
15:00 - 16:00	28	127	0.001	28	127	0.001	28	127	0.002
16:00 - 17:00	28	127	0.003	28	127	0.002	28	127	0.005
17:00 - 18:00	28	127	0.003	28	127	0.002	28	127	0.005
18:00 - 19:00	28	127	0.001	28	127	0.001	28	127	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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

*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

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

Raw Data

Place of Work	Number of Trips by Mode								
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 001	0	5	0	1	62	13	5	91	177
B&NES 002	1	1	0	1	64	9	2	71	148
B&NES 003	0	4	1	2	60	9	4	38	118
B&NES 004	0	0	0	0	3	0	0	2	5
B&NES 007	17	15	0	2	66	7	1	5	113
B&NES 008	0	1	0	1	47	2	0	1	52
B&NES 009	4	0	0	0	18	3	1	1	27
B&NES 010	0	0	0	0	9	0	0	1	10
B&NES 011	0	1	0	0	18	0	0	0	19
B&NES 012	4	2	0	0	37	3	1	2	49
B&NES 013	1	0	0	0	3	1	0	2	7
B&NES 016	0	1	0	3	37	4	1	8	54
B&NES 017	0	0	0	0	12	0	1	1	14
B&NES 018	0	0	0	0	6	0	0	0	6
B&NES 019	0	2	0	1	2	0	0	0	6
B&NES 020	0	0	0	0	9	0	0	0	9
B&NES 022	0	0	0	0	12	0	0	1	13
B&NES 023	0	2	0	0	4	0	0	1	7
B&NES 024	0	2	0	0	8	0	0	1	11
B&NES 025	0	0	0	2	4	1	0	2	9
B&NES 026	0	0	0	0	4	1	0	0	5
Bristol 003	0	0	0	0	9	0	0	0	9
Bristol 004	0	0	0	0	4	2	0	0	6
Bristol 008	0	1	0	0	9	0	0	0	10
Bristol 013	0	4	0	0	9	0	0	0	13
Bristol 016	0	1	0	0	5	0	0	0	6
Bristol 019	0	0	0	0	6	0	0	0	6
Bristol 021	0	0	0	0	7	0	0	0	7
Bristol 023	0	1	0	1	5	1	0	0	8
Bristol 025	2	9	0	0	4	1	1	2	19
Bristol 026	2	3	0	0	2	0	0	0	7
Bristol 029	0	0	0	0	8	0	0	0	8
Bristol 032	4	59	0	1	43	6	6	3	122
Bristol 035	0	1	0	2	18	3	0	1	25
Bristol 038	0	7	0	1	36	2	3	2	51
Bristol 039	0	2	0	0	12	0	0	0	14
Bristol 041	0	0	0	0	8	1	1	0	10
Bristol 043	0	10	0	0	19	1	0	2	32
Bristol 045	0	0	0	0	4	0	0	1	5
Bristol 046	0	0	0	0	6	0	0	0	6
Bristol 047	0	0	0	1	9	0	0	0	10
Bristol 049	0	0	0	0	3	1	0	1	5
Bristol 052	0	0	0	0	5	0	0	0	5
Bristol 053	0	1	0	0	13	2	0	0	16
Bristol 054	7	27	0	0	39	3	7	2	85
Bristol 055	0	2	0	0	6	0	1	0	9
Bristol 056	2	1	0	3	19	2	1	0	28
North Somerset 002	0	0	0	1	3	1	0	0	5
North Somerset 004	0	1	0	1	7	0	0	0	9
North Somerset 006	0	0	0	0	6	1	0	0	7
North Somerset 008	0	1	0	0	4	0	0	0	5
North Somerset 012	0	0	0	0	5	0	0	0	5
North Somerset 013	0	0	0	1	11	0	0	0	12
North Somerset 024	0	0	0	0	7	0	0	1	8
South Gloucestershire 003	0	0	0	0	5	1	1	0	7
South Gloucestershire 005	0	0	0	1	9	0	1	0	11
South Gloucestershire 006	0	0	0	0	6	0	0	0	6
South Gloucestershire 009	0	0	0	0	5	0	0	1	6
South Gloucestershire 011	0	0	0	0	16	1	0	0	17
South Gloucestershire 017	5	2	0	1	36	3	1	0	48
South Gloucestershire 018	1	0	0	0	16	1	0	0	18
South Gloucestershire 019	0	0	0	0	20	2	0	1	23
South Gloucestershire 021	0	2	0	0	5	0	0	0	7
South Gloucestershire 024	0	2	0	0	24	3	0	1	30
South Gloucestershire 025	0	4	0	0	9	1	0	0	14
South Gloucestershire 026	0	0	0	0	10	0	0	0	10
South Gloucestershire 027	0	0	0	0	6	0	0	0	6
South Gloucestershire 028	0	0	0	0	14	1	0	0	15
South Gloucestershire 029	0	0	0	0	11	1	1	0	13
South Gloucestershire 030	0	0	0	0	6	0	0	0	6
South Gloucestershire 031	0	1	0	0	8	1	0	0	10
South Gloucestershire 032	0	1	0	1	16	2	5	0	25
Wiltshire 018	0	0	0	0	4	0	0	1	5
Wiltshire 031	0	0	0	0	5	0	0	0	5
									0
									0
									0
									0
									0
									0
Total	**49**	**179**	**1**	**28**	**1,068**	**97**	**45**	**247**	**1,714**

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. MSOAs 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		Y/N	Entry Junction	Exit Junction
B&NES 001	63	13	91	5	5	0	177	Keynsham	N		
B&NES 002	65	9	71	2	1	0	148	Keynsham	N		
B&NES 003	63	9	38	4	4	0	118	Keynsham	N		
B&NES 004	3	0	2	0	0	0	5	Bath	N		
B&NES 007	68	7	5	1	15	17	113	Bath	N		
B&NES 008	48	2	1	0	1	0	52	Bath	N		
B&NES 009	18	3	1	1	0	4	27	Bath	N		
B&NES 010	9	0	1	0	0	0	10	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	18	0	0	0	1	0	19	Bath	N		
B&NES 012	37	3	2	1	2	4	49	Bath	N		
B&NES 013	3	1	2	0	0	1	7	Bath	N		
B&NES 016	40	4	8	1	1	0	54	B&NES - Other (Salford)	N		
B&NES 017	12	0	1	1	0	0	14	Bath	N		
B&NES 018	6	0	0	0	0	0	6	Bath	N		
B&NES 019	4	0	0	0	2	0	6	Bath	N		
B&NES 020	9	0	0	0	0	0	9	B&NES - Other (Whitchurch)	N		
B&NES 022	12	0	1	0	0	0	13	B&NES - Other (Peasedown St John)	N		
B&NES 023	4	0	1	0	2	0	7	B&NES - Other (Paulton)	N		
B&NES 024	8	0	1	0	2	0	11	B&NES - Other (Norton Radstock)	N		
B&NES 025	6	1	2	0	0	0	9	B&NES - Other (Norton Radstock)	N		
B&NES 026	4	1	0	0	0	0	5	B&NES - Other (Norton Radstock)	N		
Bristol 003	9	0	0	0	0	0	9	Bristol - Ports	Y	M32 J1	M5 J18
Bristol 004	4	2	0	0	0	0	6	Bristol - Suburban	Y	M32 J3	M32 J3
Bristol 008	9	0	0	0	1	0	10	Bristol - Ports	Y	M32 J1	M5 J18
Bristol 013	9	0	0	0	4	0	13	Bristol - Suburban	N		
Bristol 016	5	0	0	0	1	0	6	Bristol - Suburban	Y	M32 J3	M32 J3
Bristol 019	6	0	0	0	0	0	6	Bristol - Suburban	N		
Bristol 021	7	0	0	0	0	0	7	Bristol - Suburban	N		
Bristol 023	6	1	0	0	1	0	8	Bristol - Suburban	N		
Bristol 025	4	1	2	1	9	2	19	Bristol - Suburban	N		
Bristol 026	2	0	0	0	3	2	7	Bristol - Suburban	N		
Bristol 029	8	0	0	0	0	0	8	Bristol - Suburban	N		
Bristol 032	44	6	3	6	59	4	122	Bristol - Central	N		
Bristol 035	20	3	1	0	1	0	25	Bristol - Suburban	N		
Bristol 038	37	2	2	3	7	0	51	Bristol - Suburban	N		
Bristol 039	12	0	0	0	2	0	14	Bristol - Central	N		
Bristol 041	8	1	0	1	0	0	10	Bristol - Suburban	N		
Bristol 043	19	1	2	0	10	0	32	Bristol - Suburban	N		
Bristol 045	4	0	1	0	0	0	5	Bristol - Suburban	N		
Bristol 046	6	0	0	0	0	0	6	Bristol - Suburban	N		
Bristol 047	10	0	0	0	0	0	10	Bristol - Suburban	N		
Bristol 049	3	1	1	0	0	0	5	Bristol - Suburban	N		
Bristol 052	5	0	0	0	0	0	5	Bristol - Suburban	N		
Bristol 053	13	2	0	0	1	0	16	Bristol - Suburban	N		
Bristol 054	39	3	2	7	27	7	85	Bristol - Central	N		
Bristol 055	6	0	0	1	2	0	9	Bristol - Suburban	N		
Bristol 056	22	2	0	1	1	2	28	Bristol - Suburban	N		
North Somerset 002	4	1	0	0	0	0	5	Bristol - Ports	Y	M5 J19	M5 J19
North Somerset 004	8	0	0	0	1	0	9	North Somerset (Easton-in-Gordano)	N		
North Somerset 006	6	1	0	0	0	0	7	North Somerset (Long Ashton)	N		
North Somerset 008	4	0	0	0	1	0	5	North Somerset (Nailsea)	N		
North Somerset 012	5	0	0	0	0	0	5	North Somerst (Yatton)	N		
North Somerset 013	12	0	0	0	0	0	12	North Somerset (Bristol Airport)	N		
North Somerset 024	7	0	1	0	0	0	8	North Somerset (Winscombe)	N		
South Gloucestershire 003	5	1	0	1	0	0	7	South Gloucestershire (Yate)	N		
South Gloucestershire 005	10	0	0	1	0	0	11	South Gloucestershire (Cribbs Causeway)	Y	M32 J1	M5 J17
South Gloucestershire 006	6	0	0	0	0	0	6	South Gloucestershire (Yate)	N		
South Gloucestershire 009	5	0	1	0	0	0	6	South Gloucestershire (Bradley Stoke)	N		
South Gloucestershire 011	16	1	0	0	0	0	17	South Gloucestershire (Cribbs Causeway)	Y	M32 J1	M5 J17
South Gloucestershire 017	37	3	0	1	2	5	48	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 018	16	1	0	0	0	1	18	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 019	20	2	1	0	0	0	23	South Gloucestershire (Yate)	N		
South Gloucestershire 021	5	0	0	0	2	0	7	Bristol - Suburban	N		
South Gloucestershire 024	24	3	1	0	2	0	30	South Gloucestershire (Wick)	N		
South Gloucestershire 025	9	1	0	0	4	0	14	Bristol - Suburban	N		
South Gloucestershire 026	10	0	0	0	0	0	10	Bristol - Suburban	N		
South Gloucestershire 027	6	0	0	0	0	0	6	Bristol - Suburban	N		
South Gloucestershire 028	14	1	0	0	0	0	15	Bristol - Suburban	N		
South Gloucestershire 029	11	1	0	1	0	0	13	Bristol - Suburban	N		
South Gloucestershire 030	6	0	0	0	0	0	6	Bristol - Suburban	N		
South Gloucestershire 031	8	1	0	0	1	0	10	Bristol - Suburban	N		
South Gloucestershire 032	17	2	0	5	1	0	25	Bristol - Suburban	N		
Wiltshire 018	4	0	1	0	0	0	5	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 031	5	0	0	0	0	0	5	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
Total	**1,097**	**97**	**247**	**45**	**179**	**49**	**1,714**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	9	0	1	0	0	0	10
B&NES - Other (Norton Radstock)	18	2	3	0	2	0	25
B&NES - Other (Paulton)	4	0	1	0	2	0	7
B&NES - Other (Peasedown St John)	12	0	1	0	0	0	13
B&NES - Other (Saltford)	40	4	8	1	1	0	54
B&NES - Other (Whitchurch)	9	0	0	0	0	0	9
Bath	217	16	14	4	21	26	298
Berkshire (Reading)	0	0	0	0	0	0	0
Bristol - Central	95	9	5	13	88	11	221
Bristol - Ports	22	1	0	0	1	0	24
Bristol - Suburban	343	26	9	14	50	12	454
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	191	31	200	11	10	0	443
London	0	0	0	0	0	0	0
North Somerset (Bristol Airport)	12	0	0	0	0	0	12
North Somerset (Chew Magna)	0	0	0	0	0	0	0
North Somerset (Easton-in-Gordano)	8	0	0	0	1	0	9
North Somerset (Long Ashton)	6	1	0	0	0	0	7
North Somerset (Nailsea)	4	0	0	0	1	0	5
North Somerset (Winscombe)	7	0	1	0	0	0	8
North Somerst (Yatton)	5	0	0	0	0	0	5
Somerset (Frome)	0	0	0	0	0	0	0
Somerset (Shepton Mallet)	0	0	0	0	0	0	0
Somerset (Street)	0	0	0	0	0	0	0
Somerset (Wells)	0	0	0	0	0	0	0
Somerset (Wincanton)	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	5	0	1	0	0	0	6
South Gloucestershire (Cribbs Causeway)	26	1	0	1	0	0	28
South Gloucestershire (Wick)	24	3	1	0	2	0	30
South Gloucestershire (Yate)	31	3	1	1	0	0	36
Swindon - East	0	0	0	0	0	0	0
Swindon - West	0	0	0	0	0	0	0
The North	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0
Wiltshire (Chippenham)	0	0	0	0	0	0	0
Wiltshire (Corsham)	4	0	1	0	0	0	5
Wiltshire (Malmesbury)	0	0	0	0	0	0	0
Wiltshire (Melksham)	0	0	0	0	0	0	0
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0
Wiltshire (Trowbridge)	5	0	0	0	0	0	5
Wiltshire (Warminster)	0	0	0	0	0	0	0
Wiltshire (Westbury)	0	0	0	0	0	0	0
Total	**1,097**	**97**	**247**	**45**	**179**	**49**	**1,714**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Saltford)	2%	0%	0%	0%	0%	0%	3%
B&NES - Other (Whitchurch)	1%	0%	0%	0%	0%	0%	1%
Bath	13%	1%	1%	0%	1%	2%	17%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	6%	1%	0%	1%	5%	1%	13%
Bristol - Ports	1%	0%	0%	0%	0%	0%	1%
Bristol - Suburban	20%	2%	1%	1%	3%	1%	26%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	11%	2%	12%	1%	1%	0%	26%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	1%	0%	0%	0%	0%	0%	1%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	1%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	2%	0%	0%	0%	0%	0%	2%
South Gloucestershire (Wick)	1%	0%	0%	0%	0%	0%	2%
South Gloucestershire (Yate)	2%	0%	0%	0%	0%	0%	2%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	0%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Chippenham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Corsham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%
Total	**64%**	**6%**	**14%**	**3%**	**10%**	**3%**	**100%**

Use of SRN

Entry Junction	Exit Junction	Number of Trips	Proportion of Total Trips
A36	A36 / A350	0	0%
A36	A36 / A361	0	0%
A36	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	5	0%
A4 / A46	A4 / A363	13	1%
A4 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	0	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	0	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	53	3%
M32 J1	M5 J17	26	2%
M32 J1	M5 J18	18	1%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	9	1%
M5 J19	M5 J19	4	0%
	Total	**128**	**7%**

2011 Census Data - Distribution by Mode

Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	B&NES 003

Raw Data

Place of Work	Number of Trips by Mode								
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 001	0	1	0	1	62	9	2	52	127
B&NES 002	0	4	0	0	52	5	1	45	107
B&NES 003	2	3	0	0	89	3	8	61	166
B&NES 006	0	1	0	0	3	0	1	0	5
B&NES 007	12	19	0	3	61	9	4	6	114
B&NES 008	0	4	0	0	60	1	2	1	68
B&NES 009	1	5	0	0	24	4	1	0	35
B&NES 010	0	0	0	0	7	0	0	0	7
B&NES 011	1	1	0	0	4	1	0	1	8
B&NES 012	3	2	0	1	30	3	1	0	40
B&NES 013	1	0	0	0	6	0	0	0	7
B&NES 015	0	0	0	0	4	2	0	0	6
B&NES 016	0	1	0	1	35	7	2	2	48
B&NES 017	0	0	0	1	12	0	0	0	13
B&NES 018	0	0	0	0	12	1	0	0	13
B&NES 020	0	0	0	0	13	0	0	1	14
B&NES 021	0	0	0	0	14	1	0	1	16
B&NES 022	0	0	0	2	16	1	1	0	20
B&NES 023	0	0	0	1	11	1	0	3	16
B&NES 025	0	1	0	0	10	0	1	1	13
B&NES 026	0	0	0	1	4	1	0	1	7
B&NES 027	0	0	0	0	6	0	0	1	7
Bristol 004	0	0	0	0	7	1	0	0	8
Bristol 008	0	0	0	0	6	0	0	0	6
Bristol 013	0	0	0	0	15	0	0	0	15
Bristol 021	0	1	0	0	14	3	0	1	19
Bristol 022	0	0	0	0	8	0	0	0	8
Bristol 023	0	5	0	1	10	1	0	0	17
Bristol 025	3	10	0	1	6	1	0	0	21
Bristol 028	0	0	0	0	5	0	0	0	5
Bristol 029	0	0	0	0	7	0	0	0	7
Bristol 030	0	2	0	0	5	0	0	0	7
Bristol 032	17	63	1	4	65	2	9	1	162
Bristol 034	0	3	0	0	4	0	0	0	7
Bristol 035	0	1	0	0	18	2	0	3	24
Bristol 036	0	0	0	0	8	0	0	0	8
Bristol 038	0	5	0	1	36	1	1	0	44
Bristol 039	0	1	0	0	16	0	1	0	18
Bristol 041	0	0	0	1	11	1	3	0	16
Bristol 042	0	0	0	0	5	0	0	0	5
Bristol 043	1	1	0	0	34	2	1	0	39
Bristol 045	0	0	0	1	7	0	0	0	8
Bristol 046	0	1	0	0	9	0	2	0	12
Bristol 047	0	0	0	0	10	0	0	0	10
Bristol 048	0	0	0	0	9	0	0	0	9
Bristol 049	0	0	0	0	7	0	0	0	7
Bristol 052	0	0	0	0	13	0	0	0	13
Bristol 053	0	0	0	0	9	1	0	0	10
Bristol 054	26	28	0	5	37	6	7	0	109
Bristol 056	0	0	0	0	23	0	1	0	24
Calderdale 008	0	3	0	0	2	0	0	0	5
Mendip 002	0	0	0	0	6	0	0	1	7
North Somerset 002	0	0	0	1	4	0	0	0	5
South Gloucestershire 003	0	0	0	0	5	0	0	0	5
South Gloucestershire 005	0	0	0	0	9	0	0	0	9
South Gloucestershire 009	0	0	0	0	8	0	0	0	8
South Gloucestershire 011	0	0	0	0	19	1	0	0	20
South Gloucestershire 017	9	0	0	3	68	2	2	0	84
South Gloucestershire 019	0	0	0	1	22	0	2	0	25
South Gloucestershire 021	0	0	0	0	8	0	0	0	8
South Gloucestershire 022	0	0	0	0	7	0	1	0	8
South Gloucestershire 024	0	0	0	1	6	0	1	0	8
South Gloucestershire 025	0	0	0	0	6	0	0	0	6
South Gloucestershire 026	0	0	0	0	9	0	0	0	9
South Gloucestershire 027	0	0	0	0	5	0	0	0	5
South Gloucestershire 028	0	2	0	0	19	2	1	0	24
South Gloucestershire 029	0	0	0	0	8	0	0	0	8
South Gloucestershire 030	0	0	0	1	12	0	0	0	13
South Gloucestershire 031	0	0	0	1	14	0	0	0	15
South Gloucestershire 032	0	0	0	1	25	1	0	0	27
Wiltshire 018	0	0	0	0	10	0	0	0	10
Wiltshire 031	0	0	0	0	5	1	0	0	6
									0
									0
									0
									0
									0
									0
									0
Total	**76**	**168**	**1**	**34**	**1,216**	**77**	**56**	**182**	**1,810**

