



Thames Valley Park Data Centre

Transport Assessment Part 3- Appendices (Continued)

SK Transport | On Behalf of FH Trustees
Revision 01 | September 2026



- a) to allow staff and visitors to the site a choice and range of access modes
- b) to minimise the number of single occupancy car trips
- c) to promote sustainable working practices, where practicable
- d) to promote healthy and active lifestyles for all staff and visitors
- e) to sustain and improve sustainable patterns of travel over time, whilst respecting the data centre operations

3.0 POLICY BACKGROUND

- 3.1 Travel planning forms one element of a package of measures and approaches known as SMART choices. National and local policy is increasingly promoting the adoption of SMART choice principles to achieve local environmental objectives, to reduce congestion and to tackle the carbon agenda. Government transport guidance and planning policy statements have formalised guidelines for the production of travel plans.
- 3.2 As far back as 2011, when the publication of the transport White paper (“Creating Growth, Cutting Carbon”) outlined the importance of local travel in achieving the carbon agenda, there has been a step-change as to how we approach the promotion of sustainable travel.
- 3.3 The following guidance has been used when formulating this FTP for the TVP Data Centre:

- White Paper ‘Cutting Carbon, Creating Growth’
- The 2026 National Planning Policy Framework
- White Paper on the Future of Transport ‘A New Deal for Transport: Better for Everyone’
- The Department for Transport, Local Government & the Regions ‘Walk In to Walk Out’
- The Department for Environment, Transport & the Regions ‘Preparing your Organisation for Transport in the Future: The Benefits of Green Transport Plans’
- The Energy Efficiency Best Practice Programme ‘A Travel Plan Resource Pack for Employers’
- Department for Transport ‘Making Travel Plans Work’
- Department for Transport ‘Essential Guide to Travel Planning’
- Department for Transport ‘Effects of Smarter Choice Programme in Sustainable Travel Towns’
- Department for Transport ‘Smarter Choices – Changing the Way we Travel’
- Transport for Quality of Life ‘Tools for Travel Planning in Urban Areas’
- The Chartered Institution for Highways and Transportation ‘Planning for Walking’
- The Chartered Institution for Highways and Transportation ‘Planning for Cycling’
- The Chartered Institution for Highways and Transportation ‘Buses in Urban Areas’
- The 2024 Planning Practice Guidance on Travel Plans, Transport Assessments and Statements

4.0 MANAGEMENT & RESPONSIBILITIES

- 4.1 Whilst the delivery and opening of the data centre is some time away, it is still sensible to begin the TP process, and to consider nominating the Travel Plan Co-ordinator (TPC), and to begin to set out the various TP measures.
- 4.2 The TPC will be responsible for the day to day running of the plan and is the first point of contact for staff and visitors who may have queries relating to sustainable travel to and from the site.

4.3 The TPC responsibilities will include:

- a) the day-to-day management of the TP
- b) the promotion and marketing of the TP
- c) a point of contact for those who work and visit the site, as well as a direct contact for Wokingham Council
- d) the annual monitoring and survey reviews that are required, and presentation to the Council on the findings

4.2 Going forward the TPC will also be responsible for undertaking the annual travel surveys required to monitor behaviour and to determine the success of the adopted TP measures.

4.3 Whilst this TP has been produced by SKTP, it is also a document that will ultimately be adopted by the end occupier of the data centre. It is important to remember that staff at the facility will be specialists in their field, and not specialists in travel or transport planning. They will need support to implement and assess the effectiveness of the measures set out in this document.

4.4 To this end they will need support from SKTP to deliver the measures set out in this document, as well as support to monitor, refine and enhance the final TP going forward in perpetuity.

4.5 To ensure the appropriate resources are available to deliver and monitor the TP we propose the TPC role will be led by SKTP, using our technical expertise with the delivery and constant review of the measures undertaken by a data centre representative.

4.6 Over time, the end occupier of the building will take over the full responsibility of sustainable travel matters, which will be based on the content of this document that has been shaped by the planning application for the scheme.

4.7 The SKTP TPC specialises in the assessment and promotion of sustainable travel for a number of public and private sector clients across the UK. They will work alongside the data centre staff, bringing them up to speed with the TP requirements and, over time, allow the responsibilities of managing the final TP to be passed across to them.

4.8 The contact details for the TPC role are provided below for information:

Adele Tams
SK Transport Planning
Albion Wharf
19, Albion Street
Manchester
M1 5LN
email: at@sktransport.co.uk

4.9 Adele will ensure that all opportunities to encourage sustainable travel will be delivered at the data centre in perpetuity.

5.0 SITE ACCESSIBILITY

Site Location & Local Highway Network

- 5.1 The data centre site is located in the southeastern sector of TVP, to the south of Thames Valley Drive and immediately to the north of the Reading to London rail line. TVP is located approximately a 3.5km crowfly distance from Reading town centre.
- 5.2 The site is currently occupied by three 4-storey office buildings, which as mentioned earlier formerly accommodated Microsoft UK headquarters. Microsoft has vacated two of these buildings, which have now been stripped back to shell and core, with the third building still partially occupied by Microsoft under an existing lease. As confirmed earlier in this TA the business has relocated to the “Here” building at TVP, and it is understood that the business will vacate the third building entirely when their lease finishes in December 2027.
- 5.3 As shown in **figure 5.1**, the existing buildings within the development site are arranged in a crescent layout, within a landscaped setting. They are surrounded by surface car parking, and Buildings 1 and 2 also benefit from basement car parking, which is accessed via a shared vehicular ramp. The buildings are also surrounded by associated surface car parking, service areas, planting and landscaped areas, which include mature trees, grassed open space and water features.



Figure 5.1: Development Site and Office Building Layout

- 5.4 On the northern side of the site, along with surface car parking allocated to the three buildings is a landscaped open space area, that is made up of grassland, lakes and tree planting. This space forms part of the wider landscaped and parkland setting within TVP, and provides both screening between buildings and also leisure and open space for people working and visiting the site to enjoy.

- 5.5 The site does change in level by c.9m, rising from north to south towards the adjacent rail line. This does not affect access to the site on foot or cycle, with TVP having a network of segregated pedestrian routes throughout the park. At crossing points dropped kerbs and tactile paving is provided to assist the visually impaired when crossing. These routes also benefit from street lighting, and there is a level of passive surveillance for users of these routes through the park.
- 5.6 A site visit has confirmed that on the approach to TVP, via the dual carriageway section of Thames Valley Park Drive, this route has a 40mph speed limit in place. At the roundabout junction where Thames Valley Park Driveway meets Oracle Parkway highway signage confirms the speed limit reduces to 20mph, and further east carriageway road markings indicate a 15mph speed limit. This signage is complimented by carriageway rumble strips on internal access routes and junction approaches, to encourage motorists to keep to the signed/marked speed limits.
- 5.7 The next section of this FTP considers accessibility to the site by sustainable travel modes.

Existing Public Transport Corridors

- 5.8 An assessment of the existing public transport provision near the site has been undertaken, to demonstrate that the data centre is accessible by public transport.
- 5.9 The Institution of Highways and Transportation document *Planning for Public Transport in Developments*, states that 400m is an acceptable walking distance to bus stops.
- 5.10 TVP benefits from a dedicated bus service that is available for employees and business visitors to use free of charge. The service is run by Stewart Coaches, and runs on a c.10 minute headway between the town centre and the business park between c.0645 and 1110 in the morning, and between 1515 and 1855 in the afternoon. During the middle of the day the service is timetabled to run every 60 minutes between 1200 and 1540.
- 5.11 The nearest bus stop to the development site that is served by this free bus is immediately adjacent to the site access. The service runs on a clockwise route through TVP, with the nearest stop adjacent to the front of the building on Microsoft Campus Drive. TVP has partnered with Liftango to provide real-time tracking of this service, via the following link <https://tvp-shuttle.liftango.com/home>. This real-time tracking information negates the need for any Real Time Passenger Information (RTPI) at stops, although the site visit did confirm stops would benefit from improved timetable and waiting/seating space for users of the service.
- 5.12 A summary of this bus service can be found in **table 5.1**.

Service	Operator	Route Direction	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
TVP	Stewart Coaches	From Reading Station (Northern Inc)	0645	Every 10-30 mins Hourly between 1223-1523	1815	Thames Valley Park – New Town – Reading Cemetery Junction – Reading - Reading Station North Interchange
		From Development Site to Reading Town Centre	0708		1838	

Table 5.1: Existing Dedicated TVP Bus Service Routing to/from Reading Interchange

- 5.13 As shown in **table 5.1** confirms that TVP already benefits from excellent accessibility both to and from Reading town centre and its public transport interchange for both employees and visitors to the site, who can travel free of charge.
- 5.14 In addition to this dedicated bus service, there are a number of other local bus services that route along the A4 corridor, that can be accessed via Shepherds House Lane. The nearest directional stops on the A4 are at the Shepherds House Lane roundabout junction, which is a c.1km walk from the development site.
- 5.15 Whilst these directional stops do fall outside of the recognised 400m walk distance, a 1km walk does equate to a c.12.5 minute walk, so will be attractive and appropriate for some employees and visitors to use. This stop is served by the following bus services:
- Service 14 – Reading Station to Woodley
 - Service 127 – Maidenhead, Knowl Hill, Twyford, Woodley, North Earley and Reading
 - Service 128 – Wokingham, Twyford, Sonning, Woodley, Reading
 - Service 129 – Wokingham, Twyford, Sonning, Reading
 - Service 850 – High Wycombe, Cressex, Henley-on-Thames, Twyford, North Earley, Reading
- 5.16 These established services access a range of destinations from the directional stops on the A4 corridor, with both stops benefitting from seating, shelters and timetable information.
- 5.17 The combination of all these existing bus services ensures existing employees and visitors have good opportunities to use these services to travel to and from TVP for travel to and from their place of work, as well as any work-related trips they need to carry out during the working day.
- 5.18 With regard to access to the site via rail, Reading rail station is c.3.5km away. The Transport Assessment submitted with the planning application confirms that the town's rail station and interchange is accessible on foot and cycle, via the Thames Path, as well as by the free TVP bus service and a number of established bus services routing along the A4 corridor.
- 5.19 **Table 5.2** provides a summary of the existing train times from this station.

Rail Station	Service Destination	First Weekday Service	Average Weekday Daytime Frequency	Last Weekday Service	Route
Reading	Oxford	0540	3 direct trains per hour	0115	Reading - Oxford
	Bournemouth	0752	1 direct train per hour	2152	Reading – Basingstoke – Winchester – Southampton Airport Parkway – Southampton Central – Brockenhurst - Bournemouth
	Weston-Super-Mare	0653	1 direct train every 2 hours	2055	Reading – Swindon – Chippenham – Bath Spa – Bristol Temple Meads – Nailsea & Backwell – Yatton – Weston-Super-Mare
	Cheltenham Spa	0656	1 direct train per hour	2156	Reading – Didcot Parkway – Swindon – Kemble – Stroud –

Rail Station	Service Destination	First Weekday Service	Average Weekday Daytime Frequency	Last Weekday Service	Route
					Stonehouse – Gloucester – Cheltenham Spa
	Paignton	0727	3 direct trains per day	1501	Reading, - Newbury – Pewsey – Westbury – Castle Cary – Taunton – Exeter St Davids – Dawlish – Teignmouth – Newton Abbo – Torre – Torquay – Paignton
	Basingstoke	0519	2 direct trains per hour	2334	Reading – Reading West – Reading Green Park – Mortimer – Bramley - Basingstoke
	London Paddington	0005	9/10 direct trains per hour	2350	Reading – London Paddington (Stopping service stops: Reading – Twyford – Maidenhead – Taplow – Burnham – Slough – Langley – Iver – West Drayton – Hayes & Harlington – Southall – Ealing Broadway – London Paddington)
	London Waterloo	0539	1 direct train per hour	2309	Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot – Sunningdale – Longcross – Virginia Water – Egham – Staines – Feltham – Twickenham – Richmond – Clapham Junction – Vauxhall – London Waterloo
	Newbury	0512	3 direct trains per hour	0017	Reading – Reading West – Theale – Aldermaston – Midgeham – Thatcham – Newbury Racecourse - Newbury
	Manchester Piccadilly	0615	1 direct train per hour	2042	Reading – Oxford – Banbury – Leamington Spa – Coventry – Birmingham International – Birmingham New Street – Wolverhampton – Stafford – Stoke-on-Trent – Macclesfield – Stockport – Manchester Piccadilly
	Gatwick Airport	0432	1 direct train per hour	2333	Reading – Wokingham – Blackwater – North Camp – Guildford – Dorking – Reigate – Redhill - Gatwick Airport
	Worcester Foregate Street	0618	1 direct train per hour	2019	Reading – Oxford – Hanborough – Chalbury – Kingham – Moreton in Marsh – Honeybourne – Evesham – Pershore – Worcestershire Parkway – Worcester Shrub Hill Worcester Foregate Street
	Didcot Parkway	0540	6 direct trains per hour	0115	Reading – Didcot Parkway (Stopping service stops: Reading – Tilehurst – Pangbourne – Goring & Streatley – Cholsey – Didcot Parkway)
	Bristol Temple Meads	0549	2 direct trains per hour	0004	Reading – Didcot Parkway – Swindon – Chippenham – Bath Spa – Bristol Temple Meads
	Penzance	0627	1 direct train every 2 hours	1829	Reading – Exeter St. Davids – Newton Abbot – Totnes – Plymouth – Saltash – Liskeard

Rail Station	Service Destination	First Weekday Service	Average Weekday Daytime Frequency	Last Weekday Service	Route
					– Bodmin Parkway – St Austell – Truro – Redruth – Camborne – St Erth – Penzance

Table 5.2: Existing Rail Services via Reading Rail Station

- 5.20 For those employees and visitors who may consider riding to and from the rail station, 344 cycle stands are provided to the front of the station, as well as in the underground short stay and long stay car parks¹. These cycle parking spaces are available as part of a “rail heading” trip.
- 5.21 With easy access to this rail halt on foot, cycle and bus, coupled with frequent services to a range of local and longer distance destinations, it is considered that rail travel as part of a longer distance journey is, and will continue to be an attractive travel mode to and from TVP.
- 5.22 This section of the TP demonstrates that the site is well located for access by bus and rail. The existing TVP bus service routes within 400m of the site, and the rail station is a c3.5km walk or cycle from the site.
- 5.23 This review confirms the data centre site is appropriately served by public transport and staff and visitors will have opportunities to travel to and from the site by means other than the private car.

