



TRANSPORT STATEMENT

MELKSHAM SELF STORAGE

Proposed Self-Storage Facility

2025-10-17-TS01-6925

October 2025

Prepared on Behalf of Mr T. Brant



DOCUMENT CONTROL

Project: Melksham Self Storage
Proposed Self-Storage Facility

Document: Transport Statement

Client: Mr T. Brant

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2025-6925-002	Access Overview and Visibility Splays
2025-6925-003	Access and Egress Manoeuvres
2025-6925-004	Emergency Access
2025-6925-005	Internal Manoeuvres

APPENDICES

Appendix A	TRICS Report
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1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Mr T. Brant in support of a planning application for land north of Scotland Road, Melksham. The site is situated at the northern side of Scotland Road, as shown in **Figure 1.1**.

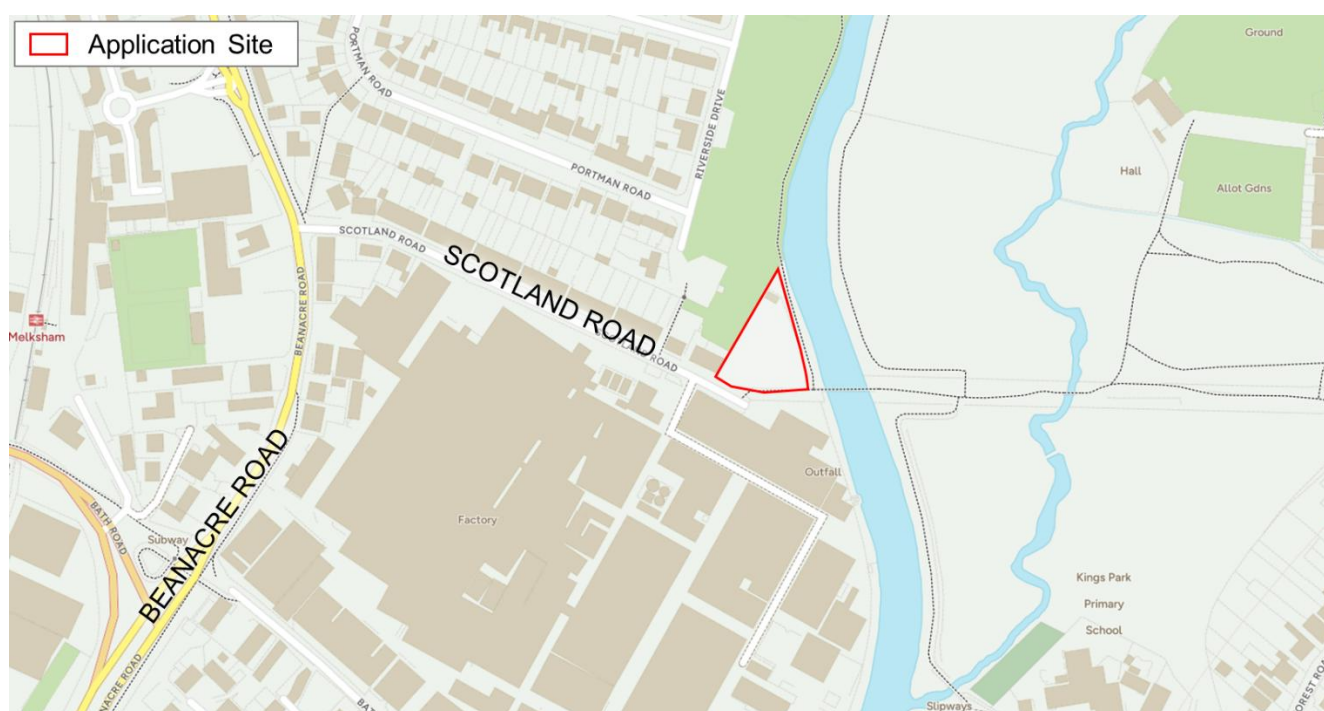


Figure 1.1: Site Location

- 1.1.2 The site comprises of open area of hardstanding previously used for vehicle storage. The planning application proposes the installation of 72 self-storage units.

1.2 Scope of Report

- 1.2.1 This report reviews the site's highways matters against the background of transport planning policy set out in the National Planning Policy Framework (NPPF) and Wiltshire Council's (WC) local transport policies, and the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2 design documents.
- 1.2.2 The remainder of this report is comprised of the following:
- i. **Section 2** provides an overview of the site's transport planning context including, the local road network conditions, and highway safety.
 - ii. **Section 3** provides a review of the proposed site, including the site access, emergency access, servicing arrangements, internal arrangement, and parking arrangements.



- iii. **Section 4** considers the site's anticipated impact on the local highway network supported by trip generation assessment.
- iv. **Section 5** provides a summary of the report's main conclusions.

2 SITE CONTEXT

2.1 Site Location

- 2.1.1 The site is situated at the end of Scotland Road and bordered by the river Avon to the north and east, Scotland road to the south and residential dwellings to the west. The site context is shown in **Figure 2.1**.



Figure 2.1: Aerial View of Site

2.2 Site Access

- 2.2.1 The site is currently served from a c.7.2m wide gated access adjoining Scotland Road. The access takes the form of a vehicle crossover. The site access is shown in **Figure 2.2**.



Figure 2.2: Site Access

2.3 Local Road Network

- 2.3.1 The site fronts onto Scotland Road, which runs east-west connecting with the A350 Beanacre Road and is subject to a 30mph speed limit. The road additionally adjoins a Public Right of Way (PROW) footpath MELK4.
- 2.3.2 Scotland Road has a 11m carriageway width in the vicinity of the site access, narrowing to the west of the site access to 7.4m. Scotland Road is flanked by 2.0m wide footways on both side of the carriageway and has a no-through road status. There are no parking restrictions on Scotland Road.

2.4 Wider Highway Network

- 2.4.1 Scotland Road connect with the A350 c.300m to the west of the site. The A350 runs north-south, between Poole and the M4, and provides access to local settlements of Chippenham to the north and Warminster to the south. The site's location in the context of the wider highway network is demonstrated in **Figure 2.3**.



