

TRANSPORT TECHNICAL NOTE

VERSION	DATE	PROJECT NUMBER AND NAME	CREATED BY	REVIEWED BY
2.0	January 2026	25101 Bath Road, Bradford-on-Avon	DL	RM

1. INTRODUCTION

1.1. Preamble

- 1.1.1. Jubb have been commissioned by Crossman Acquisitions Ltd to produce a Transport Technical Note (TTN) in support of a planning application for the development of two self-build dwellings on land accessed off Bath Road, Bradford-on-Avon. The 'Proposed Site Plan', prepared by Angus Meek Architects, is shown in **Figure 1.1**.



Figure 1.1 – Proposed Site Plan

- 1.1.2. The site is located in Bradford-on-Avon, Wiltshire, and therefore the Local Planning Authority and Local Highway Authority for the Site is Wiltshire Council (WC). It should be noted that WC is a Unitary Authority.
- 1.1.3. Within the local area, the Site is located approximately 4km north of Trowbridge and 9km south of Bath.

1.2. Report Scope

- 1.2.1. This TTN will seek to demonstrate the Site's acceptability for the application in terms of transport and will provide:
- A review of the main local facilities and services provided and accessibility of the Site by non-car modes of transport;
 - A review of the existing relevant highway network;
 - A preliminary review of personal injury collision data in the vicinity of the Site;
 - A description of the proposed development including access design and associated parking;
 - A calculation of vehicle trip generation figures across the daily peak hours; and
 - Summary and conclusions.

2. EXISTING CONDITIONS

2.1. Existing Site and Surrounding Area

- 2.1.1. The Site is brownfield and is located on the western side of the A363 Bath Road, which provides the main access to Bradford-on-Avon from the north, and which is within close proximity to the town centre.
- 2.1.2. The Site is connected to the local pedestrian network that connects the Site with the rest of Bradford-on-Avon.

2.2. Local Facilities and Services

- 2.2.1. The town centre is located within 900m from the Site (which is estimated as a 12-minute walking trip). The following local facilities and services can be found as shown in **Table 2.1**.

SERVICE/FACILITY	LOCATION	DISTANCE	WALK TIME (MINUTES)	CYCLE TIME (MINUTES)
Bus Stop	Ashley Road	50m	1	0
Playground	Ashley Road	250m	3	1
Primary School	Berryfield Road	300m	4	1
Community Centre	Mount Pleasant	500m	7	2
Public House	Mount Pleasant	500m	7	2
Food Store	B3108 Winsley Road	500m	6	2
Nursery	B3108 Winsley Road	500m	6	2
Secondary School	Ashley Road	500m	7	2
Town Centre	The Shambles	900m	11	2
Pharmacy	B3107 Silver Street	1.0km	12	4
Library	Bridge Street	1.1km	13	3
Health Centre	Station Approach	1.3km	15	3
Railway Station	Station Approach	1.3km	15	3

Table 2.1 – Distance to Local Services and Facilities

- 2.2.2. **Table 2.1** demonstrates that a wide range of services and facilities provided on a local level, and which include access to food retail, nursery and primary and secondary schools, are located within 500m of the Site and can therefore be reached by a very short walk or cycle trip making it very accessible and convenient. Furthermore, the town centre is located less than 1.0km away from the Site.

- 2.2.3. Based on the good accessibility for local journeys to be made on foot and by bicycle, the Site presents the opportunity to create a residential development that is highly sustainable being located close to the local facilities provided, and will therefore encourage local everyday journeys to be made actively on foot or by bike.
- 2.2.4. Therefore, the assessment of the accessibility shows that future residents will not need to rely on the use of their private cars for day-to-day journeys to local facilities and services, with a wide range of daily needs being located within a short walking and cycling distance of the Site.

2.3. Highway Network

- 2.3.1. The Site is accessed off the A363 Bath Road, which connects the A4 to the north, on the surroundings to Bath, with the town centre to south, which is located within close proximity. The A363 also provides access to the Railway Station and to Trowbridge further south.
- 2.3.2. Bath Road runs on a north-south direction through Bradford-on-Avon and provides access to the local facilities as well as direct frontage access to residential dwellings. Bath Road has footways and street lighting in the urban area within Bradford-on-Avon, with the footway on the western side starting from the existing Site access, and it is subject to a 30mph vehicle speed limit at the section of highway providing access to the Site.
- 2.3.3. In terms of bus accessibility, the 'Bath Road', 'Christchurch' and 'Community Centre' bus stops, which are located only 50m, 300m and 500m from the Site, provide access to a wide range of services and destinations, which are shown in **Table 2.2**.