Accessibility by Walking

- 5.24 Considering access on foot, there are established pedestrian routes in the vicinity of the development site.
- 5.25 Although now superseded by the National Planning Policy Framework, PPG13 stated that walking offers the greatest potential for replacing short car trips, particularly for journeys under 2km.
- 5.26 The IHT document, *Guidelines for Providing for Journeys on Foot*, and DfT document, *PPG13 – Best Practice Guidance*, provides further details of accepted walking distances. These are presented in **table 5.3**.

	Town / City Centre (m)	Commuting / School (m)
Preferred Maximum	800 – 1250	2000

Table 5.3: IHT & DfT Acceptable Walking Distances

- 5.27 From the existing site access points onto Thames Valley Park Drive there are dedicated standard width footways that route east and west along this corridor, to connect with other buildings on the site, or in the case of travelling west to link with the pedestrian/cycle route that passes under the nearby rail line via Shepherds House Lane, linking the site with the residential and commercial areas to the south.
- 5.28 In addition to these segregated routes that run parallel with the vehicular routes through TVP, there are other segregated routes that provide more leisurely routes through the park, to connect to the nature reserve to the north, as well as onwards

¹ Information taken from National Rail Website

towards the Thames Path, connecting with this route either via the northeastern corner of TVP, or further west to the north of the David Lloyd leisure facility or from Thames Valley Park Drive.

- 5.29 The site visit and desktop reviews have confirmed that the development site is already well positioned to connect into existing pedestrian infrastructure provided across TVP, as well as connections already existing to connect into wider pedestrian infrastructure to head westwards towards Reading town centre, or southwards (via Shepherds House Lane) to commercial and residential areas.
- 5.30 Based on the above assessment, a walking isodistance plan has been prepared over a 2km distance. This equates to a 25 minute walk, based on an average walk speed of 1.33 m/s. The walking distances have been measured from the site's frontage onto Thames Valley Park Drive. The isodistance plan is shown in **figure 5.2**, and in **appendix b**.

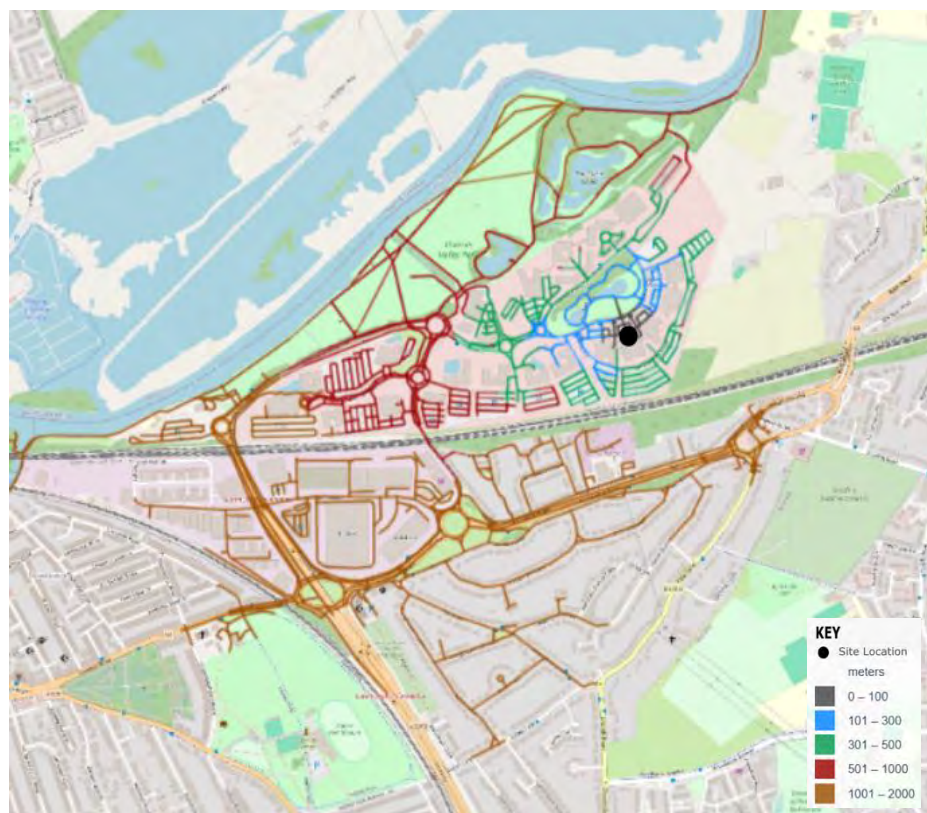


Figure 5.2: 2km Isodistance Walking Plan (Measured from Development Site Frontage)

- 5.31 The isodistance plan presented in **figure 5.2** confirms that from the existing site access points onto Thames Valley Park Drive it is possible to walk north to connect into the Thames Path, which in turn allows access to Sonning, on the River Thames. Travelling west pedestrians can either use the Thames Path to route towards the northern side of the town to access the rail station or divert at Horseshoe Bridge to follow the path along the River Kennet to route directly into the town centre.
- 5.32 When considering the accessibility of the site in more detail an appraisal of the walk distances from the existing site access points has been undertaken, in line with BREEAM 500m assessment requirements. **Table 5.4** provides a summary of a range of local amenities and services, when walking from the development site.

Thames Valley Data Centre Amenities/Services	Location/Address	Distance from Site (m)
Appropriate Food Outlet		
The Green Room Coffee Shop	Thames Valley Park Drive, RG6 1RB	40
Access to an Outdoor Open Space		
Microsoft Fountain Grounds	Thames Valley Park Drive, RG6	25
Thames Valley Park Nature Reserve	Thames Valley Park Drive, RG6 1PT	497
Access to a Recreation or Leisure Facility for Sports or Fitness		
David Lloyd Leisure Reading	1 Thames Valley Park Drive, RG6 1PT	349
Childcare Facility or School		
Chalkhouse Nursery Waterside	600 Thames Valley Park Drive, RG6 1PT	325
Community Facility		
Park Kitchen Café	300 Thames Valley Park Drive, RG6 1PT	183

NB: Pharmacy, Medical, Access to Cash and Postal Facility are outside of the 500m requirement

Table 5.4: BREEAM 500m Walking Assessment

- 5.33 This review confirms that the data centre site, by its very nature being located on an established tech-focused business park, is already accessible on foot via established links along the Thames Path, and also to the west and south via Thames Valley Park Drive and Shepherds House Lane.

Accessibility by Cycle

- 5.34 DfT guidance states that cycling has the potential to substitute for car trips under 5km, as well as having the potential to form part of a wider public transport trip.
- 5.35 In addition, Local Transport Note 1/20 “Cycle Infrastructure Design” states that:

“...two out of every three personal trips are less than five miles in length.”²

- 5.36 In terms of route choice, the location of existing cycle routes and streets deemed suitable for cycle trips are shown on the Reading cycling leaflet information, provided in **appendix c**. An extract from this leaflet is provided in **figure 5.3**, which confirms that National Cycle Network (NCN) Route 4 routes through the western section of TVP, linking up with the Thames Path to the west, and following the A4 corridor to the east.
- 5.37 NCN Route 4 also connects with Reading town centre, allowing access to a number of other local cycle routes that provide access to Winnersh, Earley, Whitely, Southcote and Tilehurst.

² Paragraph 2.2.2, page 16



Figure 5.3: Extract of Reading Cycle Map

- 5.38 In summary, the Council's own cycle map, presented in **figure 5.3** and in **appendix c** confirms that TVP benefits from having defined cycle routes passing through the western side of the site, routing along the Thames Path, Thames Valley Park Drive corridor and onwards via Shepherds House Lane to connect into the wider cycle network.
- 5.39 PPG13 stated that cycling has the potential to substitute for car trips under 5km and to form part of a wider public transport trip. **Figure 5.4** shows a cycling isochrone based on an average cycling speed of 12kph. This plan is also provided in **appendix d**.
- 5.40 This plan confirms that the majority of the residential area to the south in Woodley falls within a 5km cycle ride, along with Earley and the central areas of the town. Note that with the development, reducing costs and simplicity of using e-bikes it is expected, over time, that the distances that people will be prepared to travel to and from their place of work will increase from the 5km distance presented in **figure 5.4**, potentially increasing the number of people who may consider riding to and from TVP as part of their travel to work trip.

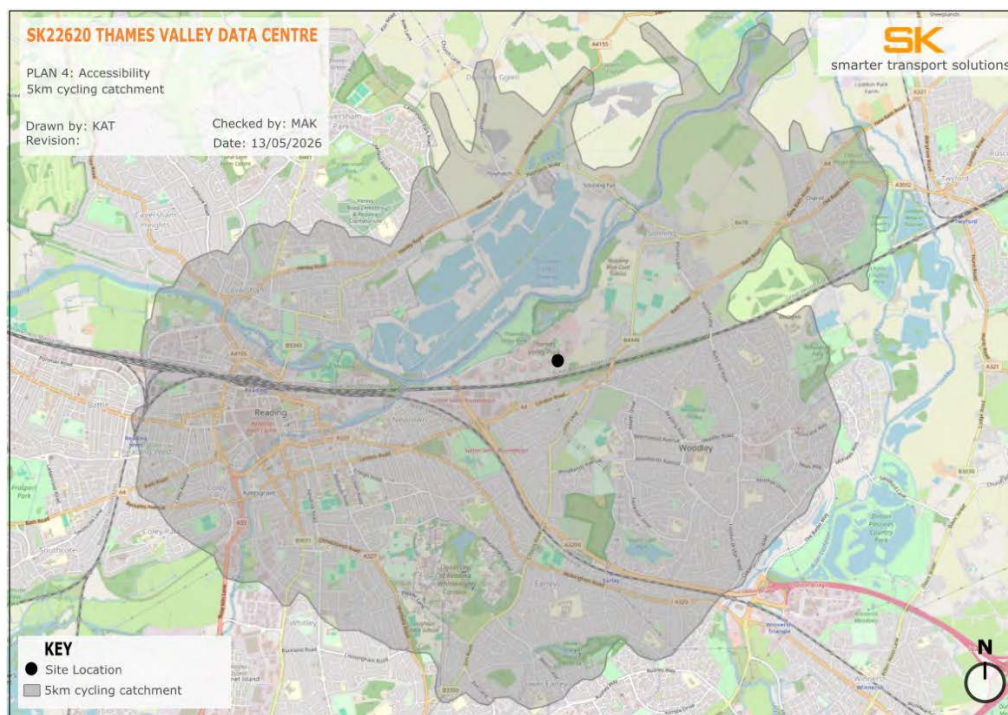


Figure 5.4: 5km Cycle Catchment (Measured from Development Site Frontage)

- 5.41 As shown on the proposed data centre development layout, 36 secure cycle parking spaces will be provided on the site, with the commitment to increase cycle parking if there is the demand from visitors and staff.
- 5.42 Based on the existing cycle network already linking TVP to the town centre and surrounding residential areas, it has been shown that the data centre development is well positioned to encourage cycling as a realistic mode of travel for its staff and visitors.
- 5.43 In summary, the combination of a sustainable data centre scheme, in a location that has an existing bus service routing past the site, as well as being an easy cycle ride from the town's rail station/interchange will encourage sustainable travel to and from the site from the day the data centre opens.
- 5.44 The combination of this robust TP will also have a positive impact on sustainable travel and over time will encourage staff and visitors to travel sustainably to and from the site.

6.0 INFRASTRUCTURE MEASURES

- 6.1 The development proposals include a number of infrastructure measures (known as *hard* measures) to improve and facilitate future travel by sustainable modes. This section summarises the sustainable transport measures that have been included as part of the scheme, with the development layout shown in **appendix e**.
- 6.2 The development proposes the inclusion of 20 secure, covered long stay cycle parking spaces on the eastern building elevation. In addition 16 short stay cycle parking spaces adjacent to the main building entrance, designed to LTN 1/20 standards, and covered with the building overhang.
- 6.3 This cycle parking will be continually reviewed and if demand starts to reach capacity additional cycle parking will be provided.

- 6.4 Perhaps the most significant infrastructure measure to encourage sustainable travel is the careful assessment of on-site car parking bays. The proposed parking layout provides a total of 72 car parking spaces, with the potential to sign a proportion of these spaces for car share use.
- 6.5 The management and control of parking supply is accepted as one of the most effective methods of encouraging sustainable trip making and reducing single occupancy car trips. By providing a level of car parking that has been calculated on the expected number of people who will be work and visit the site is seen as an effective, managed way to encourage sustainable travel to and from the site.
- 6.6 Further measures that will be adopted to encourage sustainable travel are detailed in the *soft* measures section below.

