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TECHNICAL NOTE

Project Name:	Land off Mill Lane, Corston
Client:	Willis & Co Chartered Town Planners (C/o Mr C Mann)
Job No:	23-0811
TN Status / No:	Issue 01
Date:	January 2024
Prepared By:	Ted Pitman
Checked By:	Tim Slater
Subject:	Technical Note

1. Introduction

1.1 Rappor Consultants Ltd (Rappor) has been appointed by Willis & Co Chartered Town Planners on behalf of Mr C. Mann to prepare a Technical Note (TN) in support of a change of use planning application from commercial storage to 1no. detached residential dwellings at land off Mill Lane, Corston.

1.2 This TN addresses highway and transportation matters and concludes that the proposed development, in highway and transportation terms, is acceptable, and there are no highway and transportation reasons that should prevent the local highway authority, Wiltshire Council (WC) from recommending approval of this planning application.

2. Site Location and Composition

2.1 The application site is located in Corston, a small village in Wiltshire, approximately 3.4km south of Malmesbury and 26km west of Swindon.

2.2 The site location plan is provided at **Figure 2.1**.

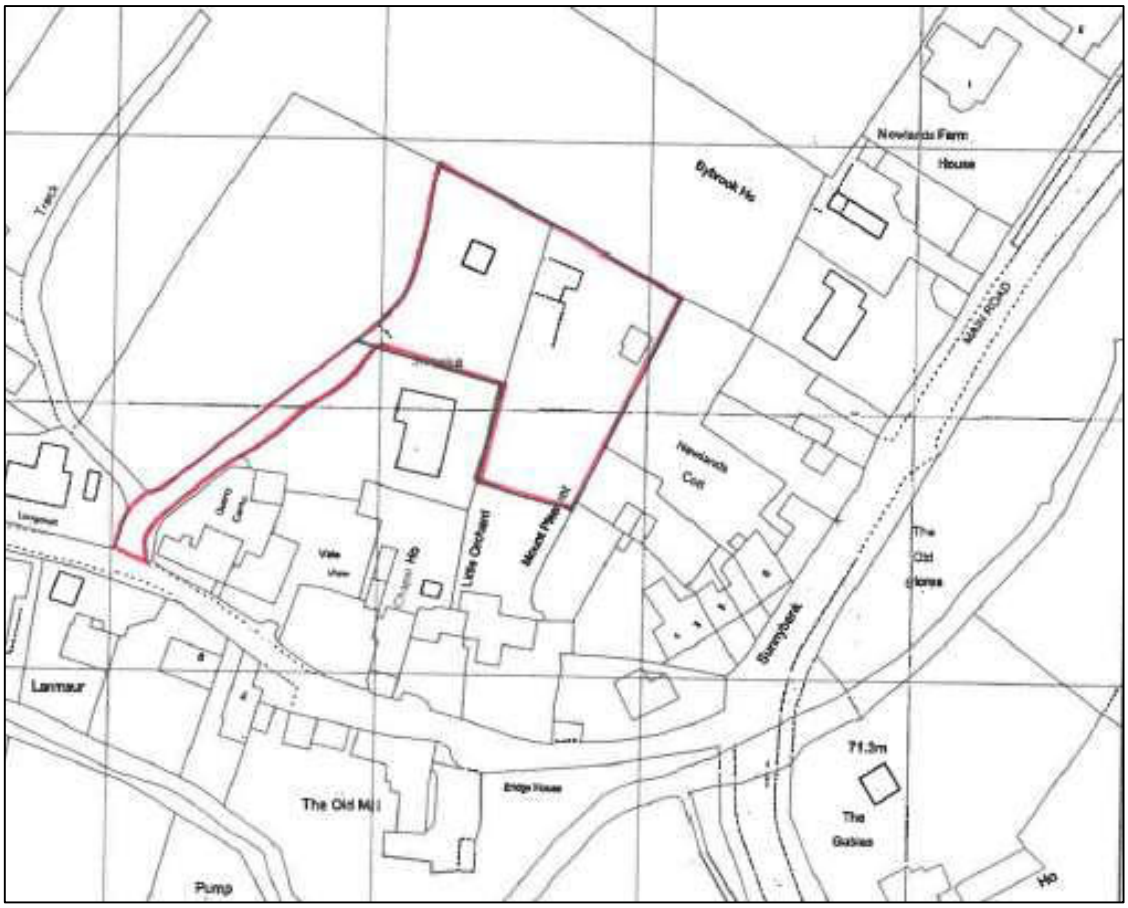


Figure 2.1 Site Location Plan

2.3 The application site is currently in use as a commercial storage area, measuring 0.08 hectares, and the overall application site for the proposed dwelling is 0.2 hectares (excluding the existing track leading up to the site). The existing shed on the site measures approximately 20m² (5m x 4m). Existing vehicle movement entering and existing the site comprise a tipper truck or van for loading /unloading of materials.