BUS SERVICE	ROUTE	FREQUENCY
98	Town Service	Every hour
96	Trowbridge - Westwood - Bradford-on-Avon - Monkton Farleigh - South Wraxall	4 daily services
D1	Bath Bus Station - Warminster, Market Place via Bathampton, Winsley, Bradford on Avon, Trowbridge, Westbury	Every hour per direction
D1x	Bath Bus Station - North Bradley, Manor Farm via London Road, Batheaston, Bradford on Avon	Every hour per direction
39	Bradford-on-Avon - Holt - Devizes	1 daily service per direction on Thursdays
X84	Semington - Staverton - Bradford-on-Avon - Winsley - Bath	1 daily service per direction on Fridays

Table 2.2 – Bus Service Provision from Nearby Local Bus Stops

- 2.3.4. It can therefore be concluded that there are opportunities for future residents to travel by bus to these destinations rather than the private car.

2.4. Highway Safety

- 2.4.1. A preliminary study of personal injury collision (PIC) data has been undertaken for the local highway network. PIC data for the most recently available five-year period (2019-2023) has been obtained from the THINK! Safety Collision Map, which provides information based on real incident data from the Department for Transport. **Figure 2.1** illustrates the location of the site, the A363 Bath Road and Ashley Road.

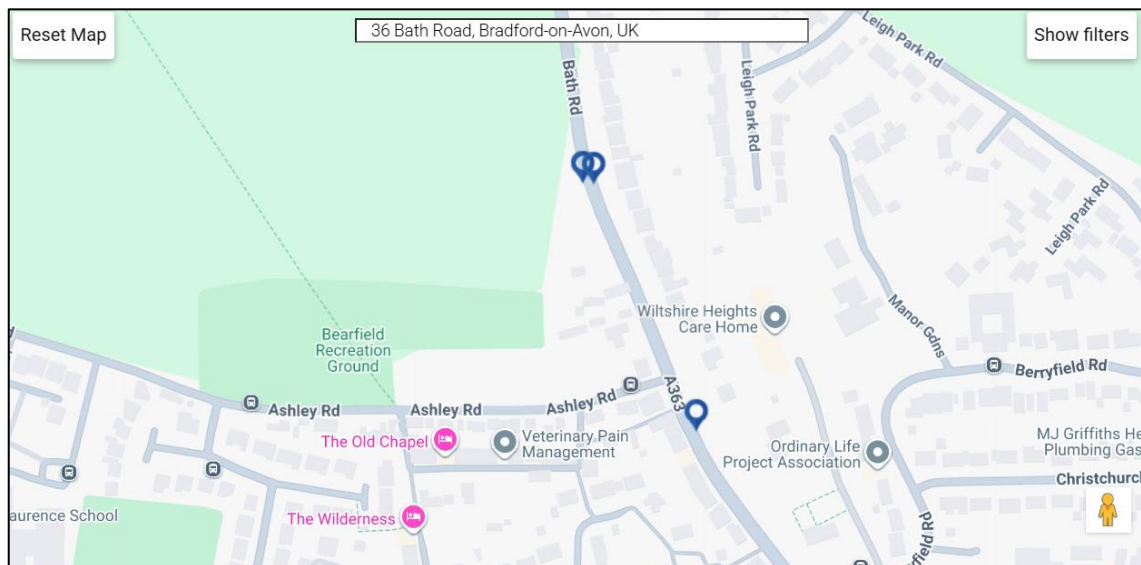


Figure 2.1: Collision Extract (DCC Collision Map)

- 2.4.2. It can be seen from **Figure 2.1** that within the last 5-year period, the road network within the vicinity of the Site have only seen three recorded collisions, with all of them being classified of a 'slight' nature. Two of the collisions took place some 75m to the north of the existing access and the third one took place 100m to the south. None of the collisions involved pedestrians or cyclists. It is worth noting that no collisions have taken place at the existing Site access despite being in operation during the time of the preliminary review.
- 2.4.3. This review demonstrates that the local road network operates with an excellent safety record. It can therefore be concluded that as there is no pattern of collisions to suggest any inherent safety issues with the highway infrastructure within the vicinity of the Site and that the proposed development of two dwellings will not exacerbate the existing operation of the local highway.

