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**Prior Approval Part 3 Class R
Change of Use to Flexible Commercial Use within Class E(c)
Ford Farm, Old Malthouse Lane, Ford, SP4 6DR**

1.0 Introduction

1.1 This Transport Statement has been prepared in support of a resubmission for prior approval under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the change of use of an existing agricultural building at Ford Farm, Old Malthouse Lane, Ford, SP4 6DR to a flexible commercial use within Use Class E(c)(i), E(c)(ii) and E(c)(iii), comprising financial services, professional services and other appropriate services. The location of the site is shown below.



1.2 The building has a gross floor area of approximately 460.59sqm and the previous application, reference PL/2026/04051, was refused on 27 August 2026 as insufficient information had been submitted to demonstrate the transport and highway impacts of the proposed change of use.

1.3 The refusal did not identify the existing junction with Old Malthouse Lane as inherently unsuitable. The Highway Authority had expressly advised that the access geometry and visibility were acceptable and that the site benefits from a large existing yard capable of accommodating parking, turning and servicing activity.

1.4 The purpose of this Transport Statement is therefore to provide the proportionate transport evidence requested by Wiltshire Council and, in particular, to address existing and proposed traffic generation, vehicle types and servicing, the internal access route, parking and manoeuvring, and the effect of the proposal on the surrounding highway network.

1.5 A separate parking and site layout plan will be submitted by the Planning Agent as part of the resubmission. That plan will identify the proposed parking provision and demonstrate the retention of appropriate manoeuvring and servicing space within the existing yard.

2.0 Site Location and Existing Highway Network

2.1 Ford Farm is located to the north of Old Malthouse Lane, close to the village of Ford. The application building lies within the established farm complex and is reached from Old Malthouse Lane by an existing private access route through the holding.

2.2 Old Malthouse Lane is identified by the Highway Authority as the C287 and it provides connections towards the A30 to the east and the A338 to the west.

2.3 The submitted block plan shows the application building within the established farmyard and the existing access route extending southwards to Old Malthouse Lane. No new access onto the public highway is required as part of the proposal.

2.4 The previous Highway Development Management response confirms that the geometry and visibility of the existing access at Old Malthouse Lane are acceptable. It also confirms that the existing access arrangement appears capable of accommodating traffic associated with the site.

2.5 The relevant issue for the resubmission is therefore not the principle or geometry of the highway access, but whether the scale and type of traffic associated with the proposed Class E(c) use can be satisfactorily accommodated by the internal route and surrounding highway network.

3.0 Existing Lawful Use and Traffic Characteristics

3.1 The application building is an established agricultural storage building used in connection with the farming enterprise for agricultural machinery, seed and fertiliser.

3.2 Agricultural traffic generation is inherently seasonal and information previously provided by the applicant forming part of the refused application indicated that a wet winter day may generate approximately one vehicle trip associated with the building, whereas during the busiest harvest periods the building may be associated with up to approximately 50 vehicle trips per day.

3.3 It is important that these figures are understood as illustrating the operational range of the lawful agricultural use rather than suggesting that 50 daily movements occur throughout the year. The agricultural use can nevertheless generate periods of materially greater activity when farming operations require it.

3.4 The existing use also attracts vehicles that are materially larger than the vehicles expected to be associated with the proposed Class E(c) use. These include tractors with grain trailers, telehandlers and vehicles delivering seed and fertiliser. Fertiliser deliveries can involve articulated vehicles in the order of 13 to 44 tonnes.

3.5 The lawful agricultural use is unrestricted by a planning condition controlling the number or timing of agricultural movements. It therefore provides an important context when assessing the suitability of an established farm access and rural highway network which already accommodate agricultural and commercial traffic.

4.0 Proposed Development

4.1 The proposal is for the change of use of the 460.59sqm agricultural building to flexible commercial use falling within Class E(c)(i), E(c)(ii) and E(c)(iii). The application is deliberately made on the basis of the permitted Class E(c) uses rather than being tied to a particular named occupier.

4.2 The likely day-to-day traffic associated with such uses would predominantly comprise staff and visitor cars together with small vans. Servicing would principally be undertaken by light commercial vehicles, with only occasional larger deliveries expected.

4.3 For assessment purposes it has previously been indicated that daily servicing would typically involve cars and small vans of up to approximately 3.5 tonnes, with an occasional larger delivery vehicle of approximately 7.5 to 13 tonnes. These vehicles are materially smaller than the largest agricultural vehicles already capable of accessing the farm.