2.4 The application site is bound to the north by undeveloped land, to the south and east by residential properties, and to the west by an unnamed access road. This road has no through route and provides vehicular access to a 2 no. dwellings.

2.5 The access road is a single track road that connects to Milll Lane at an informal priority junction approximately 75m south of the application site.

2.6 Mill Lane is subject to a 30mph speed limit and benefits from street lighting in the vicinity of its junction with the access road. Mill Lane is not equipped with footways, which is typical for a village lane of this type. Mill Lane varies in width between approximately 2.7m and 5.5m, with localised widening and driveway entrances serving as informal passing places at several locations. The layout of Mill Lane is shown in **Figure 2.2** and **Figure 2.3**.

2.7 To the west, Mill Lane continues out of Corston village before terminating at the entrance to a private drive. To the east, Mill Lane meets the A429 Main Road (A429) as the minor arm by means of a priority junction. Main Road benefits from footways of approximately 1.5m-2.5m width situated along both sides of the carriageway.



Figure 2.2 Mill Lane looking east from the junction with the unnamed access road.



Figure 2.3 Mill Lane looking west from the junction with the unnamed access road.

Local Highway Safety

2.8 To determine any potential highway safety concerns on the local highway network, Personal Injury Collision (PIC) data has been obtained from CrashMap for the most recent five-year period up to December 2022.

2.9 One slight PIC has been recorded in the vicinity of the site, approximately 15m south of the Mill Lane / Main Road junction. This occurred on the 2nd of February 2018 at 12:25AM, in darkness with dry weather conditions. A vehicle was proceeding on Main Road when it left the carriageway and collided with a fence, causing slight injuries to the driver of the vehicle. No other vehicles were involved. The full CrashMap report is provided in **Appendix A**.

2.10 Due to the minimal number of PICs, it is considered that there is no existing inherent highway safety issue within the vicinity of the application site that would be exacerbated by the development proposals.

3. Development Proposals

3.1 The development proposals are for the ceasing of the commercial use on-site and the erection of one residential dwelling with associated parking.

3.2 Refuse collection is proposed to be kerbside on Mill Lane. This is the current arrangement for the existing dwellings along the unnamed access road and functions safely and suitably as seen in **Figure 2.3**.

3.3 Manual for Streets states that for the purposes of access for fire tenders an access route of 2.75m over a short distance is required, providing the pump appliance can still access to within 45m of all parts of each dwelling. The access road is approximately 3m in width, allowing suitable access for a fire tender. Additionally, a second arm of the access road serving one dwelling branches off approximately 10m north of Mill Lane, forming a Y junction that a fire tender could use as a turning head. In this way a fire tender could both enter and egress the access road in the forward direction.

3.4 Parking provision will be provided in accordance with the standards as described in WC's 'Wiltshire Local Transport Plan 2011-2026: Car Parking Strategy (2011)' document.

3.5 Cycle storage provision for one bicycle per bedroom will be provided in a secure location conveniently located on site.

4. Forecast Trip Attraction

4.1 It is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest. It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.

4.2 Detailed analysis of the TRICS database (Version 7.10.4) for the existing small commercial storage area indicates that there are no comparable sites similar to the existing usage.

4.3 From information provided by the applicant, it is the existing movement to and from the site can range depending on storage requirements throughout the week, with movements entering the site varying from 3 to 6 times a week, up to 3 times a day (6 movements per day). It is therefore considered that the associated trip generation of such a site will attract a small number of trips throughout the day as materials are stored / collected from the site which could be offset from the proposed change to residential use.