7.0 SOFT TRAVEL PLAN MEASURES

- 7.1 This section outlines the soft Travel Plan measures that will be delivered when the building is occupied. The following measures will be delivered:

- travel awareness
- cycling information/facilities
- public transport
- bicycle finance scheme
- car sharing scheme
- taxi sharing

Travel Awareness

- 7.2 The TPC and end occupier of the building will look to maximise travel awareness to all staff and visitors. They will be made aware of the existence of the final TP, its objectives and all the measures contained within it. They will also be advised by the TPC of the benefits to themselves of using more sustainable means of travel to and from the building.
- 7.3 A hard or digital copy of the final TP will be provided to all staff at commencement of employment, along with a link to the website where all the information on the TP measures and ways to travel to and from the site will be provided. A hard copy of this TP will also be made available at the main reception. Information will also be provided on display boards around the building and also circulated via emails, leaflets, flyers, posters and on the internet.
- 7.4 The data centre website will include a page providing information on “how to travel to the site”. This will provide links to the Council’s walking, cycling and public transport plans, as well as links to bus and rail websites. All TP information circulated to staff and visitors will be kept up to date by the TPC.
- 7.5 With respect to visitors to the site, written or electronic information on how to travel to and from the site using public transport will be provided. Visitors will be advised that whilst there is car parking available at the site, there are a range of other sustainable travel options available to them.
- 7.6 To encourage staff and visitors to the site to cycle to the facility, cycle maps showing safe cycling routes in the vicinity of the site will be provided. The cycle map shows safe routes to popular destinations, public transport nodes and local neighbourhoods. The map will be displayed in prominent locations around the building. Cycling to work will be encouraged through the participation of national events such as *Bike Week*.

- 7.7 The TPC will look to provide free or subsidised cycle training for staff, exploring the opportunity for adult cycle training as part of the delivery of the TP. This training will greatly benefit staff who are interested in cycling to the facility but who lack the confidence and skills to encourage them to cycle.
- 7.8 The TPC will also set up a Bicycle User Group (BUG). The aim of a BUG is to inform and support staff who cycle to the building, to encourage others to cycle and to investigate ideas to make the building more cycle friendly over time. The BUG will hold meetings and discussion groups to discuss cycling issues both on and off-site. The successful operation of the BUG requires close co-operation with the TPC.
- 7.9 The following TP tasks will be included:
- producing a regular newsletter
 - setting up a BUG website or intranet site
 - organising a Doctor Bike event
 - organising cycling events such as Bike Week
 - operating a 'bike buddy' scheme; where novice cyclists are paired with a more experienced rider who will cycle to work with them, and
 - conducting a quarterly 'cycle census' to count the number of bikes on-site and record any changes and progress

Public Transport

- 7.10 Timetables and bus/rail route maps will be made available from the TPC and will also be displayed on notice boards in communal areas in the building. In addition, the potential of in-house *travel buddy* schemes will be explored. This could benefit those staff using public transport to travel to and from work.
- 7.11 Not only would the scheme look to address any personal safety concerns on public transport but would also address any concerns walking to/from and waiting at the nearby bus stops.

Bicycle Finance Scheme

- 7.12 The TPC will promote opportunities and schemes for data centre staff to purchase bikes. There is the challenge that not all staff will be eligible for the scheme as they may not be employed on a full or part time contract, but a proportion of staff are expected to be eligible.
- 7.13 One such scheme is the operated by *Cyclescheme* (www.cyclescheme.co.uk), which will offer staff the opportunity to purchase bikes on a salary sacrifice and tax-free basis. The TPC will also advise on suitable insurance companies that could offer discounts on cycle insurance for staff.

Car Sharing

- 7.14 The TPC will set up a car-sharing scheme for staff, such as *Mylift* or *liftshare.com*. To encourage staff to consider using this scheme the TPC will need to ensure that promotional materials are available to staff and the information is displayed around the building and on the data centre website.

Taxi Sharing

- 7.15 The TPC will look to implement a taxi sharing scheme for staff travel. For example members of staff living in the same area, wanting to travel home late in the evening can share a taxi. *TaxiBUDI* is a scheme operated by *Liftshare*, which is used to match potential taxi sharers and can be set up for private businesses.
- 7.16 *TaxiBUDI* can also be used to minimise the environmental impact of any business travel associated with the facility. The adoption of this scheme will negate the need for staff having to drive to work for the purpose of using their cars for any business travel, should they need to travel during the working day.

8.0 MONITORING MECHANISMS & TARGETS

- 8.1 Establishing a clear hierarchy of responsibility and monitoring are critical to the success of the final TP. This section outlines mechanisms that the TPC will use to monitor the effectiveness and efficiency of the TP.

Monitoring Methodology

- 8.2 Following on from the baseline travel surveys, which will be undertaken within three months of the building becoming operational, staff and visitor travel surveys will be undertaken at twelve-month intervals. These surveys will allow the initial Travel Plan target to be refined once all the sustainable travel measures are in place and travel patterns are established.
- 8.3 Any revisions to the suggested TP target will be agreed with Officers at the Council, and published in a “review document”, or revised TP.
- 8.4 Continuous monitoring and review of the final TP is important to ensure that the measures identified in this document are meeting visitor and staff requirements. Following the baseline surveys the TP surveys will be undertaken every twelve months and the survey data analysed and provided to the Council in an electronic format.
- 8.5 We propose that these surveys will be undertaken for at least five years post occupation of the building, or until the targets in the Travel Plan are met. In practice we expect the TP to continue in perpetuity, with the data centre staff ultimately taking ownership of the TP.
- 8.6 As part of this review, full analysis of the survey data will be undertaken, as well as a review of whether the objectives and targets are being met. The document will include new TP objectives and targets (as appropriate), as well as information on any additional measures to be implemented if required for the data centre to meet their targets.
- 8.7 As required, the TPC will be available to meet with the Council to discuss the travel survey approach, as well as the findings from these surveys, and consider future TP measures as required.

Initial TP Target

- 8.8 To ensure that the TP is meeting the defined objectives, appropriate targets should be set. The targets need to be SMART (specific, measurable, attainable, realistic and time-bound).
- 8.9 At this stage it is only possible to set an initial, indicative TP target. However, this is a useful starting point in terms of demonstrating the opportunities to encourage sustainable travel for staff and visitors to these types of facilities. The following TP target is proposed:-

'a 5% increase in walking, cycling and public transport travel to and from the site within the first 12 months of the implementation of the Travel Plan'

- 8.10 This target is considered appropriate and will be reviewed and, if necessary, refined following the analysis of the first baseline travel surveys.
- 8.11 It could be complemented by a secondary TP target that looks for a percentage reduction in single occupancy car-borne trips to the site, although we would recommend that this is only considered once the baseline travel surveys have been completed.

Remedial / Failsafe Measures

- 8.12 A TP is not a one-off static event; it is a constantly evolving process. The TPC will be responsible for monitoring and reviewing the effectiveness of the TP as it develops over time. The TPC will continue to monitor and set targets for the TP going forward.
- 8.13 In line with DfT guidance, it is recommended that if the future TP surveys indicate that the targets are not being met then a revised package of measures should be introduced, funded by the operator. These measures will be discussed with the Council if this arises. These measures could include:
- personalised travel planning for staff
 - funding for discounted public transport season tickets (limited to first 5 staff applying in each 12 month period)
 - additional promotion of cycle purchase schemes
- 8.14 The initial TP target will be reviewed once the first full surveys are undertaken. If the TP target is amended, the revised target will be reviewed 12 months later. If the target has not been met revised measures will be discussed and agreed with the Council's TP Officer.
- 8.15 All the measures set out in this document are summarised in the TP Action Plan below. This identifies the timescales for delivering the measures and who will be responsible for their implementation. As the TP process is an evolving one we have also included where the TPC's will look to work with the Council's TP Officer to deliver a step change in travel behaviour.

Number	Travel Plan Measure	Delivery Mechanism	Timescale for Delivery	Person / People Responsible for Delivery
1	Provide 'how to get to the building' information online and around the building	Data centre website to incorporate all relevant information on how to travel to the facility, including links to public transport information, the Council's walking, cycling and public transport mapping and other relevant sustainable travel information	Website to be updated as soon as practically possible following the opening of the data centre Maps and sustainable travel information will be provided in the main atrium and reception areas	SKTP TPC
2	Staff recruitment	As far as practically possible encourage staff to apply for roles within a geographic area that would allow them to walk, cycle or use public transport to travel to and from their place of work	To be implemented as part of the recruitment process as soon as possible	SKTP TPC
3	Cycle parking	Secure and covered cycle parking to be delivered as part of development scheme	To be delivered and in place in advance of opening	SKTP TPC
4	Opportunity to provide secure cycle lock loan scheme to visitors cycling to facility (with appropriate loss waiver)	Purchase cycle locks to keep behind main reception to loan to visitors to the building to secure their cycles and have forgotten their own secure lock	Locks to be purchased and available before the building opens	SKTP TPC
5	Adult cycle proficiency training/cycle maintenance sessions for staff working at the building	Look to work with the Council to organise/run cycle proficiency/maintenance training for staff working at the site	As soon as practically possible and to be led by the Council's resources to run the sessions once the building is operational	SKTP TPC

Number	Travel Plan Measure	Delivery Mechanism	Timescale for Delivery	Person / People Responsible for Delivery
6	Delivery of Government's Cycle to Work Scheme for staff	The end occupier of the building will implement the Government's Cycle to Work Scheme for staff working at the site – due to the nature of staff employment this may be limited to full time staff working at the facility (not short contract staff)	As soon as practically possible – to be reviewed with HR and implemented when the building opens	SKTP TPC
7	Car Sharing	The TPC will set up a car-sharing scheme for staff, such as <i>Mylift</i> or <i>liftshare.com</i> To raise awareness to staff who may need to travel to work by car the TPC will need to ensure that promotional material is available to staff and the information is displayed around the building and on the website	As soon as practically possible – to be reviewed with HR and implemented when the building opens	SKTP TPC
8	Implement a taxi sharing scheme	The TPC will implement a taxi sharing scheme to allow staff living in the same area, wanting to travel home late in the evening, to share a taxi. <i>TaxiBUDI</i> is a scheme operated by <i>Liftshare</i> , which is used to match potential taxi sharers and can be set up for private businesses.	As soon as practically possible – to be reviewed with HR and implemented when the building opens	SKTP TPC
9	Travel Plan Monitoring	Staff and visitor travel surveys will be undertaken at twelve-month intervals to allow the initial TP target to be refined once all the sustainable travel measures are in place and travel patterns are established.	First surveys to be undertaken within three months of the facility opening, with the data compared against the suggested initial TP target	SKTP TPC

Number	Travel Plan Measure	Delivery Mechanism	Timescale for Delivery	Person / People Responsible for Delivery
		Any revisions to the suggested TP target will be agreed with the Council's TP Officer and published in a 'review document', or revised TP.		
10	Travel Plan Target Setting	An initial TP target has been set out in this document and is based on comparable findings from other implemented TP's. The following TP target is proposed:- <i>'a 5% increase in walking, cycling and public transport travel to and from the site within the first 12 months of the implementation of the Travel Plan'</i> This target is considered appropriate and will be reviewed and if necessary refined following the analysis of the first baseline travel surveys.	The initial TP target has been published and will be reviewed and refined following the analysis of the first baseline travel surveys	SKTP TPC

9.0 CONCLUSIONS

- 9.1 SK Transport Planning Ltd (SKTP) has been commissioned to prepare a FTP for the proposed data centre, at TVP in Reading.
- 9.2 This TP confirms the proposed development will be sustainably located, being located adjacent to an existing TVP bus route, within cycling distance of a mainline rail station and with good links to pedestrian and cycle routes.
- 9.3 As demonstrated in this FTP, a raft of measures will be delivered to encourage sustainable travel. Soft travel plan measures, such as promotional public transport information, engagement with national Liftshare and taxiBUDI schemes, as well as a car-sharing scheme will all be delivered.
- 9.4 These measures will be bolstered by the physical measures such as the controlled level of on-site car parking, as well as the provision of cycle parking facilities on the site. All the above measures will be promoted by the TPC, who will oversee the final TP across the whole site.
- 9.5 The TP target set out in this document will be reviewed once the data centre is operational and after the first set of full travel surveys are undertaken. The suggested target is considered reasonable.
- 9.6 To conclude, SKTP are confident that the final TP will assist in promoting sustainable travel and will minimise the impact of the development on the surrounding area.