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. MSOAs 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		YiN	Entry Junction	Exit Junction
B&NES 001	63	9	52	2	1	0	127	Keynsham	N		
B&NES 002	52	5	45	1	4	0	107	Keynsham	N		
B&NES 003	89	3	61	8	3	2	166	Keynsham	N		
B&NES 006	3	0	0	1	1	0	5	Bath	N		
B&NES 007	64	9	6	4	19	12	114	Bath	N		
B&NES 008	60	1	1	2	4	0	68	Bath	N		
B&NES 009	24	4	0	1	5	1	35	Bath	N		
B&NES 010	7	0	0	0	0	0	7	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	4	1	1	0	1	1	8	Bath	N		
B&NES 012	31	3	0	1	2	3	40	Bath	N		
B&NES 013	6	0	0	0	0	1	7	Bath	N		
B&NES 015	4	2	0	0	0	0	6	Bath	N		
B&NES 016	36	7	2	2	1	0	48	B&NES - Other (Saltford)	N		
B&NES 017	13	0	0	0	0	0	13	Bath	N		
B&NES 018	12	1	0	0	0	0	13	Bath	N		
B&NES 020	13	0	1	0	0	0	14	B&NES - Other (Whitchurch)	N		
B&NES 021	14	1	1	0	0	0	16	North Somerset (Chew Magna)	N		
B&NES 022	18	1	0	1	0	0	20	B&NES - Other (Peasedown St John)	N		
B&NES 023	12	1	3	0	0	0	16	B&NES - Other (Paulton)	N		
B&NES 025	10	0	1	1	1	0	13	B&NES - Other (Norton Radstock)	N		
B&NES 026	5	1	1	0	0	0	7	B&NES - Other (Norton Radstock)	N		
B&NES 027	6	0	1	0	0	0	7	B&NES - Other (Norton Radstock)	N		
Bristol 004	7	1	0	0	0	0	8	Bristol - Suburban	Y	M32 J3	M32 J3
Bristol 008	6	0	0	0	0	0	6	Bristol - Ports	Y	M32 J1	M5 J18
Bristol 013	15	0	0	0	0	0	15	Bristol - Suburban	N		
Bristol 021	14	3	1	0	1	0	19	Bristol - Suburban	N		
Bristol 022	8	0	0	0	0	0	8	Bristol - Suburban	N		
Bristol 023	11	1	0	0	5	0	17	Bristol - Suburban	N		
Bristol 025	7	1	0	0	10	3	21	Bristol - Suburban	N		
Bristol 028	5	0	0	0	0	0	5	Bristol - Suburban	N		
Bristol 029	7	0	0	0	0	0	7	Bristol - Suburban	N		
Bristol 030	5	0	0	0	2	0	7	Bristol - Suburban	N		
Bristol 032	70	2	1	9	63	17	162	Bristol - Central	N		
Bristol 034	4	0	0	0	3	0	7	Bristol - Suburban	N		
Bristol 035	18	2	3	0	1	0	24	Bristol - Suburban	N		
Bristol 036	8	0	0	0	0	0	8	Bristol - Suburban	N		
Bristol 038	37	1	0	1	5	0	44	Bristol - Suburban	N		
Bristol 039	16	0	0	1	1	0	18	Bristol - Central	N		
Bristol 041	12	1	0	3	0	0	16	Bristol - Suburban	N		
Bristol 042	5	0	0	0	0	0	5	Bristol - Suburban	N		
Bristol 043	34	2	0	1	1	1	39	Bristol - Suburban	N		
Bristol 045	8	0	0	0	0	0	8	Bristol - Suburban	N		
Bristol 046	9	0	0	2	1	0	12	Bristol - Suburban	N		
Bristol 047	10	0	0	0	0	0	10	Bristol - Suburban	N		
Bristol 048	9	0	0	0	0	0	9	Bristol - Suburban	N		
Bristol 049	7	0	0	0	0	0	7	Bristol - Suburban	N		
Bristol 052	13	0	0	0	0	0	13	Bristol - Suburban	N		
Bristol 053	9	1	0	0	0	0	10	Bristol - Suburban	N		
Bristol 054	42	6	0	7	28	26	109	Bristol - Central	N		
Bristol 056	23	0	0	1	0	0	24	Bristol - Suburban	N		
Calderdale 008	2	0	0	0	3	0	5	The North	Y	M32 J1	M62 J24
Mendip 002	6	0	1	0	0	0	7	B&NES - Other (Norton Radstock)	N		
North Somerset 002	5	0	0	0	0	0	5	Bristol - Ports	Y	M5 J19	M5 J19
South Gloucestershire 003	5	0	0	0	0	0	5	South Gloucestershire (Yate)	N		
South Gloucestershire 005	9	0	0	0	0	0	9	South Gloucestershire (Cribbs Causeway)	Y	M32 J1	M5 J17
South Gloucestershire 009	8	0	0	0	0	0	8	South Gloucestershire (Bradley Stoke)	N		
South Gloucestershire 011	19	1	0	0	0	0	20	South Gloucestershire (Cribbs Causeway)	Y	M32 J1	M5 J17
South Gloucestershire 017	71	2	0	2	0	9	84	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 019	23	0	0	2	0	0	25	South Gloucestershire (Yate)	N		
South Gloucestershire 021	8	0	0	0	0	0	8	Bristol - Suburban	N		
South Gloucestershire 022	7	0	0	1	0	0	8	Bristol - Suburban	N		
South Gloucestershire 024	7	0	0	1	0	0	8	South Gloucestershire (Wick)	N		
South Gloucestershire 025	6	0	0	0	0	0	6	Bristol - Suburban	N		
South Gloucestershire 026	9	0	0	0	0	0	9	Bristol - Suburban	N		
South Gloucestershire 027	5	0	0	0	0	0	5	Bristol - Suburban	N		
South Gloucestershire 028	19	2	0	1	2	0	24	Bristol - Suburban	N		
South Gloucestershire 029	8	0	0	0	0	0	8	Bristol - Suburban	N		
South Gloucestershire 030	13	0	0	0	0	0	13	Bristol - Suburban	N		
South Gloucestershire 031	15	0	0	0	0	0	15	Bristol - Suburban	N		
South Gloucestershire 032	26	1	0	0	0	0	27	Bristol - Suburban	N		
Wiltshire 018	10	0	0	0	0	0	10	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 031	5	1	0	0	0	0	6	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
Total	**1,251**	**77**	**182**	**56**	**168**	**76**	**1,810**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	7	0	0	0	0	0	7
B&NES - Other (Norton Radstock)	27	1	4	1	1	0	34
B&NES - Other (Paulton)	12	1	3	0	0	0	16
B&NES - Other (Peasedown St John)	18	1	0	1	0	0	20
B&NES - Other (Saltford)	36	7	2	2	1	0	48
B&NES - Other (Whitchurch)	13	0	1	0	0	0	14
Bath	221	21	8	9	32	18	309
Berkshire (Reading)	0	0	0	0	0	0	0
Bristol - Central	128	8	1	17	92	43	289
Bristol - Ports	11	0	0	0	0	0	11
Bristol - Suburban	472	18	4	12	31	13	550
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	204	17	158	11	8	2	400
London	0	0	0	0	0	0	0
North Somerset (Bristol Airport)	0	0	0	0	0	0	0
North Somerset (Chew Magna)	14	1	1	0	0	0	16
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0
North Somerset (Long Ashton)	0	0	0	0	0	0	0
North Somerset (Nailsea)	0	0	0	0	0	0	0
North Somerset (Winscombe)	0	0	0	0	0	0	0
North Somerst (Yatton)	0	0	0	0	0	0	0
Somerset (Frome)	0	0	0	0	0	0	0
Somerset (Shepton Mallet)	0	0	0	0	0	0	0
Somerset (Street)	0	0	0	0	0	0	0
Somerset (Wells)	0	0	0	0	0	0	0
Somerset (Wincanton)	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	8	0	0	0	0	0	8
South Gloucestershire (Cribbs Causeway)	28	1	0	0	0	0	29
South Gloucestershire (Wick)	7	0	0	1	0	0	8
South Gloucestershire (Yate)	28	0	0	2	0	0	30
Swindon - East	0	0	0	0	0	0	0
Swindon - West	0	0	0	0	0	0	0
The North	2	0	0	0	3	0	5
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0
Wiltshire (Chippenham)	0	0	0	0	0	0	0
Wiltshire (Corsham)	10	0	0	0	0	0	10
Wiltshire (Malmesbury)	0	0	0	0	0	0	0
Wiltshire (Melksham)	0	0	0	0	0	0	0
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0
Wiltshire (Trowbridge)	5	1	0	0	0	0	6
Wiltshire (Warminster)	0	0	0	0	0	0	0
Wiltshire (Westbury)	0	0	0	0	0	0	0
Total	**1,251**	**77**	**182**	**56**	**168**	**76**	**1,810**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	2%
B&NES - Other (Paulton)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Saltford)	2%	0%	0%	0%	0%	0%	3%
B&NES - Other (Whitchurch)	1%	0%	0%	0%	0%	0%	1%
Bath	12%	1%	0%	0%	2%	1%	17%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	7%	0%	0%	1%	5%	2%	16%
Bristol - Ports	1%	0%	0%	0%	0%	0%	1%
Bristol - Suburban	26%	1%	0%	1%	2%	1%	30%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	11%	1%	9%	1%	0%	0%	22%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	1%	0%	0%	0%	0%	0%	1%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	2%	0%	0%	0%	0%	0%	2%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	2%	0%	0%	0%	0%	0%	2%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	0%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Chippenham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%
Total	**69%**	**4%**	**10%**	**3%**	**9%**	**4%**	**100%**

Use of SRN

Entry Junction	Exit Junction	Number of Trips	Proportion of Total Trips
A36	A36 / A350	0	0%
A36	A36 / A361	0	0%
A36	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	5	0%
A4 / A46	A4 / A363	17	1%
A4 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	0	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	0	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	71	4%
M32 J1	M5 J17	28	2%
M32 J1	M5 J18	6	0%
M32 J1	M62 J24	2	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	7	0%
M5 J19	M5 J19	5	0%
	Total	**141**	**8%**

2011 Census Data - Distribution by Mode

Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	B&NES 007

Raw Data

Place of Work	Number of Trips by Mode								
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 002	2	2	0	0	12	1	0	0	18
B&NES 003	0	0	0	0	5	0	0	0	5
B&NES 004	1	2	0	0	9	1	9	9	31
B&NES 005	0	0	0	0	6	0	4	7	17
B&NES 006	1	1	0	0	9	1	1	31	44
B&NES 007	12	49	0	4	129	19	16	1133	1362
B&NES 008	1	25	1	1	81	6	17	72	204
B&NES 009	3	5	0	0	35	3	8	251	305
B&NES 010	0	6	0	0	24	2	4	10	46
B&NES 011	0	4	0	0	18	2	0	12	36
B&NES 012	5	140	3	5	122	20	23	185	503
B&NES 013	0	1	0	0	11	1	1	6	20
B&NES 014	0	0	0	0	7	2	0	11	20
B&NES 016	0	3	0	0	18	1	2	5	29
B&NES 017	1	6	0	0	11	1	1	3	23
B&NES 018	0	9	0	1	18	0	1	3	32
B&NES 019	0	5	0	0	4	2	1	0	12
B&NES 022	0	9	1	0	16	1	5	2	34
B&NES 023	0	3	0	0	2	1	0	0	6
B&NES 025	0	2	0	0	8	0	0	2	12
Bristol 004	0	0	0	0	8	0	0	0	8
Bristol 013	0	0	0	0	4	0	1	0	5
Bristol 022	2	0	0	0	2	0	1	0	5
Bristol 023	8	0	0	0	2	0	0	0	10
Bristol 025	12	1	0	0	4	0	0	0	17
Bristol 026	3	0	0	0	2	0	0	2	7
Bristol 030	1	0	0	1	3	0	0	1	6
Bristol 032	56	3	0	1	30	3	4	1	98
Bristol 035	0	0	0	0	5	2	1	1	9
Bristol 043	0	3	0	0	4	0	0	1	8
Bristol 052	0	2	0	0	2	1	0	1	6
Bristol 054	46	0	0	0	23	0	0	1	70
Bristol 056	1	0	0	0	3	0	0	2	6
City of London 001	8	0	0	0	2	0	1	1	12
Mendip 001	0	1	0	0	17	2	0	0	20
Mendip 002	0	0	0	0	10	1	0	1	12
Mendip 004	0	0	0	0	12	0	0	1	13
Mendip 006	0	0	0	1	3	0	0	1	5
Mendip 007	0	0	0	0	3	1	0	1	5
Mendip 010	0	0	0	1	6	0	0	1	8
Mendip 014	0	0	0	0	8	0	0	0	8
North Somerset 013	0	0	0	0	10	0	0	0	10
Reading 011	5	0	0	0	0	0	0	0	5
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	20	1	0	0	41	5	0	2	69
South Gloucestershire 018	3	0	0	0	9	0	0	0	12
South Gloucestershire 019	1	0	0	0	8	0	0	0	9
South Gloucestershire 024	1	0	0	0	9	0	0	0	10
South Gloucestershire 026	1	0	0	0	4	0	0	0	5
South Gloucestershire 029	0	0	0	0	5	0	0	0	5
South Gloucestershire 030	3	0	0	0	3	0	0	0	6
South Gloucestershire 032	0	2	0	0	3	0	0	0	5
Stroud 015	0	0	0	0	3	2	0	0	5
Swindon 008	2	0	0	0	6	0	0	0	8
Swindon 012	14	2	0	0	2	1	0	0	19
Swindon 014	0	0	0	0	6	0	0	0	6
Swindon 015	6	0	0	0	0	0	0	0	6
Swindon 022	0	0	0	0	8	0	0	0	8
Three Rivers 011	0	0	0	0	5	0	0	0	5
Westminster 013	4	0	0	0	1	0	0	1	6
Westminster 018	9	0	0	0	4	0	1	1	15
Westminster 020	5	1	0	0	1	0	1	0	8
Wiltshire 002	0	0	0	0	12	3	0	0	15
Wiltshire 007	0	0	0	0	6	0	0	0	6
Wiltshire 008	0	0	0	0	9	0	0	0	9
Wiltshire 009	2	1	0	0	5	1	0	0	9
Wiltshire 010	2	0	0	0	9	1	0	0	12
Wiltshire 011	10	0	0	0	12	2	0	0	24
Wiltshire 017	0	3	0	0	10	0	0	0	13
Wiltshire 018	0	4	0	1	29	1	1	2	38
Wiltshire 021	0	0	0	1	6	1	0	0	8
Wiltshire 022	1	0	0	0	12	1	0	0	14
Wiltshire 023	1	0	0	0	4	2	2	0	9
Wiltshire 027	3	0	0	0	10	2	0	1	16
Wiltshire 031	11	3	0	0	15	1	0	0	30
Wiltshire 037	0	0	0	0	16	2	0	1	19
Wiltshire 040	1	0	0	0	7	1	0	0	9
Wiltshire 042	0	0	0	0	8	0	0	0	8
Wiltshire 047	0	0	0	0	8	0	0	0	8
Total	**269**	**299**	**5**	**17**	**1,021**	**100**	**107**	**1,766**	**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. MSOAs 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		Y/N	Entry Junction	Exit Junction
B&NES 002	12	1	0	0	2	3	18	Keynsham	N		
B&NES 003	5	0	0	0	0	0	5	Keynsham	N		
B&NES 004	9	1	9	9	2	1	31	Bath	N		
B&NES 005	6	0	7	4	0	0	17	Bath	N		
B&NES 006	9	1	31	1	1	1	44	Bath	N		
B&NES 007	133	19	1,133	16	49	12	1,362	Bath	N		
B&NES 008	83	6	72	17	25	1	204	Bath	N		
B&NES 009	35	3	251	8	5	3	305	Bath	N		
B&NES 010	24	2	10	4	6	0	46	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	18	2	12	0	4	0	36	Bath	N		
B&NES 012	130	20	185	23	140	5	503	Bath	N		
B&NES 013	11	1	6	1	1	0	20	Bath	N		
B&NES 014	7	2	11	0	0	0	20	Bath	N		
B&NES 016	18	1	5	2	2	0	29	B&NES - Other (Saltford)	N		
B&NES 017	11	1	3	1	6	1	23	Bath	N		
B&NES 018	19	0	3	1	9	0	32	Bath	N		
B&NES 019	4	2	0	1	5	0	12	Bath	N		
B&NES 022	17	1	2	5	9	0	34	B&NES - Other (Peasedown St John)	N		
B&NES 023	2	1	0	0	3	0	6	B&NES - Other (Paulton)	N		
B&NES 025	8	0	2	0	2	0	12	B&NES - Other (Norton Radstock)	N		
Bristol 004	8	0	0	0	0	0	8	Bristol - Suburban	Y	A46 / A420	M32 J2
Bristol 013	4	0	0	1	0	0	5	Bristol - Suburban	N		
Bristol 022	2	0	0	1	0	2	5	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 023	2	0	0	0	0	8	10	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 025	4	0	0	0	1	12	17	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 026	2	0	2	0	0	3	7	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 030	4	0	1	0	0	1	6	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 032	31	3	1	4	3	56	98	Bristol - Central	Y	A46 / A420	M32 J3
Bristol 035	5	2	1	1	0	0	9	Bristol - Suburban	N		
Bristol 043	4	0	1	0	2	0	8	Bristol - Suburban	N		
Bristol 052	2	1	1	0	2	0	6	Bristol - Suburban	N		
Bristol 054	23	0	1	0	0	46	70	Bristol - Central	N		
Bristol 056	3	0	2	0	0	1	6	Bristol - Suburban	N		
City of London 001	2	0	1	1	0	8	12	London	Y	A46 / A420	M4 J1
Mendip 001	17	2	0	0	1	0	20	Somerset (Frome)	Y	A36	A36 / A361
Mendip 002	10	1	1	0	0	0	12	B&NES - Other (Norton Radstock)	N		
Mendip 004	12	0	1	0	0	0	13	Somerset (Frome)	Y	A36	A36 / A361
Mendip 006	4	0	1	0	0	0	5	Somerset (Wells)	N		
Mendip 007	3	1	1	0	0	0	5	Somerset (Frome)	Y	A36	A36 / A361
Mendip 010	7	0	1	0	0	0	8	Somerset (Shepton Mallet)	N		
Mendip 014	8	0	0	0	0	0	8	Somerset (Street)	N		
North Somerset 013	10	0	0	0	0	0	10	North Somerset (Bristol Airport)	N		
Reading 011	0	0	0	0	0	5	5	Berkshire (Reading)	Y	A46 / A420	M4 J12
South Gloucestershire 008	7	0	0	1	0	0	8	South Gloucestershire (Yate)	Y	A46 / A420	M4 J18
South Gloucestershire 011	10	0	0	0	0	0	10	South Gloucestershire (Cribbs Causeway)	Y	A46 / A420	M5 J17
South Gloucestershire 017	41	5	2	0	1	20	69	Bristol - Suburban	Y	A46 / A420	M32 J1
South Gloucestershire 018	9	0	0	0	0	3	12	Bristol - Suburban	Y	A46 / A420	M32 J1
South Gloucestershire 019	8	0	0	0	0	1	9	South Gloucestershire (Yate)	Y	A46 / A420	M4 J18
South Gloucestershire 024	9	0	0	0	0	1	10	South Gloucestershire (Wick)	N		
South Gloucestershire 026	4	0	0	0	0	1	5	Bristol - Suburban	N		
South Gloucestershire 029	5	0	0	0	0	0	5	Bristol - Suburban	N		
South Gloucestershire 030	3	0	0	0	0	3	6	Bristol - Suburban	N		
South Gloucestershire 032	3	0	0	0	2	0	5	Bristol - Suburban	N		
Stroud 015	3	2	0	0	0	0	5	Gloucestershire (Wotton-under-Edge)	Y	A46 / A420	M4 J18
Swindon 008	6	0	0	0	0	2	8	Swindon - East	Y	A46 / A420	M4 J15
Swindon 012	2	1	0	0	2	14	19	Swindon - West	Y	A46 / A420	M4 J16
Swindon 014	6	0	0	0	0	0	6	Swindon - West	Y	A46 / A420	M4 J16
Swindon 015	0	0	0	0	0	6	6	Swindon - West	Y	A46 / A420	M4 J16
Swindon 022	8	0	0	0	0	0	8	Swindon - West	Y	A46 / A420	M4 J16
Three Rivers 011	5	0	0	0	0	0	5	London	Y	A46 / A420	M25 J19
Westminster 013	1	0	1	0	0	4	6	London	Y	A46 / A420	M4 J1
Westminster 018	4	0	1	1	0	9	15	London	Y	A46 / A420	M4 J1
Westminster 020	1	0	0	1	1	5	8	London	Y	A46 / A420	M4 J1
Wiltshire 002	12	3	0	0	0	0	15	Wiltshire (Malmesbury)	Y	A46 / A420	M4 J17
Wiltshire 007	6	0	0	0	0	0	6	Wiltshire (Royal Wootton Bassett)	Y	A46 / A420	M4 J16
Wiltshire 008	9	0	0	0	0	0	9	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 009	5	1	0	0	1	2	9	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 010	9	1	0	0	0	2	12	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 011	12	2	0	0	0	10	24	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	10	0	0	0	3	0	13	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	30	1	2	1	4	0	38	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 021	7	1	0	0	0	0	8	Wiltshire (Melksham)	Y	A4 / A46	A4 / A363
Wiltshire 022	12	1	0	0	0	1	14	Wiltshire (Melksham)	Y	A4 / A46	A4 / A363
Wiltshire 023	4	2	0	2	0	1	9	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
Wiltshire 027	10	2	1	0	0	3	16	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
Wiltshire 031	15	1	0	0	3	11	30	Wiltshire (Trowbridge)	Y	A4 / A46	A4 / A363
Wiltshire 037	16	2	1	0	0	0	19	Wiltshire (Trowbridge)	Y	A4 / A46	A4 / A363
Wiltshire 040	7	1	0	0	0	1	9	Wiltshire (Westbury)	Y	A36	A36 / Marsh Road
Wiltshire 042	8	0	0	0	0	0	8	Wiltshire (Warminster)	Y	A36	A36 / A350
Wiltshire 047	8	0	0	0	0	0	8	Wiltshire (Warminster)	Y	A36	A36 / A350
Total	**1,043**	**100**	**1,766**	**107**	**299**	**269**	**3,584**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	24	2	10	4	6	0	46
B&NES - Other (Norton Radstock)	18	1	3	0	2	0	24
B&NES - Other (Paulton)	2	1	0	0	3	0	6
B&NES - Other (Peasedown St John)	17	1	2	5	9	0	34
B&NES - Other (Saltford)	18	1	5	2	3	0	29
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0
Bath	475	58	1,723	82	247	24	2,609
Berkshire (Reading)	0	0	0	0	0	5	5
Bristol - Central	54	3	2	4	3	102	168
Bristol - Ports	0	0	0	0	0	0	0
Bristol - Suburban	105	8	10	3	9	54	189
Gloucestershire (Wotton-under-Edge)	3	2	0	0	0	0	5
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	17	1	0	0	2	3	23
London	13	0	3	3	1	26	46
North Somerset (Bristol Airport)	10	0	0	0	0	0	10
North Somerset (Chew Magna)	0	0	0	0	0	0	0
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0
North Somerset (Long Ashton)	0	0	0	0	0	0	0
North Somerset (Nailsea)	0	0	0	0	0	0	0
North Somerset (Winscombe)	0	0	0	0	0	0	0
North Somerst (Yatton)	0	0	0	0	0	0	0
Somerset (Frome)	32	3	2	0	1	0	38
Somerset (Shepton Mallet)	7	0	1	0	0	0	8
Somerset (Street)	8	0	0	0	0	0	8
Somerset (Wells)	4	0	1	0	0	0	5
Somerset (Wincanton)	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0
South Gloucestershire (Cribbs Causeway)	10	0	0	0	0	0	10
South Gloucestershire (Wick)	9	0	0	0	0	1	10
South Gloucestershire (Yate)	15	0	0	1	0	1	17
Swindon - East	6	0	0	0	0	2	8
Swindon - West	16	1	0	0	2	20	39
The North	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	14	4	1	2	0	4	25
Wiltshire (Chippenham)	35	4	0	0	1	14	54
Wiltshire (Corsham)	40	1	2	1	7	0	51
Wiltshire (Malmesbury)	12	3	0	0	0	0	15
Wiltshire (Melksham)	19	2	0	0	0	1	22
Wiltshire (Royal Wootton Bassett)	6	0	0	0	0	0	6
Wiltshire (Trowbridge)	31	3	1	0	3	11	49
Wiltshire (Warminster)	16	0	0	0	0	0	16
Wiltshire (Westbury)	7	1	0	0	0	1	9
Total	**1,043**	**100**	**1,766**	**107**	**299**	**269**	**3,584**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	13%	2%	48%	2%	7%	1%	73%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	2%	0%	0%	0%	0%	3%	5%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	3%	0%	0%	0%	0%	2%	5%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	0%	0%	0%	0%	0%	0%	1%
London	0%	0%	0%	0%	0%	1%	1%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	1%	0%	0%	0%	0%	0%	1%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	1%	1%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	1%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	2%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%
Total	**29%**	**3%**	**49%**	**3%**	**8%**	**8%**	**100%**