4.4 To assess the trip generation associated with a proposed development of 1no. dwelling, residential sites with similar site characteristics have been identified in the TRICS database (Version 7.10.4) and average vehicle trip rates have been obtained. In regard to housing mix, an assessment was undertaken for privately owned residential dwellings only. Available TRICS sites were filtered to provide a comparable and robust assessment to that proposed, based on the following selection criteria:

a) Privately Owned Houses;
b) Sites located in England (excluding Greater London), Scotland and Wales;
c) Sites located in a Village;
d) Weekday surveys, where impact of the proposed development would be greatest;
e) Population within 5 miles less than 50,000; and
f) Surveys undertaken between January 2013 and November 2022.

4.5 A copy of the TRICS report is reproduced at **Appendix B** and a summary of calculated vehicular trip rates with proposed daily trip generation is set out in **Table 4.1**.

Time Period	Trip Rate (per dwelling)			Trip Generation - Proposed 1no. Dwelling		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.122	0.340	0.462	1	1	1*
PM Peak (17:00-18:00)	0.276	0.167	0.443	1	1	1*
12-Hour (07:00 – 19:00)	2.224	2.327	4.571	2	2	5*

Table 4.1 Vehicle Trip Rates and Forecast Trip Generation – 1no. Residential Dwellings
**subject to cumulative rounding*

4.6 **Table 4.1** indicates that the proposed dwelling is predicted to result in 5 vehicle trips during a daily 12-hour period. This equates to approximately one vehicle trip every 140 minutes across the day, and no more than one trip in each peak hour.

4.7 Overall the existing trips, even if minimal, when compared with the predicted trip generation of the proposed development, will mean that the net impact of the proposed development will be neglectable and likely result in a very minor increase in the number of daily vehicle trips to and from the site.

4.8 Consequently, the predicted impact of the proposed development is not considered to be significant or severe in relation to Paragraph 115 of the National Planning Policy Framework (NPPF).

5. Assessment of Proposed Vehicular Access Route

5.1 To identify whether the forecast vehicle movements may be accommodated without resulting in a detrimental impact on the existing operation of the access road or the safety of pedestrians or cyclists, Rappor has undertaken an assessment of the suitability of safe movements based on the following:

a) Review of guidance on Shared Surfaces;
a) Review of carriageway feature / geometry; and
b) Review of trip generation / attraction impact.

Guidance on Shared Surfaces

5.2 Paragraph 7.2.14 of Manual for Streets (MfS) states that shared surface arrangements are likely to work well *'in short lengths or when they form a cul-de-sac, where the peak volume of vehicles is below 100 per hour'*.

5.3 Given the low quantum of existing residential dwellings and low volume of pedestrians and cyclists, it is suitable to treat the access road as a shared surface.

5.4 In addition to the above, research summarised in Page 89 of MfS states that increased carriageway widths, coupled with improved visibility are the two main factors responsible for increased vehicle speeds:

> *"Two highway geometric factors stand out as influencing driving speed, all other things being equal. They are:*
>
> - *forward visibility; and*
> - *carriageway width.*
>
> *Improved visibility and/or increased carriageway width were found to correlate with increased vehicle speeds. Increased width for a given visibility, or vice versa, were found to increase speed."*

5.5 Given the nature of the access road and its geometry, vehicles speeds are likely to be low (5mph to 10mph). On this basis, it is not considered that the existing access road, which does not conform to modern day design standards should preclude the granting of planning permission.

5.6 Providing further detail on shared surface arrangements, paragraph 2.9.3 of MfS2 states the following:

> *"A characteristic of many Shared Space schemes is the minimal use of traffic signs, road markings and other traffic management features. With less or no traffic management, or clear indication of priority, motorists are encouraged to recognise the space as being different from a typical road and to react by driving more slowly and responding directly to the behaviour of other users (including other motorists) rather than predominantly to the traffic management features. This approach takes place against a backdrop of concern at the proliferation of features such as pedestrian guard railing, traffic signs and highway regulation which, it is argued, reduce users' understanding of the complexity of the street environment and their personal responsibility for safe and appropriate behaviour."*

5.7 Rappor also considers the characteristics of the access route are consistent with the criteria set out in the Department for Transport (DfT) Circular 02/2006, in relation to the definition of a 'Quiet Lane', which suggests that:

- Quiet Lanes are minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles;
- Have low flows of motorised vehicles travelling at low speeds and are suitable for shared use by walkers, cyclists, equestrians, and motorists;
- They should be rural in character, though they do not necessarily have to be in a rural area;

- Should have no more than about 1000 motor vehicles per day usually with the 85th percentile speed below 35mph; and
- Pedestrians, cyclists, and equestrians should feel able to use them safely.