4.4 The assessment in this Transport Statement does not depend upon the travel characteristics of a particular prospective occupier. Traffic generation has instead been assessed using empirical TRICS data appropriate to the development floorspace and relevant employment uses.

5.0 Access and Internal Route

5.1 Vehicular access will continue to be taken from the existing junction with Old Malthouse Lane and no alteration to the public highway access is required.

5.2 Wiltshire Council has already concluded that the access geometry and visibility at Old Malthouse Lane are acceptable and that the existing access arrangement appears capable of accommodating site traffic. The public highway access is therefore suitable in principle for the proposed use.

5.3 The Highway Authority previously raised a specific concern regarding the width of the internal private route beyond the initial access, which also serves neighbouring residential and commercial uses.

5.4 The route is an established operational access serving the farm complex and has historically accommodated agricultural vehicles, including tractors and trailers and other large vehicles associated with agricultural operations. It also serves existing commercial activity within the wider holding.

5.5 The alignment of the route provides intervisibility along its length and drivers entering the route are able to observe approaching vehicles and wait or give way where necessary before proceeding. This is an established form of informal vehicle interaction on low-speed private rural accesses.

5.6 The anticipated Class E(c) traffic would be predominantly cars and light vans, which are smaller and more manoeuvrable than the agricultural vehicles that currently use the route. The proposed change of use would not therefore introduce a vehicle type that is intrinsically incompatible with the physical characteristics of the existing access.

5.7 On this basis, the internal route is considered suitable to accommodate the level and type of traffic associated with the proposed development.

6.0 Parking, Turning and Servicing

6.1 The application building is located within an established farmyard containing substantial areas of hardstanding.

6.2 The Highway Authority has previously acknowledged that the site benefits from a large existing yard area capable of accommodating parking, turning and servicing activity. This is an important established point in considering the resubmission.

6.3 A detailed parking plan will be submitted separately by the Planning Agent. The plan will identify a suitable level of vehicle parking to serve the proposed use and will demonstrate that parking can be provided without prejudicing the areas required for turning and servicing.

6.4 All parking, manoeuvring and servicing will therefore take place within the site. There is no reliance upon parking on Old Malthouse Lane or the public highway.

6.5 The existing yard provides the opportunity for vehicles to enter, manoeuvre and leave the site in forward gear. The detailed layout submitted with the resubmission will formalise these arrangements.

7.0 Traffic Generation Assessment

7.1 TRICS methodology

7.1.1 Traffic generation has been assessed using TRICS v8. The submitted TRICS material contains assessments for Office and Industrial Unit employment uses. These provide a reasonable empirical basis for considering the range of commercial activity capable of operating from the building.

7.1.2 For the Office category, four survey sites were selected with gross floor areas between 270sqm and 796sqm. The calculated total vehicle trip rate over the 07:00-19:00 period is 10.498 movements per 100sqm, comprising 5.387 arrivals and 5.111 departures.

7.1.3 For the Industrial Unit category, the corresponding total vehicle trip rate is lower at 8.124 movements per 100sqm.

7.1.4 For robustness, the higher Office trip rate has been applied to the 460.59sqm application building. This provides a suitably cautious assessment of the potential traffic generation of the proposed development.

7.2 Daily traffic generation

7.2.1 Applying the Office rate of 10.498 vehicle movements per 100sqm to 460.59sqm results in approximately 48.4 two-way vehicle movements over the 12-hour assessment period, comprising approximately 24.8 arrivals and 23.5 departures.

7.2.2 This equates to approximately four two-way vehicle movements per hour when averaged across the 12-hour period. Traffic would not, however, be evenly distributed and the hourly profile has therefore also been considered.

Time	Arrivals	Departures	Total
07:00-08:00	6.1	0.2	6.3
08:00-09:00	6.9	0.4	7.4
09:00-10:00	4.8	1.3	6.1
10:00-11:00	0.6	0.4	1.1
11:00-12:00	1.3	1.5	2.7

12:00-13:00	1.5	2.7	4.2
13:00-14:00	1.3	0.4	1.7
14:00-15:00	0.6	0.6	1.3
15:00-16:00	0.8	1.3	2.1
16:00-17:00	0.4	3.8	4.2
17:00-18:00	0.2	8.6	8.8
18:00-19:00	0.2	2.3	2.5

7.2.3 The highest total hourly rate in the selected Office dataset occurs between 17:00 and 18:00. Applied to the application floorspace this equates to approximately 8.8 two-way vehicle movements, or broadly one movement every seven minutes. The 08:00-09:00 period would generate approximately 7.4 two-way movements.