Use of SRN

Entry Junction	Exit Junction	Number of Trips	Proportion of Total Trips
A36	A36 / A350	16	0%
A36	A36 / A361	32	1%
A36	A36 / Marsh Road	7	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	0	0%
A4 / A46	A4 / A363	163	5%
A4 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	0	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	5	0%
A46 / A420	M32 J1	50	1%
A46 / A420	M32 J2	8	0%
A46 / A420	M32 J3	45	1%
A46 / A420	M4 J1	8	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	6	0%
A46 / A420	M4 J16	22	1%
A46 / A420	M4 J17	12	0%
A46 / A420	M4 J18	18	1%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	10	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	0	0%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19	0	0%
	Total	**402**	**11%**

2011 Census Data - Distribution by Mode

Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	B&NES 008

Raw Data

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

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. MSOAs 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		Y/N	Entry Junction	Exit Junction
B&NES 001	7	0	0	0	0	0	7	Keynsham	N		
B&NES 002	13	0	0	0	2	1	16	Keynsham	N		
B&NES 003	6	2	1	1	0	0	10	Keynsham	N		
B&NES 004	9	0	1	5	1	0	16	Bath	N		
B&NES 005	14	1	16	4	0	0	35	Bath	N		
B&NES 006	4	0	1	3	1	0	9	Bath	N		
B&NES 007	150	32	163	71	108	2	526	Bath	N		
B&NES 008	67	3	359	18	3	1	451	Bath	N		
B&NES 009	47	5	58	26	17	1	154	Bath	N		
B&NES 010	10	2	1	1	2	0	16	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	18	1	14	2	1	0	36	Bath	N		
B&NES 012	72	7	22	16	17	0	134	Bath	N		
B&NES 013	19	3	2	0	0	0	24	Bath	N		
B&NES 014	6	2	7	1	0	0	16	Bath	N		
B&NES 016	11	2	0	2	1	0	16	B&NES - Other (Saltford)	N		
B&NES 017	26	0	5	0	2	0	33	Bath	N		
B&NES 018	24	0	1	0	0	0	25	Bath	N		
B&NES 019	10	1	0	0	0	0	11	Bath	N		
B&NES 022	17	1	2	1	8	0	29	B&NES - Other (Peasedown St John)	N		
B&NES 023	6	0	2	0	0	0	8	B&NES - Other (Paulton)	N		
B&NES 024	8	0	0	1	1	0	10	B&NES - Other (Norton Radstock)	N		
B&NES 025	14	0	0	1	1	0	16	B&NES - Other (Norton Radstock)	N		
B&NES 026	10	1	3	1	1	0	16	B&NES - Other (Norton Radstock)	N		
B&NES 027	7	1	2	0	0	0	10	B&NES - Other (Norton Radstock)	N		
Bristol 004	9	0	0	0	0	0	9	Bristol - Suburban	Y	A46 / A420	M32 J2
Bristol 013	6	0	0	0	0	0	6	Bristol - Suburban	N		
Bristol 015	6	0	0	1	0	0	7	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 023	6	3	1	1	3	0	14	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 025	5	0	2	1	2	1	11	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 026	3	0	0	0	1	3	7	Bristol - Suburban	Y	A46 / A420	M32 J3
Bristol 032	24	3	0	3	20	12	62	Bristol - Central	N		
Bristol 038	8	0	0	0	0	0	8	Bristol - Suburban	N		
Bristol 039	5	0	0	1	0	0	6	Bristol - Central	N		
Bristol 043	5	0	0	0	0	0	5	Bristol - Suburban	N		
Bristol 054	20	0	0	1	6	10	37	Bristol - Central	N		
Mendip 001	10	0	0	0	0	0	10	Somerset (Frome)	Y	A36	A36 / A361
Mendip 002	7	0	2	1	1	0	11	B&NES - Other (Norton Radstock)	N		
Mendip 008	4	1	0	0	0	0	5	Somerset (Wells)	N		
North Somerset 012	5	0	0	0	0	0	5	North Somerst (Yatton)	Y	A46 / A420	M5 J20
South Gloucestershire 006	4	1	0	0	0	0	5	South Gloucestershire (Yate)	Y	A46 / A420	M4 J18
South Gloucestershire 009	5	0	0	0	0	0	5	South Gloucestershire (Bradley Stoke)	Y	A46 / A420	M4 J20
South Gloucestershire 011	9	0	0	0	0	1	10	South Gloucestershire (Cribbs Causeway)	Y	A46 / A420	M5 J17
South Gloucestershire 017	45	1	0	2	0	8	56	Bristol - Suburban	Y	A46 / A420	M32 J1
South Gloucestershire 021	5	0	0	0	0	0	5	Bristol - Suburban	N		
South Gloucestershire 024	12	0	0	0	0	0	12	South Gloucestershire (Wick)	N		
South Gloucestershire 026	6	0	0	0	0	0	6	Bristol - Suburban	N		
South Gloucestershire 029	4	0	0	2	0	0	6	Bristol - Suburban	N		
South Gloucestershire 030	6	0	0	0	0	0	6	Bristol - Suburban	N		
Wiltshire 009	10	0	0	0	0	0	10	Wiltshire (Chippenham)	Y	A46 / A420	A46 / A420
Wiltshire 011	4	0	0	0	0	1	5	Wiltshire (Chippenham)	Y	A46 / A420	A46 / A420
Wiltshire 017	7	0	0	0	0	0	7	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	20	3	3	0	0	0	26	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 027	10	0	0	0	0	0	10	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
Wiltshire 031	9	0	0	0	0	5	14	Wiltshire (Trowbridge)	Y	A4 / A46	A4 / A363
Wiltshire 037	6	0	0	0	0	0	6	Wiltshire (Trowbridge)	Y	A4 / A46	A4 / A363
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
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0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
Total	**860**	**76**	**668**	**167**	**199**	**46**	**2,016**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	10	2	1	1	2	0	16
B&NES - Other (Norton Radstock)	46	2	7	4	4	0	63
B&NES - Other (Paulton)	6	0	2	0	0	0	8
B&NES - Other (Peasedown St John)	17	1	2	1	8	0	29
B&NES - Other (Saltford)	11	2	0	2	1	0	16
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0
Bath	466	55	649	146	150	4	1,470
Berkshire (Reading)	0	0	0	0	0	0	0
Bristol - Central	49	3	0	5	26	22	105
Bristol - Ports	0	0	0	0	0	0	0
Bristol - Suburban	114	4	3	7	6	12	146
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	26	2	1	1	2	1	33
London	0	0	0	0	0	0	0
North Somerset (Bristol Airport)	0	0	0	0	0	0	0
North Somerset (Chew Magna)	0	0	0	0	0	0	0
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0
North Somerset (Long Ashton)	0	0	0	0	0	0	0
North Somerset (Nailsea)	0	0	0	0	0	0	0
North Somerset (Winscombe)	0	0	0	0	0	0	0
North Somerst (Yatton)	5	0	0	0	0	0	5
Somerset (Frome)	10	0	0	0	0	0	10
Somerset (Shepton Mallet)	0	0	0	0	0	0	0
Somerset (Street)	0	0	0	0	0	0	0
Somerset (Wells)	4	1	0	0	0	0	5
Somerset (Wincanton)	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	5	0	0	0	0	0	5
South Gloucestershire (Cribbs Causeway)	9	0	0	0	0	1	10
South Gloucestershire (Wick)	12	0	0	0	0	0	12
South Gloucestershire (Yate)	4	1	0	0	0	0	5
Swindon - East	0	0	0	0	0	0	0
Swindon - West	0	0	0	0	0	0	0
The North	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	10	0	0	0	0	0	10
Wiltshire (Chippenham)	14	0	0	0	0	1	15
Wiltshire (Corsham)	27	3	3	0	0	0	33
Wiltshire (Malmesbury)	0	0	0	0	0	0	0
Wiltshire (Melksham)	0	0	0	0	0	0	0
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0
Wiltshire (Trowbridge)	15	0	0	0	0	5	20
Wiltshire (Warminster)	0	0	0	0	0	0	0
Wiltshire (Westbury)	0	0	0	0	0	0	0
Total	**860**	**76**	**668**	**167**	**199**	**46**	**2,016**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	3%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	23%	3%	32%	7%	7%	0%	73%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	2%	0%	0%	0%	1%	1%	5%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	6%	0%	0%	0%	0%	1%	7%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	2%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	1%	0%	0%	0%	0%	0%	1%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	0%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	2%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%
Total	**43%**	**4%**	**33%**	**8%**	**10%**	**2%**	**100%**

Use of SRN

Entry Junction	Exit Junction	Number of Trips	Proportion of Total Trips
A36	A36 / A350	0	0%
A36	A36 / A361	10	0%
A36	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	0	0%
A4 / A46	A4 / A363	62	3%
A4 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	0	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	14	1%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	45	2%
A46 / A420	M32 J2	9	0%
A46 / A420	M32 J3	20	1%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	4	0%
A46 / A420	M4 J20	5	0%
A46 / A420	M5 J17	9	0%
A46 / A420	M5 J20	5	0%
M32 J1	M32 J1	0	0%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19	0	0%
	Total	**183**	**9%**

2011 Census Data - Distribution by Mode

Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	B&NES 011

Raw Data

Place of Work	Number of Trips by Mode								
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 002	0	1	1	0	7	1	0	4	14
B&NES 003	0	1	0	0	12	4	0	0	17
B&NES 004	0	2	0	0	6	1	1	1	11
B&NES 005	0	3	0	0	11	2	1	5	22
B&NES 006	0	3	0	1	10	1	2	0	17
B&NES 007	0	141	3	4	109	39	36	116	448
B&NES 008	0	20	0	3	95	19	12	72	221
B&NES 009	0	23	0	1	44	10	13	53	144
B&NES 010	0	1	0	0	14	2	0	6	23
B&NES 011	0	8	0	1	60	1	1	106	177
B&NES 012	0	34	1	4	97	23	9	46	214
B&NES 013	0	2	0	1	21	6	1	19	50
B&NES 014	0	1	0	1	17	5	0	12	36
B&NES 015	0	0	0	0	5	2	0	10	17
B&NES 016	0	1	0	0	11	8	2	4	26
B&NES 017	0	6	3	1	32	5	2	5	54
B&NES 018	0	3	0	1	19	2	2	2	29
B&NES 019	0	1	0	0	15	0	0	3	19
B&NES 022	0	5	1	1	14	2	5	7	35
B&NES 023	0	1	0	0	6	1	0	1	9
B&NES 024	0	0	0	0	4	1	0	1	6
B&NES 025	0	0	0	1	7	0	0	0	8
B&NES 026	0	1	0	1	5	0	2	2	11
B&NES 027	0	0	0	0	6	1	0	0	7
Bristol 025	1	2	0	0	2	0	0	0	5
Bristol 032	6	1	0	2	8	0	2	0	19
Bristol 038	2	1	0	0	3	0	0	2	8
Bristol 039	0	1	0	0	5	0	0	0	6
Bristol 045	0	0	0	0	3	4	0	0	7
Bristol 054	8	2	0	1	7	2	0	0	20
Bristol 056	0	0	0	0	4	1	0	1	6
Mendip 001	0	0	0	0	4	0	0	2	6
Mendip 002	0	3	0	1	3	0	0	0	7
South Gloucestershire 011	0	0	0	0	4	1	0	0	5
South Gloucestershire 017	2	0	0	0	6	0	0	1	9
South Gloucestershire 019	0	0	0	0	5	0	0	0	5
South Gloucestershire 024	0	0	1	0	4	0	0	0	5
South Gloucestershire 029	0	1	0	0	5	0	0	0	6
Wiltshire 010	0	0	0	1	5	0	0	0	6
Wiltshire 017	0	0	1	0	11	0	0	0	12
Wiltshire 018	0	1	0	0	9	1	0	0	11
Wiltshire 027	1	0	0	0	4	0	0	0	5
Wiltshire 031	1	1	0	0	10	0	0	0	12
									0
									0
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Total	**21**	**271**	**11**	**26**	**729**	**145**	**91**	**481**	**1,775**

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. MSOAs 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		Y/N	Entry Junction	Exit Junction
B&NES 002	8	1	4	0	1	0	14	Keynsham	N		
B&NES 003	12	4	0	0	1	0	17	Keynsham	N		
B&NES 004	6	1	1	1	2	0	11	Bath	N		
B&NES 005	11	2	5	1	3	0	22	Bath	N		
B&NES 006	11	1	0	2	3	0	17	Bath	N		
B&NES 007	116	39	116	36	141	0	448	Bath	N		
B&NES 008	98	19	72	12	20	0	221	Bath	N		
B&NES 009	45	10	53	13	23	0	144	Bath	N		
B&NES 010	14	2	6	0	1	0	23	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	61	1	106	1	8	0	177	Bath	N		
B&NES 012	102	23	46	9	34	0	214	Bath	N		
B&NES 013	22	6	19	1	2	0	50	Bath	N		
B&NES 014	18	5	12	0	1	0	36	Bath	N		
B&NES 015	5	2	10	0	0	0	17	Bath	N		
B&NES 016	11	8	4	2	1	0	26	B&NES - Other (Saltford)	N		
B&NES 017	36	5	5	2	6	0	54	Bath	N		
B&NES 018	20	2	2	2	3	0	29	Bath	N		
B&NES 019	15	0	3	0	1	0	19	Bath	N		
B&NES 022	16	2	7	5	5	0	35	B&NES - Other (Peasedown St John)	N		
B&NES 023	6	1	1	0	1	0	9	B&NES - Other (Paulton)	N		
B&NES 024	4	1	1	0	0	0	6	B&NES - Other (Norton Radstock)	N		
B&NES 025	8	0	0	0	0	0	8	B&NES - Other (Norton Radstock)	N		
B&NES 026	6	0	2	2	1	0	11	B&NES - Other (Norton Radstock)	N		
B&NES 027	6	1	0	0	0	0	7	B&NES - Other (Norton Radstock)	N		
Bristol 025	2	0	0	0	2	1	5	Bristol - Suburban	N		
Bristol 032	10	0	0	2	1	6	19	Bristol - Central	N		
Bristol 038	3	0	2	0	1	2	8	Bristol - Suburban	N		
Bristol 039	5	0	0	0	1	0	6	Bristol - Central	N		
Bristol 045	3	4	0	0	0	0	7	Bristol - Suburban	N		
Bristol 054	8	2	0	0	2	8	20	Bristol - Central	N		
Bristol 056	4	1	1	0	0	0	6	Bristol - Suburban	N		
Mendip 001	4	0	2	0	0	0	6	Somerset (Frome)	N		
Mendip 002	4	0	0	0	3	0	7	B&NES - Other (Norton Radstock)	N		
South Gloucestershire 011	4	1	0	0	0	0	5	South Gloucestershire (Cribbs Causeway)	Y	A46 / A420	M5 J17
South Gloucestershire 017	6	0	1	0	0	2	9	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 019	5	0	0	0	0	0	5	South Gloucestershire (Yate)	N		
South Gloucestershire 024	5	0	0	0	0	0	5	South Gloucestershire (Wick)	N		
South Gloucestershire 029	5	0	0	0	1	0	6	Bristol - Suburban	N		
Wiltshire 010	6	0	0	0	0	0	6	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	12	0	0	0	0	0	12	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	9	1	0	0	1	0	11	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 027	4	0	0	0	0	1	5	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
Wiltshire 031	10	0	0	0	1	1	12	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
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0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
Total	**766**	**145**	**481**	**91**	**271**	**21**	**1,775**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	14	2	6	0	1	0	23
B&NES - Other (Norton Radstock)	28	2	3	2	4	0	39
B&NES - Other (Paulton)	6	1	1	0	1	0	9
B&NES - Other (Peasedown St John)	16	2	7	5	5	0	35
B&NES - Other (Saltford)	11	8	4	2	1	0	26
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0
Bath	566	116	450	80	247	0	1,459
Berkshire (Reading)	0	0	0	0	0	0	0
Bristol - Central	23	2	0	2	4	14	45
Bristol - Ports	0	0	0	0	0	0	0
Bristol - Suburban	23	5	4	0	4	5	41
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	20	5	4	0	2	0	31
London	0	0	0	0	0	0	0
North Somerset (Bristol Airport)	0	0	0	0	0	0	0
North Somerset (Chew Magna)	0	0	0	0	0	0	0
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0
North Somerset (Long Ashton)	0	0	0	0	0	0	0
North Somerset (Nailsea)	0	0	0	0	0	0	0
North Somerset (Winscombe)	0	0	0	0	0	0	0
North Somerst (Yatton)	0	0	0	0	0	0	0
Somerset (Frome)	4	0	2	0	0	0	6
Somerset (Shepton Mallet)	0	0	0	0	0	0	0
Somerset (Street)	0	0	0	0	0	0	0
Somerset (Wells)	0	0	0	0	0	0	0
Somerset (Wincanton)	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0
South Gloucestershire (Cribbs Causeway)	4	1	0	0	0	0	5
South Gloucestershire (Wick)	5	0	0	0	0	0	5
South Gloucestershire (Yate)	5	0	0	0	0	0	5
Swindon - East	0	0	0	0	0	0	0
Swindon - West	0	0	0	0	0	0	0
The North	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	4	0	0	0	0	1	5
Wiltshire (Chippenham)	6	0	0	0	0	0	6
Wiltshire (Corsham)	21	1	0	0	1	0	23
Wiltshire (Malmesbury)	0	0	0	0	0	0	0
Wiltshire (Melksham)	0	0	0	0	0	0	0
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0
Wiltshire (Trowbridge)	10	0	0	0	1	1	12
Wiltshire (Warminster)	0	0	0	0	0	0	0
Wiltshire (Westbury)	0	0	0	0	0	0	0
Total	**766**	**145**	**481**	**91**	**271**	**21**	**1,775**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	2%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	2%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	32%	7%	25%	5%	14%	0%	82%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	1%	0%	0%	0%	0%	1%	3%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	1%	0%	0%	0%	0%	0%	2%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	2%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	0%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Chippenham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%
Total	**43%**	**8%**	**27%**	**5%**	**15%**	**1%**	**100%**