5.8 In summary, vehicle flows and speeds along the access road are considered to be significantly lower than the corresponding DfT thresholds detailed above. The characteristics of users utilising the access road as a shared surface confirm it should be regarded as a 'quiet lane' and thus deemed rural in nature, suitable for use by walkers and cyclists and other vulnerable road users and of sufficient width to allow users to pass a slow moving vehicle.

Review of Carriageway Features / Conditions and Geometry

5.9 Rappor has undertaken a desktop review of the access road to further understand the ability to safely and suitably accommodate the forecast vehicular generation detailed in **Chapter 4**. The most pertinent issues to be addressed when determining the suitability of the access road and Mill Lane are their existing features / conditions (i.e. verges, informal passing places etc.) and their alignments, which would have implications with regards to conflict between all road users, in particular to existing pedestrians and cyclists.

5.10 The access road meets Mill Lane on the outside of a bend. This means visibility both to the east and to the west from the access road mouth is enhanced, in comparison to a straight road in which a driver pulling out of the access road would have to encroach their vehicle into the carriageway to gain visibility in both directions.

5.11 Due to the geometry of Mill Lane, average speeds will remain low, meaning stopping distances are greatly reduced. Therefore it is considered by Rappor that a vehicle edging out of the access road mouth onto Mill Lane would be visible to oncoming road users on Mill Lane travelling at a low speeds, allowing collisions to be avoided.

5.12 Between the access road / Mill Lane junction and the Mill Lane / Main Road junction, Mill Lane varies in width with informal passing places, as described in **Chapter 2**. These provide opportunities along the route for road users to pass each other, and it is considered that even on narrower sections there is sufficient width for a pedestrian to pass a slow-moving vehicle.

5.13 Considering the lightly-trafficked nature, low vehicle speeds and minimal number of PICs in the area, in addition to the identification of informal vehicle passing areas, the Highway Suitability Assessment indicates that the route will safely accommodate the proposed development, without resulting in a detrimental impact. The likelihood of conflict or a collision is extremely low given the very low speeds.

5.14 The application site currently functions as a commercial storage area and has done so for at least 10 years, with no safety issues or detrimental impact to the local highway network.

5.15 It is concluded that the site benefits from a safe and suitable access, which allows all road users to navigate safely between the application site and the wider highway network.

Review of Trip Attraction Impact

5.16 As detailed in **Chapter 4**, the forecast trip generation is estimated to result in one vehicle trip in the typical peak highway hours and 5 trips over a daily 12-hour period.

5.17 Given the low number of predicted vehicle trips, and when considering the local context of Mill Lane, the development shall not have a detrimental or unacceptable highway safety impact on the local highway network. Moreover, it should be noted that this forecast in vehicle flows remains well within the thresholds referenced above (i.e. MfS, MfS2 and DfT) in relation to the safe and suitable operation of shared surface arrangements.

5.18 Given the quantum and low frequency of trips to/from the proposed development, it is concluded that the proposals shall not result in a severe impact on the local highway network or result in an unacceptable highway safety concern to existing pedestrians and cyclists.

6. Summary

6.1 Rappor has been appointed by Willis & Co Chartered Town Planners on behalf of Mr C. Mann to prepare a Technical Note (TN) in support of a planning application for 1no. detached residential dwellings at land off Mill Lane, Corston.

6.2 Overall it is concluded that the trip generation of the proposed development will not result in a severe impact on the local highway network or result in an unacceptable highway safety concern to existing pedestrians or cyclists.

6.3 The characteristics of users utilising the access road and Mill Lane as a shared surface confirm they should be regarded as a ‘quiet lane’ and thus deemed suitable for use by all road users, and of sufficient width to allow pedestrians and cyclists to pass a vehicle travelling at low speed.

6.4 Rappor concludes that the proposed development will not result in an unacceptable impact on highway safety or severe impact on the adjacent highway network, and therefore the proposal does not conflict with Paragraph 115 of the NPPF. As such, there are no significant highways or transportation matters that would preclude WC from recommending approval of this planning application.