7.2.4 These are modest absolute traffic volumes and they are not of a scale that would materially alter the operation of Old Malthouse Lane or the surrounding highway network.

8.0 Comparison with Existing Agricultural Use

8.1 The proposed Class E(c) use is forecast, on the robust Office scenario, to generate approximately 48 two-way vehicle movements over a 12-hour weekday period.

8.2 This should be considered against the lawful agricultural use. Although agricultural activity varies significantly through the year, the applicant has identified that harvest activity can result in up to approximately 50 vehicle trips per day associated with the building.

8.3 The comparison is not advanced on the basis that the agricultural building generates 50 movements every day. Rather, it demonstrates that the existing lawful use has the operational ability to generate daily traffic of a similar order during busy periods.

8.4 There is also a qualitative difference in vehicle type. The proposed use would be dominated by cars and light vans, whereas agricultural activity involves tractors, trailers, telehandlers and occasional articulated delivery vehicles. The proposed traffic would consequently comprise smaller and more manoeuvrable vehicles than those already accommodated by the access route.

8.5 Implementation of the Class R change of use would remove the agricultural use of the application building itself. Agricultural activity elsewhere at Ford Farm would continue, but there would be no concurrent agricultural use of the converted building. The relevant comparison is therefore between the lawful traffic-generating potential of the building and its proposed commercial use, rather than adding both uses together. Accordingly, the comparison with the agricultural use is not presented as a traffic credit or as a precise netting-off exercise, but as relevant evidence of the established nature and intensity of traffic that the existing access and local highway network are already capable of accommodating.

9.0 Manor Farm, Sopworth - PL/2026/03506

9.1 A directly relevant recent Wiltshire Council highways assessment is provided by prior approval application PL/2026/03506 at Manor Farm, Sopworth. That proposal involved the change of use of three agricultural buildings to flexible Class E commercial use with ancillary storage.

9.2 The Manor Farm buildings had a combined floor area of approximately 948.77sqm, materially greater than the 460.59sqm building at Ford Farm.

9.3 Wiltshire Highways reviewed the Transport Statement and the TRICS evidence submitted at Manor Farm. The Highway Officer expressly concluded that the most relevant TRICS sites had been used and, having interrogated the freestanding site, found that the anticipated generation rates were not substantially different. The estimated trip generation was therefore accepted as a suitable assessment.

9.4 The Manor Farm response is not relied upon as determining the merits of Ford Farm, which must be assessed on its own circumstances. It is, however, a directly relevant and recent example of Wiltshire Council accepting the use of proportionate TRICS evidence to assess the transport implications of a rural agricultural-to-Class E conversion.

9.5 The Manor Farm assessment also recognised that its rural location was likely to result in reliance on the private motor vehicle. Notwithstanding that characteristic, the Highway Authority concluded that the commercial Class E development was not expected to have a significant impact on the surrounding highway network in capacity terms.

9.6 The same general assessment approach has therefore been applied at Ford Farm, with the higher Office TRICS rate used as the robust scenario.

10.0 Wider Highway Network

10.1 The Highway Authority has referred to previous concerns regarding the wider highway network, particularly the junction between Old Malthouse Lane and the A30 to the east. Importantly, the earlier consultation response stated that this matter would not necessarily preclude development.

10.2 The predicted traffic generation is modest in absolute terms, with the busiest forecast hour producing fewer than nine two-way vehicle movements. Even if all of these movements were assigned through a single junction, this would represent only a small incremental flow.

10.3 In practice, trips would distribute between the available routes towards the A30 and A338 according to origin and destination. It would therefore be unrealistic to assume that every development movement would pass through the A30 junction.

10.4 The development would also replace the agricultural use of the application building, which is capable of generating seasonal movements by larger and slower-moving vehicles. The proposed change does not therefore represent the introduction of traffic to a previously unused rural access.

10.5 On the basis of the quantified TRICS assessment, the modest peak-hour flows and the existing lawful use, the proposed development would not result in a material capacity effect on the surrounding highway network.