Figure 2.3: Wider Highway Network Context

2.5 Accessibility Credentials

- 2.5.1 Scotland Road connects with PROW MELK4, designated as a footpath, which runs between Scotland Road and Forest Road connecting with the wider footway network and providing a route across the river Avon to the eastern side of Melksham.



2.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. The vast majority of Melksham is therefore accessible on foot.

2.5.3 PROW MELK4 connects with National Cycle Route (NCR) 403 which provides a north south route between Chippenham and Semington. The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20)(July 2020), states that 5 miles (8km) is an achievable distance to cycle for most people. The full extents of Melksham are therefore accessible by bicycle.

2.6 Collision Data

2.6.1 To determine highway safety on the road network in the vicinity of the site, assessment of collision data was undertaken using data obtained from the CrashMap online data portal, for a five-year period between January 2020 and January 2025.

2.6.2 Collisions are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained. Patterns displayed in the data can be assessed with regard to their proximity, frequency and severity to establish whether there are underlying highway design issues on the local road network that may require a more detailed investigation.

2.6.3 The area considered includes Scotland Road and its junction with the A350. A map demonstrating the extent of the study area and each recorded incident is demonstrated in **Figure 2.4**.

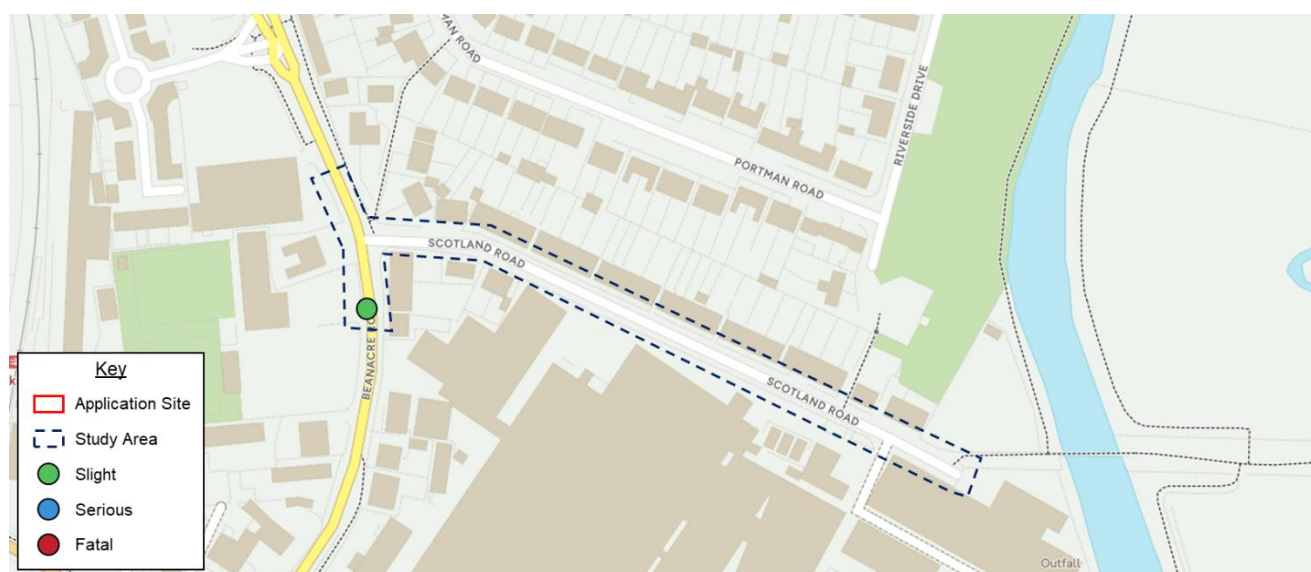


Figure 2.4: Incident Distribution



2.6.4 1 incident was recorded within the study area over the five-year study period, comprising of a single 'slight' incident. The assessment does not reveal any highway safety issues relating to the site, and the data does not show any statistically significant pattern in terms of distribution, severity or cause that can be attributed to underlying highway safety issue on the local road network.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed site would accommodate 72 self-storage units, served from the existing site access adjoining Scotland Road. Each unit would have a floor area of 14.6sqm, and as such, the site would accommodate a combined floor area of 1051.2sqm. The proposed site layout is shown in **Drawing 2025-6925-001**.

3.2 Access

- 3.2.1 The site would be served from the existing access adjoining Scotland Road. The access is a 7.2m wide vehicle crossover, with a gate set back c.2.0m from the edge of Scotland Road's carriageway.

Visibility

- 3.2.2 Visibility requirements from the site access have been based on a design speed of 30mph, however given the no through status of the road, it is expected that speeds would, in reality, be considerably lower. Based on MfS guidance, splays measuring 2.4m x 43.0m would be required in both directions. The required visibility splays are achievable as demonstrated in **Drawing 2025-6924-001**.

Vehicle Swept Path Analysis

- 3.2.3 A vehicle swept path analysis of the site access has been undertaken as follows:
- i. Concurrent access and egress by large estate cars in **Drawing 2025-6924-003**
 - ii. Concurrent access and egress by 4.6t vans in **Drawing 2025-6924-003**
 - iii. Concurrent access and egress by 7.5t vans in **Drawing 2025-6924-003**
 - iv. Access and egress by a fire tender in **Drawing 2025-6924-004**.

3.3 Internal Arrangement

- 3.3.1 The site would comprise of storage containers arranged with a circulatory access aisles running between the units. The aisles would be 6.0m wide, allowing comfortable passing of cars and vans. A turning head at the northern end each aisle would allow on-site turning manoeuvres. A vehicle swept path analysis has been undertaken demonstrating internal manoeuvres in **Drawing 2024-6924-004**.



3.4 Emergency Access

- 3.4.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access and perform on-site turning manoeuvres. In accordance with Manual for Streets guidance, the following design compliances are met:
- i. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.
 - ii. A minimum carriageway width in excess of 3.7m is maintained throughout the site.
- 3.4.2 A vehicle swept path analysis has been undertaken demonstrating a fire tender negotiating the site access and the internal aisle in **Drawing 2025-6924-005**

3.5 Servicing Arrangement

- 3.5.1 The proposed use is such that the site would generate a very limited amount of waste, which would be transported from the site by the site operator.