Appendices

Appendix A CrashMap Report

Appendix B TRICS Report

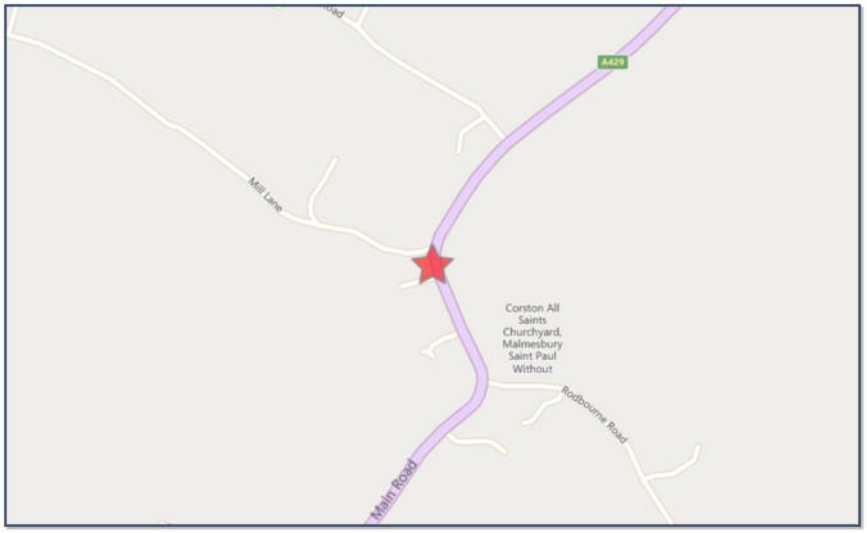
Appendix A – CrashMap Report

crashmap.co.uk

Validated Data

Crash Date:	Friday, February 02, 2018	**Time of Crash:**	12:25:00 AM	**Crash Reference:**	**2018541034818**

Highest Injury Severity:	Slight	**Road Number:**	A429	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	1
Local Authority:	Wiltshire (from 2009)			**OS Grid Reference:**	392420 184116
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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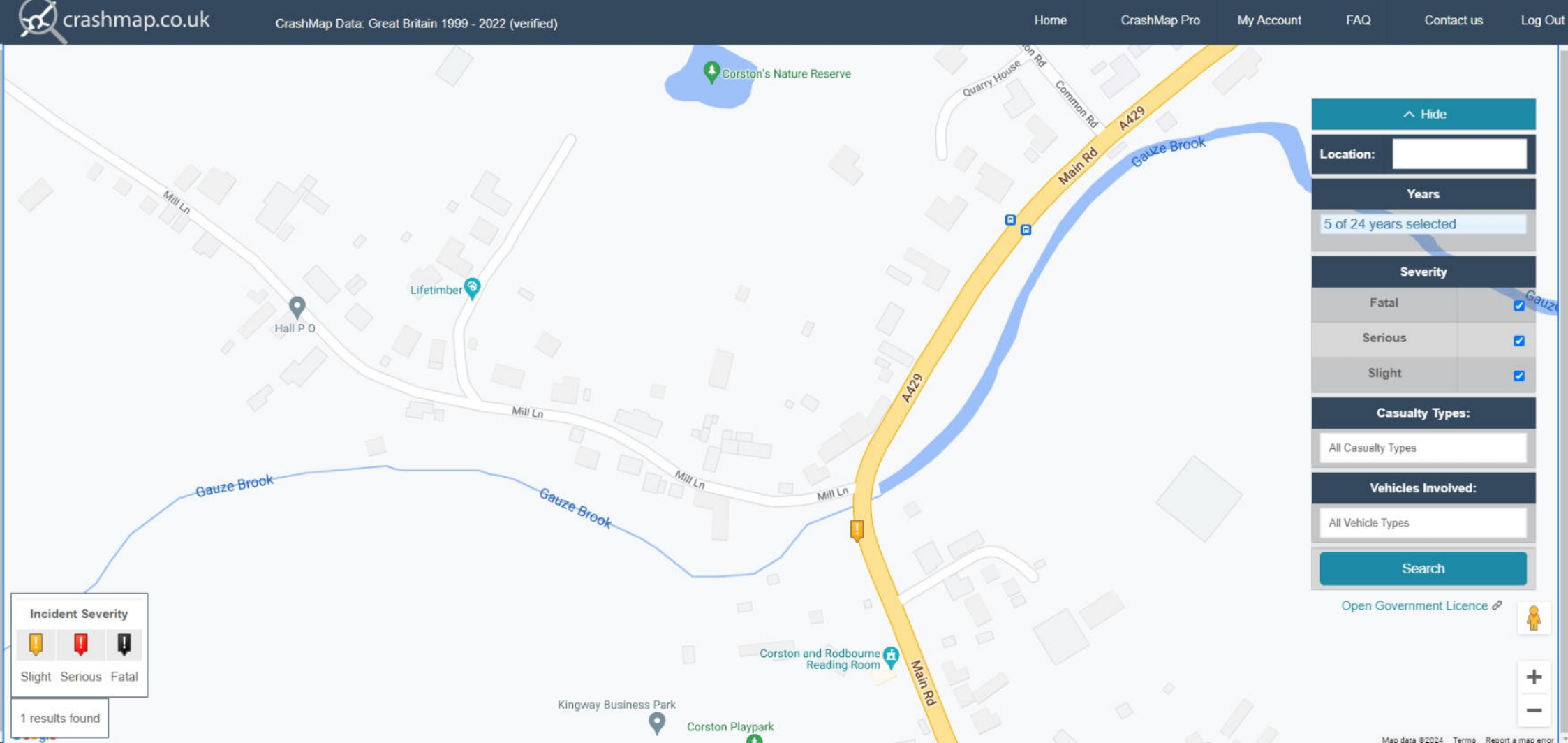
Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2022 (verified)
Home
CrashMap Pro
My Account
FAQ
Contact us
Log Out
Corston's Nature Reserve
Quarry House
Common Rd
A429
Main Rd
Gauze Brook
Mill Ln
Lifetimber
Hall P O
Gauze Brook
Gauze Brook
Mill Ln
Mill Ln
Mill Ln
A429
Main Rd
Corston and Rodbourne Reading Room
Kingway Business Park
Corston Playpark
Hide
Location:
Years
5 of 24 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Incident Severity
Slight Serious Fatal
1 results found
Map data ©2024 Terms Report a map error