APPENDIX A



1 Location Plan
1 : 1250

Notes: 1. Do not scale this drawing. 2. Dimensions are in millimetres unless otherwise stated. 3. This drawing is to be read in conjunction with all relevant Architectural, Civil, Structural, Service Engineer and Other consultant drawings, schedules and specifications. 4. The contractor is to check and verify all dimensions on-site prior to the commencement of work or preparation of shop drawings. Copyright Twelve Architects Ltd. Unless otherwise agreed in writing all rights to this document are subject to payment in full of all charges; this document may only be used for the express purpose and project for which it has been created and delivered, and may not be otherwise used or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Twelve Architects Ltd's rights, the user releases and indemnifies Twelve Architects Ltd from and against all loss so arising.		Key:
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APPENDIX B

SK22620 THAMES VALLEY DATA CENTRE

PLAN 3: Accessibility
2km walking catchment

Drawn by: KAT
Revision:

Checked by: MAK
Date: 13/05/2026

SK

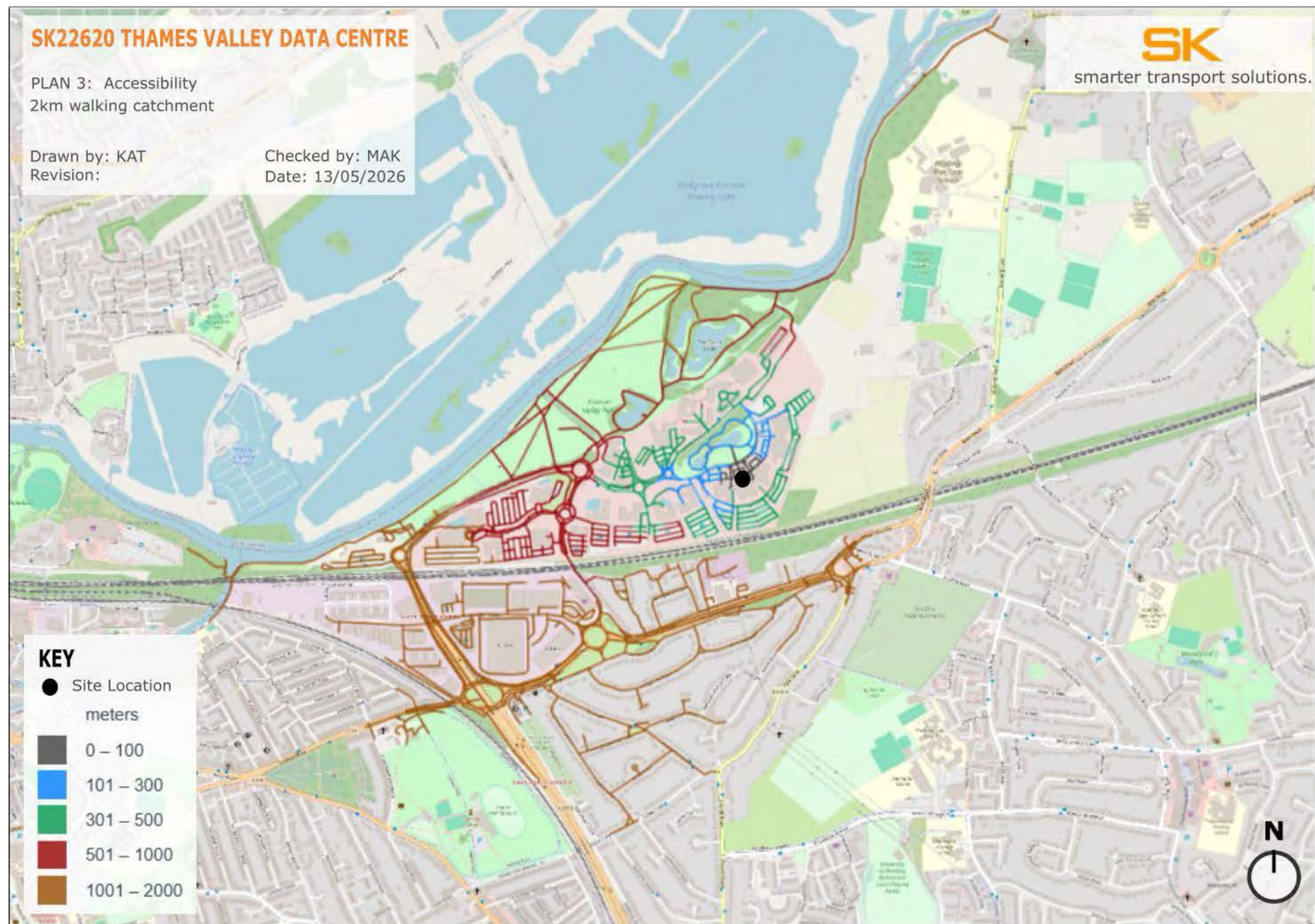
smarter transport solutions.

KEY

● Site Location

meters

- 0 – 100
- 101 – 300
- 301 – 500
- 501 – 1000
- 1001 – 2000



APPENDIX C

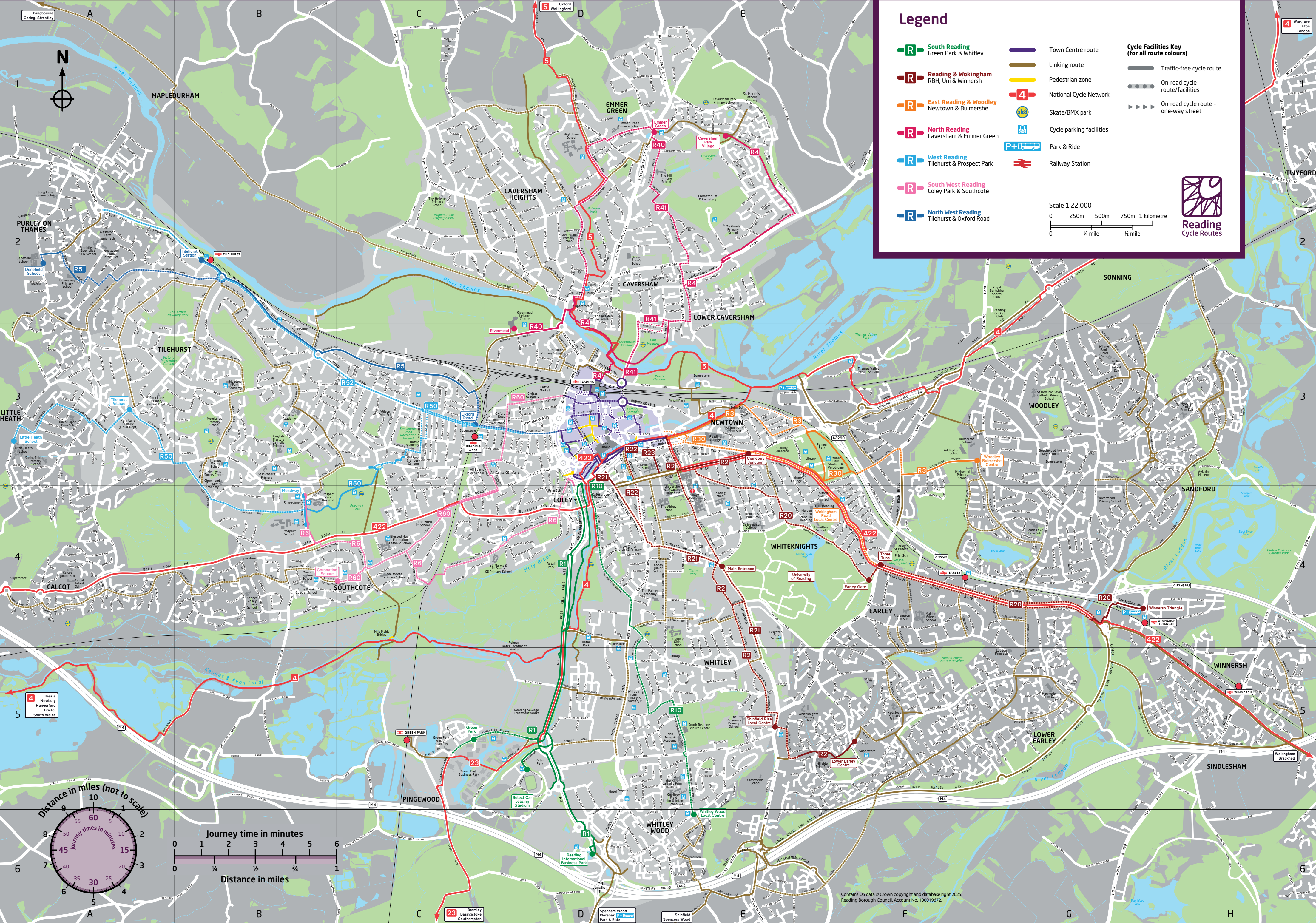


A stylized illustration of a person riding a bicycle. The person is wearing a yellow long-sleeved shirt, pink pants, a black helmet, and orange gloves. They are riding a green bicycle with black wheels and a black seat. The background features a cityscape with a large white bridge on the left, a blue building with a spire in the center, and a green tree on the right. The sky is light blue.

A photograph of two children riding bicycles on a paved road. The child in the foreground is a girl with braided hair, wearing a blue helmet and a blue jacket with yellow reflective stripes. She is smiling at the camera. The child in the background is a boy wearing a blue helmet and a yellow high-visibility jacket. Both are riding blue bicycles. The road has white dashed lines and a yellow double line on the right. The background is slightly blurred, showing a red car and some greenery.

[illegible]

More information on both Active Travel schemes at reading.gov.uk/activetravel



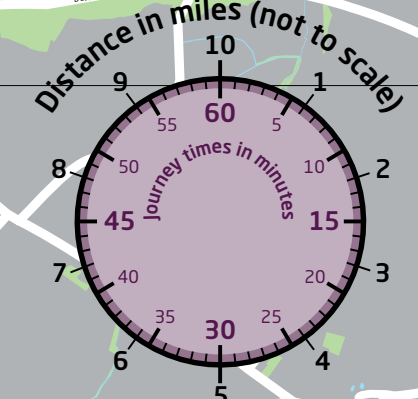
Legend

- South Reading
Green Park & Whitley
- Reading & Wokingham
RBH, Uni & Winnersh
- East Reading & Woodley
Newtown & Bulmershe
- North Reading
Caversham & Emmer Green
- West Reading
Tilehurst & Prospect Park
- South West Reading
Coley Park & Southcote
- North West Reading
Tilehurst & Oxford Road
- Town Centre route
- Linking route
- Pedestrian zone
- National Cycle Network
- Skate/BMX park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key
(for all route colours)
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street



Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



APPENDIX D

SK22620 THAMES VALLEY DATA CENTRE

PLAN 4: Accessibility
5km cycling catchment

Drawn by: KAT
Revision:

Checked by: MAK
Date: 13/05/2026

SK
smarter transport solutions

KEY

- Site Location
- 5km cycling catchment

N

SK22620 THAMES VALLEY DATA CENTRE

PLAN 4: Accessibility
5km cycling catchment

Drawn by: KAT
Revision:

Checked by: MAK
Date: 13/05/2026

SK
smarter transport solutions

KEY

- Site Location
- 5km cycling catchment

N

SK22620 THAMES VALLEY DATA CENTRE

PLAN 4: Accessibility
5km cycling catchment

Drawn by: KAT
Revision:

Checked by: MAK
Date: 13/05/2026

SK
smarter transport solutions

KEY

- Site Location
- 5km cycling catchment

N

SK22620 THAMES VALLEY DATA CENTRE

PLAN 4: Accessibility
5km cycling catchment

Drawn by: KAT
Revision:

Checked by: MAK
Date: 13/05/2026

SK
smarter transport solutions

KEY

- Site Location
- 5km cycling catchment

N

SK22620 THAMES VALLEY DATA CENTRE

PLAN 4: Accessibility
5km cycling catchment

Drawn by: KAT
Revision:

Checked by: MAK
Date: 13/05/2026

SK
smarter transport solutions

KEY

- Site Location
- 5km cycling catchment

N

SK22620 THAMES VALLEY DATA CENTRE

PLAN 4: Accessibility
5km cycling catchment

Drawn by: KAT
Revision:

Checked by: MAK
Date: 13/05/2026

SK
smarter transport solutions

KEY

- Site Location
- 5km cycling catchment

N

KEY

- Site Location
- 5km cycling catchment

KEY

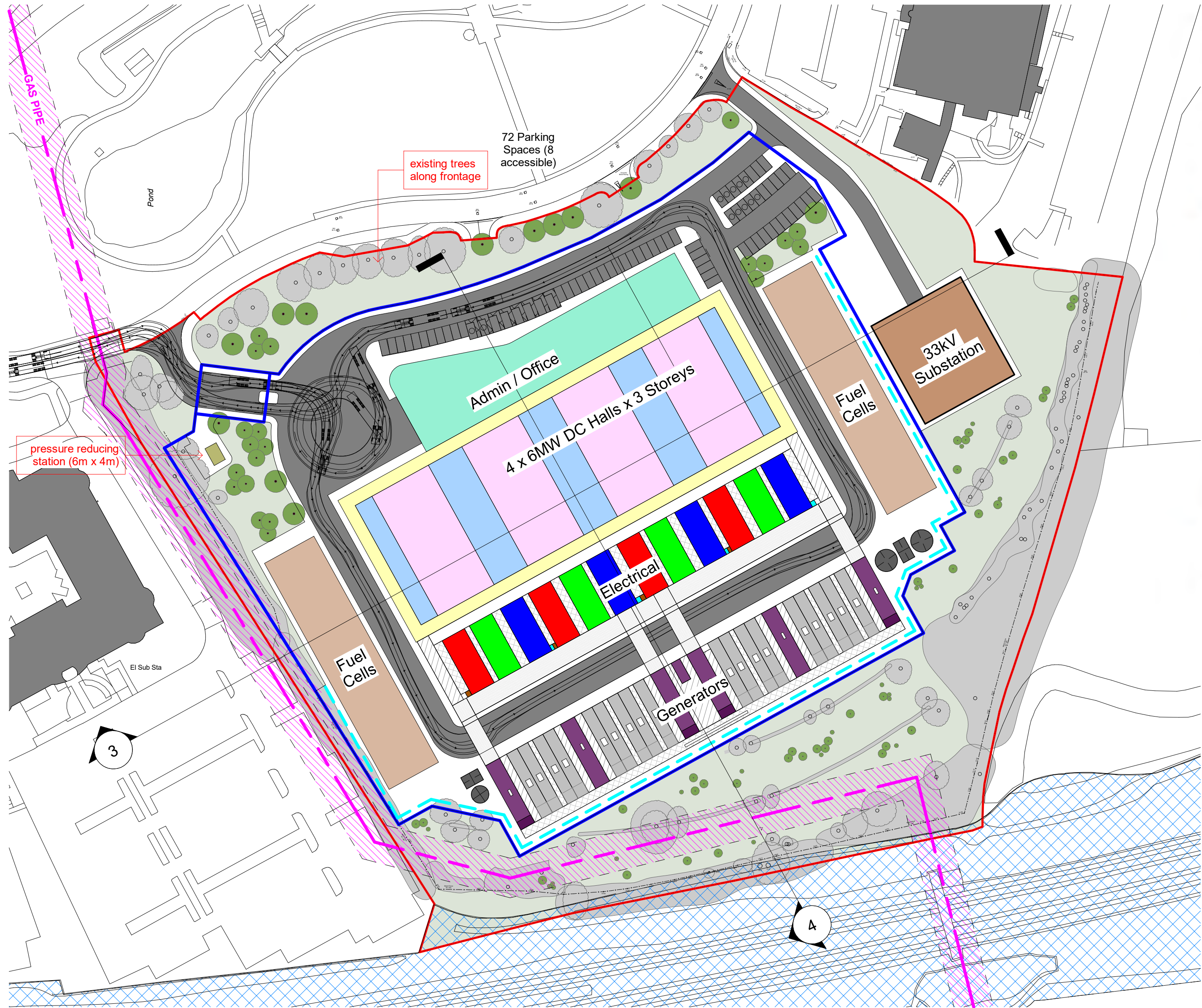
- Site Location
- 5km cycling catchment

KEY

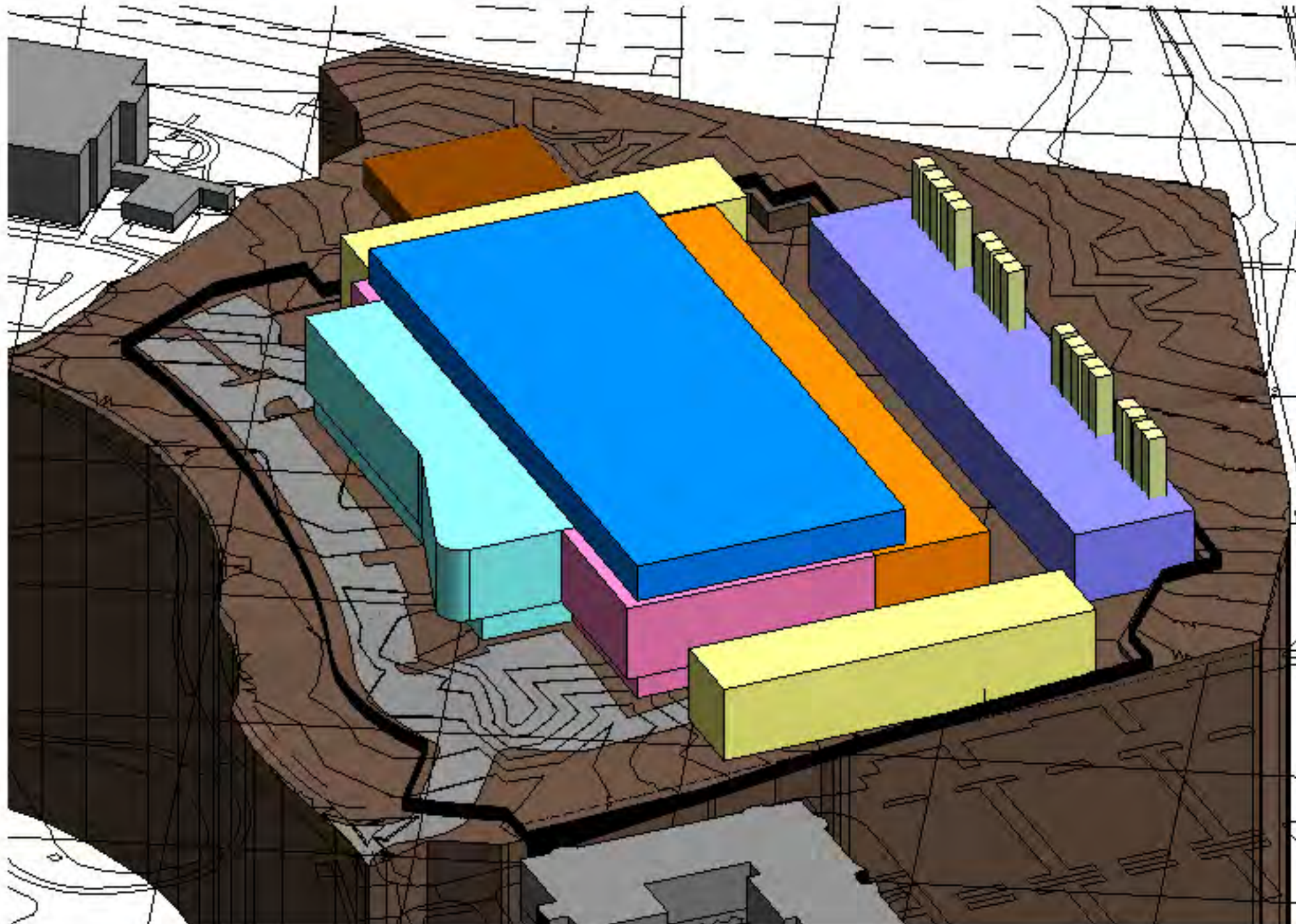
- Site Location
- 5km cycling catchment



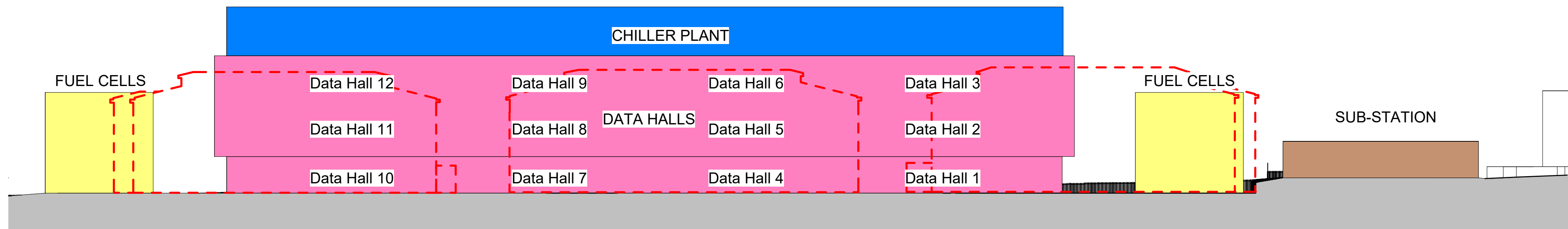
APPENDIX E



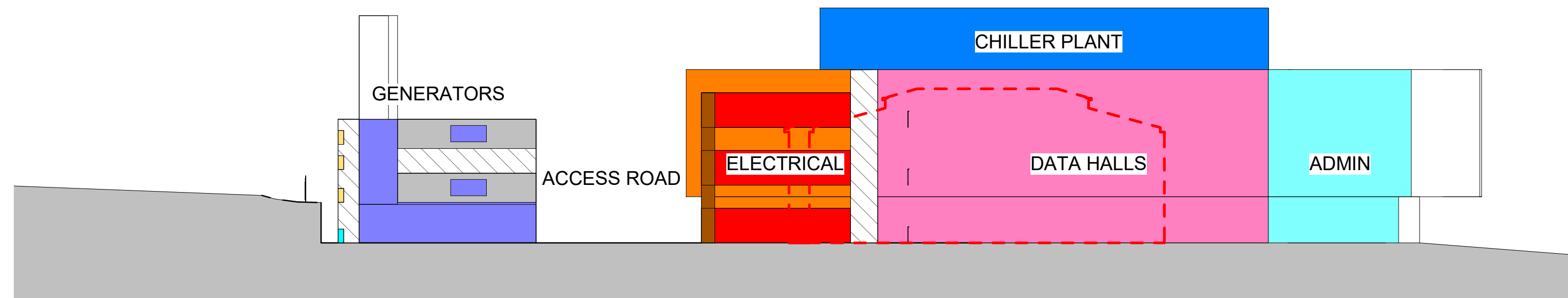
2 Site Plan
1 : 1000



1 3D Site View



3 Site Section 1
1 : 500



4 Site Section 2
1 : 500

NOTE:
SITE BOUNDARY BASED ON IMAGE OF LAND REGISTRY
PLAN (TITLE NUMBER: BK354816).
AS SUCH THE SITE BOUNDARY IS APPROXIMATE AND
SHOULD BE CONFIRMED BY MEASURED SURVEY

Notes:

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- Dimensions are in millimetres unless otherwise stated.
- This drawing is to be read in conjunction with all relevant Architectural, Civil, Structural, Service Engineer and Other consultant drawings, schedules and specifications.
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KEY:

- RETAINED/ENHANCED LANDSCAPE
- HIGH PRESSURE GAS MAIN EXCLUSION ZONE
- EXISTING / PROPOSED TREES
- RETAINING WALL
- APPROX OUTLINE OF EXISTING BUILDINGS
- SITE BOUNDARY
- FENCE BOUNDARY

(NOTE: AREAS SHOWN ARE INDICATIVE AS TAKEN FROM PDF DOCUMENTS WITH UNVERIFIED SCALES)

Key:

- NR FREEHOLD OWNERSHIP

(PLAN @ 1:1000 SCALE)

0 20 50m

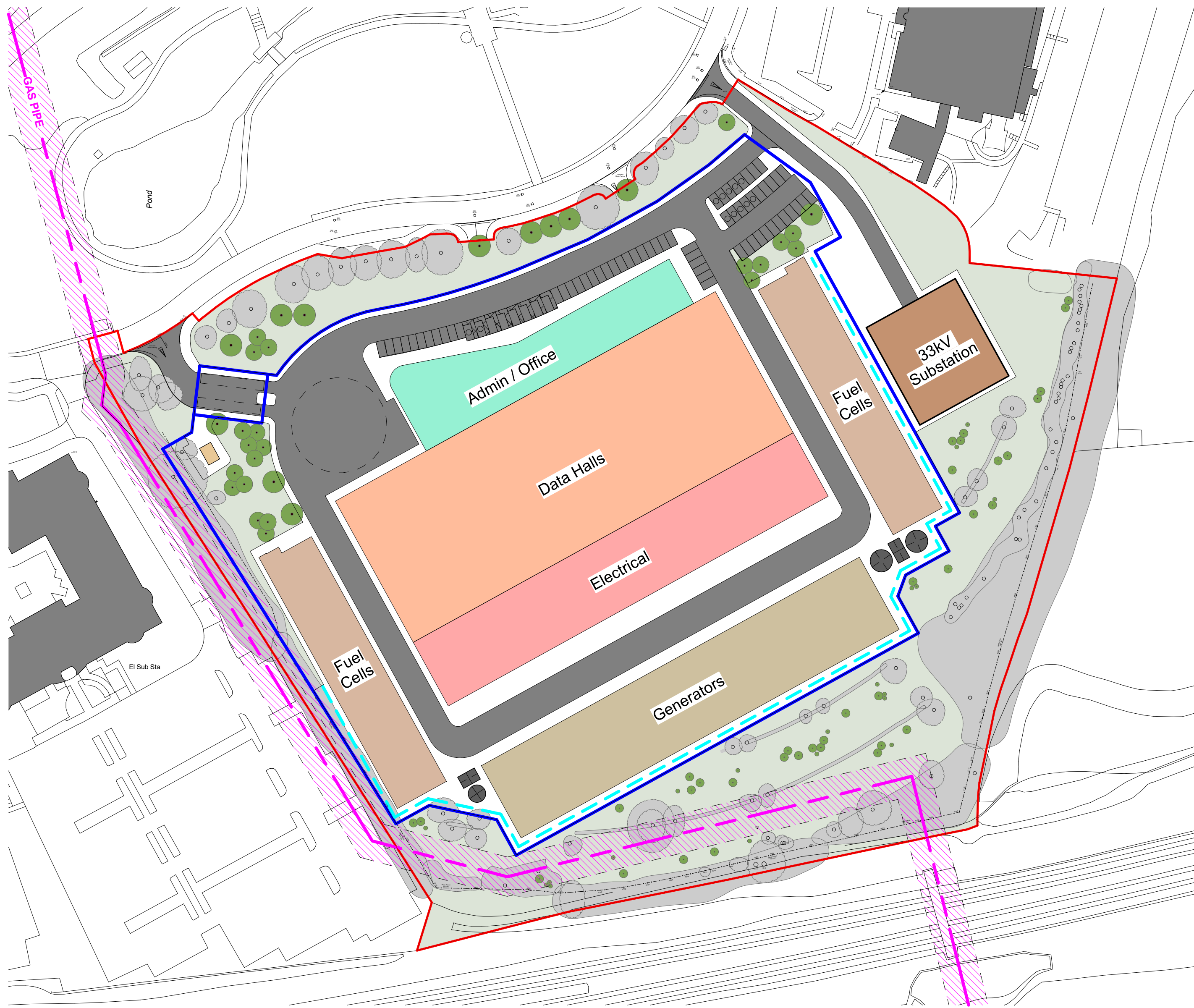
Rev.	Date	Description	Drawn	Checked
00	06/08/2026	Initial Issue	GP	MC
01	19/08/2026	Landscape Design Added, Red-Line Boundary Amended to Include Central Reservation	PG	MC
02	15/09/2026	Red-line boundary changed	CP	MC

Project Information:		Issue Suitability:	
Project: Thames Valley Park Data Centre		Planning Pre-Application	
Client: AIP Asset Manager	Job No: 12.259904	Scale @ A1: As indicated	
Drawing Number: 259904-12A-AR-DR-PL-IP-0000	Status: -R2	Revision: -02	Drawing Title: ILLUSTRATIVE SITE PROPOSAL DRAWINGS