Use of SRN

Entry Junction	Exit Junction	Number of Trips	Proportion of Total Trips
A36	A36 / A350	0	0%
A36	A36 / A361	0	0%
A36	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	0	0%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Marsh Road	0	0%
A36 / Branch Road	A36 / A366	10	1%
A4 / A46	A4 / A363	45	3%
A4 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	0	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	4	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	6	0%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19	0	0%
	Total	**65**	**4%**

2011 Census Data - Distribution by Mode

Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	B&NES 012

Raw Data

Place of Work	Number of Trips by Mode								
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 001	0	0	0	0	4	0	0	4	8
B&NES 002	0	0	0	0	9	1	1	4	15
B&NES 003	1	0	0	0	3	0	1	0	5
B&NES 004	0	4	0	0	15	1	3	2	25
B&NES 005	0	0	0	0	4	0	1	2	7
B&NES 006	0	1	0	0	10	0	2	9	22
B&NES 007	5	82	1	3	100	12	32	544	779
B&NES 008	1	11	0	0	59	3	12	21	107
B&NES 009	1	18	3	1	28	3	4	141	199
B&NES 010	0	2	0	1	15	0	6	4	28
B&NES 011	0	3	0	0	12	1	0	5	21
B&NES 012	4	79	2	3	110	11	22	299	530
B&NES 013	0	3	0	0	10	0	0	5	18
B&NES 014	0	1	0	0	12	0	1	13	27
B&NES 016	0	2	0	0	10	0	3	0	15
B&NES 017	1	6	0	0	18	1	0	7	33
B&NES 018	0	5	0	0	29	1	1	10	46
B&NES 019	0	3	0	0	9	1	1	0	14
B&NES 022	0	7	0	1	30	3	6	2	49
B&NES 023	0	0	0	0	4	1	0	0	5
B&NES 025	0	1	0	0	2	0	1	1	5
B&NES 026	0	0	0	0	15	1	0	2	18
Bristol 004	0	0	0	1	5	1	0	0	7
Bristol 023	2	1	0	0	1	0	1	0	5
Bristol 025	3	1	0	0	3	0	0	1	8
Bristol 026	11	1	0	1	2	1	1	0	17
Bristol 032	53	2	1	3	16	2	2	1	80
Bristol 038	0	0	0	0	6	0	0	0	6
Bristol 054	43	2	0	0	17	2	2	0	66
City of London 001	9	0	0	0	1	0	0	1	11
Mendip 001	0	2	0	0	8	1	0	0	11
Mendip 004	0	2	0	0	6	0	0	2	10
Mendip 006	0	0	0	0	7	0	0	0	7
North Somerset 004	0	0	0	0	6	0	0	0	6
North Somerset 011	0	0	0	0	4	1	0	2	7
South Gloucestershire 011	0	0	0	0	12	0	0	0	12
South Gloucestershire 017	17	0	0	0	25	1	2	1	46
South Gloucestershire 018	3	0	0	0	3	0	0	0	6
South Gloucestershire 021	0	0	0	0	6	0	0	0	6
South Gloucestershire 024	0	0	0	0	9	0	0	0	9
Swindon 012	10	1	0	0	0	1	0	0	12
Swindon 015	8	1	0	0	0	0	0	0	9
Westminster 011	5	0	0	0	1	0	0	0	6
Westminster 013	6	0	0	0	0	0	0	0	6
Westminster 020	7	0	0	0	0	0	1	2	10
Wiltshire 002	0	0	0	0	4	1	0	0	5
Wiltshire 009	4	0	0	0	6	0	0	0	10
Wiltshire 010	0	0	0	0	10	1	0	0	11
Wiltshire 011	4	0	0	1	15	0	0	1	21
Wiltshire 017	0	1	0	0	10	2	3	0	16
Wiltshire 018	0	0	0	0	23	2	0	0	25
Wiltshire 023	0	2	0	0	9	0	0	0	11
Wiltshire 027	3	0	0	0	4	0	0	0	7
Wiltshire 031	2	0	0	0	17	3	0	1	23
Wiltshire 037	2	0	0	0	9	2	0	0	13
Wiltshire 040	1	0	0	0	5	0	0	1	7
Wiltshire 042	0	0	0	0	8	1	0	0	9
									0
									0
									0
									0
									0
									0
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									0
									0
									0
									0
									0
Total	**206**	**244**	**7**	**15**	**766**	**62**	**109**	**1,088**	**2,497**

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. MSOAs 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		Y/N	Entry Junction	Exit Junction
B&NES 001	4	0	4	0	0	0	8	Keynsham	N		
B&NES 002	9	1	4	1	0	0	15	Keynsham	N		
B&NES 003	3	0	0	1	0	1	5	Keynsham	N		
B&NES 004	15	1	2	3	4	0	25	Bath	N		
B&NES 005	4	0	2	1	0	0	7	Bath	N		
B&NES 006	10	0	9	2	1	0	22	Bath	N		
B&NES 007	104	12	544	32	82	5	779	Bath	N		
B&NES 008	59	3	21	12	11	1	107	Bath	N		
B&NES 009	32	3	141	4	18	1	199	Bath	N		
B&NES 010	16	0	4	6	2	0	28	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	12	1	5	0	3	0	21	Bath	N		
B&NES 012	115	11	299	22	79	4	530	Bath	N		
B&NES 013	10	0	5	0	3	0	18	Bath	N		
B&NES 014	12	0	13	1	1	0	27	Bath	N		
B&NES 016	10	0	0	3	2	0	15	B&NES - Other (Saltford)	N		
B&NES 017	18	1	7	0	6	1	33	Bath	N		
B&NES 018	29	1	10	1	5	0	46	Bath	N		
B&NES 019	9	1	0	1	3	0	14	Bath	N		
B&NES 022	31	3	2	6	7	0	49	B&NES - Other (Peasedown St John)	N		
B&NES 023	4	1	0	0	0	0	5	B&NES - Other (Paulton)	N		
B&NES 025	2	0	1	1	1	0	5	B&NES - Other (Norton Radstock)	N		
B&NES 026	15	1	2	0	0	0	18	B&NES - Other (Norton Radstock)	N		
Bristol 004	6	1	0	0	0	0	7	Bristol - Suburban	Y	A4 / A46	M32 J2
Bristol 023	1	0	0	1	1	2	5	Bristol - Suburban	N		
Bristol 025	3	0	1	0	1	3	8	Bristol - Suburban	N		
Bristol 026	3	1	0	1	1	11	17	Bristol - Suburban	N		
Bristol 032	20	2	1	2	2	53	80	Bristol - Central	N		
Bristol 038	6	0	0	0	0	0	6	Bristol - Suburban	N		
Bristol 054	17	2	0	2	2	43	66	Bristol - Central	N		
City of London 001	1	0	1	0	0	9	11	London	Y	A4 / A46	M4 J1
Mendip 001	8	1	0	0	2	0	11	Somerset (Frome)	Y	A36	A36 / A361
Mendip 004	6	0	2	0	2	0	10	Somerset (Frome)	Y	A36	A36 / A361
Mendip 006	7	0	0	0	0	0	7	Somerset (Wells)	N		
North Somerset 004	6	0	0	0	0	0	6	North Somerset (Easton-in-Gordano)	Y	A4 / A46	M5 J19
North Somerset 011	4	1	2	0	0	0	7	North Somerset (Nailsea)	N		
South Gloucestershire 011	12	0	0	0	0	0	12	South Gloucestershire (Cribbs Causeway)	Y	A4 / A46	M5 J17
South Gloucestershire 017	25	1	1	2	0	17	46	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 018	3	0	0	0	0	3	6	Bristol - Suburban	Y	A4 / A46	M32 J1
South Gloucestershire 021	6	0	0	0	0	0	6	Bristol - Suburban	N		
South Gloucestershire 024	9	0	0	0	0	0	9	South Gloucestershire (Wick)	N		
Swindon 012	0	1	0	0	1	10	12	Swindon - West	Y	A4 / A46	M4 J16
Swindon 015	0	0	0	0	1	8	9	Swindon - West	Y	A4 / A46	M4 J16
Westminster 011	1	0	0	0	0	5	6	London	Y	A4 / A46	M4 J1
Westminster 013	0	0	0	0	0	6	6	London	Y	A4 / A46	M4 J1
Westminster 020	0	0	2	1	0	7	10	London	Y	A4 / A46	M4 J1
Wiltshire 002	4	1	0	0	0	0	5	Wiltshire (Malmesbury)	Y	A4 / A46	M4 J18
Wiltshire 009	6	0	0	0	0	4	10	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 010	10	1	0	0	0	0	11	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 011	16	0	1	0	0	4	21	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	10	2	0	3	1	0	16	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	23	2	0	0	0	0	25	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 023	9	0	0	0	2	0	11	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Wiltshire 027	4	0	0	0	0	3	7	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Wiltshire 031	17	3	1	0	0	2	23	Wiltshire (Trowbridge)	Y	A36 / B3108	A36 / A366
Wiltshire 037	9	2	0	0	0	2	13	Wiltshire (Trowbridge)	Y	A36 / B3108	A36 / A366
Wiltshire 040	5	0	1	0	0	1	7	Wiltshire (Westbury)	Y	A36 / B3108	A36 / Marsh Road
Wiltshire 042	8	1	0	0	0	0	9	Wiltshire (Warminster)	Y	A36 / B3108	A36 / A350
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
Total	**788**	**62**	**1,088**	**109**	**244**	**206**	**2,497**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	16	0	4	6	2	0	28
B&NES - Other (Norton Radstock)	17	1	3	1	1	0	23
B&NES - Other (Paulton)	4	1	0	0	0	0	5
B&NES - Other (Peasedown St John)	31	3	2	6	7	0	49
B&NES - Other (Saltford)	10	0	0	3	2	0	15
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0
Bath	429	34	1,058	79	216	12	1,828
Berkshire (Reading)	0	0	0	0	0	0	0
Bristol - Central	37	4	1	4	4	96	146
Bristol - Ports	0	0	0	0	0	0	0
Bristol - Suburban	53	3	2	4	3	36	101
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	16	1	8	2	0	1	28
London	2	0	3	1	0	27	33
North Somerset (Bristol Airport)	0	0	0	0	0	0	0
North Somerset (Chew Magna)	0	0	0	0	0	0	0
North Somerset (Easton-in-Gordano)	6	0	0	0	0	0	6
North Somerset (Long Ashton)	0	0	0	0	0	0	0
North Somerset (Nailsea)	4	1	2	0	0	0	7
North Somerset (Winscombe)	0	0	0	0	0	0	0
North Somerst (Yatton)	0	0	0	0	0	0	0
Somerset (Frome)	14	1	2	0	4	0	21
Somerset (Shepton Mallet)	0	0	0	0	0	0	0
Somerset (Street)	0	0	0	0	0	0	0
Somerset (Wells)	7	0	0	0	0	0	7
Somerset (Wincanton)	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0
South Gloucestershire (Cribbs Causeway)	12	0	0	0	0	0	12
South Gloucestershire (Wick)	9	0	0	0	0	0	9
South Gloucestershire (Yate)	0	0	0	0	0	0	0
Swindon - East	0	0	0	0	0	0	0
Swindon - West	0	1	0	0	2	18	21
The North	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	13	0	0	0	2	3	18
Wiltshire (Chippenham)	32	1	1	0	0	8	42
Wiltshire (Corsham)	33	4	0	3	1	0	41
Wiltshire (Malmesbury)	4	1	0	0	0	0	5
Wiltshire (Melksham)	0	0	0	0	0	0	0
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0
Wiltshire (Trowbridge)	26	5	1	0	0	4	36
Wiltshire (Warminster)	8	1	0	0	0	0	9
Wiltshire (Westbury)	5	0	1	0	0	1	7
Total	**788**	**62**	**1,088**	**109**	**244**	**206**	**2,497**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Paulton)	0%	0%	0%	0%	0%	0%	0%
B&NES - Other (Peasedown St John)	1%	0%	0%	0%	0%	0%	2%
B&NES - Other (Saltford)	0%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	17%	1%	42%	3%	9%	0%	73%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	1%	0%	0%	0%	0%	4%	6%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	2%	0%	0%	0%	0%	1%	4%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	1%
London	0%	0%	0%	0%	0%	1%	1%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	1%	0%	0%	0%	0%	0%	1%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	1%	1%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	2%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	2%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	1%	1%
Total	**32%**	**2%**	**44%**	**4%**	**10%**	**8%**	**100%**

Use of SRN

Entry Junction	Exit Junction	Number of Trips	Proportion of Total Trips
A36	A36 / A350	0	0%
A36	A36 / A361	14	1%
A36	A36 / Marsh Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	8	0%
A36 / B3108	A36 / A361	0	0%
A36 / B3108	A36 / A366	26	1%
A36 / B3108	A36 / B3108	13	1%
A36 / B3108	A36 / Marsh Road	5	0%
A36 / Branch Road	A36 / A366	0	0%
A4 / A46	A4 / A363	81	3%
A4 / A46	M32 J1	2	0%
A4 / A46	M32 J2	6	0%
A4 / A46	M4 J1	2	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	4	0%
A4 / A46	M5 J17	12	0%
A4 / A46	M5 J19	8	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	0	0%
A46 / A420	M4 J16	0	0%
A46 / A420	M4 J17	0	0%
A46 / A420	M4 J18	0	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	0	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	25	1%
M32 J1	M5 J17	0	0%
M32 J1	M5 J18	0	0%
M32 J1	M62 J24	0	0%
M32 J3	M32 J2	0	0%
M32 J3	M32 J3	0	0%
M5 J19	M5 J19	0	0%
	Total	**205**	**8%**

2011 Census Data - Distribution by Mode

Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 16 February 2021]
Usual Residence:	B&NES 013

Raw Data

Place of Work	Number of Trips by Mode								
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 002	4	0	0	0	10	0	0	1	15
B&NES 003	1	0	0	1	6	1	0	0	9
B&NES 004	0	1	0	1	5	1	1	2	11
B&NES 005	0	1	0	1	8	3	1	12	26
B&NES 006	0	1	1	0	3	0	4	6	15
B&NES 007	8	99	3	2	105	23	39	405	684
B&NES 008	0	11	0	0	53	13	15	75	167
B&NES 009	1	18	1	0	27	5	16	116	184
B&NES 010	0	2	0	2	17	0	1	2	24
B&NES 011	1	3	0	2	23	1	2	38	70
B&NES 012	2	67	3	1	86	15	13	98	285
B&NES 013	5	2	0	0	24	3	0	36	70
B&NES 014	0	1	0	2	12	3	0	48	66
B&NES 015	0	0	0	0	6	2	0	2	10
B&NES 016	0	1	1	0	9	1	0	0	12
B&NES 017	0	1	0	0	22	5	1	6	35
B&NES 018	0	6	0	0	18	4	3	3	34
B&NES 019	0	0	0	0	8	1	0	3	12
B&NES 020	0	0	0	0	4	1	0	0	5
B&NES 022	0	13	0	1	24	5	1	4	48
B&NES 023	0	0	0	0	7	3	0	2	12
B&NES 024	0	0	0	0	7	1	0	0	8
B&NES 025	0	0	0	0	4	0	1	4	9
B&NES 026	0	1	0	0	16	2	2	1	22
B&NES 027	0	1	0	0	7	2	0	0	10
Bristol 015	4	0	0	0	2	0	0	0	6
Bristol 025	3	0	0	0	1	1	0	1	6
Bristol 026	2	0	0	0	3	0	0	0	5
Bristol 032	33	4	0	0	18	2	1	1	59
Bristol 045	0	0	0	0	7	0	0	0	7
Bristol 054	30	2	0	0	8	2	2	0	44
Bristol 056	0	0	0	0	6	0	0	0	6
Mendip 004	1	1	0	0	4	0	0	0	6
Mendip 005	0	0	0	0	4	1	0	0	5
Mendip 008	0	0	0	0	6	1	0	0	7
South Gloucestershire 011	3	0	0	0	6	0	0	0	9
South Gloucestershire 017	16	1	0	3	15	2	2	0	39
South Gloucestershire 018	3	0	0	1	5	0	0	0	9
South Gloucestershire 019	0	0	0	0	5	0	0	0	5
South Gloucestershire 024	0	0	0	0	9	0	0	0	9
South Gloucestershire 028	0	0	0	0	6	0	1	0	7
South Gloucestershire 030	0	0	0	0	5	0	0	0	5
Swindon 009	0	0	0	0	3	1	0	1	5
Swindon 012	5	0	0	0	2	0	0	0	7
Swindon 022	0	0	0	0	2	3	0	0	5
Wiltshire 002	0	1	0	0	5	5	0	0	11
Wiltshire 009	1	0	0	0	5	0	0	0	6
Wiltshire 010	0	0	0	0	7	0	0	0	7
Wiltshire 011	2	0	0	0	6	0	0	0	8
Wiltshire 017	0	0	0	0	9	0	0	0	9
Wiltshire 018	0	0	0	0	9	0	0	2	11
Wiltshire 021	0	0	0	0	5	0	0	0	5
Wiltshire 023	0	0	0	0	4	0	0	1	5
Wiltshire 031	1	0	0	0	14	3	0	0	18
Wiltshire 037	1	0	0	0	8	0	0	1	10
									0
									0
									0
									0
									0
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									0
									0
									0
									0
Total	**127**	**238**	**9**	**17**	**700**	**116**	**106**	**871**	**2,184**