Appendix B – TRICS Report

Calculation Reference: AUDIT-701101-240104-0103

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	2 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	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: 12 to 40 (units:)
Range Selected by User: 1 to 40 (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: 01/01/13 to 09/11/23

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:

Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 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:

Neighbourhood Centre (PPS6 Local Centre)	5

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:

Village	5

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 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	2 days
1.1 to 1.5	3 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	2 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	5 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **AC-03-A-05** **SEMI-DETACHED & TERRACED** **CHESHIRE WEST & CHESTER**
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

2 **CA-03-A-07** **MIXED HOUSES** **CAMBRIDGESHIRE**
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

3 **ES-03-A-06** **MIXED HOUSES** **EAST SUSSEX**
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

4 **SF-03-A-06** **DETACHED & SEMI-DETACHED** **SUFFOLK**
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

5 **SF-03-A-08** **MIXED HOUSES** **SUFFOLK**
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY *16/09/20* *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

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	5	31	0.077	5	31	0.308	5	31	0.385
08:00 - 09:00	5	31	0.122	**5**	**31**	**0.340**	5	31	0.462
09:00 - 10:00	5	31	0.109	5	31	0.160	5	31	0.269
10:00 - 11:00	5	31	0.147	5	31	0.179	5	31	0.326
11:00 - 12:00	5	31	0.263	5	31	0.167	5	31	0.430
12:00 - 13:00	5	31	0.128	5	31	0.192	5	31	0.320
13:00 - 14:00	5	31	0.167	5	31	0.160	5	31	0.327
14:00 - 15:00	5	31	0.160	5	31	0.186	5	31	0.346
15:00 - 16:00	**5**	**31**	**0.301**	5	31	0.179	**5**	**31**	**0.480**
16:00 - 17:00	5	31	0.218	5	31	0.167	5	31	0.385
17:00 - 18:00	5	31	0.276	5	31	0.167	5	31	0.443
18:00 - 19:00	5	31	0.276	5	31	0.122	5	31	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.244			2.327			4.571

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

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

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Parameter summary

Trip rate parameter range selected:	12 - 40 (units:)
Survey date date range:	01/01/13 - 09/11/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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