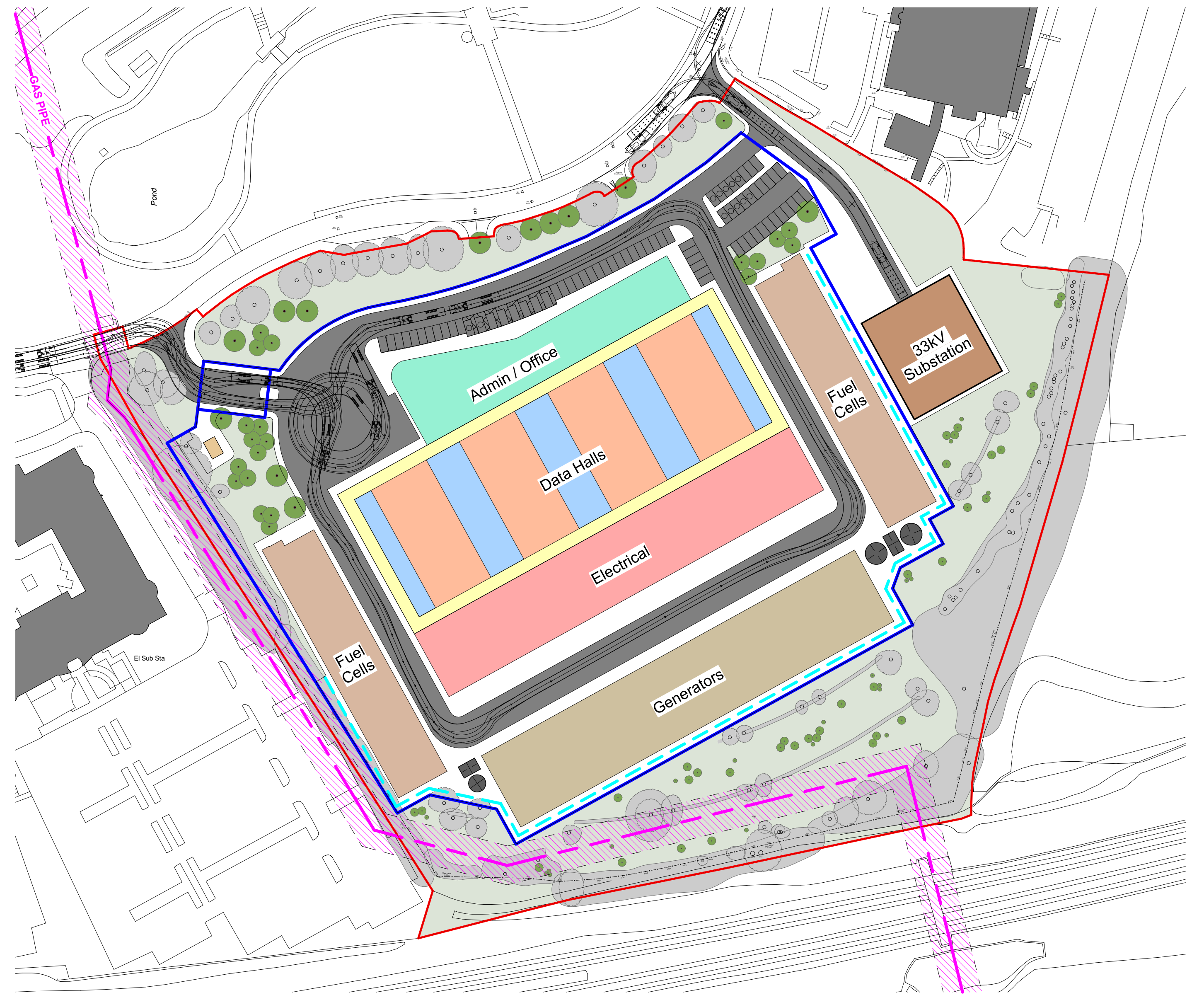
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w: www.twelvearchitects.com

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1 Site Plan - 33kV Substation
1 : 1000



2 Detailed Site Plan - 33kV Substation
1 : 1000

NOTE:
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PLAN (TITLE NUMBER: BK354816).
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- RETAINING WALL
- APPROX OUTLINE OF EXISTING BUILDINGS
- SITE BOUNDARY
- FENCE BOUNDARY

(NOTE: AREAS SHOWN ARE INDICATIVE AS
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UNVERIFIED SCALES)

Key:

0 20 50m

Rev.	Date	Description	Drawn	Checked
00	06/08/2026	Initial Issue	GP	MC
01	19/08/2026	Landscape Design Added, Red-Line Boundary Amended to include Central Reservation	PG	MC
02	15/09/2026	Red-line boundary changed	CP	MC

Project Information:

Project: Thames Valley Park Data Centre

Client: AIP Asset Manager

Drawing Number:
259904-12A-AR-DR-PL-IP-0001

Issue Suitability:

Planning Pre-Application

Job No:
12.259904

Scale @ A1:
1 : 1000

Status: -R2

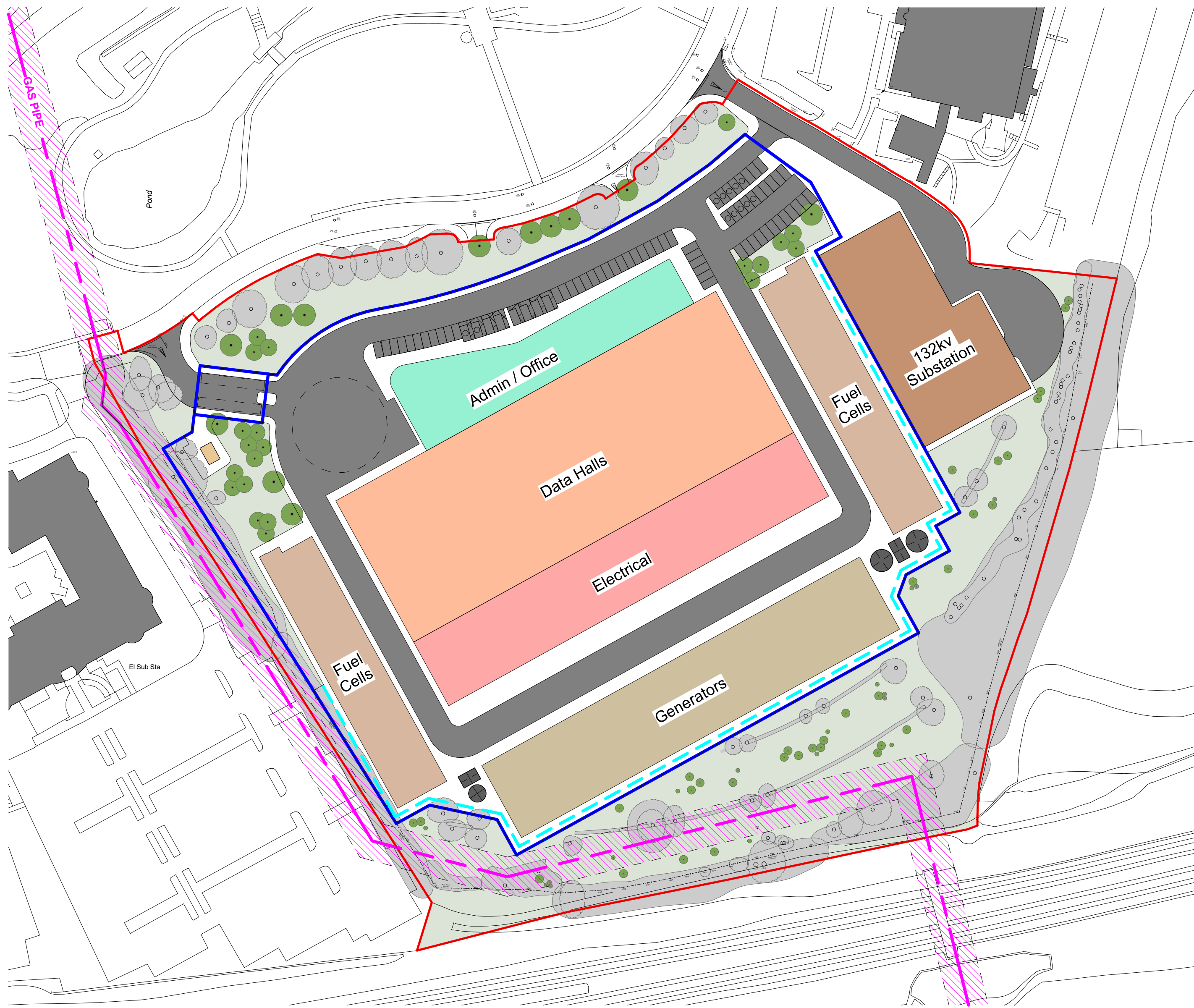
Revision: -02

Drawing Title:
SITE PLAN (33kV SUBSTATION)

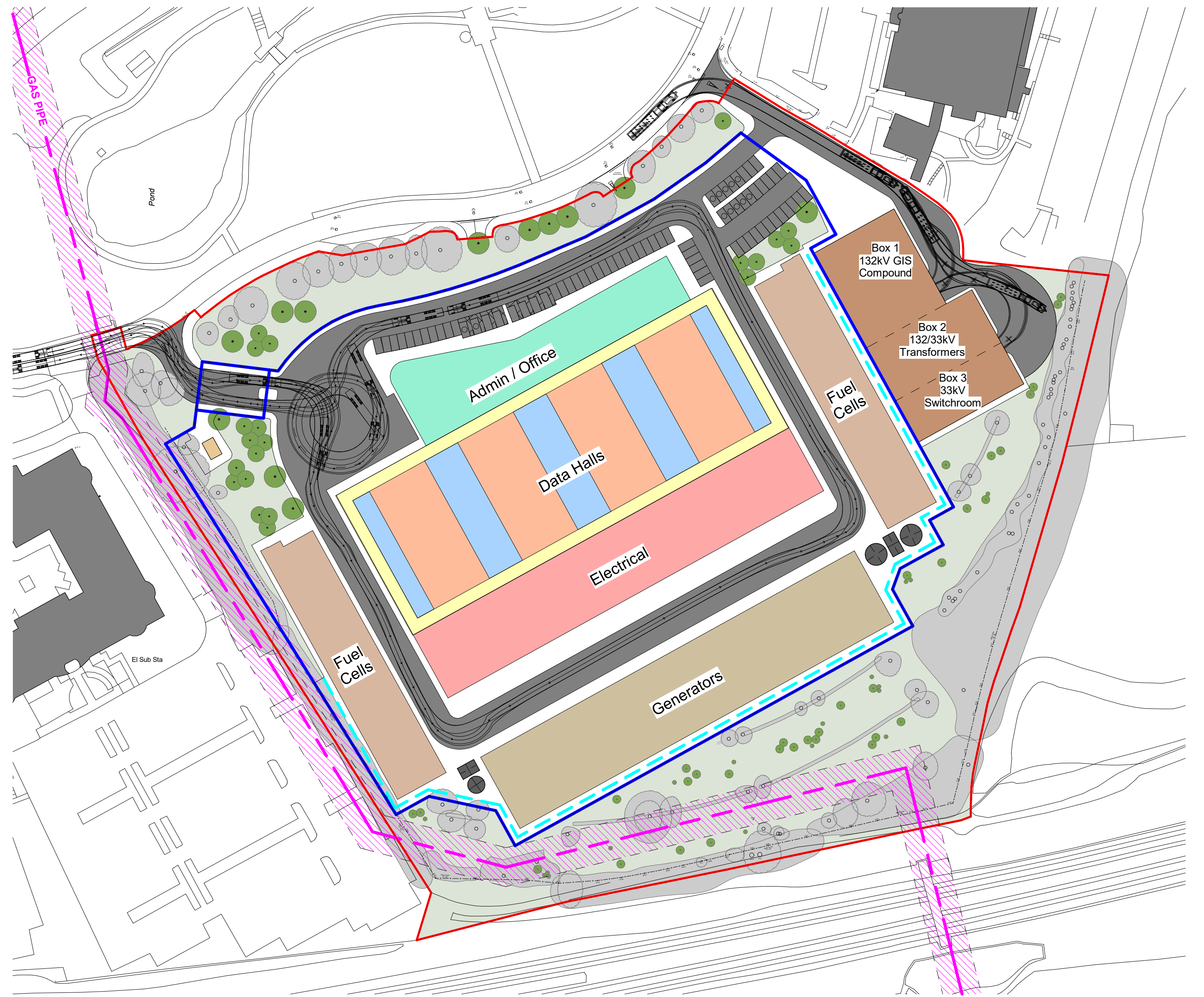
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1 Site Plan - 132kV Substation
1 : 1000



2 Detailed Site Plan - 132kV Substation
1 : 1000

NOTE:
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AS SUCH THE SITE BOUNDARY IS APPROXIMATE AND
SHOULD BE CONFIRMED BY MEASURED SURVEY

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- RETAINING WALL
- APPROX OUTLINE OF EXISTING BUILDINGS
- SITE BOUNDARY
- FENCE BOUNDARY

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UNVERIFIED SCALES)

Key:

0 20 50m

Rev.	Date	Description	Drawn	Checked
00	06/08/2026	Initial Issue	GP	MC
01	19/08/2026	Landscape Design Added, Red-Line Boundary Amended to include Central Reservation	PG	MC
02	15/09/2026	Red-line boundary changed	CP	MC

Project Information:

Project: Thames Valley Park Data Centre

Client: AIP Asset Manager

Drawing Number:
259904-12A-AR-DR-PL-IP-0002

Issue Suitability:

Planning Pre-Application

Job No:

12.259904

Scale @ A1:

1 : 1000

Status:

-R2

Revision:

-02

Drawing Title:

SITE PLAN (132kV SUBSTATION)

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APPENDIX N

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: B - BUSINESS PARK

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
	HO	HOUNSLOW
02	SOUTH EAST	
	BU	BUCKINGHAMSHIRE
	OX	OXFORDSHIRE
	PO	PORTSMOUTH
	SC	SURREY
03	SOUTH WEST	
	DV	DEVON
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
05	EAST MIDLANDS	
	NG	NOTTINGHAM
06	WEST MIDLANDS	
	SH	SHROPSHIRE
	TE	TELFORD & WREKIN
09	NORTH	
	TW	TYNE & WEAR
10	WALES	
	CF	CARDIFF
11	SCOTLAND	
	FA	FALKIRK
14	LEINSTER	
	LU	LOUTH
	WT	WESTMEATH
15	GREATER DUBLIN	
	DL	DUBLIN
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM

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

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

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:	429 to 185000 (units:sqm)
Range Selected by User:	429 to 185000 (units:sqm)
Parking Spaces Range:	7 - 4167