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. MSOAs 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		Y/N	Entry Junction	Exit Junction
B&NES 002	10	0	1	0	0	4	15	Keynsham	N		
B&NES 003	7	1	0	0	0	1	9	Keynsham	N		
B&NES 004	6	1	2	1	1	0	11	Bath	N		
B&NES 005	9	3	12	1	1	0	26	Bath	N		
B&NES 006	4	0	6	4	1	0	15	Bath	N		
B&NES 007	110	23	405	39	99	8	684	Bath	N		
B&NES 008	53	13	75	15	11	0	167	Bath	N		
B&NES 009	28	5	116	16	18	1	184	Bath	N		
B&NES 010	19	0	2	1	2	0	24	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	25	1	38	2	3	1	70	Bath	N		
B&NES 012	90	15	98	13	67	2	285	Bath	N		
B&NES 013	24	3	36	0	2	5	70	Bath	N		
B&NES 014	14	3	48	0	1	0	66	Bath	N		
B&NES 015	6	2	2	0	0	0	10	Bath	N		
B&NES 016	10	1	0	0	1	0	12	B&NES - Other (Saltford)	N		
B&NES 017	22	5	6	1	1	0	35	Bath	N		
B&NES 018	18	4	3	3	6	0	34	Bath	N		
B&NES 019	8	1	3	0	0	0	12	Bath	N		
B&NES 020	4	1	0	0	0	0	5	B&NES - Other (Whitchurch)	N		
B&NES 022	25	5	4	1	13	0	48	B&NES - Other (Peasedown St John)	N		
B&NES 023	7	3	2	0	0	0	12	B&NES - Other (Paulton)	N		
B&NES 024	7	1	0	0	0	0	8	B&NES - Other (Norton Radstock)	N		
B&NES 025	4	0	4	1	0	0	9	B&NES - Other (Norton Radstock)	N		
B&NES 026	16	2	1	2	1	0	22	B&NES - Other (Norton Radstock)	N		
B&NES 027	7	2	0	0	1	0	10	B&NES - Other (Norton Radstock)	N		
Bristol 015	2	0	0	0	0	4	6	Bristol - Suburban	N		
Bristol 025	1	1	1	0	0	3	6	Bristol - Suburban	N		
Bristol 026	3	0	0	0	0	2	5	Bristol - Suburban	N		
Bristol 032	18	2	1	1	4	33	59	Bristol - Central	N		
Bristol 045	7	0	0	0	0	0	7	Bristol - Suburban	N		
Bristol 054	8	2	0	2	2	30	44	Bristol - Central	N		
Bristol 056	6	0	0	0	0	0	6	Bristol - Suburban	N		
Mendip 004	4	0	0	0	1	1	6	Somerset (Frome)	Y	A36 / B3108	A36 / A361
Mendip 005	4	1	0	0	0	0	5	Somerset (Wells)	N		
Mendip 008	6	1	0	0	0	0	7	Somerset (Wells)	N		
South Gloucestershire 011	6	0	0	0	0	3	9	South Gloucestershire (Cribbs Causeway)	Y	A46 / A420	M4 J17
South Gloucestershire 017	18	2	0	2	1	16	39	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 018	6	0	0	0	0	3	9	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 019	5	0	0	0	0	0	5	South Gloucestershire (Yate)	Y	A46 / A420	M4 J18
South Gloucestershire 024	9	0	0	0	0	0	9	South Gloucestershire (Wick)	N		
South Gloucestershire 028	6	0	0	1	0	0	7	Bristol - Suburban	N		
South Gloucestershire 030	5	0	0	0	0	0	5	Bristol - Suburban	N		
Swindon 009	3	1	1	0	0	0	5	Swindon - East	Y	A46 / A420	M4 J15
Swindon 012	2	0	0	0	0	5	7	Swindon - West	Y	A46 / A420	M4 J16
Swindon 022	2	3	0	0	0	0	5	Swindon - West	Y	A46 / A420	M4 J16
Wiltshire 002	5	5	0	0	1	0	11	Wiltshire (Malmesbury)	Y	A46 / A420	M4 J17
Wiltshire 009	5	0	0	0	0	1	6	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 010	7	0	0	0	0	0	7	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 011	6	0	0	0	0	2	8	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	9	0	0	0	0	0	9	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	9	0	2	0	0	0	11	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 021	5	0	0	0	0	0	5	Wiltshire (Melksham)	Y	A4 / A46	A4 / A363
Wiltshire 023	4	0	1	0	0	0	5	Wiltshire (Bradford-on-Avon)	Y	A4 / A46	A4 / A363
Wiltshire 031	14	3	0	0	0	1	18	Wiltshire (Trowbridge)	Y	A36 / B3108	A36 / A366
Wiltshire 037	8	0	1	0	0	1	10	Wiltshire (Trowbridge)	Y	A36 / B3108	A36 / A366
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
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0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
Total	**726**	**116**	**871**	**106**	**238**	**127**	**2,184**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
BANES - Other (Batheaston / Bathford)	19	0	2	1	2	0	24
BANES - Other (Norton Radstock)	34	5	5	3	2	0	49
BANES - Other (Paulton)	7	3	2	0	0	0	12
BANES - Other (Peasedown St John)	25	5	4	1	13	0	48
BANES - Other (Saltford)	10	1	0	0	1	0	12
BANES - Other (Whitchurch)	4	1	0	0	0	0	5
Bath	417	79	850	95	211	17	1,669
Berkshire (Reading)	0	0	0	0	0	0	0
Bristol - Central	26	4	3	3	6	63	103
Bristol - Ports	0	0	0	0	0	0	0
Bristol - Suburban	54	3	1	3	1	28	90
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	17	1	1	0	0	5	24
London	0	0	0	0	0	0	0
North Somerset (Bristol Airport)	0	0	0	0	0	0	0
North Somerset (Chew Magna)	0	0	0	0	0	0	0
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0
North Somerset (Long Ashton)	0	0	0	0	0	0	0
North Somerset (Nailsea)	0	0	0	0	0	0	0
North Somerset (Winscombe)	0	0	0	0	0	0	0
North Somerst (Yatton)	0	0	0	0	0	0	0
Somerset (Frome)	4	0	0	0	1	1	6
Somerset (Shepton Mallet)	0	0	0	0	0	0	0
Somerset (Street)	0	0	0	0	0	0	0
Somerset (Wells)	10	2	0	0	0	0	12
Somerset (Wincanton)	0	0	0	0	0	0	0
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0
South Gloucestershire (Cribbs Causeway)	6	0	0	0	0	3	9
South Gloucestershire (Wick)	9	0	0	0	0	0	9
South Gloucestershire (Yate)	5	0	0	0	0	0	5
Swindon - East	3	1	1	0	0	0	5
Swindon - West	4	3	0	0	0	5	12
The North	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	4	0	1	0	0	0	5
Wiltshire (Chippenham)	18	0	0	0	0	3	21
Wiltshire (Corsham)	18	0	2	0	0	0	20
Wiltshire (Malmesbury)	5	5	0	0	1	0	11
Wiltshire (Melksham)	5	0	0	0	0	0	5
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0
Wiltshire (Tewkebdge)	22	3	1	0	0	2	28
Wiltshire (Warminster)	0	0	0	0	0	0	0
Wiltshire (Westbury)	0	0	0	0	0	0	0
Total	**726**	**116**	**871**	**106**	**238**	**127**	**2,184**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
BANES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
BANES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	2%
BANES - Other (Paulton)	0%	0%	0%	0%	0%	0%	1%
BANES - Other (Peasedown St John)	1%	0%	0%	0%	1%	0%	2%
BANES - Other (Saltford)	0%	0%	0%	0%	0%	0%	1%
BANES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	19%	4%	39%	4%	10%	1%	76%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	1%	0%	0%	0%	0%	3%	5%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	2%	0%	0%	0%	0%	1%	4%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	1%
London	0%	0%	0%	0%	0%	0%	0%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	0%	0%	0%	0%	0%	0%	0%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	1%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	0%	0%	0%	0%	0%	0%	0%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	1%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	1%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Tewkebdge)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%
Total	**33%**	**5%**	**40%**	**5%**	**11%**	**6%**	**100%**

Use of SRN

Entry Junction	Exit Junction	Number of Trips	Proportion of Total Trips
A36	A36 / A350	0	0%
A36	A36 / A361	0	0%
A36	A36 / Manin Road	0	0%
A36	M3 J9	0	0%
A36 / A361	A36 / A350	0	0%
A36 / A366	A36 / A366	0	0%
A36 / B3108	A36 / A350	0	0%
A36 / B3108	A36 / A361	4	0%
A36 / B3108	A36 / A366	22	1%
A36 / B3108	A36 / B3108	0	0%
A36 / B3108	A36 / Manin Road	0	0%
A36 / Branch Road	A36 / A366	0	0%
A4 / A46	A4 / A363	64	3%
A4 / A46	M32 J1	0	0%
A4 / A46	M32 J2	0	0%
A4 / A46	M4 J1	0	0%
A4 / A46	M4 J16	0	0%
A4 / A46	M4 J18	0	0%
A4 / A46	M5 J17	0	0%
A4 / A46	M5 J19	0	0%
A46 / A420	A4 / A363	0	0%
A46 / A420	A46 / A420	0	0%
A46 / A420	M25 J19	0	0%
A46 / A420	M32 J1	0	0%
A46 / A420	M32 J2	0	0%
A46 / A420	M32 J3	0	0%
A46 / A420	M4 J1	0	0%
A46 / A420	M4 J12	0	0%
A46 / A420	M4 J15	3	0%
A46 / A420	M4 J16	4	0%
A46 / A420	M4 J17	11	1%
A46 / A420	M4 J18	5	0%
A46 / A420	M4 J20	0	0%
A46 / A420	M5 J17	0	0%
A46 / A420	M5 J20	0	0%
M32 J1	M32 J1	24	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%
	Total	**137**	**6%**

2011 Census Data - Distribution by Mode

Export Details

Dataset:	WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
Population:	All usual residents aged 16 to 74
Units:	Persons
Date:	2011
Date Exported:	ONS Crown Copyright Reserved [from Nomis on 8 July 2021]
Usual Residence:	B&NES 017

Raw Data

Place of Work	Number of Trips by Mode								
	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Total
B&NES 001	1	0	0	0	3	0	1	0	5
B&NES 002	0	0	0	0	11	0	0	0	11
B&NES 003	0	1	0	0	3	1	1	0	6
B&NES 004	0	1	0	0	11	1	1	0	14
B&NES 005	0	0	0	0	6	1	0	1	8
B&NES 006	0	1	0	0	6	1	1	2	11
B&NES 007	6	49	2	10	110	36	14	209	436
B&NES 008	0	22	0	3	87	3	15	8	138
B&NES 009	2	5	2	1	40	8	11	60	129
B&NES 010	0	1	0	0	21	2	0	1	25
B&NES 011	0	0	0	0	29	1	2	4	36
B&NES 012	1	24	0	1	123	16	17	73	255
B&NES 013	0	0	0	0	19	1	0	6	26
B&NES 014	1	2	0	0	19	1	0	13	36
B&NES 015	0	0	0	1	4	0	0	4	9
B&NES 016	0	1	0	0	11	0	0	0	12
B&NES 017	2	2	0	1	47	2	4	43	101
B&NES 018	0	4	0	1	39	5	3	8	60
B&NES 019	0	1	0	0	12	0	1	8	22
B&NES 022	1	2	0	0	28	0	1	1	33
B&NES 023	0	0	0	0	9	0	0	2	11
B&NES 024	0	0	0	0	10	1	0	0	11
B&NES 025	0	1	0	0	4	1	0	2	8
B&NES 026	0	1	0	0	7	1	1	0	10
B&NES 027	0	0	0	0	6	0	0	1	7
Bristol 023	2	0	0	0	5	0	0	0	7
Bristol 025	4	0	0	0	2	0	1	0	7
Bristol 030	1	0	0	0	5	0	0	0	6
Bristol 032	26	1	1	1	33	2	3	1	68
Bristol 035	0	1	0	0	5	0	0	0	6
Bristol 054	26	0	0	1	15	2	2	0	46
City of London 001	11	1	0	0	0	0	0	0	12
Mendip 001	0	1	0	0	7	0	0	0	8
Mendip 002	1	1	0	0	3	0	0	0	5
Mendip 004	0	0	0	0	9	1	0	0	10
South Gloucestershire 008	0	0	0	0	4	1	0	0	5
South Gloucestershire 011	0	0	0	0	6	2	0	0	8
South Gloucestershire 017	34	0	0	2	25	2	3	0	66
South Gloucestershire 019	0	0	0	0	5	0	0	0	5
Swindon 012	8	0	0	0	1	0	0	0	9
Wiltshire 010	0	0	0	0	7	0	0	0	7
Wiltshire 011	4	0	0	0	5	1	0	0	10
Wiltshire 017	0	0	0	0	8	1	0	0	9
Wiltshire 018	1	0	0	0	11	1	0	0	13
Wiltshire 021	0	1	0	0	4	1	0	0	6
Wiltshire 023	0	0	0	0	11	1	1	0	13
Wiltshire 027	1	0	0	1	8	0	0	0	10
Wiltshire 031	3	0	0	0	12	1	0	0	16
Wiltshire 033	0	0	0	0	5	0	0	0	5
Wiltshire 037	0	0	0	0	10	0	0	0	10
Wiltshire 040	0	0	0	0	5	0	0	0	5
									0
									0
									0
									0
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									0
Total	**136**	**124**	**5**	**23**	**876**	**98**	**83**	**447**	**1,792**

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. MSOAs 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		Y/N	Entry Junction	Exit Junction
B&NES 001	3	0	0	1	0	1	5	Keynsham	N		
B&NES 002	11	0	0	0	0	0	11	Keynsham	N		
B&NES 003	3	1	0	1	1	0	6	Keynsham	N		
B&NES 004	11	1	0	1	1	0	14	Bath	N		
B&NES 005	6	1	1	0	0	0	8	Bath	N		
B&NES 006	6	1	2	1	1	0	11	Bath	N		
B&NES 007	122	36	209	14	49	6	436	Bath	N		
B&NES 008	90	3	8	15	22	0	138	Bath	N		
B&NES 009	43	8	60	11	5	2	129	Bath	N		
B&NES 010	21	2	1	0	1	0	25	B&NES - Other (Batheaston / Bathford)	Y	A4 / A46	A4 / A363
B&NES 011	29	1	4	2	0	0	36	Bath	N		
B&NES 012	124	16	73	17	24	1	255	Bath	N		
B&NES 013	19	1	6	0	0	0	26	Bath	N		
B&NES 014	19	1	13	0	2	1	36	Bath	N		
B&NES 015	5	0	4	0	0	0	9	Bath	N		
B&NES 016	11	0	0	0	1	0	12	B&NES - Other (Saltford)	N		
B&NES 017	48	2	43	4	2	2	101	Bath	N		
B&NES 018	40	5	8	3	4	0	60	Bath	N		
B&NES 019	12	0	8	1	1	0	22	Bath	N		
B&NES 022	28	0	1	1	2	1	33	B&NES - Other (Peasedown St John)	N		
B&NES 023	9	0	2	0	0	0	11	B&NES - Other (Paulton)	N		
B&NES 024	10	1	0	0	0	0	11	B&NES - Other (Norton Radstock)	N		
B&NES 025	4	1	2	0	1	0	8	B&NES - Other (Norton Radstock)	N		
B&NES 026	7	1	0	1	1	0	10	B&NES - Other (Norton Radstock)	N		
B&NES 027	6	0	1	0	0	0	7	B&NES - Other (Norton Radstock)	N		
Bristol 023	5	0	0	0	0	2	7	Bristol - Suburban	Y	M32 J3	M32 J3
Bristol 025	2	0	0	1	0	4	7	Bristol - Suburban	N		
Bristol 030	5	0	0	0	0	1	6	Bristol - Suburban	N		
Bristol 032	35	2	1	3	1	26	68	Bristol - Central	N		
Bristol 035	5	0	0	0	1	0	6	Bristol - Suburban	N		
Bristol 054	16	2	0	2	0	26	46	Bristol - Central	N		
City of London 001	0	0	0	0	1	11	12	London	Y	A4 / A46	M4 J1
Mendip 001	7	0	0	0	1	0	8	Somerset (Frome)	N		
Mendip 002	3	0	0	0	1	1	5	B&NES - Other (Norton Radstock)	N		
Mendip 004	9	1	0	0	0	0	10	Somerset (Frome)	N		
South Gloucestershire 008	4	1	0	0	0	0	5	South Gloucestershire (Yate)	Y	A4 / A46	M4 J18
South Gloucestershire 011	6	2	0	0	0	0	8	South Gloucestershire (Cribbs Causeway)	Y	A4 / A46	M5 J17
South Gloucestershire 017	27	2	0	3	0	34	66	Bristol - Suburban	Y	M32 J1	M32 J1
South Gloucestershire 019	5	0	0	0	0	0	5	South Gloucestershire (Yate)	Y	A4 / A46	M4 J18
Swindon 012	1	0	0	0	0	8	9	Swindon - West	Y	A4 / A46	M4 J16
Wiltshire 010	7	0	0	0	0	0	7	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 011	5	1	0	0	0	4	10	Wiltshire (Chippenham)	Y	A4 / A46	A4 / A363
Wiltshire 017	8	1	0	0	0	0	9	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 018	11	1	0	0	0	1	13	Wiltshire (Corsham)	Y	A4 / A46	A4 / A363
Wiltshire 021	4	1	0	0	1	0	6	Wiltshire (Melksham)	Y	A36 / B3108	A36 / B3108
Wiltshire 023	11	1	0	1	0	0	13	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Wiltshire 027	9	0	0	0	0	1	10	Wiltshire (Bradford-on-Avon)	Y	A36 / B3108	A36 / B3108
Wiltshire 031	12	1	0	0	0	3	16	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
Wiltshire 033	5	0	0	0	0	0	5	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
Wiltshire 037	10	0	0	0	0	0	10	Wiltshire (Trowbridge)	Y	A36 / Branch Road	A36 / A366
Wiltshire 040	5	0	0	0	0	0	5	Wiltshire (Westbury)	Y	A36 / Branch Road	A36 / A366
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
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0	0	0	0	0	0	0	0	-			
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0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
0	0	0	0	0	0	0	0	-			
Total	**904**	**98**	**447**	**83**	**124**	**136**	**1,792**				

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 5th February 2020 (pre-COVID).