3.6 Car Parking

- 3.6.1 Car parking standards are set out in WC's 'Local Transport Plan 2011-2026, Car Parking Strategy' (March 2015). The document includes a maximum car parking standard of 1 space per 30sqm (less than 500m²), 1 per 200sqm (minimum of 8 above 500sqm). As such, the development would require 8 parking spaces.
- 3.6.2 The nature of the business means that clients typically drive directly to their rented units to load or unload stored items, rather than requiring long-term parking. Therefore, dedicated parking spaces are not necessary (with aisle width sufficient for vehicles to park and be passed). However, two parking spaces have been provided at the front of the site to accommodate occasional visitor or short-stay vehicles, ensuring parking does not obstruct access to the units.



4 VEHICLE TRIP GENERATION

- 4.1.1 The TRICS database (8.25.6) has been interrogated to assess the likely traffic volumes generated by the proposed development. To establish the number of the trips which could be generated by the proposed development, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS Version 8.25.6	
Filtering Parameter	Criteria Selected
i. Land Use	Employment – Warehousing (Self-Storage)
ii. Selected Regions	England (Excluding Greater London)
iii. Gross Floor Area	1350 to 14000sqm
iv. Date Range	01/01/16 to 14/10/21
v. Selected Days	Weekdays
vi. Selected Locations	1. Suburban Area 2. Edge of Town

Figure 4.1: TRICS Filtering Parameters

- 4.1.2 The TRICS output is provided at **Appendix A**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed development is provided in **Figure 4.2**.

TRICS Trip Rate per 100sqm			
Time Period	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	0.118	0.076	0.194
PM Peak Hour (17:00-18:00)	0.052	0.128	0.180
Daily (12 hour)	1.551	1.548	3.099
Trip Generation (1051.2sqm)			
AM Peak Hour (08:00-09:00)	1	1	2
PM Peak Hour (17:00-18:00)	1	1	2
Daily (12 hour)	16	16	33

Figure 4.4: Anticipated Trip Generation – Warehousing (Self Storage)

- 4.1.3 The TRICS assessment suggests that the proposed facility would generate 33 daily vehicle trips, with 2 trips in the AM peak traffic hour, and 2 trips in the PM peak traffic hour. The additional vehicle trips would have a negligible impact on the local road network in terms of operation and safety.