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/02/87 to 24/11/25

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:

Friday	6 days
Monday	4 days
Thursday	8 days
Tuesday	7 days
Wednesday	5 days

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

Selected survey types:

Manual count	30
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	16 days
Edge of Town Centre	3 days
Suburban Area	11 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	14 days
Development Zone	2 days
No Sub Category	14 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	2 days
Servicing vehicles Included	6 days
Servicing vehicles Unknown	22 days

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Secondary Filtering Selection:

Use Class:

Not Known

30 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:

157 - 7500

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	8 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	6 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	9 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	9 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	2 surveys
75,001 to 100,000	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	18 surveys
1.1 to 1.5	11 surveys
2.1 to 2.5	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: 95db3b3c-1580-4590-94e4-6a0a13df44d1

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	27 surveys
Yes	3 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:

2 - Poor	2 surveys
No PTAL Present	28 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:

No

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

1	AN-02-B-01	BUSINESS PARK	ANTRIM
BEECHILL ROAD BELFAST NEWTOWNBRED Edge of Town No Sub Category Gross floor area: 4000.00 sqm Survey date: Thursday 27/11/2014			
			Survey Type: Manual
2	BT-02-B-01	BUSINESS PARK	BRENT
CENTRAL WAY PARK ROYAL Suburban Area Commercial Zone Gross floor area: 15111.00 sqm Survey date: Thursday 21/04/2016			
			Survey Type: Manual
3	BU-02-B-01	BUSINESS PARK	BUCKINGHAMSHIRE
LONDON ROAD HIGH WYCOMBE Edge of Town No Sub Category Gross floor area: 13300.00 sqm Survey date: Thursday 08/07/2004			
			Survey Type: Manual
4	CA-02-B-01	BUSINESS PARK	CAMBRIDGESHIRE
MILTON ROAD CAMBRIDGE Edge of Town Commercial Zone Gross floor area: 23354.00 sqm Survey date:			
			Survey Type: Manual
5	CA-02-B-03	SCIENCE PARK	CAMBRIDGESHIRE
MILTON ROAD CAMBRIDGE Edge of Town No Sub Category Gross floor area: 142687.00 sqm Survey date: Friday 06/10/2017			
			Survey Type: Manual
6	CF-02-B-02	BUSINESS/TECH. UNITS	CARDIFF
CRICKHOWELL ROAD CARDIFF ST MELLONS Suburban Area No Sub Category Gross floor area: 2587.00 sqm Survey date: Friday 20/10/2006			
			Survey Type: Manual
7	CF-02-B-04	BUSINESS PARK	CARDIFF
RHYMNEY RIVER BRIDGE RD CARDIFF Edge of Town Development Zone Gross floor area: 5300.00 sqm Survey date: Friday 05/05/2017			
			Survey Type: Manual
8	CF-02-B-06	BUSINESS PARK	CARDIFF
MALTHOUSE AVENUE CARDIFF PONTPRENNAU Edge of Town			

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

No Sub Category

Gross floor area: 1642.00 sqm

Survey date:

Survey Type: Manual

9 MALTHOUSE AVENUE CARDIFF PONTPRENNAU Edge of Town Commercial Zone Gross floor area: 15930.00 sqm Survey date: Tuesday 13/03/2018	CF-02-B-07	BUSINESS PARK	CARDIFF	Survey Type: Manual
10 TANEY DRIVE DUBLIN DUNDRUM Suburban Area No Sub Category Gross floor area: 20530.00 sqm Survey date: Wednesday 12/09/2012	DL-02-B-04	BUSINESS PARK	DUBLIN	Survey Type: Manual
11 BURTON HALL AVENUE DUBLIN LEOPARDSTOWN Edge of Town Commercial Zone Gross floor area: 4269.00 sqm Survey date: Wednesday 01/10/2014	DL-02-B-07	BUSINESS PARK	DUBLIN	Survey Type: Manual
12 OLD NAAS ROAD DUBLIN INCHICORE Suburban Area Commercial Zone Gross floor area: 9200.00 sqm Survey date: Tuesday 05/09/2017	DL-02-B-08	BUSINESS PARK	DUBLIN	Survey Type: Manual
13 R125 SWORDS CROWSCASTLE Edge of Town Centre No Sub Category Gross floor area: 25000.00 sqm Survey date: Wednesday 20/06/2018	DL-02-B-09	BUSINESS PARK	DUBLIN	Survey Type: Manual
14 N56 LETTERKENNY KNOCKNAMONA Edge of Town No Sub Category Gross floor area: 7951.00 sqm Survey date:	DN-02-B-02	BUSINESS PARK	DONEGAL	Survey Type: Manual
15 MANATON CLOSE EXETER MATFORD BUSINESS PARK Edge of Town	DV-02-B-01	BUSINESS PARK	DEVON	

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Commercial Zone

Gross floor area: 1500.00 sqm

Survey date: Wednesday 05/07/2017

Survey Type: Manual

16 CALLENDAR BOULEVARD FALKIRK CALLENDAR PARK Edge of Town Commercial Zone Gross floor area: 16000.00 sqm Survey date: Friday 31/05/2013	FA-02-B-02	BUSINESS PARK	FALKIRK	Survey Type: Manual
17 CHISWICK HIGH ROAD CHISWICK GUNNERSBURY Suburban Area Development Zone Gross floor area: 185000.00 sqm Survey date: Thursday 08/11/2018	HO-02-B-04	BUSINESS PARK	HOUNSLOW	Survey Type: Manual
18 N52 DUNDALK Edge of Town Commercial Zone Gross floor area: 4326.00 sqm Survey date: Friday 13/09/2013	LU-02-B-01	BUSINESS PARK	LOUTH	Survey Type: Manual
19 PARK LANE NOTTINGHAM Suburban Area No Sub Category Gross floor area: 2321.00 sqm Survey date: Thursday 17/05/2007	NG-02-B-01	BUSINESS PARK	NOTTINGHAM	Survey Type: Manual
20 GARSINGTON ROAD OXFORD COWLEY Edge of Town Commercial Zone Gross floor area: 33105.00 sqm Survey date: Tuesday 21/10/2003	OX-02-B-01	BUSINESS PARK	OXFORDSHIRE	Survey Type: Manual
21 WESTERN ROAD PORTSMOUTH Suburban Area No Sub Category Gross floor area: 55000.00 sqm Survey date: Friday 18/10/2013	PO-02-B-01	BUSINESS PARK	PORTSMOUTH	Survey Type: Manual
22 A331 FRIMLEY Edge of Town Centre No Sub Category Gross floor area: 20160.00 sqm Survey date: Tuesday 27/11/2012	SC-02-B-03	BUSINESS PARK	SURREY	Survey Type: Manual

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

23 SURREY WAY GUILDFORD Suburban Area Commercial Zone Gross floor area: 15800.00 sqm Survey date: Thursday 20/06/2024	SC-02-B-04	BUSINESS PARK	SURREY	Survey Type: Manual
24 WELSHPOOL ROAD SHREWSBURY Edge of Town Commercial Zone Gross floor area: 17197.00 sqm Survey date: Tuesday 14/06/2005	SH-02-B-01	BUSINESS PARK	SHROPSHIRE	Survey Type: Manual
25 CASTLE STREET TELFORD HADLEY Suburban Area No Sub Category Gross floor area: 1300.00 sqm Survey date: Tuesday 16/06/2009	TE-02-B-02	BUSINESS CENTRE	TELFORD & WREKIN	Survey Type: Manual
26 STAFFORD COURT TELFORD Edge of Town Centre Commercial Zone Gross floor area: 10175.00 sqm Survey date: Thursday 24/10/2013	TE-02-B-03	BUSINESS PARK	TELFORD & WREKIN	Survey Type: Manual
27 EUSTON WAY TELFORD Suburban Area Commercial Zone Gross floor area: 6856.00 sqm Survey date:	TE-02-B-04	BUSINESS PARK	TELFORD & WREKIN	Survey Type: Manual
28 HOLLINSWOOD ROAD TELFORD Suburban Area Commercial Zone Gross floor area: 1715.00 sqm Survey date: Wednesday 18/09/2024	TE-02-B-05	BUSINESS PARK	TELFORD & WREKIN	Survey Type: Manual
29 CITY WAY SUNDERLAND EAST HERRINGTON Edge of Town No Sub Category Gross floor area: 77513.00 sqm Survey date: Thursday 09/10/2008	TW-02-B-03	BUSINESS PARK	TYNE & WEAR	Survey Type: Manual
30 DUBLIN ROAD ATHLONE GARRYCASTLE Edge of Town	WT-02-B-01	BUSINESS/TECH. PARK	WESTMEATH	



Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

No Sub Category
Gross floor area: 22150.00 sqm
Survey date: Tuesday 19/06/2007

Survey Type: Manual

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

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	30	25366	0.447	0.080	0.527
08:00-09:00	30	25366	1.065	0.145	1.210
09:00-10:00	30	25366	0.537	0.161	0.698
10:00-11:00	30	25366	0.199	0.132	0.331
11:00-12:00	30	25366	0.185	0.162	0.347
12:00-13:00	30	25366	0.231	0.323	0.554
13:00-14:00	30	25366	0.318	0.279	0.597
14:00-15:00	30	25366	0.185	0.210	0.395
15:00-16:00	30	25366	0.148	0.273	0.421
16:00-17:00	30	25366	0.157	0.513	0.670
17:00-18:00	30	25366	0.124	0.853	0.977
18:00-19:00	30	25366	0.065	0.403	0.468
19:00-20:00	1	4326	0.092	0.162	0.254
20:00-21:00	1	4326	0.139	0.208	0.347
21:00-22:00	1	4326	0.069	0.994	1.063
22:00-23:00	1	4326	0.000	0.046	0.046
23:00-00:00					
Total Rates:			3.961	4.944	8.905

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: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date date range:	21/10/2003 - 18/09/2024
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total People

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	30	25366	0.689	0.114	0.803
08:00-09:00	30	25366	1.668	0.227	1.895
09:00-10:00	30	25366	0.927	0.236	1.163
10:00-11:00	30	25366	0.359	0.218	0.577
11:00-12:00	30	25366	0.319	0.254	0.573
12:00-13:00	30	25366	0.455	0.581	1.036
13:00-14:00	30	25366	0.589	0.505	1.094
14:00-15:00	30	25366	0.318	0.347	0.665
15:00-16:00	30	25366	0.231	0.432	0.663
16:00-17:00	30	25366	0.249	0.862	1.111
17:00-18:00	30	25366	0.206	1.470	1.676
18:00-19:00	30	25366	0.113	0.716	0.829
19:00-20:00	1	4326	0.092	0.162	0.254
20:00-21:00	1	4326	0.139	0.208	0.347
21:00-22:00	1	4326	0.069	1.572	1.641
22:00-23:00	1	4326	0.000	0.069	0.069
23:00-00:00					
Total Rates:			6.423	7.973	14.396

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date date range:	21/10/2003 - 18/09/2024
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Cyclists

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	30	25366	0.028	0.004	0.032
08:00-09:00	30	25366	0.070	0.008	0.078
09:00-10:00	30	25366	0.040	0.007	0.047
10:00-11:00	30	25366	0.016	0.007	0.023
11:00-12:00	30	25366	0.010	0.006	0.016
12:00-13:00	30	25366	0.010	0.012	0.022
13:00-14:00	30	25366	0.013	0.013	0.026
14:00-15:00	30	25366	0.008	0.011	0.019
15:00-16:00	30	25366	0.009	0.017	0.026
16:00-17:00	30	25366	0.010	0.034	0.044
17:00-18:00	30	25366	0.011	0.055	0.066
18:00-19:00	30	25366	0.008	0.028	0.036
19:00-20:00	1	4326	0.000	0.000	0.000
20:00-21:00	1	4326	0.000	0.000	0.000
21:00-22:00	1	4326	0.000	0.046	0.046
22:00-23:00	1	4326	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.233	0.248	0.481

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: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date range:	21/10/2003 - 18/09/2024
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

PSVs

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	30	25366	0.004	0.004	0.008
08:00-09:00	30	25366	0.004	0.004	0.008
09:00-10:00	30	25366	0.004	0.004	0.008
10:00-11:00	30	25366	0.002	0.002	0.004
11:00-12:00	30	25366	0.002	0.002	0.004
12:00-13:00	30	25366	0.002	0.002	0.004
13:00-14:00	30	25366	0.002	0.002	0.004
14:00-15:00	30	25366	0.003	0.003	0.006
15:00-16:00	30	25366	0.003	0.002	0.005
16:00-17:00	30	25366	0.004	0.004	0.008
17:00-18:00	30	25366	0.004	0.004	0.008
18:00-19:00	30	25366	0.003	0.003	0.006
19:00-20:00	1	4326	0.000	0.000	0.000
20:00-21:00	1	4326	0.000	0.000	0.000
21:00-22:00	1	4326	0.000	0.000	0.000
22:00-23:00	1	4326	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.037	0.036	0.073

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

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Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date date range:	19/06/2007 - 20/06/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

OGVs

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	30	25366	0.005	0.004	0.009
08:00-09:00	30	25366	0.006	0.003	0.009
09:00-10:00	30	25366	0.007	0.007	0.014
10:00-11:00	30	25366	0.006	0.006	0.012
11:00-12:00	30	25366	0.006	0.006	0.012
12:00-13:00	30	25366	0.005	0.006	0.011
13:00-14:00	30	25366	0.004	0.004	0.008
14:00-15:00	30	25366	0.004	0.003	0.007
15:00-16:00	30	25366	0.004	0.003	0.007
16:00-17:00	30	25366	0.002	0.002	0.004
17:00-18:00	30	25366	0.002	0.002	0.004
18:00-19:00	30	25366	0.001	0.002	0.003
19:00-20:00	1	4326	0.000	0.000	0.000
20:00-21:00	1	4326	0.000	0.000	0.000
21:00-22:00	1	4326	0.000	0.000	0.000
22:00-23:00	1	4326	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.052	0.048	0.100