11.0 Sustainable Travel

11.1 Ford Farm is a rural employment location, and it is recognised that the majority of journeys are likely to be undertaken by motor vehicle. The transport assessment has therefore not been predicated upon an unrealistic assumption of high levels of walking, cycling or public transport use.

11.2 This approach is consistent with the recent Manor Farm assessment, where Wiltshire Highways acknowledged that the rural location lacked dedicated sustainable transport infrastructure and that the development was likely to be reliant upon private motor vehicle access.

11.3 Where practicable, future occupiers can nevertheless encourage car sharing, cycling for suitable journeys, efficient delivery consolidation and other proportionate measures to reduce unnecessary single-occupancy vehicle trips.

12.0 Planning Policy

12.1 The adopted National Planning Policy Framework published in August 2026 provides the current national policy context for transport and development. Policy TR6 addresses the assessment of transport impacts and requires the level of transport assessment to be proportionate to the nature and scale of the development.

12.2 Policy TR6 provides that development should be capable of proceeding without a severe adverse impact on the transport network in terms of capacity and congestion, or an unacceptable impact on highway safety, taking account of mitigation and wider network improvements.

12.3 The present Transport Statement provides the proportionate assessment requested by Wiltshire Council. It quantifies likely traffic generation, considers different times of day, addresses vehicle types and servicing, compares the proposal with the lawful agricultural use and considers the access route and wider network.

12.4 The previous decision also referred to Core Policies 57, 61 and 62 of the Wiltshire Core Strategy. In transport terms, the proposal makes use of an established access which the Highway Authority has already found acceptable, provides space within the site for parking, manoeuvring and servicing, and would generate a modest level of traffic capable of being accommodated by the existing network.

12.5 The proposal is therefore consistent with the relevant national and local transport policy objectives. The detailed parking layout submitted as part of the resubmission will demonstrate the proposed parking, manoeuvring and servicing arrangements within the existing yard.

13.0 Response to Previous Highway Matters

13.1 For clarity, the matters identified by the Highway Authority in connection with PL/2026/04051 are addressed by this Transport Statement as follows:

Matter raised	Response in this Transport Statement
Existing lawful traffic generation	Seasonal agricultural activity is described, including the identified range from low winter activity to approximately 50 daily trips during busy harvest periods.
Cessation/residual agricultural traffic	The agricultural use of the application building would cease upon implementation. Agricultural activity elsewhere on the holding would continue.
Likely Class E(c) traffic generation	TRICS Office and Industrial Unit data have been reviewed; the higher Office rate gives approximately 48.4 daily two-way movements.

Servicing and vehicle types	Predominantly cars and light vans, with occasional larger deliveries; materially smaller than existing agricultural vehicles.
Internal access route	Existing operational route, established use by agricultural/commercial traffic, with intervisibility enabling vehicles to give way where necessary.
Parking, manoeuvring and servicing	Existing yard accepted by the Highway Authority as capable of accommodating these activities. A detailed parking plan will accompany the resubmission.
Wider highway network	Peak-hour development traffic is fewer than nine two-way movements in the highest TRICS hour and would distribute between available routes.

14.0 Summary and Conclusion

14.1 This Transport Statement has been prepared specifically to address the transport information requirements identified during consideration of prior approval application PL/2026/04051.

14.2 The existing access onto Old Malthouse Lane has already been considered acceptable by Wiltshire Council in terms of its geometry and visibility. The Highway Authority has also acknowledged that the existing yard is capable of accommodating parking, turning and servicing activity.

14.3 A robust assessment using the higher Office TRICS trip rate forecasts approximately 48.4 two-way vehicle movements over the 07:00-19:00 period. The highest hourly total is approximately 8.8 movements between 17:00 and 18:00.

14.4 These flows are modest and must be considered in the context of the lawful agricultural use, which can generate periods of comparable daily activity and involves materially larger vehicles than those expected to serve the proposed Class E(c) use.

14.5 The existing internal route is an established operational farm access. The proposed use would predominantly introduce cars and light vans rather than agricultural plant and heavy vehicles, and intervisibility along the route allows vehicles to respond appropriately to occasional opposing movements.