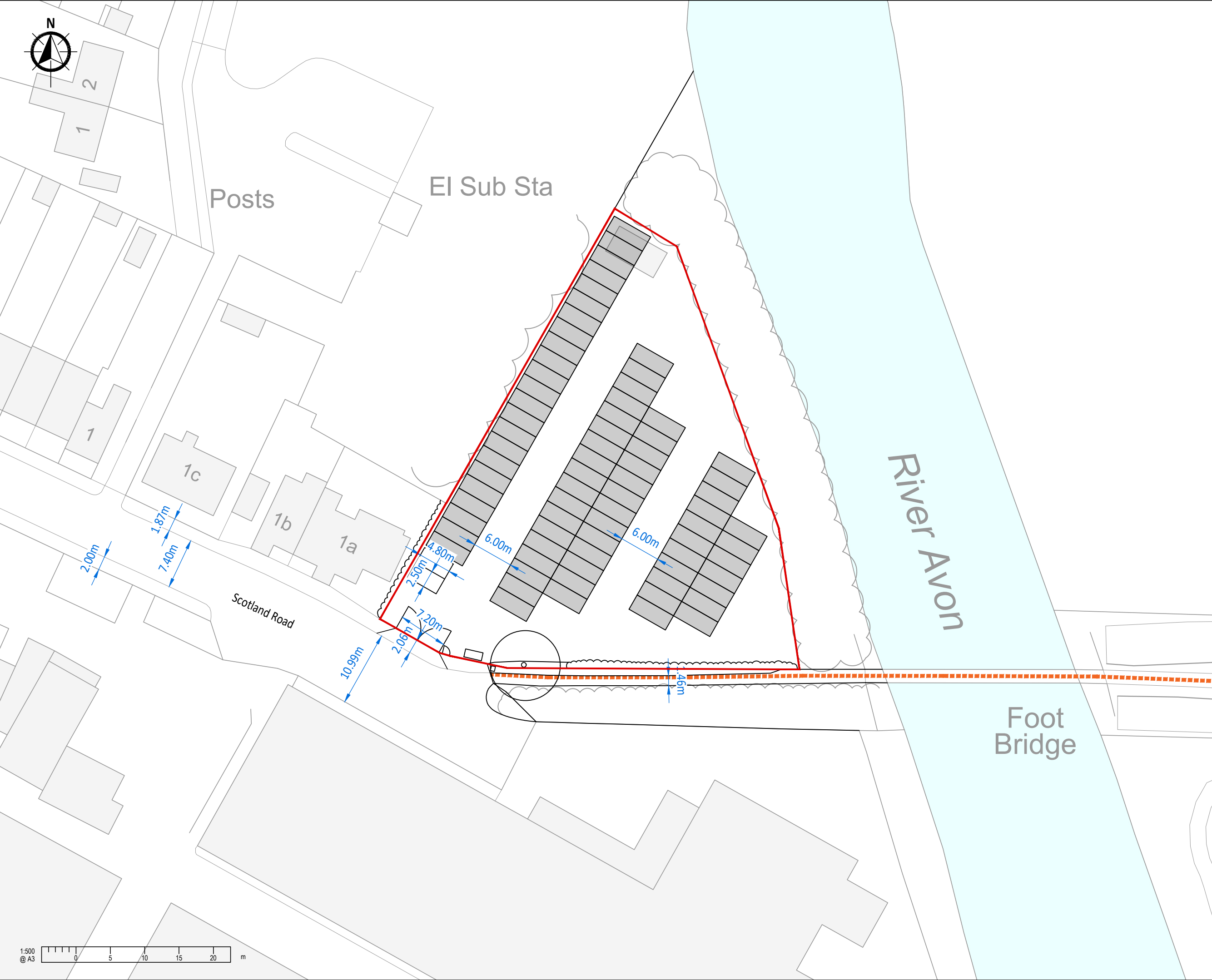
5 SUMMARY AND CONCLUSIONS

- 5.1.1 This TS has been prepared by Bright Plan on behalf of Mr T. Brant to support a planning application for a self-storage facility on land to the north of Scotland Road, Melksham. The findings from this report are as follows:
- i. The site comprises of open tarmac previously used for vehicle storage, served from a gated access adjoining Scotland Road. The planning application proposes the installation of 72 units self-storage units.
 - ii. An assessment of collision data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.
 - iii. Vehicle access to the site would be served from the existing access. The access geometries are appropriate to serve all vehicles anticipated to visit the site.
 - iv. Visibility plays based on a design speed of 30mph are achievable from the site access, however it is likely that vehicle speeds in the vicinity would be considerably lower.
 - v. A vehicle swept path analysis has been undertaken demonstrating that the site would appropriately serve all anticipated vehicle classes.
 - vi. Emergency access requirements are met in accordance with Building Regulations Part B. Site waste would be minimal and privately collected.
 - vii. The nature of the business is such that clients would drive up to rented units to either drop off or pick up stored items. Therefore, dedicated parking spaces are not necessary. Two parking spaces have been provided to accommodate visitor or short-stay vehicles.
 - viii. A vehicle trip generation assessment has been undertaken estimating that the proposal would generate 33 daily two-way vehicle movements, with 2 trips in the AM peak hour and 2 trips in the PM peak hour.
 - ix. The daily vehicle trips generated by the proposal would have a negligible impact upon the site access and the local road network in terms of highway capacity and safety.



DRAWINGS

2025-6925-001	Site Overview
2025-6925-002	Access Overview and Visibility Splays
2025-6925-003	Access and Egress Manoeuvres
2025-6925-004	Emergency Access
2025-6925-005	Internal Manoeuvres



- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
 2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepities in aerial imagery.
 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Application Boundary
PROW

-	Original Issue	07/10/2025
Rev.	Amendments	Date



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Drawing Status	Planning		
Client	Brant Storage		
Project	Melksham Self Storage		
Drawing Title	Site Overview		
Scale	1:500	Date	Oct 25
Drawn by	SMO	Checked by	ALB
Drawing No.	2025-6925-001		Rev.
		-	