3. PROPOSED DEVELOPMENT

3.1. Introduction

- 3.1.1. The proposal is for a total of two self-build dwellings with access provided off the Site's eastern boundary on the A363 Bath Road. An extract of the 'Proposed Site Plan', prepared by Angus Meek Architects, is provided in **Figure 1.1** with a full PDF attached in **Appendix A**.

3.2. Vehicular Access

- 3.2.1. Access to the Site will use the existing access on the eastern boundary in the form of a priority junction off the A363 Bath Road. The access centre line of the access will be relocated 7.5m to the south, in order to achieve appropriate visibility splays as requested by Somerset Council in their comments raised at a previous preliminary enquiry (with reference 18/03381/PREAPP (GI/18/190)) and which included the following:
- 1. A plan is required to illustrate the visibility of 2.4m by 43m in both directions, measured to the nearside carriageway edge; this splay was previously deemed acceptable with the likely requirement of a legal agreement to secure the works to the highway - 'The existing site access is substandard in terms of visibility, however, I note that the applicant intends to re-locate the existing boundary wall and thus provide visibility splays of 2.4m x 43m in both directions. The site is located only 30m inside the 30mph speed limit, with 40mph speeds permitted to the north onwards. Despite this, I am satisfied that these visibility splays will be adequate in this location. As mentioned, the wall will be moved backwards slightly and this will thus widen the existing footway slightly. It will be necessary for the applicant to resurface the full width of the footway when undertaking this minor widening, to ensure an adequate tie-in for the new surface can be achieved and mitigate any potential surface defects arising. This is likely to require a mini S.278/ S.278 Agreement with the Local Highway Authority.'
 - 2. The access shall be a minimum of 5m in width for the first 6m of the access.
 - 3. Currently No.36 Bath Road is served via this access, but the Proposed Site Plan does not illustrate parking provision for the existing dwelling; adequate car parking for the existing dwelling must be retained in accordance with Wiltshire Council's Parking Standards.
 - 4. The parking arrangement for each unit appears to be either 'not the correct dimension' or 'have limited manoeuvring space' or 'would have difficulty in manoeuvring'; a car parking space is 2.4m by 4.8m and 6m is required behind a space to enable a vehicle to turn without performing excessive manoeuvres.
 - 5. The parking arrangement for Plot 1 is too close to the site access.
 - 6. A Transport Assessment would also be required.
- 3.2.2. The proposed access will provide a significant improvement when compared to the existing situation, which was considered by SC to be substandard in terms of visibility splays and which also provides access to a number of parking spaces.

- 3.2.3. It is worth noting that the visibility splays have been provided 0.5m off the kerbside. This is in compliance with Manual for Streets, which states in paragraph 7.7.3 that *"The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line."*
- 3.2.4. The access is proposed to measure 4.5m in width for the first 6m at the entrance, with appropriate turning radii. The carriageway width at the entrance is considered to be appropriate for the passing of two vehicles at all times. The 'Somerset Technical Advice Notes 26/22 – Standing Advice for Planning Applications' states that *"Where an access serves more than one-unit, adequate width to pass two vehicles shall be secured. It is recommended that a minimum width of 5.0 metres be provided over a minimum length of 6.0 metres"*. Due to the small scale of the development, it is considered that, despite the recommendation to provide 5.0m width at the access, the proposed carriageway width is sufficient to allow for two cars passing each other due to the minimal number of vehicle trips expected to take place at the access, as shown in more detail in **Section 4** of this report, and also due to the impact in terms of relocation of boundary walls and provision of visibility splays, so that the proposed arrangement is provides the best solution.
- 3.2.5. The relocation of the Site access has required the realignment of the walls to the north and south of the site access in order to comply with the visibility splays of 43m in both directions from an 'X' distance of 2.4m. To the north, the existing wall is proposed to be replaced by a 1.2m high stone wall behind the visibility splay. The stone wall to the south of the Site is proposed to be lowered to 0.6m above ground level for the visibility splays to be achievable.
- 3.2.6. The area dedicated to the provision of visibility splays will be kept free of anything over 0.6m high in order for visibility to be achieved and in compliance with Manual for Streets.
- 3.2.7. The access road will gradually be reduced to 4.1m at the section providing access to the parking spaces serving the proposed dwellings providing access for two vehicles passing each other at all times based on the dimensions recommended at Manual for Streets.
- 3.2.8. The proposed Site layout will provide for adequate parking spaces for no. 36 Bath Road. The layout will also allow for 6m reverse distance to all parking spaces so that the vehicles can manoeuvre in and out of the parking spaces adequately.