Place of Work by Mode - Actual

Place of Work	Number of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	21	2	1	0	1	0	25
B&NES - Other (Norton Radstock)	30	3	3	1	3	1	41
B&NES - Other (Paulton)	9	0	2	0	0	0	11
B&NES - Other (Peasedown St John)	28	0	1	1	2	1	33
B&NES - Other (Saltford)	11	0	0	0	1	0	12
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0
Bath	574	76	439	69	111	12	1,281
Berkshire (Reading)	0	0	0	0	0	0	0
Bristol - Central	51	4	1	5	1	52	114
Bristol - Ports	0	0	0	0	0	0	0
Bristol - Suburban	44	2	0	4	1	41	92
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0
Hampshire (Winchester)	0	0	0	0	0	0	0
Keynsham	17	1	0	2	1	1	22
London	0	0	0	0	1	11	12
North Somerset (Bristol Airport)	0	0	0	0	0	0	0
North Somerset (Chew Magna)	0	0	0	0	0	0	0
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0
North Somerset (Long Ashton)	0	0	0	0	0	0	0
North Somerset (Nailsea)	0	0	0	0	0	0	0
North Somerset (Winscombe)	0	0	0	0	0	0	0
North Somerst (Yatton)	0	0	0	0	0	0	0
Somerset (Frome)	16	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 (Cribbs Causeway)	6	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	1	0	0	0	0	8	9
The North	0	0	0	0	0	0	0
Wiltshire (Bradford-on-Avon)	20	1	0	1	0	1	23
Wiltshire (Chippenham)	12	1	0	0	0	4	17
Wiltshire (Corsham)	19	2	0	0	0	1	22
Wiltshire (Malmesbury)	0	0	0	0	0	0	0
Wiltshire (Melksham)	4	1	0	0	1	0	6
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0
Wiltshire (Trowbridge)	27	1	0	0	0	3	31
Wiltshire (Warminster)	0	0	0	0	0	0	0
Wiltshire (Westbury)	5	0	0	0	0	0	5
Total	**904**	**98**	**447**	**83**	**124**	**136**	**1,792**

Place of Work by Mode - Proportion of Total Trips

Place of Work	Proportion of Trips by Mode						
	Vehicles	Car Share	Walk	Cycle	Bus	Rail	Total
B&NES - Other (Batheaston / Bathford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Norton Radstock)	2%	0%	0%	0%	0%	0%	2%
B&NES - Other (Paulton)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Peasedown St John)	2%	0%	0%	0%	0%	0%	2%
B&NES - Other (Saltford)	1%	0%	0%	0%	0%	0%	1%
B&NES - Other (Whitchurch)	0%	0%	0%	0%	0%	0%	0%
Bath	32%	4%	24%	4%	6%	1%	71%
Berkshire (Reading)	0%	0%	0%	0%	0%	0%	0%
Bristol - Central	3%	0%	0%	0%	0%	3%	6%
Bristol - Ports	0%	0%	0%	0%	0%	0%	0%
Bristol - Suburban	2%	0%	0%	0%	0%	2%	5%
Gloucestershire (Wotton-under-Edge)	0%	0%	0%	0%	0%	0%	0%
Hampshire (Winchester)	0%	0%	0%	0%	0%	0%	0%
Keynsham	1%	0%	0%	0%	0%	0%	1%
London	0%	0%	0%	0%	0%	1%	1%
North Somerset (Bristol Airport)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Chew Magna)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Easton-in-Gordano)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Long Ashton)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Nailsea)	0%	0%	0%	0%	0%	0%	0%
North Somerset (Winscombe)	0%	0%	0%	0%	0%	0%	0%
North Somerst (Yatton)	0%	0%	0%	0%	0%	0%	0%
Somerset (Frome)	1%	0%	0%	0%	0%	0%	1%
Somerset (Shepton Mallet)	0%	0%	0%	0%	0%	0%	0%
Somerset (Street)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wells)	0%	0%	0%	0%	0%	0%	0%
Somerset (Wincanton)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Bradley Stoke)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Cribbs Causeway)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Wick)	0%	0%	0%	0%	0%	0%	0%
South Gloucestershire (Yate)	1%	0%	0%	0%	0%	0%	1%
Swindon - East	0%	0%	0%	0%	0%	0%	0%
Swindon - West	0%	0%	0%	0%	0%	0%	1%
The North	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Bradford-on-Avon)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Chippenham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Corsham)	1%	0%	0%	0%	0%	0%	1%
Wiltshire (Malmesbury)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Melksham)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Royal Wootton Bassett)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Trowbridge)	2%	0%	0%	0%	0%	0%	2%
Wiltshire (Warminster)	0%	0%	0%	0%	0%	0%	0%
Wiltshire (Westbury)	0%	0%	0%	0%	0%	0%	0%
Total	**50%**	**5%**	**25%**	**5%**	**7%**	**8%**	**100%**

Use of SRN

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

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
MSOA for Analysis	B&NES 012
Trip Rate Category	Edge of Town Centre

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	58	162	219
Weekday PM Peak Hour	168	95	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
B&NES - Other (Batheaston / Bathford)	1	0	0	1	0	0	2	1%	2	0	0	1	0	0	3	1%
B&NES - Other (Norton Radstock)	1	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	1	0%
B&NES - Other (Peasedown St John)	3	0	0	1	1	0	4	2%	3	0	0	1	1	0	5	2%
B&NES - Other (Saltford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	2	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	38	3	93	7	19	1	160	73%	45	4	112	8	23	1	193	73%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	3	0	0	0	0	8	13	6%	4	0	0	0	0	10	15	6%
Bristol - Ports	0	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	4	11	4%
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	1	0	1	0	0	0	2	1%	2	0	1	0	0	0	3	1%
London	0	0	0	0	0	2	3	1%	0	0	0	0	0	3	3	1%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	1	0	0	0	0	0	1	0%	1	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	0%
North Somerset (Nailsea)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	1	0	0	0	0	0	2	1%	1	0	0	0	0	0	2	1%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Wick)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	2	2	1%	0	0	0	0	0	2	2	1%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	1	0	0	0	0	0	2	1%	1	0	0	0	0	0	2	1%
Wiltshire (Chippenham)	3	0	0	0	0	1	4	2%	3	0	0	0	0	1	4	2%
Wiltshire (Corsham)	3	0	0	0	0	0	4	2%	3	0	0	0	0	0	4	2%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	1	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	2	0	0	0	0	0	3	1%	3	1	0	0	0	0	4	1%
Wiltshire (Warminster)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Westbury)	0	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Total	**69**	**5**	**95**	**10**	**21**	**18**	**219**	**100%**	**83**	**7**	**115**	**12**	**26**	**22**	**264**	**100%**
Mode Share	**32%**	**2%**	**44%**	**4%**	**10%**	**8%**	**100%**		**32%**	**2%**	**44%**	**4%**	**10%**	**8%**	**100%**	

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	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	1	1
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	2	3
A36 / B3108	A36 / B3108	1	1
A36 / B3108	A36 / Marsh Road	0	1
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	7	9
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	1	1
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	1	1
A4 / A46	M5 J19	1	1
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	2	3
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
	Total	**18**	**22**

Residential Trip Generation and Distribution

Site Details

No.	2
Location	Bath
Site Name	Western Riverside
No. of Dwellings	250
MSOA for Analysis	B&NES 013
Trip Rate Category	Suburban Area

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	45	190	235
Weekday PM Peak Hour	158	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
B&NES - Other (Batheaston / Bathford)	2	0	0	0	0	0	3	1%	2	0	0	0	0	0	3	1%
B&NES - Other (Norton Radstock)	4	1	1	0	0	0	5	2.24%	4	1	1	0	0	0	5	2.24%
B&NES - Other (Paulton)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Peasedown St John)	3	1	0	0	1	0	5	2%	3	1	0	0	1	0	5	2%
B&NES - Other (Saltford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Bath	45	9	91	10	23	2	180	76%	45	8	91	10	23	2	179	76%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	3	0	0	0	1	7	11	5%	3	0	0	0	1	7	11	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	6	0	0	0	0	3	10	4%	6	0	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	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	2	0	0	0	0	1	3	1%	2	0	0	0	0	1	3	1%
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)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Wick)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Yate)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Swindon - East	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Swindon - West	0	0	0	0	0	1	1	1%	0	0	0	0	0	1	1	1%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Wiltshire (Chippenham)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
Wiltshire (Corsham)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
Wiltshire (Malmesbury)	1	1	0	0	0	0	1	1%	1	1	0	0	0	0	1	1%
Wiltshire (Melksham)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	2	0	0	0	0	0	3	1%	2	0	0	0	0	0	3	1%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**78**	**12**	**94**	**11**	**26**	**14**	**235**	**100%**	**78**	**12**	**94**	**11**	**26**	**14**	**235**	**100%**
Mode Share	**33%**	**5%**	**40%**	**5%**	**11%**	**6%**	**100%**		**33%**	**5%**	**40%**	**5%**	**11%**	**6%**	**100%**	

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 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	2	2
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	7	7
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	1	1
A46 / A420	M4 J18	1	1
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	3	3
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
	Total	**15**	**15**

Residential Trip Generation and Distribution

Site Details

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

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
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
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Norton Radstock)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Peasedown St John)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
B&NES - Other (Saltford)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	21	4	17	3	9	0	54	82%	21	4	17	3	9	0	54	82%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	1	0	0	0	0	1	2	3%	1	0	0	0	0	1	2	3%
Bristol - Potts	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	1	0	0	0	0	0	2	2%	1	0	0	0	0	0	2	2%
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	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
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)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Corsham)	1	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	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**28**	**5**	**18**	**3**	**10**	**1**	**66**	**100%**	**28**	**5**	**18**	**3**	**10**	**1**	**66**	**100%**
Mode Share	**43%**	**8%**	**27%**	**5%**	**15%**	**1%**	**100%**		**43%**	**8%**	**27%**	**5%**	**15%**	**1%**	**100%**	

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 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	2	2
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	0	0
M32 J1	M5 J17	0	0
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	0	0
M5 J19	M5 J19	0	0
	Total	**2**	**2**

Residential Trip Generation and Distribution

Site Details

No.	4
Location	Bath
Site Name	Royal United Hospital
No. of Dwellings	100
MSOA for Analysis	B&NES 008
Trip Rate Category	Suburban Area

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	18	76	94
Weekday PM Peak Hour	63	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
B&NES - Other (Batheaston / Bathford)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Norton Radstock)	2	0	0	0	0	0	3	3%	2	0	0	0	0	0	3	3%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
B&NES - Other (Peasedown St John)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Saltford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	22	3	30	7	7	0	69	73%	22	3	30	7	7	0	68	73%
Berkshire (Reading)	0	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	0	0	0	1	1	5	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	5	0	0	0	0	1	7	7%	5	0	0	0	0	1	7	7%
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	1	0	0	0	0	0	2	2%	1	0	0	0	0	0	2	2%
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)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Wiltshire (Corsham)	1	0	0	0	0	0	2	2%	1	0	0	0	0	0	2	2%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**40**	**4**	**31**	**8**	**9**	**2**	**94**	**100%**	**40**	**4**	**31**	**8**	**9**	**2**	**94**	**100%**
Mode Share	**43%**	**4%**	**33%**	**8%**	**10%**	**2%**	**100%**		**43%**	**4%**	**33%**	**8%**	**10%**	**2%**	**100%**	

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 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	3	3
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	1	1
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	2	2
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	1	1
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	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	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
	Total	**9**	**9**

Residential Trip Generation and Distribution

Site Details

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

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	9	38	47
Weekday PM Peak Hour	32	15	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
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Norton Radstock)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Peasedown St John)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
B&NES - Other (Saltford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	15	2	12	2	3	0	34	71%	15	2	11	2	3	0	34	71%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	1	0	0	0	0	1	3	6%	1	0	0	0	0	1	3	6%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	1	0	0	0	0	1	2	5%	1	0	0	0	0	1	2	5%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
London	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Wiltshire (Corsham)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**24**	**3**	**12**	**2**	**3**	**4**	**47**	**100%**	**24**	**3**	**12**	**2**	**3**	**4**	**47**	**100%**
Mode Share	**50%**	**5%**	**25%**	**5%**	**7%**	**8%**	**100%**		**50%**	**5%**	**25%**	**5%**	**7%**	**8%**	**100%**	

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 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	1	1
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	1	1
A4 / A46	A4 / A363	1	1
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	1	1
M32 J1	M5 J17	0	0
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	0	0
M5 J19	M5 J19	0	0
	Total	**4**	**4**

Residential Trip Generation and Distribution

Site Details

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

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	18	76	94
Weekday PM Peak Hour	63	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
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
B&NES - Other (Norton Radstock)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
B&NES - Other (Peasedown St John)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Saltford)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bath	12	2	45	2	6	1	68	73%	12	2	45	2	6	1	68	73%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	1	0	0	0	0	3	4	5%	1	0	0	0	0	3	4	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	3	0	0	0	0	1	5	5%	3	0	0	0	0	1	5	5%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
London	0	0	0	0	0	1	1	1%	0	0	0	0	0	1	1	1%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	1	1	1%	0	0	0	0	0	1	1	1%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
Wiltshire (Chippenham)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
Wiltshire (Corsham)	1	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	0%
Wiltshire (Melksham)	0	0	0	0	0	0	1	1%	0	0	0	0	0	0	1	1%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	1%	1	0	0	0	0	0	1	1%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**27**	**3**	**46**	**3**	**8**	**7**	**94**	**100%**	**27**	**3**	**46**	**3**	**8**	**7**	**94**	**100%**
Mode Share	**29%**	**3%**	**49%**	**3%**	**8%**	**8%**	**100%**		**29%**	**3%**	**49%**	**3%**	**8%**	**8%**	**100%**	

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	M3 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	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	A4 / 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 J1	0	0
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
M32 J1	M32 J1	0	0
M32 J1	M5 J17	0	0
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	0	0
M5 J19	M5 J19	0	0
	Total	**11**	**11**

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

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	5	14	18
Weekday PM Peak Hour	14	8	22

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 (Batheaston / Bathford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Norton Radstock)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
B&NES - Other (Peasedown St John)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Saltford)	0	0	0	0	0	0	1	3%	1	0	0	0	0	0	1	3%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Bath	2	0	0	0	0	0	3	17%	3	0	0	0	0	0	4	17%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	1	0	0	0	1	0	2	13%	1	0	0	0	1	0	3	13%
Bristol - Potts	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Bristol - Suburban	4	0	0	0	1	0	5	26%	4	0	0	0	1	0	6	26%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	2	0	2	0	0	0	5	26%	2	0	3	0	0	0	6	26%
London	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	2%
South Gloucestershire (Wick)	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	2%
South Gloucestershire (Yate)	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	2%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Corsham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**12**	**1**	**3**	**0**	**2**	**1**	**18**	**100%**	**14**	**1**	**3**	**1**	**2**	**1**	**22**	**100%**
Mode Share	**64%**	**6%**	**14%**	**3%**	**10%**	**3%**	**100%**		**64%**	**6%**	**14%**	**3%**	**10%**	**3%**	**100%**	

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 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	0	0
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	1	1
M32 J1	M5 J17	0	0
M32 J1	M5 J18	0	0
M32 J1	M62 J24	0	0
M32 J3	M32 J2	0	0
M32 J3	M32 J3	0	0
M5 J19	M5 J19	0	0
	Total	**1**	**2**

Residential Trip Generation and Distribution

Site Details

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

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	8	23	31
Weekday PM Peak Hour	24	13	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 (Batheaston / Bathford)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Norton Radstock)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1	1%
B&NES - Other (Paulton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
B&NES - Other (Peasedown St John)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
B&NES - Other (Saltford)	1	0	0	0	0	0	1	3%	1	0	0	0	0	0	1	3%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
Bath	4	0	0	0	0	0	5	17%	5	0	0	0	0	1	6	17%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	2	0	0	0	2	0	4	13%	2	0	0	0	2	0	5	13%
Bristol - Ports	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	1	1%
Bristol - Suburban	6	0	0	0	1	0	8	26%	7	1	0	0	1	0	10	26%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	3	1	4	0	0	0	8	26%	4	1	4	0	0	0	10	26%
London	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	1%
North Somerset (Long Ashton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Cribbs Causeway)	0	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
South Gloucestershire (Wick)	0	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
South Gloucestershire (Yate)	1	0	0	0	0	0	1	2%	1	0	0	0	0	0	1	2%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Corsham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**20**	**2**	**4**	**1**	**3**	**1**	**31**	**100%**	**24**	**2**	**5**	**1**	**4**	**1**	**37**	**100%**
Mode Share	**64%**	**6%**	**14%**	**3%**	**10%**	**3%**	**100%**		**64%**	**6%**	**14%**	**3%**	**10%**	**3%**	**100%**	

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 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	0	0
A4 / A46	A4 / A363	0	0
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	0	0
M32 J1	M32 J1	1	1
M32 J1	M5 J17	0	1
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
	Total	**2**	**3**

Residential Trip Generation and Distribution

Site Details

No.	9
Location	Keynsham
Site Name	Safeguarded Land
No. of Dwellings	280
MSOA for Analysis	B&NES 003
Trip Rate Category	Edge of Town

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	57	217	274
Weekday PM Peak Hour	169	69	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
B&NES - Other (Batheaston / Bathford)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
B&NES - Other (Norton Radstock)	4	0	1	0	0	0	5	2%	4	0	1	0	0	0	4	2%
B&NES - Other (Paulton)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
B&NES - Other (Peasedown St John)	3	0	0	0	0	0	3	1%	2	0	0	0	0	0	3	1%
B&NES - Other (Saltford)	5	1	0	0	0	0	7	3%	5	1	0	0	0	0	6	3%
B&NES - Other (Whitchurch)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
Bath	33	3	1	1	5	3	47	17%	29	3	1	1	4	2	41	17%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	19	1	0	3	14	7	44	16%	17	1	0	2	12	6	38	16%
Bristol - Ports	2	0	0	0	0	0	2	1%	1	0	0	0	0	0	1	1%
Bristol - Suburban	71	3	1	2	5	2	83	30%	62	2	1	2	4	2	72	30%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	31	3	24	2	1	0	61	22%	27	2	21	1	1	0	52	22%
London	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	2	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 (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Cribbs Causeway)	4	0	0	0	0	0	4	2%	4	0	0	0	0	0	4	2%
South Gloucestershire (Wick)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Yate)	4	0	0	0	0	0	5	2%	4	0	0	0	0	0	4	2%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	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	0	1	1%
Wiltshire (Malmesbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	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	0	1	0%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**189**	**12**	**28**	**8**	**25**	**12**	**274**	**100%**	**164**	**10**	**24**	**7**	**22**	**10**	**237**	**100%**
Mode Share	**69%**	**4%**	**10%**	**3%**	**9%**	**4%**	**100%**		**69%**	**4%**	**10%**	**3%**	**9%**	**4%**	**100%**	

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 J9	0	0
A36 / A361	A36 / A350	0	0
A36 / A366	A36 / A366	0	0
A36 / B3108	A36 / A350	0	0
A36 / B3108	A36 / A361	0	0
A36 / B3108	A36 / A366	0	0
A36 / B3108	A36 / B3108	0	0
A36 / B3108	A36 / Marsh Road	0	0
A36 / Branch Road	A36 / A366	1	1
A4 / A46	A4 / A363	3	2
A4 / A46	M32 J1	0	0
A4 / A46	M32 J2	0	0
A4 / A46	M4 J1	0	0
A4 / A46	M4 J16	0	0
A4 / A46	M4 J18	0	0
A4 / A46	M5 J17	0	0
A4 / A46	M5 J19	0	0
A46 / A420	A4 / A363	0	0
A46 / A420	A46 / A420	0	0
A46 / A420	M25 J19	0	0
A46 / A420	M32 J1	0	0
A46 / A420	M32 J2	0	0
A46 / A420	M32 J3	0	0
A46 / A420	M4 J1	0	0
A46 / A420	M4 J12	0	0
A46 / A420	M4 J15	0	0
A46 / A420	M4 J16	0	0
A46 / A420	M4 J17	0	0
A46 / A420	M4 J18	0	0
A46 / A420	M4 J20	0	0
A46 / A420	M5 J17	0	0
A46 / A420	M5 J20	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	1	1
	Total	**21**	**18**

Residential Trip Generation and Distribution - Summary (All Sites)

List of Sites

No.	Site Name	No. of Dwellings
1	Green Park West and Sydenham Park	250
2	Western Riverside	250
3	Twerton Park	70
4	Royal United Hospital	100
5	St Martin's Hospital	50
6	Sion Hill	100
7	Fire Station	21
8	Treetops Nursing Home	35
9	Safeguarded Land	280
	Total	**1,156**

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 (Batheaston / Bathford)	7	0	1	1	1	0	10	1%	7	0	1	1	1	0	10	1%
B&NES - Other (Norton Radstock)	14	1	2	1	1	0	19	2%	14	1	2	1	1	0	19	2%
B&NES - Other (Paulton)	4	1	1	0	0	0	6	1%	4	1	1	0	0	0	5	0%
B&NES - Other (Peasedown St John)	11	1	1	1	3	0	17	2%	11	1	1	1	3	0	18	2%
B&NES - Other (Saltford)	10	2	1	1	1	0	14	1%	10	2	1	1	1	0	14	1%
B&NES - Other (Whitchurch)	3	0	0	0	0	0	3	0%	2	0	0	0	0	0	3	0%
Bath	192	25	290	32	73	7	620	58%	197	26	308	34	76	7	647	59%
Berkshire (Reading)	0	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	1	4	18	28	86	8%
Bristol - Ports	2	0	0	0	0	0	2	0%	2	0	0	0	0	0	2	0%
Bristol - Suburban	102	5	2	3	7	12	131	12%	95	5	2	3	7	12	124	11%
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	42	4	31	2	2	1	82	8%	40	4	29	2	2	1	77	7%
London	1	0	0	0	0	3	4	0%	1	0	0	0	0	4	5	0%
North Somerset (Bristol Airport)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
North Somerset (Chew Magna)	2	0	0	0	0	0	2	0%	2	0	0	0	0	0	2	0%
North Somerset (Easton-in-Gordano)	1	0	0	0	0	0	1	0%	1	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	0%
North Somerset (Nailsea)	0	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	4	0	0	0	1	0	5	0%	4	0	0	0	1	0	5	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	2	0	0	0	0	0	2	0%	2	0	0	0	0	0	2	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	2	0	0	0	0	0	2	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Cribbs Causeway)	8	0	0	0	0	0	8	1%	7	0	0	0	0	0	8	1%
South Gloucestershire (Wick)	4	0	0	0	0	0	5	0%	5	0	0	0	0	0	5	0%
South Gloucestershire (Yate)	7	0	0	0	0	0	7	1%	6	0	0	0	0	0	7	1%
Swindon - East	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Swindon - West	1	0	0	0	0	3	4	0%	1	0	0	0	0	3	5	0%
The North	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Wiltshire (Bradford-on-Avon)	3	0	0	0	0	0	4	0%	3	0	0	0	0	0	4	0%
Wiltshire (Chippenham)	7	0	0	0	0	2	9	1%	7	0	0	0	0	2	9	1%
Wiltshire (Corsham)	10	1	0	0	0	0	12	1%	10	1	0	0	0	0	12	1%
Wiltshire (Malmesbury)	1	1	0	0	0	0	2	0%	1	1	0	0	0	0	2	0%
Wiltshire (Melksham)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	8	1	0	0	0	1	11	1%	9	1	0	0	0	1	11	1%
Wiltshire (Warminster)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Westbury)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Total	**488**	**46**	**331**	**47**	**108**	**58**	**1,078**	**100%**	**482**	**47**	**348**	**48**	**110**	**61**	**1,095**	**100%**
Mode Share	**45%**	**4%**	**31%**	**4%**	**10%**	**5%**	**100%**		**44%**	**4%**	**32%**	**4%**	**10%**	**6%**	**100%**	