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— Application Boundary

- - - Priority Junction Visibility Splay

- - - Emergence Splay

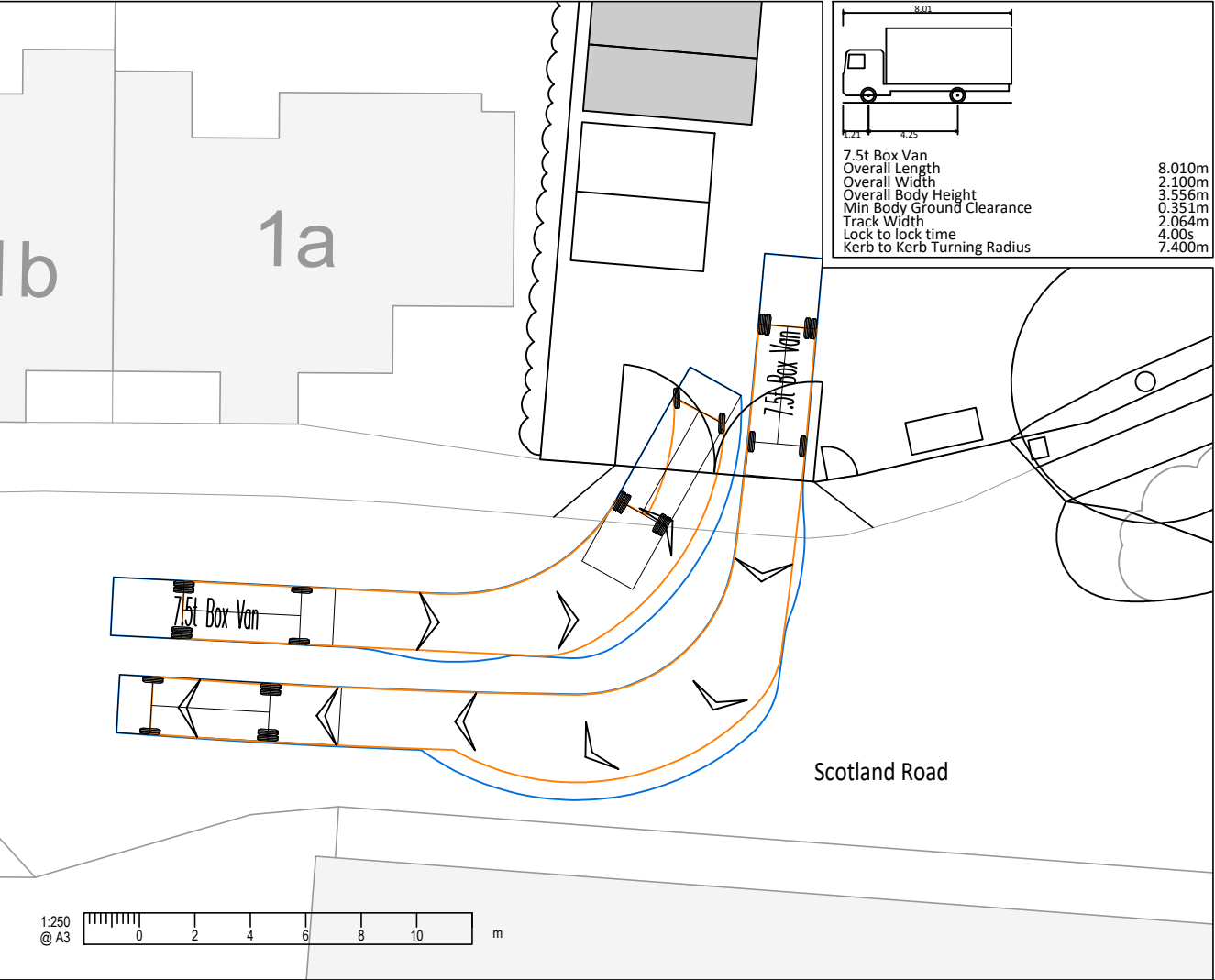
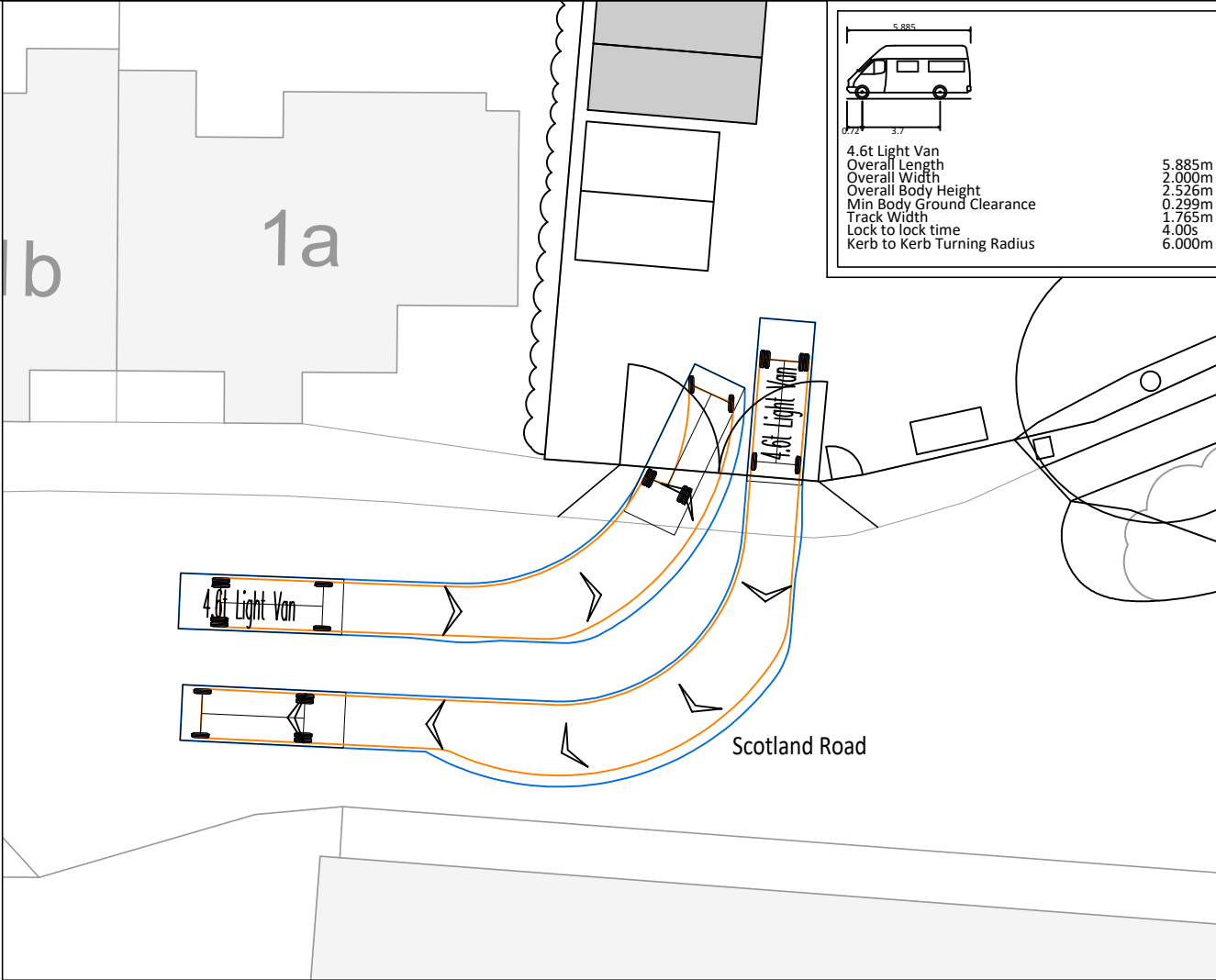
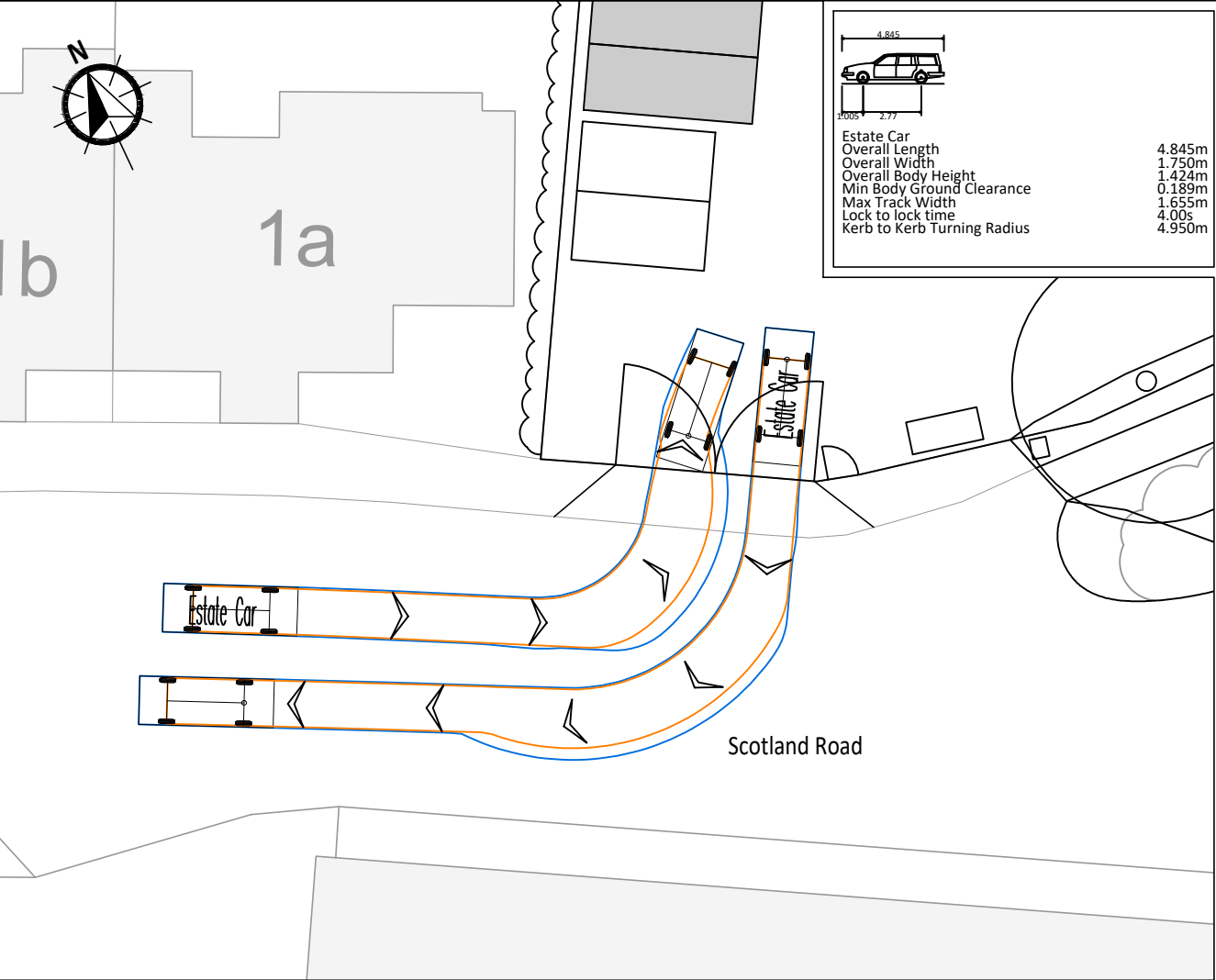
- - - PROW