3.3. Parking Provision

- 3.3.1. The proposed development will provide 3 car parking spaces per dwelling. This is considered to comply with the standards requested by the SC Parking Standards. All the parking spaces will be accessible from the internal Site access road.
- 3.3.2. Each dwelling will have access to an Electric Vehicle charge point.
- 3.3.3. Space for disabled parking spaces would be available and will be provided for the self-build dwellings as requested.
- 3.3.4. Cycle parking will be provided within the curtilage of each plot and will be in accordance with the standards set out in the Local Transport Note 1/20 'Cycle Infrastructure Design', which states that 1 cycle parking space should be provided per bedroom.

4. VEHICLE TRIP GENERATION AND TRAFFIC IMPACT

4.1. Introduction

- 4.1.1. This section outlines the forecast traffic generation of the development and provides an assessment as to the impacts of this trip generation on the nearby highway network. As discussed, a total of 2 self-build dwellings is proposed at the Site. The Site access will also provide parking for the property at number 36 Bath Road.

4.2. Vehicle Trip Generation

- 4.2.1. In order to calculate the number of trips that the proposed development is expected to generate, the national database system for trip generation, TRICS, has been consulted for 'residential' uses with the subcategory 'houses privately owned' using the following criteria:

- Located in England and Wales (excluding Greater London);
- Number of residential units up to 50;
- Surveys - Monday to Friday;
- Population within 1 mile up to 10,000;
- Population within 5 miles up to 50,000;
- Surveys excluding those which took place during Covid; and
- 'Edge of Town' locations only.

- 4.2.2. The results of this assessment are summarised below in **Table 4.1** with full TRICS outputs included as **Appendix B**.

	AM PEAK HOUR (08-09)			PM PEAK HOUR (17-18)		
	In	Out	Total	In	Out	Total
Trip Rates (per unit)	0.173	0.346	0.519	0.369	0.150	0.519
Trip Generation (2 units)	0	1	1	1	0	1
Proposed Trips at Site Access (3 units)	1	1	2	1	1	2

Table 4.1: Proposed Trip Generation

- 4.2.3. It can be seen from **Table 4.1** that the proposed dwellings are expected to generate a single vehicle trip during each of the two peak hour periods. It is considered that these will result in a minimal increase in traffic flows, which will have a negligible impact on the flow of traffic along Bath Road during these periods and with an average of only 1 new vehicle trip every hour in and out of the Site.
- 4.2.4. When including the vehicle traffic generated by no. 36 Bath Road, which is already existing, the number of vehicle trips during each of the two peak periods amounts to only two, and with an average of one vehicle trip in and out of the Site access every 30 minutes during the busiest peak hours.
- 4.2.5. It is therefore considered that the additional volume of traffic is not expected to have a significant impact on the operation of the A363 Bath Road or at the proposed Site access.