Residential Trip Generation and Distribution - Summary by Location

Bath Sites

List of Sites

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

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	161	594	755
Weekday PM Peak Hour	527	271	798

Vehicle Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	57	210	267
Weekday PM Peak Hour	185	95	280

Vehicle Trip Rates

Time Period	Arrivals	Departures	Two-Way
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
B&NES - Other (Batheaston / Bathford)	6	0	1	1	1	0	8	1%	6	0	1	1	1	0	9	1%
B&NES - Other (Norton Radstock)	10	1	1	1	1	0	13	2%	10	1	1	1	1	0	14	2%
B&NES - Other (Paulton)	2	0	0	0	0	0	3	0%	2	0	0	0	0	0	3	0%
B&NES - Other (Peasedown St John)	8	1	1	1	3	0	14	2%	9	1	1	1	3	0	15	2%
B&NES - Other (Saltford)	4	1	0	0	0	0	5	1%	4	1	0	1	1	0	6	1%
B&NES - Other (Whitchurch)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Bath	153	22	288	31	67	4	565	75%	160	22	306	32	71	4	596	75%
Berkshire (Reading)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Central	12	1	0	1	2	21	38	5%	13	1	0	1	3	22	40	5%
Bristol - Ports	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Bristol - Suburban	21	1	1	1	1	9	34	5%	21	1	1	1	1	10	36	5%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	6	1	1	0	0	1	9	1%	6	1	1	0	0	1	9	1%
London	1	0	0	0	0	3	4	1%	1	0	0	0	0	4	5	1%
North Somerset (Bristol Airport)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Chew Magna)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Easton-in-Gordano)	1	0	0	0	0	0	1	0%	1	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	0%
North Somerset (Nailsea)	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	4	0	0	0	1	0	5	1%	4	0	0	0	1	0	5	1%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	2	0	0	0	0	0	2	0%	2	0	0	0	0	0	2	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	0	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	0	3	0%
South Gloucestershire (Wick)	3	0	0	0	0	0	3	0%	3	0	0	0	0	0	3	0%
South Gloucestershire (Yate)	2	0	0	0	0	0	2	0%	2	0	0	0	0	0	2	0%
Swindon - East	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Swindon - West	1	0	0	0	0	3	4	1%	1	0	0	0	0	3	5	1%
The North	0	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	4	1%	3	0	0	0	0	0	4	1%
Wiltshire (Chippenham)	7	0	0	0	0	2	9	1%	7	0	0	0	0	2	9	1%
Wiltshire (Corsham)	8	1	0	0	0	0	10	1%	9	1	0	0	0	0	11	1%
Wiltshire (Malmesbury)	1	1	0	0	0	0	2	0%	1	1	0	0	0	0	2	0%
Wiltshire (Melksham)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	7	1	0	0	0	1	10	1%	8	1	0	0	0	1	10	1%
Wiltshire (Warminster)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Westbury)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Total	**267**	**32**	**296**	**37**	**77**	**45**	**755**	**100%**	**280**	**33**	**315**	**39**	**82**	**49**	**798**	**100%**
Mode Share	**35%**	**4%**	**39%**	**5%**	**10%**	**6%**	**100%**		**35%**	**4%**	**39%**	**5%**	**10%**	**6%**	**100%**	

Keynsham Sites

List of Sites

No.	Site Name	No. of Dwellings
7	Fire Station	21
8	Treetops Nursing Home	35
9	Safeguarded Land	280
	Total:	336

Person Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	70	253	323
Weekday PM Peak Hour	207	90	296

Vehicle Trip Generation

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	48	173	221
Weekday PM Peak Hour	141	61	202

Vehicle Trip Rates

Time Period	Arrivals	Departures	Two-Way
Weekday AM Peak Hour	0.143	0.514	0.657
Weekday PM Peak Hour	0.419	0.182	0.601

Trips by Distribution and Mode

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 (Batheaston / Bathford)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
B&NES - Other (Norton Radstock)	5	0	1	0	0	0	6	2%	4	0	1	0	0	0	5	2%
B&NES - Other (Paulton)	2	0	0	0	0	0	3	1%	2	0	0	0	0	0	2	1%
B&NES - Other (Peasedown St John)	3	0	0	0	0	0	3	1%	3	0	0	0	0	0	3	1%
B&NES - Other (Saltford)	7	1	1	0	0	0	9	3%	6	1	1	0	0	0	8	3%
B&NES - Other (Whitchurch)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
Bath	40	4	2	1	5	3	55	17%	36	3	2	1	5	3	51	17%
Berkshire (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	15%
Bristol - Ports	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
Bristol - Suburban	81	3	1	2	6	2	96	30%	74	3	1	2	6	2	88	30%
Gloucestershire (Wotton-under-Edge)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Hampshire (Winchester)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Keynsham	36	3	30	2	1	0	73	23%	33	3	28	2	1	0	68	23%
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 (Nailsea)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerset (Winscombe)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
North Somerst (Yatton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Frome)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Shepton Mallet)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Street)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wells)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Somerset (Wincanton)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
South Gloucestershire (Bradley Stoke)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
South Gloucestershire (Cribbs Causeway)	5	0	0	0	0	0	5	2%	5	0	0	0	0	0	5	2%
South Gloucestershire (Wick)	2	0	0	0	0	0	2	1%	2	0	0	0	0	0	2	1%
South Gloucestershire (Yate)	5	0	0	0	0	0	6	2%	5	0	0	0	0	0	5	2%
Swindon - East	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Swindon - West	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
The North	0	0	0	0	0	0	1	0%	0	0	0	0	0	0	1	0%
Wiltshire (Bradford-on-Avon)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Chippenham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Corsham)	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 (Melksham)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Royal Wootton Bassett)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Trowbridge)	1	0	0	0	0	0	1	0%	1	0	0	0	0	0	1	0%
Wiltshire (Warminster)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Wiltshire (Westbury)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%
Total	**221**	**14**	**35**	**10**	**31**	**13**	**323**	**100%**	**202**	**13**	**32**	**9**	**28**	**12**	**296**	**100%**
Mode Share	**68%**	**4%**	**11%**	**3%**	**9%**	**4%**	**100%**		**68%**	**5%**	**11%**	**3%**	**10%**	**4%**	**100%**	

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.

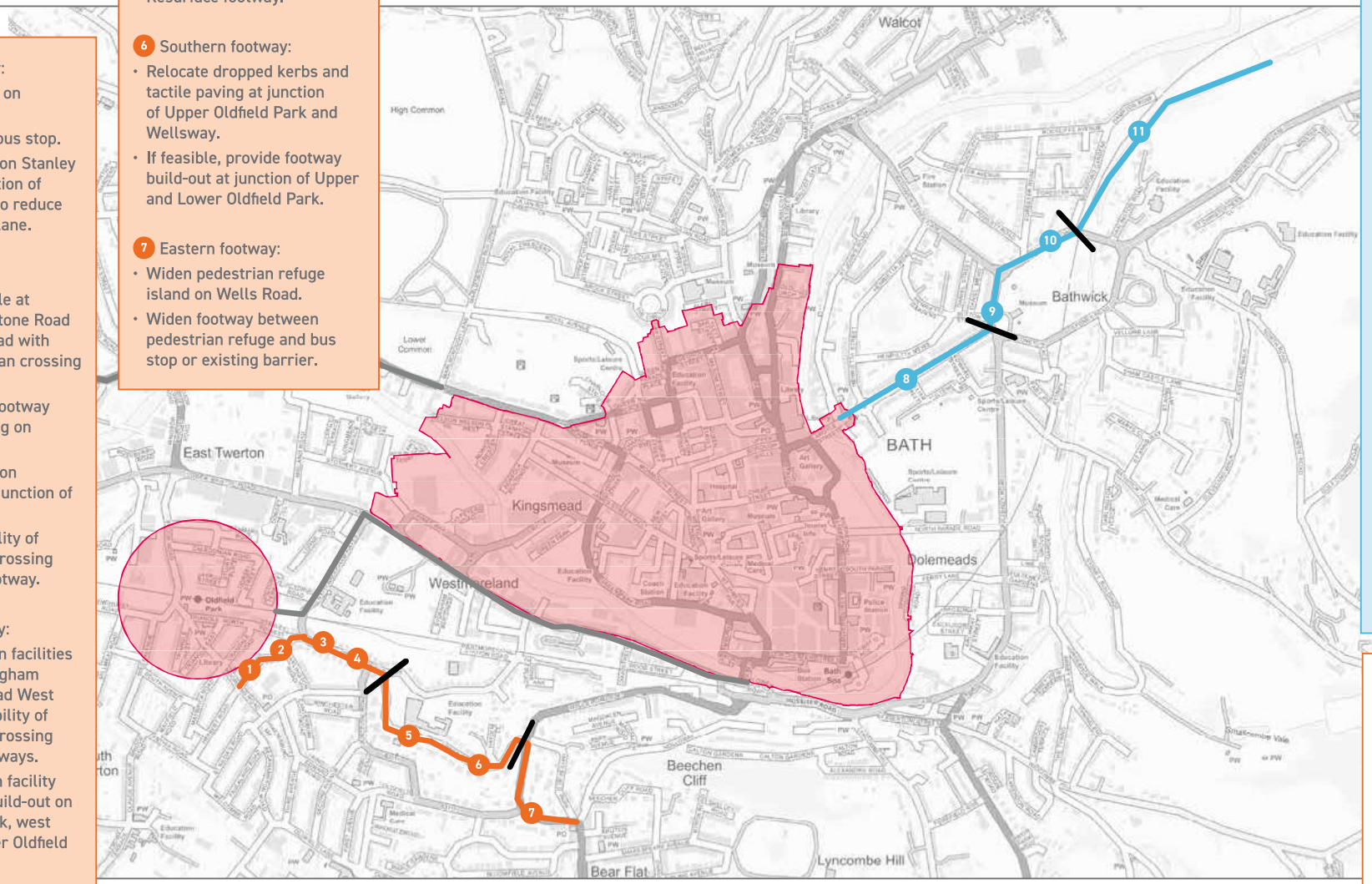
3 Northern footway:
- Improve pedestrian facilities at junction of Brougham Hayes/Stanley Road West - investigate feasibility of signal controlled crossing and resurface footways.
- Provide pedestrian facility such as footway build-out on Lower Oldfield Park, west of junction of Upper Oldfield Park.

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

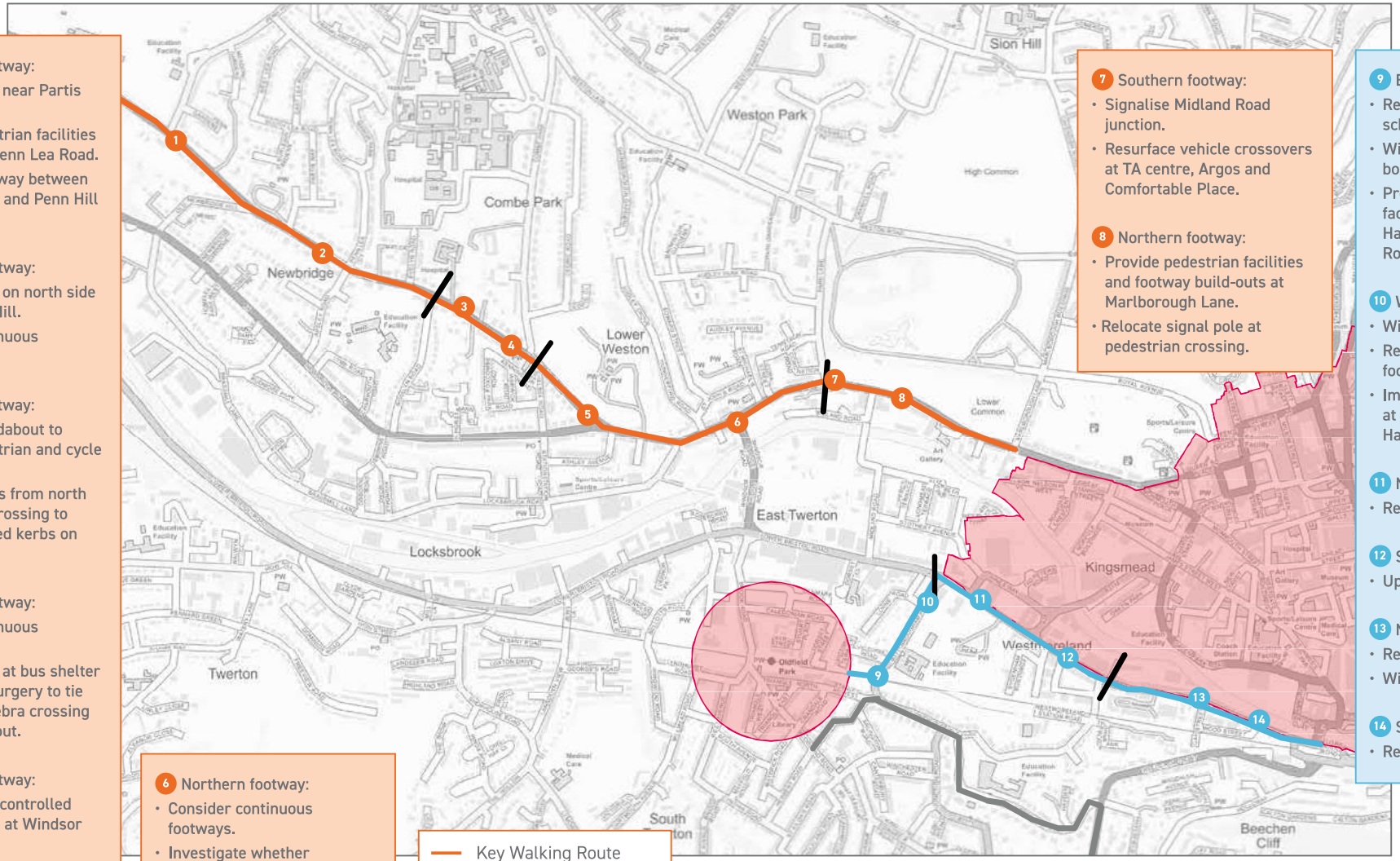
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve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

W02

Bath 2



1 Northern footway:
- Widen footway near Partis House.
- Improve pedestrian facilities at junction of Penn Lea Road.
- Resurface footway between Oldfield School and Penn Hill Road.

2 Southern footway:
- Widen footway on north side of Newbridge Hill.
- Consider continuous footways.

3 Northern footway:
- Redesign roundabout to improve pedestrian and cycle safety.
- Widen footways from north side of Zebra crossing to existing dropped kerbs on Combe Park.

4 Southern footway:
- Consider continuous footways.
- Widen footway at bus shelter near doctors surgery to tie into existing Zebra crossing footway build-out.

5 Southern footway:
- Provide signal controlled crossing phase at Windsor Bridge Road.
- Widen footway opposite Victoria Place.
- Reduce width of Locksbrook Road junction.
- Resurface footway near bus stop at Windsor Castle Inn bus stop.

6 Northern footway:
- Consider continuous footways.
- Investigate whether pedestrian facilities at Park Lane junction can be improved.
- Remove guardrail outside church.
- Reduce junction width at Hungerfield Road and consider drainage.

7 Southern footway:
- Signalise Midland Road junction.
- Resurface vehicle crossovers at TA centre, Argos and Comfortable Place.

8 Northern footway:
- Provide pedestrian facilities and footway build-outs at Marlborough Lane.
- Relocate signal pole at pedestrian crossing.

9 Eastern footway:
- Remove guardrail near school.
- Widen section of footway at bollard on Bridge.
- Provide pedestrian crossing facilities to cross Brougham Hayes to and from Stanley Road West.

10 Western footway:
- Widen footway near bus stop.
- Resurface sections of footway.
- Improve pedestrian facilities at junction of Brougham Hayes/Stanley Road West.

11 Northern footway:
- Resurface footways.

12 Southern footway:
- Upgrade footway.

13 Northern footway:
- Remove pedestrian barrier.
- Widen and resurface footway.

14 Southern footway:
- Resurface footway.

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.

W03

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

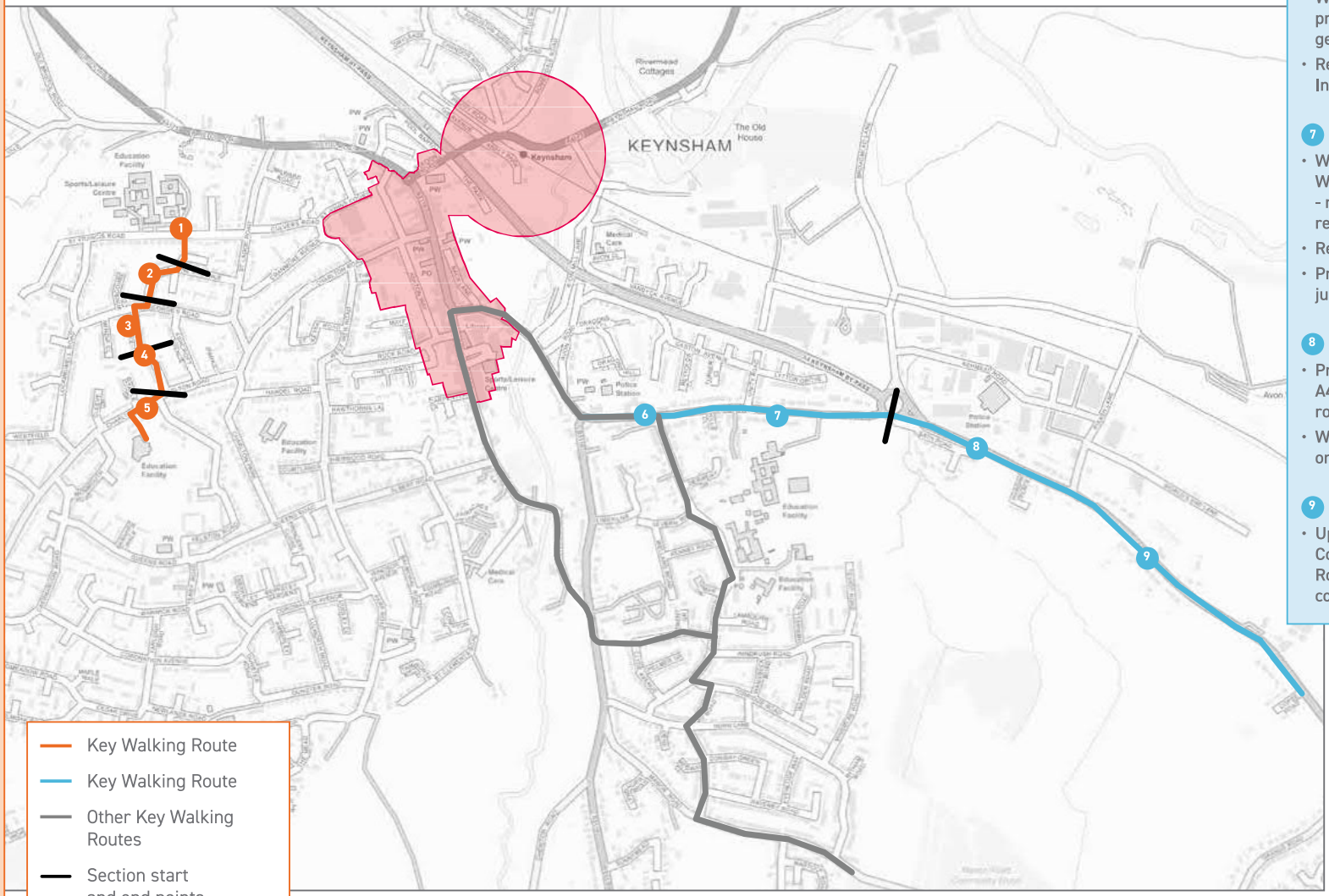
- Consider continuous footways at junction of Selworthy Road/St George's Road.