14.6 The recent Manor Farm, Sopworth decision provides relevant confirmation that Wiltshire Highways accepts the use of appropriately selected TRICS evidence for assessing rural agricultural-to-Class E conversions. The Ford Farm assessment adopts the same proportionate empirical approach.

14.7 A separate plan will be submitted by the Planning Agent demonstrating the proposed parking provision and retention of adequate manoeuvring and servicing space within the existing yard.

14.8 Taking these matters together, the proposed change of use can be satisfactorily accommodated by the existing access arrangements and surrounding highway network and accords with the relevant national and local transport planning policies.

Nick Culhane September 2026

Appendix A

TRICS Data

Audit Code: f1cf4cd5-4395-46b0-b81b-77a6115c676d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	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: f1cf4cd5-4395-46b0-b81b-77a6115c676d**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:	270 to 796 (units:sqm)
Range Selected by User:	270 to 796 (units:sqm)
Parking Spaces Range:	0 - 5073

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 10/11/25

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:

Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	4
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
Neighbourhood Centre	1 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:

Commercial Zone	1 days
Development Zone	1 days
High Street	1 days
Industrial Zone	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 Included	3 days
Servicing vehicles Unknown	1 days

Audit Code: f1cf4cd5-4395-46b0-b81b-77a6115c676d

Secondary Filtering Selection:

Use Class:

Not Known

4 surveys

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:

350 - 2307

Population within 1 mile:

5,001 to 10,000

1 surveys

10,001 to 15,000

1 surveys

15,001 to 20,000

2 surveys

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

Population within 5 miles:

25,001 to 50,000

1 surveys

100,001 to 125,000

1 surveys

125,001 to 250,000

2 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

1.6 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: f1cf4cd5-4395-46b0-b81b-77a6115c676d

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 4 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 4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: f1cf4cd5-4395-46b0-b81b-77a6115c676d

LIST OF SITES relevant to selection parameters:

Site 1:	AN-02-A-05	Site 2:	CA-02-A-03
Development Name:	OFFICES	Development Name:	OFFICES
Location:	BELFAST	Location:	CAMBRIDGE
Postcode:	BT9 7GQ	Postcode:	CB3 0GT
Main Location Type:	Neighbourhood Centre	Main Location Type:	Edge of Town
Sub Location Type:	High Street	Sub Location Type:	Development Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	270.00 sqm	Gross floor area:	625.00 sqm
Survey Date:	11/10/2016	Survey Date:	04/12/2024
Survey Day:	Tuesday	Survey Day:	Wednesday
Site 3:	NF-02-A-04	Site 4:	WK-02-A-03
Development Name:	BUILDING CONSULTANT	Development Name:	ENGINEERING CONSULTANTS
Location:	NORWICH	Location:	WARWICK
Postcode:	NR4 6DN	Postcode:	CV34 5XH
Main Location Type:	Edge of Town	Main Location Type:	Edge of Town
Sub Location Type:	Commercial Zone	Sub Location Type:	Industrial Zone
PTAL:	n/a	PTAL:	n/a
Gross floor area:	500.00 sqm	Gross floor area:	796.00 sqm
Survey Date:	13/11/2019	Survey Date:	23/11/2022
Survey Day:	Wednesday	Survey Day:	Wednesday

Audit Code: f1cf4cd5-4395-46b0-b81b-77a6115c676d

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	1.506	0.091	1.597
17:00-18:00	0.046	1.871	1.917

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	4	548	1.324	0.046	1.370
08:00-09:00	4	548	1.506	0.091	1.597
09:00-10:00	4	548	1.050	0.274	1.324
10:00-11:00	4	548	0.137	0.091	0.228
11:00-12:00	4	548	0.274	0.319	0.593
12:00-13:00	4	548	0.319	0.593	0.912
13:00-14:00	4	548	0.274	0.091	0.365
14:00-15:00	4	548	0.137	0.137	0.274
15:00-16:00	4	548	0.183	0.274	0.457
16:00-17:00	4	548	0.091	0.822	0.913
17:00-18:00	4	548	0.046	1.871	1.917
18:00-19:00	4	548	0.046	0.502	0.548
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.387	5.111	10.498

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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Audit Code: f1cf4cd5-4395-46b0-b81b-77a6115c676d

Parameter Summary:

Trip rate parameter range selected:	270 - 796 (units: sqm)
Survey date date range:	11/10/2016 - 04/12/2024
Number of weekdays (Monday-Friday):	4
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.