-	Original Issue	07/10/2025
Rev.	Amendments	Date



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Drawing Status		Planning	
Client			
Brant Storage			
Project			
Melksham Self Storage			
Drawing Title			
Access Overview and Visibility Splays			
Scale	Date	Drawn by	Checked by
1:250	Oct 25	SMO	ALB
Drawing No.			Rev.
2025-6925-002			-



- A3**
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-Swept Path-
Wheel Track
Over Swing

-	Original Issue	07/10/2025
Rev.	Amendments	Date



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Drawing Status **Planning**

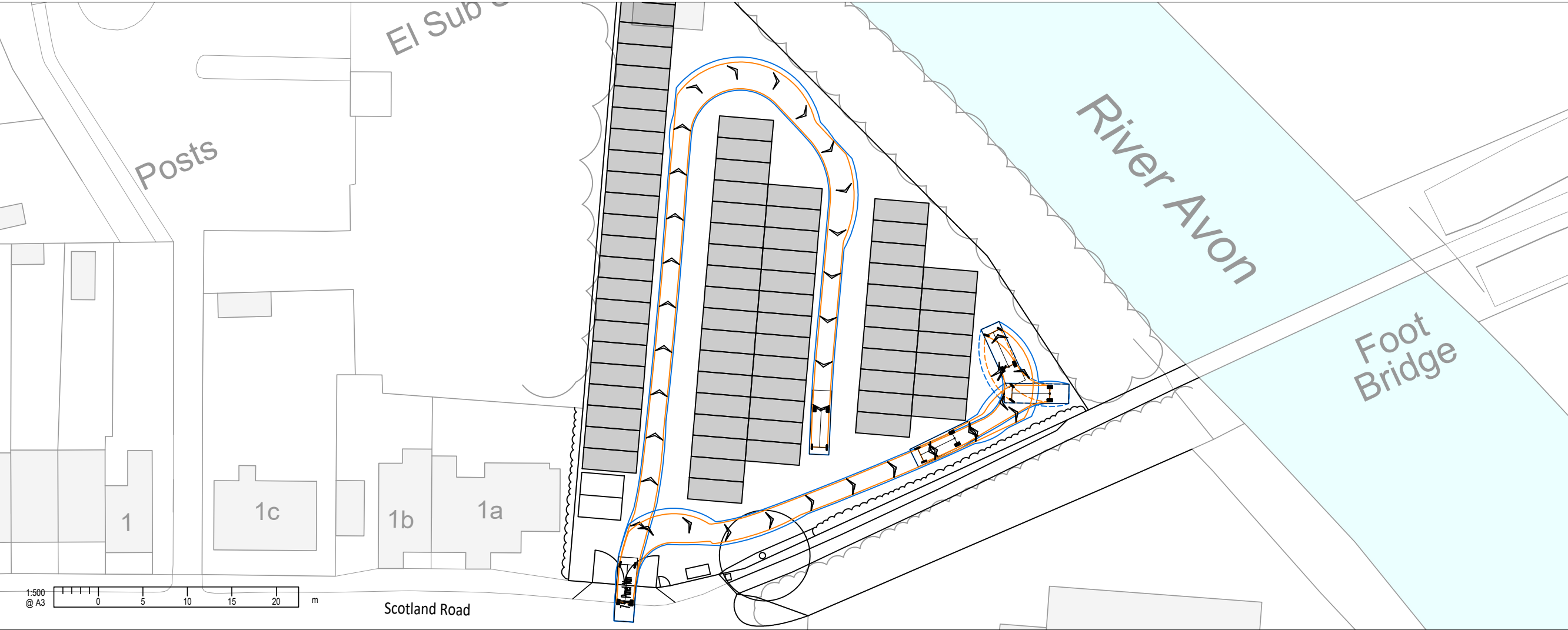
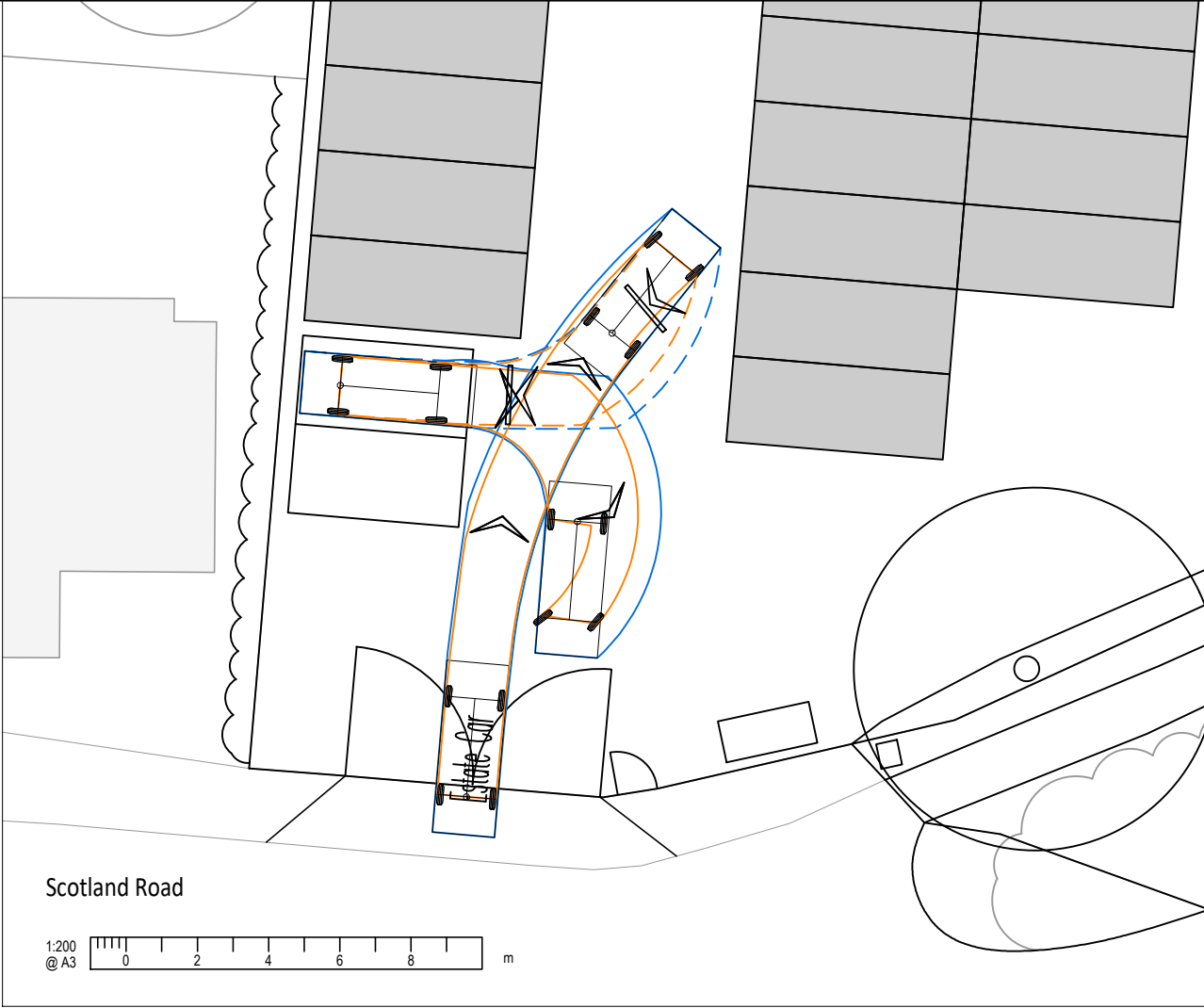
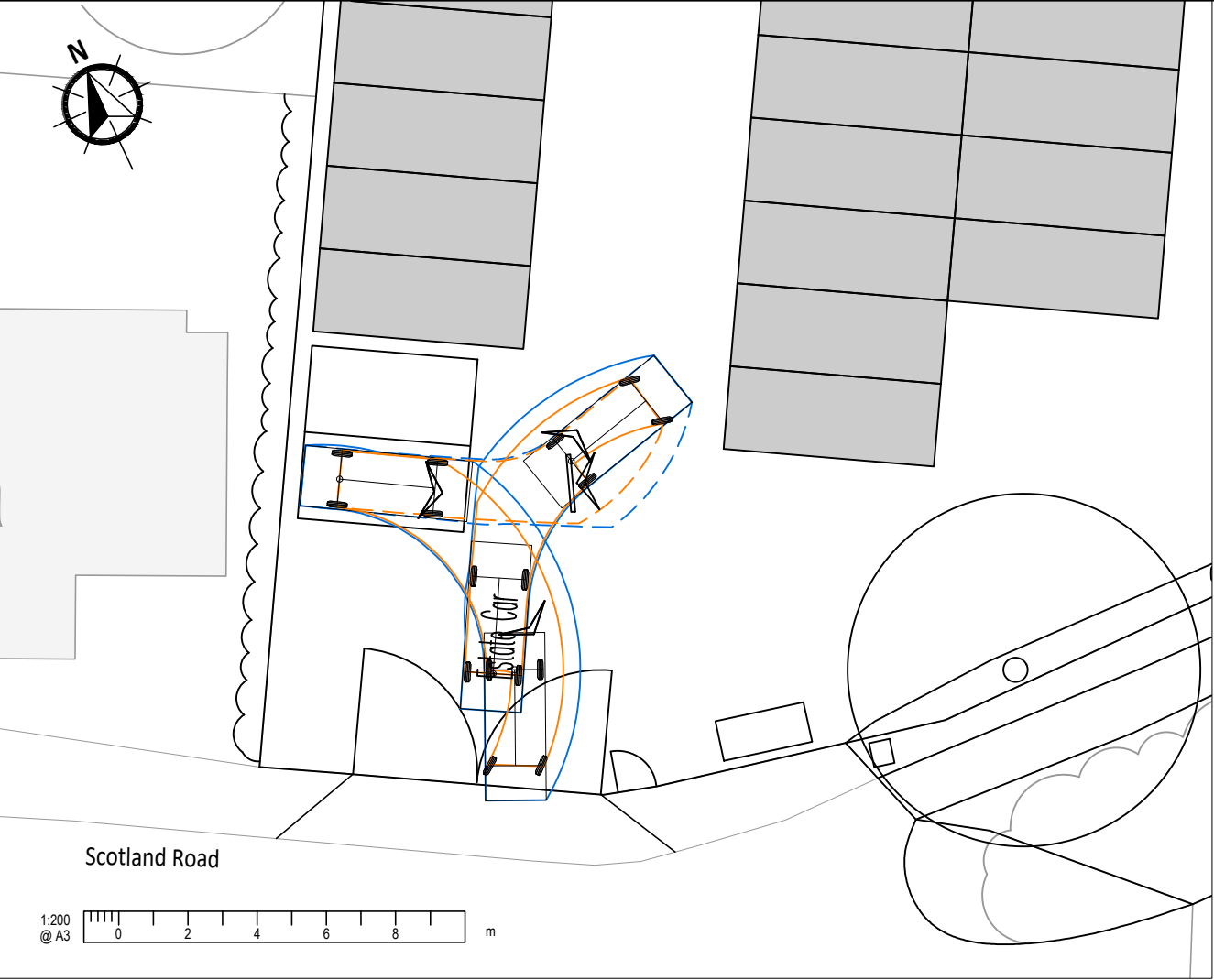
Client **Brant Storage**