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:

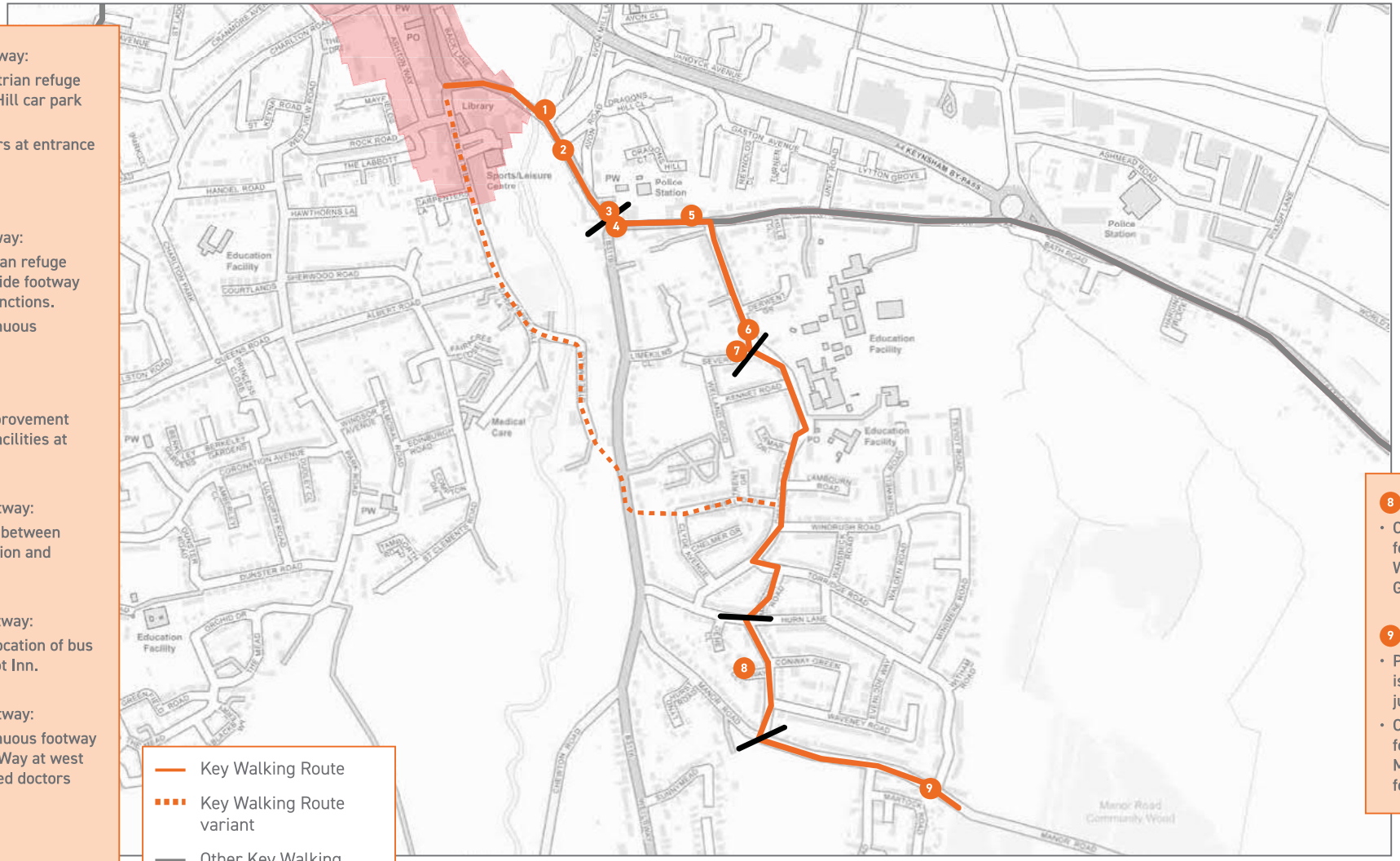
- Upgrade pedestrian facility at Copseland Road and Grange Road (i.e. tactile paving or continuous footway).

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.

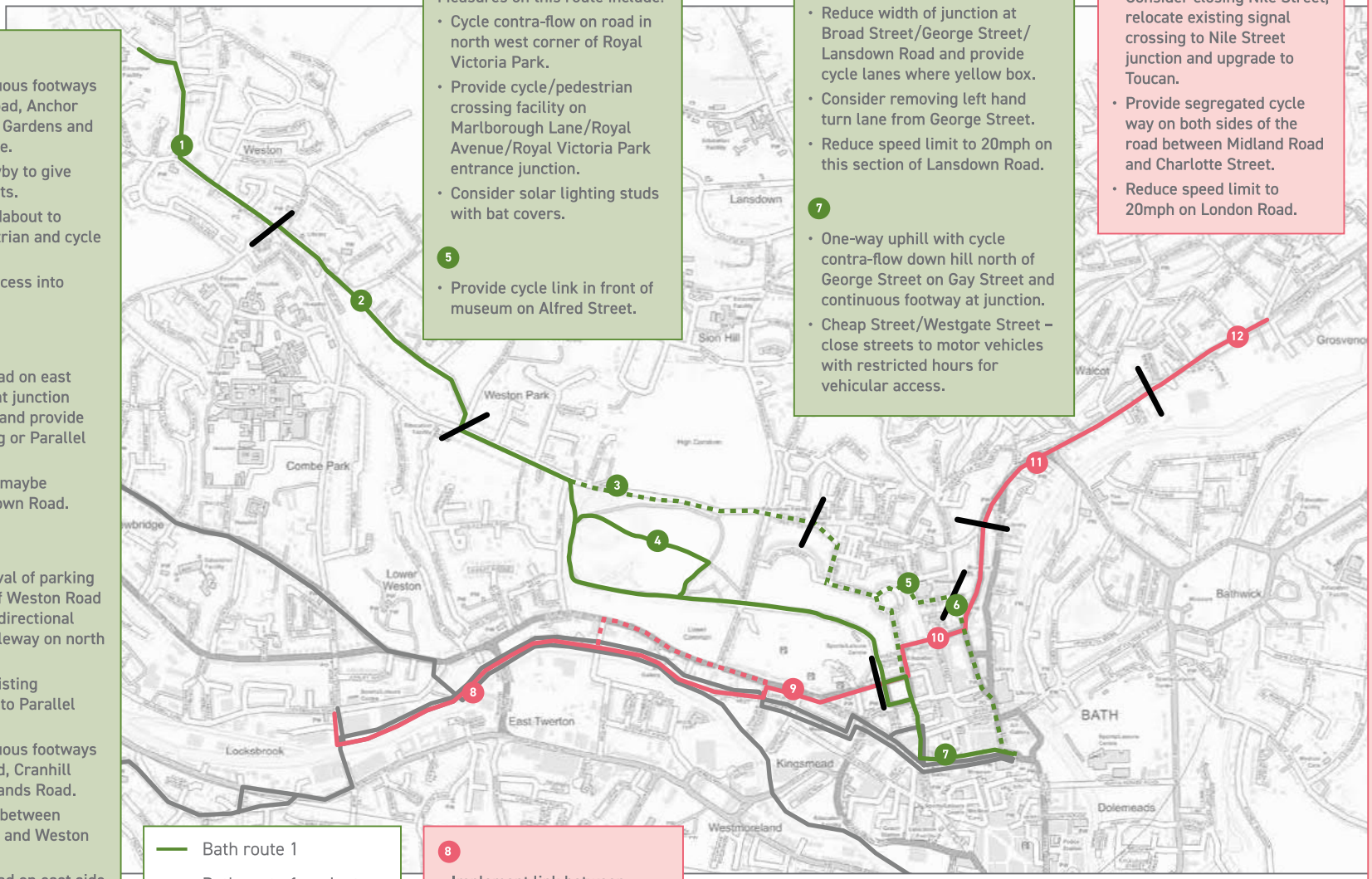
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve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

C01

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 crossing 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.

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.

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).

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.

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

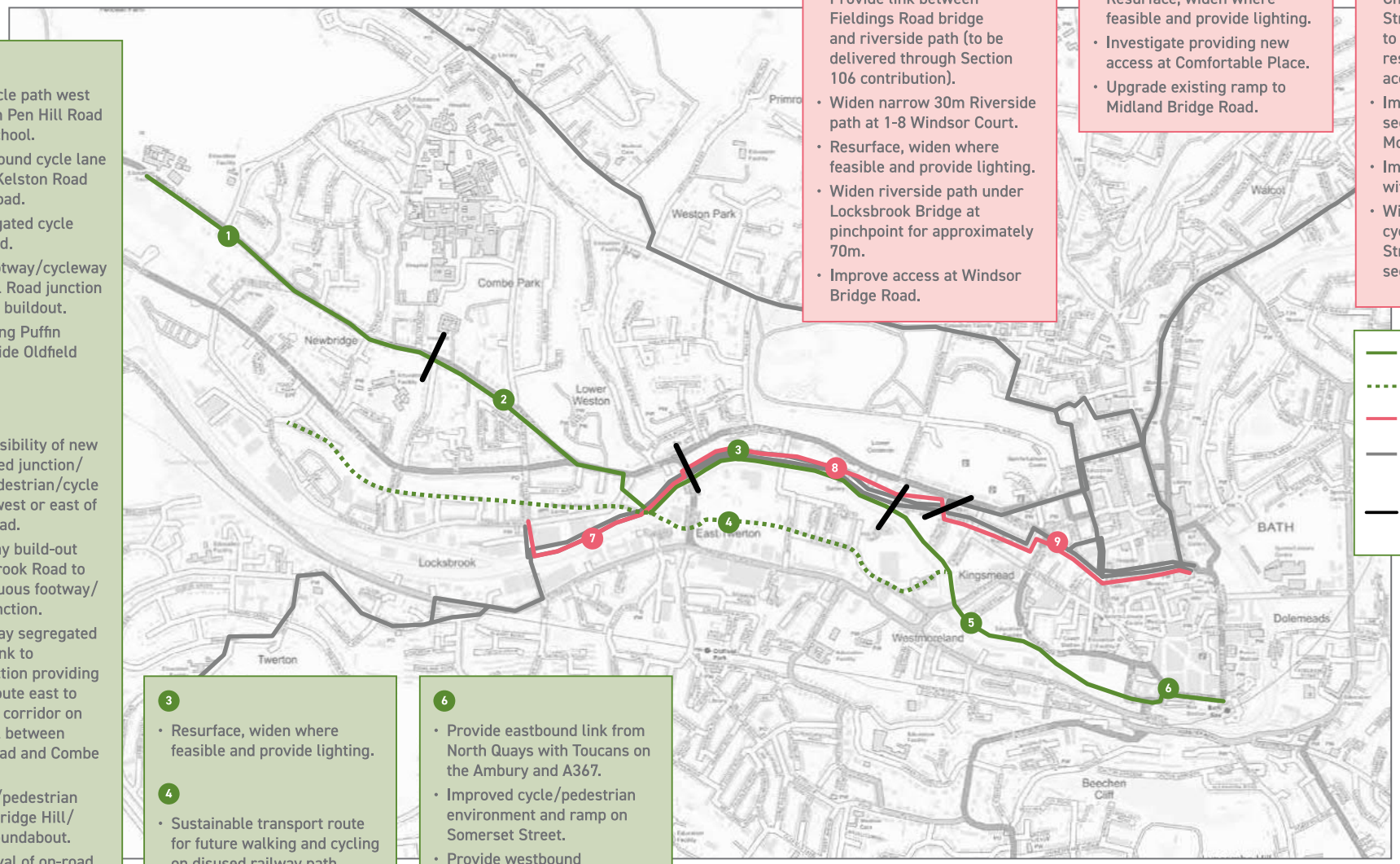
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve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

CO2

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 symbols where 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.

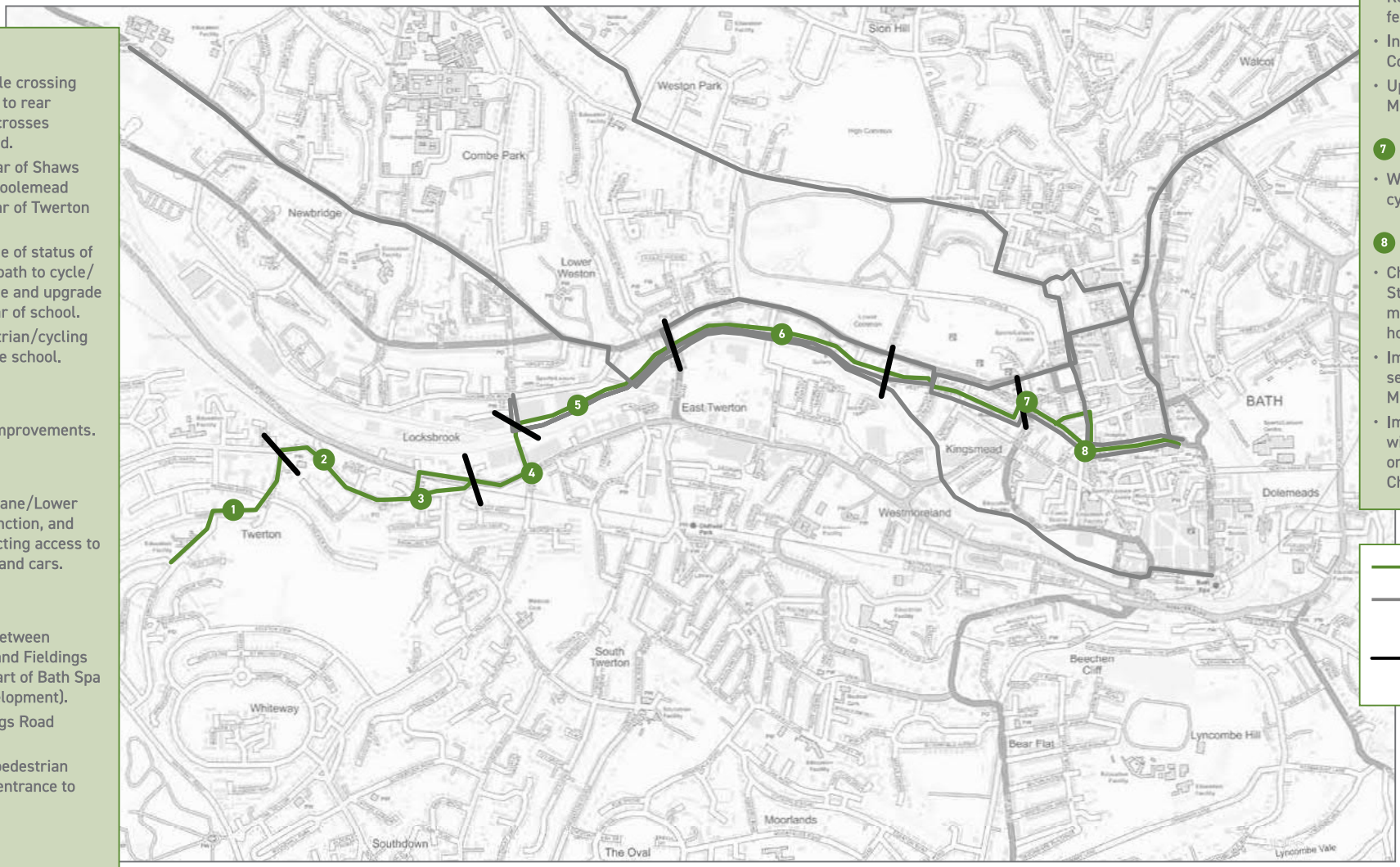
- Bath route 3
- Bath route 3 variant
- Bath route 4
- Other LCWIP cycling routes
- Section start and end points

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

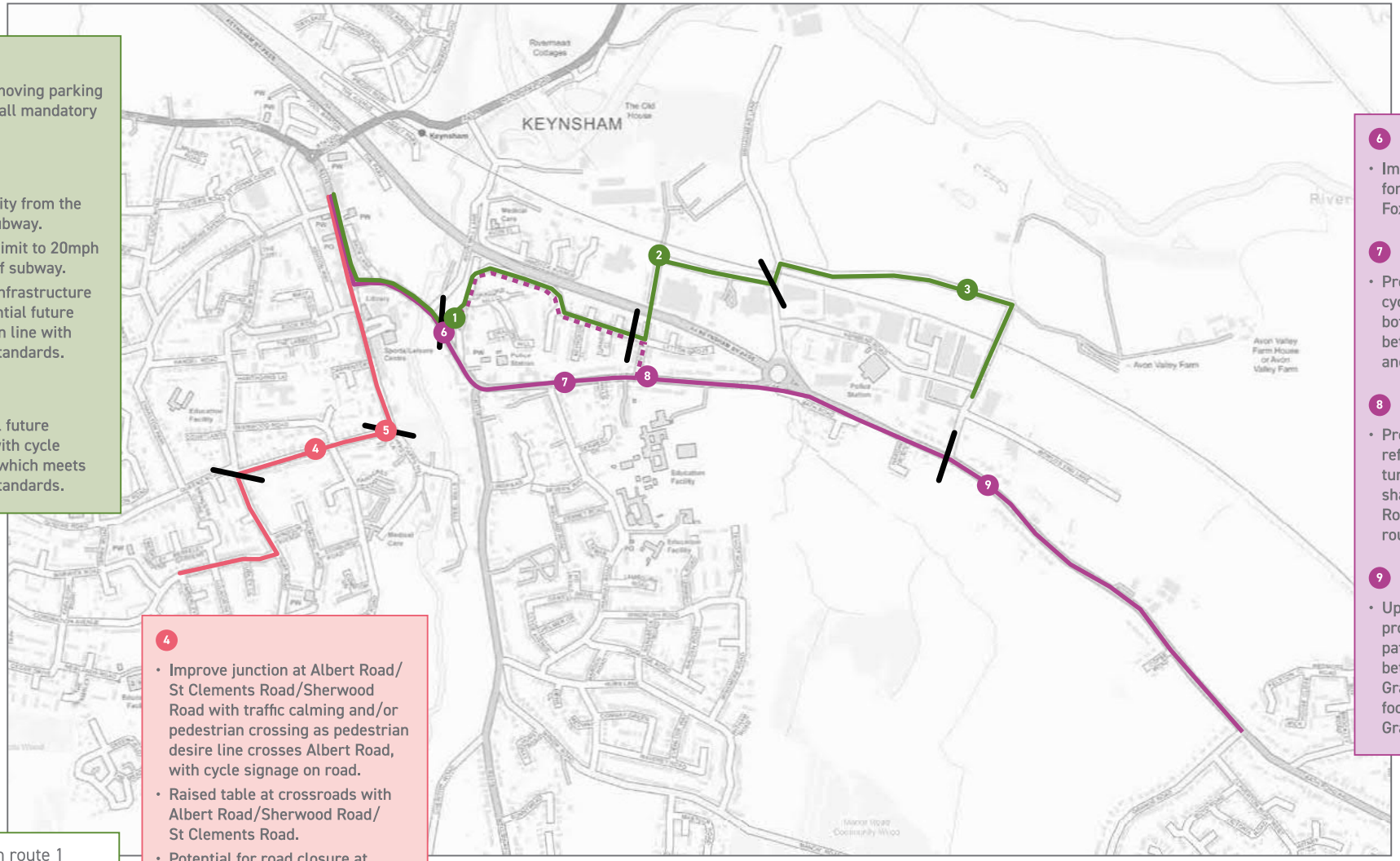
Section start and end points

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.

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 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.

4

- Improve junction at Albert Road/ St Clements Road/Sherwood Road with traffic calming and/or pedestrian crossing as pedestrian desire line 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.

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.

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