5. SUMMARY AND CONCLUSIONS

- 5.1.1. Jubb have been commissioned by Crossman Acquisitions Ltd to produce this TTN in support of a planning application for the development of two self-build dwellings on land accessed off the A363 Bath Road, Bradford-on-Avon.
- 5.1.2. The Site is brownfield and is located on the western side of the A363 Bath Road, which provides the main access to Bradford-on-Avon from the north, and which is located within close proximity to the town centre.
- 5.1.3. The main local facilities are located within close proximity to the Site, and which include access to food retail, nursery and primary and secondary schools, are all located within 500m of the Site and with the town centre located less than 1.0km away.
- 5.1.4. The assessment of the accessibility from the Site shows that future residents will not need to rely on the use of their private cars for day-to-day journeys to local facilities and services, with a range of daily needs being located within a short walking and cycling distance of the Site.
- 5.1.5. In terms of bus accessibility, the 'Bath Road', 'Christchurch' and 'Community Centre' bus stops, which are located only 50m, 300m and 500m from the Site respectively, provide access to a wide range of services and destinations, with the most frequent services providing access to Bath, Trowbridge and Westbury, amongst others.
- 5.1.6. A preliminary highway safety assessment based on Personal Injury Collision (PIC) data obtained from the DfT's THINK Safety Collision Map shows that the local road network included within the study area operates with an excellent safety record and that there is no pattern of collisions to suggest any inherent safety issue with the highway infrastructure within the vicinity of the Site, even more when considering the small scale of the proposed development.
- 5.1.7. Access to the Site will use the existing access on the eastern boundary in the form of a priority junction off the A363 Bath Road. The centre line of the access is proposed to be relocated 7.5m to the south, in order to achieve appropriate visibility splays as requested by Somerset Council in their comments raised at a previous preliminary enquiry and which accepted the provision of visibility splays based on the 30mph applicable to the section of Bath Road providing access to the Site. This will provide a significant improvement when compared to the existing situation, which was considered by SC to be substandard in terms of visibility splays and which also provides access to a number of parking spaces.
- 5.1.8. The carriageway width at the access is considered to be appropriate for the passing of two vehicles at all times. The Site access is proposed to realign the walls to the north and south of the site access in order to comply with the visibility splays. The area dedicated to the provision of visibility splays will be kept free of anything over 0.6m high in order for visibility to be achieved and in compliance with Manual for Streets.
- 5.1.9. The proposed development will provide 3 car parking spaces per dwelling. Each dwelling will have access to an Electric Vehicle charge point. 1 cycle parking space per bedroom will be provided within the curtilage of each plot in accordance with Local Transport Note 1/20.
- 5.1.10. A vehicle trip generation assessment has been undertaken for the proposed Site based on the TRICS national database for private housing in sites located at the edge of town. This assessment demonstrates that the Site would only generate 2 vehicle trips during each of the peak hour periods.

- 5.1.11. The Site would also provide access to parking for property at no. 36 Bath Road. Even with this, the total traffic using the access would be limited to 2 vehicle trips in and out of the Site during both peak hours. This volume of additional traffic will not have a significant impact on the operation of Bath Road or the local highway network.
- 5.1.12. In conclusion, it has been demonstrated that there are no transport or highways matters that make this Site unsuitable for the proposed development and that would prevent the site from being approved. Based on the above, it is considered that the proposed development is acceptable and will not cause a 'severe' impact on the local road network.

APPENDIX A – PROPOSED SITE PLAN

APPENDIX B – TRICS VEHICLE TRIP GENERATION OUTPUT

Calculation Reference: AUDIT-829401-250814-0822

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
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
09	NORTH	
	IM ISLE OF MAN	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: 17 to 50 (units:)
Range Selected by User: 5 to 50 (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: 01/01/16 to 18/09/24

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	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 days

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

Selected Locations:

Edge of Town	6
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

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	6 days - Selected
Servicing vehicles Excluded	20 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
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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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 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	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	5 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	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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	Survey date: FRIDAY		19/11/21	Survey Type: MANUAL
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
3	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		36	
	Survey date: MONDAY		18/03/24	Survey Type: MANUAL
4	IM-03-A-05 SCARLETT ROAD CASTLETOWN	MIXED HOUSES		ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: TUESDAY		21/05/24	Survey Type: MANUAL
5	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		19/09/19	Survey Type: MANUAL
6	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	Survey date: WEDNESDAY		12/09/18	Survey Type: DIRECTIONAL ATC COUNT

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	36	0.065	6	36	0.280	6	36	0.345
08:00 - 09:00	6	36	0.173	6	36	0.346	6	36	0.519
09:00 - 10:00	6	36	0.178	6	36	0.187	6	36	0.365
10:00 - 11:00	6	36	0.131	6	36	0.154	6	36	0.285
11:00 - 12:00	6	36	0.192	6	36	0.192	6	36	0.384
12:00 - 13:00	6	36	0.210	6	36	0.215	6	36	0.425
13:00 - 14:00	6	36	0.178	6	36	0.145	6	36	0.323
14:00 - 15:00	6	36	0.154	6	36	0.196	6	36	0.350
15:00 - 16:00	6	36	0.294	6	36	0.182	6	36	0.476
16:00 - 17:00	6	36	0.243	6	36	0.201	6	36	0.444
17:00 - 18:00	6	36	0.369	6	36	0.150	6	36	0.519
18:00 - 19:00	6	36	0.173	6	36	0.126	6	36	0.299
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.360			2.374			4.734

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:	17 - 50 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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