Project **Melksham Self Storage**

Drawing Title **Access and Egress**

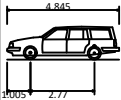
Scale	Date	Drawn by	Checked by
1:250	Oct 25	SMO	ALB

Drawing No.	Rev.
2025-6925-003	-

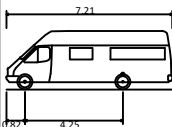


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-Swept Path-
Wheel Track
Over Swing



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

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Drawing Status **Planning**

Client **Brant Storage**

Project **Melksham Self Storage**

Drawing Title **Car Parking & 7.5t Panel Van
Vehicle Swept Path**

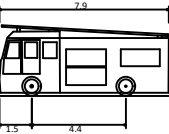
Scale As Shown	Date Oct 25	Drawn by EMH	Checked by SMO
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Drawing No. 2025-6925-004	Rev. -
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-Swept Path-
Wheel Track
Over Swing



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

-	Original Issue	08/10/2025
Rev.	Amendments	Date



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Drawing Status **Planning**

Client **Brant Storage**

Project **Melksham Self Storage**

Drawing Title **Emergency Access**

Scale	Date	Drawn by	Checked by
1:250	Oct 25	EMH	SMO

Drawing No.	Rev.
2025-6925-005	-



APPENDICES



Appendix A

TRICS Report

Audit Code: eb5178d3-4af3-4163-85c0-ce473f46748a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: E - WAREHOUSING (SELF STORAGE)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	SD	SWINDON	1 day
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	TW	TYNE & WEAR	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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

Audit Code: eb5178d3-4af3-4163-85c0-ce473f46748a

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:	GFA
Actual Range:	1350 to 14000 (units:sqm)
Range Selected by User:	1350 to 14000 (units:sqm)
Parking Spaces Range:	7 - 105

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 14/10/21

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:

Friday	1 days
Monday	1 days
Thursday	2 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Suburban Area (PPS6 Out of Centre)	4 days

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:

Built-Up Zone	1 days
Development Zone	1 days
Industrial Zone	4 days
No Sub Category	1 days

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 Vehicle Counts:

Servicing vehicles Excluded	7 days
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Audit Code: eb5178d3-4af3-4163-85c0-ce473f46748a

Secondary Filtering Selection:

Use Class:

B8	7 surveys
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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:

0 - 0

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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	3 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: eb5178d3-4af3-4163-85c0-ce473f46748a

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

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 7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

Audit Code: eb5178d3-4af3-4163-85c0-ce473f46748a

1 BALMORAL ROAD BELFAST Suburban Area (PPS6 Out of Centre) Built-Up Zone Gross floor area: 1875 sqm Survey date: Wednesday 02/06/2021	AN-02-E-01	SELF STORAGE	ANTRIM Survey Type: Unknown
2 MILLBROOK ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Gross floor area: 3100 sqm Survey date: Friday 15/10/2021	CU-02-E-01	BOX CLEVER SELF STORAGE	CUMBERLAND Survey Type: Unknown
3 LENTON LANE NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Gross floor area: 2860 sqm Survey date: Thursday 17/11/2016	NG-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAM Survey Type: Unknown
4 OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 1350 sqm Survey date: Tuesday 21/09/2021	NY-02-E-01	SELF STORAGE	NORTH YORKSHIRE Survey Type: Unknown
5 DRAKES WAY SWINDON Suburban Area (PPS6 Out of Centre) No Sub Category Gross floor area: 4925 sqm Survey date: Wednesday 21/09/2016	SD-02-E-01	BIG YELLOW SELF STORAGE	SWINDON Survey Type: Unknown
6 WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Gross floor area: 1530 sqm Survey date: Thursday 24/06/2021	SF-02-E-01	SELF STORAGE	SUFFOLK Survey Type: Unknown
7 STONEYGATE CLOSE GATESHEAD Suburban Area (PPS6 Out of Centre) Industrial Zone Gross floor area: 5500 sqm Survey date: Monday 13/06/2016	TW-02-E-01	1ST STORAGE	TYNE & WEAR Survey Type: Unknown

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TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	7	3020	0.057	0.028	0.085
08:00-09:00	7	3020	0.118	0.076	0.194
09:00-10:00	7	3020	0.184	0.147	0.331
10:00-11:00	7	3020	0.161	0.170	0.331
11:00-12:00	7	3020	0.137	0.114	0.251
12:00-13:00	7	3020	0.203	0.203	0.406
13:00-14:00	7	3020	0.175	0.142	0.317
14:00-15:00	7	3020	0.175	0.199	0.374
15:00-16:00	7	3020	0.156	0.180	0.336
16:00-17:00	7	3020	0.109	0.118	0.227
17:00-18:00	7	3020	0.052	0.128	0.180
18:00-19:00	7	3020	0.024	0.043	0.067
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.551	1.548	3.099

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:	1350 - 14000 (units: sqm)
Survey date date range:	13/06/2016 - 15/10/2021
Number of weekdays (Monday-Friday):	7
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.



BRIGHT PLAN



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