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

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Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date date range:	21/10/2003 - 18/09/2024
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Vehicle Occupants

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	30	25366	0.513	0.087	0.600
08:00-09:00	30	25366	1.214	0.154	1.368
09:00-10:00	30	25366	0.627	0.180	0.807
10:00-11:00	30	25366	0.242	0.152	0.394
11:00-12:00	30	25366	0.228	0.188	0.416
12:00-13:00	30	25366	0.278	0.392	0.670
13:00-14:00	30	25366	0.390	0.334	0.724
14:00-15:00	30	25366	0.219	0.252	0.471
15:00-16:00	30	25366	0.172	0.329	0.501
16:00-17:00	30	25366	0.183	0.626	0.809
17:00-18:00	30	25366	0.138	0.997	1.135
18:00-19:00	30	25366	0.073	0.469	0.542
19:00-20:00	1	4326	0.092	0.162	0.254
20:00-21:00	1	4326	0.139	0.208	0.347
21:00-22:00	1	4326	0.069	1.526	1.595
22:00-23:00	1	4326	0.000	0.069	0.069
23:00-00:00					
Total Rates:			4.577	6.125	10.702

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date date range:	21/10/2003 - 18/09/2024
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Pedestrians

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	30	25366	0.049	0.010	0.059
08:00-09:00	30	25366	0.140	0.024	0.164
09:00-10:00	30	25366	0.090	0.023	0.113
10:00-11:00	30	25366	0.043	0.030	0.073
11:00-12:00	30	25366	0.039	0.028	0.067
12:00-13:00	30	25366	0.094	0.111	0.205
13:00-14:00	30	25366	0.115	0.101	0.216
14:00-15:00	30	25366	0.047	0.040	0.087
15:00-16:00	30	25366	0.025	0.036	0.061
16:00-17:00	30	25366	0.029	0.076	0.105
17:00-18:00	30	25366	0.028	0.153	0.181
18:00-19:00	30	25366	0.014	0.070	0.084
19:00-20:00	1	4326	0.000	0.000	0.000
20:00-21:00	1	4326	0.000	0.000	0.000
21:00-22:00	1	4326	0.000	0.000	0.000
22:00-23:00	1	4326	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.713	0.702	1.415

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

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Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date date range:	21/10/2003 - 18/09/2024
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Public Transport Users

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	30	25366	0.098	0.012	0.110
08:00-09:00	30	25366	0.243	0.041	0.284
09:00-10:00	30	25366	0.171	0.026	0.197
10:00-11:00	30	25366	0.058	0.029	0.087
11:00-12:00	30	25366	0.042	0.032	0.074
12:00-13:00	30	25366	0.073	0.066	0.139
13:00-14:00	30	25366	0.071	0.057	0.128
14:00-15:00	30	25366	0.045	0.044	0.089
15:00-16:00	30	25366	0.025	0.049	0.074
16:00-17:00	30	25366	0.029	0.126	0.155
17:00-18:00	30	25366	0.029	0.264	0.293
18:00-19:00	30	25366	0.018	0.148	0.166
19:00-20:00	1	4326	0.000	0.000	0.000
20:00-21:00	1	4326	0.000	0.000	0.000
21:00-22:00	1	4326	0.000	0.000	0.000
22:00-23:00	1	4326	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.902	0.894	1.796

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

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Audit Code: 95db3b3c-1580-4590-94e4-6a0a13df44d1

Parameter Summary:

Trip rate parameter range selected:	429 - 185000 (units: sqm)
Survey date range:	21/10/2003 - 18/09/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

APPENDIX O

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: I - DATA CENTRE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	SO	SLOUGH
		5 days

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

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

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:	10000 to 26425 (units:sqm)
Range Selected by User:	10000 to 26425 (units:sqm)
Parking Spaces Range:	34 - 96

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/04/23 to 06/11/25

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:

Thursday	2 days
Wednesday	3 days

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

Selected survey types:

Manual count	5
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:

Suburban Area	5 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:

Industrial Zone	5 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	5 days
-----------------------------	--------

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Secondary Filtering Selection:

Use Class:

Not Known	5 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:

312 - 4650

Population within 1 mile:

25,001 to 50,000	3 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

250,001 to 500,000	5 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	1 surveys
1.1 to 1.5	4 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: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

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	1 surveys
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	5 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:

No

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

1 LIVERPOOL ROAD SLOUGH Suburban Area Industrial Zone Gross floor area: 16000.00 sqm Survey date: Tuesday 25/04/2023	SO-02-I-01	DATA CENTRE	SLOUGH Survey Type: Manual
2 IPSWICH ROAD SLOUGH Suburban Area Industrial Zone Gross floor area: 10000.00 sqm Survey date: Thursday 06/11/2025	SO-02-I-05	DATA CENTRE	SLOUGH Survey Type: Manual
3 AJAX AVENUE SLOUGH Suburban Area Industrial Zone Gross floor area: 26425.00 sqm Survey date: Wednesday 05/11/2025	SO-02-I-06	DATA CENTRE	SLOUGH Survey Type: Manual
4 DUNDEE ROAD SLOUGH Suburban Area Industrial Zone Gross floor area: 14400.00 sqm Survey date: Thursday 06/11/2025	SO-02-I-07	DATA CENTRE	SLOUGH Survey Type: Manual
5 AJAX AVENUE SLOUGH Suburban Area Industrial Zone Gross floor area: 20800.00 sqm Survey date: Wednesday 05/11/2025	SO-02-I-08	DATA CENTRE	SLOUGH Survey Type: Manual

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

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	4	17906	0.001	0.001	0.002
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.001	0.001
03:00-04:00	4	17906	0.004	0.000	0.004
04:00-05:00	4	17906	0.001	0.004	0.005
05:00-06:00	4	17906	0.014	0.011	0.025
06:00-07:00	5	17525	0.060	0.024	0.084
07:00-08:00	5	17525	0.088	0.011	0.099
08:00-09:00	5	17525	0.054	0.011	0.065
09:00-10:00	5	17525	0.043	0.018	0.061
10:00-11:00	5	17525	0.031	0.021	0.052
11:00-12:00	5	17525	0.017	0.037	0.054
12:00-13:00	5	17525	0.026	0.045	0.071
13:00-14:00	5	17525	0.027	0.024	0.051
14:00-15:00	5	17525	0.018	0.026	0.044
15:00-16:00	5	17525	0.011	0.074	0.085
16:00-17:00	5	17525	0.005	0.039	0.044
17:00-18:00	5	17525	0.009	0.030	0.039
18:00-19:00	5	17525	0.021	0.046	0.067
19:00-20:00	5	17525	0.002	0.009	0.011
20:00-21:00	4	17906	0.001	0.004	0.005
21:00-22:00	4	17906	0.006	0.006	0.012
22:00-23:00	4	17906	0.003	0.000	0.003
23:00-00:00	4	17906	0.000	0.004	0.004
Total Rates:			0.442	0.446	0.888

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

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Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	26/04/2023 - 06/11/2025
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.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.000	0.000	0.000
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.000	0.000
03:00-04:00	4	17906	0.000	0.000	0.000
04:00-05:00	4	17906	0.000	0.000	0.000
05:00-06:00	4	17906	0.001	0.000	0.001
06:00-07:00	5	17525	0.002	0.003	0.005
07:00-08:00	5	17525	0.002	0.000	0.002
08:00-09:00	5	17525	0.001	0.000	0.001
09:00-10:00	5	17525	0.002	0.000	0.002
10:00-11:00	5	17525	0.000	0.000	0.000
11:00-12:00	5	17525	0.000	0.001	0.001
12:00-13:00	5	17525	0.000	0.000	0.000
13:00-14:00	5	17525	0.000	0.000	0.000
14:00-15:00	5	17525	0.000	0.001	0.001
15:00-16:00	5	17525	0.000	0.001	0.001
16:00-17:00	5	17525	0.000	0.005	0.005
17:00-18:00	5	17525	0.000	0.002	0.002
18:00-19:00	5	17525	0.000	0.000	0.000
19:00-20:00	5	17525	0.000	0.000	0.000
20:00-21:00	4	17906	0.000	0.000	0.000
21:00-22:00	4	17906	0.000	0.000	0.000
22:00-23:00	4	17906	0.000	0.000	0.000
23:00-00:00	4	17906	0.000	0.000	0.000
Total Rates:			0.008	0.013	0.021

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

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Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	26/04/2023 - 06/11/2025
Number of weekdays (Monday-Friday):	4
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.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.000	0.000	0.000
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.000	0.000
03:00-04:00	4	17906	0.000	0.000	0.000
04:00-05:00	4	17906	0.000	0.000	0.000
05:00-06:00	4	17906	0.000	0.000	0.000
06:00-07:00	5	17525	0.000	0.000	0.000
07:00-08:00	5	17525	0.001	0.001	0.002
08:00-09:00	5	17525	0.000	0.000	0.000
09:00-10:00	5	17525	0.000	0.000	0.000
10:00-11:00	5	17525	0.000	0.000	0.000
11:00-12:00	5	17525	0.000	0.000	0.000
12:00-13:00	5	17525	0.001	0.001	0.002
13:00-14:00	5	17525	0.001	0.001	0.002
14:00-15:00	5	17525	0.000	0.000	0.000
15:00-16:00	5	17525	0.001	0.001	0.002
16:00-17:00	5	17525	0.000	0.000	0.000
17:00-18:00	5	17525	0.000	0.000	0.000
18:00-19:00	5	17525	0.000	0.000	0.000
19:00-20:00	5	17525	0.000	0.000	0.000
20:00-21:00	4	17906	0.000	0.000	0.000
21:00-22:00	4	17906	0.000	0.000	0.000
22:00-23:00	4	17906	0.000	0.000	0.000
23:00-00:00	4	17906	0.000	0.000	0.000
Total Rates:			0.004	0.004	0.008

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	05/11/2025 - 05/11/2025
Number of weekdays (Monday-Friday):	1
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.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.000	0.000	0.000
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.000	0.000
03:00-04:00	4	17906	0.000	0.000	0.000
04:00-05:00	4	17906	0.000	0.000	0.000
05:00-06:00	4	17906	0.000	0.000	0.000
06:00-07:00	5	17525	0.000	0.000	0.000
07:00-08:00	5	17525	0.002	0.000	0.002
08:00-09:00	5	17525	0.003	0.001	0.004
09:00-10:00	5	17525	0.002	0.000	0.002
10:00-11:00	5	17525	0.006	0.005	0.011
11:00-12:00	5	17525	0.000	0.003	0.003
12:00-13:00	5	17525	0.002	0.003	0.005
13:00-14:00	5	17525	0.002	0.003	0.005
14:00-15:00	5	17525	0.000	0.002	0.002
15:00-16:00	5	17525	0.001	0.001	0.002
16:00-17:00	5	17525	0.000	0.000	0.000
17:00-18:00	5	17525	0.000	0.000	0.000
18:00-19:00	5	17525	0.000	0.000	0.000
19:00-20:00	5	17525	0.000	0.000	0.000
20:00-21:00	4	17906	0.000	0.000	0.000
21:00-22:00	4	17906	0.000	0.000	0.000
22:00-23:00	4	17906	0.000	0.000	0.000
23:00-00:00	4	17906	0.000	0.000	0.000
Total Rates:			0.018	0.018	0.036

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

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

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Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	26/04/2023 - 06/11/2025
Number of weekdays (Monday-Friday):	4
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.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.000	0.000	0.000
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.000	0.000
03:00-04:00	4	17906	0.000	0.000	0.000
04:00-05:00	4	17906	0.000	0.000	0.000
05:00-06:00	4	17906	0.000	0.000	0.000
06:00-07:00	5	17525	0.001	0.001	0.002
07:00-08:00	5	17525	0.000	0.000	0.000
08:00-09:00	5	17525	0.000	0.000	0.000
09:00-10:00	5	17525	0.000	0.000	0.000
10:00-11:00	5	17525	0.000	0.000	0.000
11:00-12:00	5	17525	0.000	0.000	0.000
12:00-13:00	5	17525	0.000	0.000	0.000
13:00-14:00	5	17525	0.000	0.000	0.000
14:00-15:00	5	17525	0.000	0.000	0.000
15:00-16:00	5	17525	0.000	0.000	0.000
16:00-17:00	5	17525	0.001	0.001	0.002
17:00-18:00	5	17525	0.000	0.000	0.000
18:00-19:00	5	17525	0.000	0.000	0.000
19:00-20:00	5	17525	0.000	0.000	0.000
20:00-21:00	4	17906	0.000	0.000	0.000
21:00-22:00	4	17906	0.000	0.000	0.000
22:00-23:00	4	17906	0.000	0.000	0.000
23:00-00:00	4	17906	0.000	0.000	0.000
Total Rates:			0.002	0.002	0.004

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

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

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Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	05/11/2025 - 05/11/2025
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.001	0.001	0.002
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.000	0.000
03:00-04:00	4	17906	0.004	0.000	0.004
04:00-05:00	4	17906	0.001	0.004	0.005
05:00-06:00	4	17906	0.014	0.011	0.025
06:00-07:00	5	17525	0.058	0.023	0.081
07:00-08:00	5	17525	0.074	0.009	0.083
08:00-09:00	5	17525	0.041	0.005	0.046
09:00-10:00	5	17525	0.029	0.011	0.040
10:00-11:00	5	17525	0.017	0.006	0.023
11:00-12:00	5	17525	0.014	0.029	0.043
12:00-13:00	5	17525	0.016	0.029	0.045
13:00-14:00	5	17525	0.015	0.013	0.028
14:00-15:00	5	17525	0.008	0.016	0.024
15:00-16:00	5	17525	0.007	0.056	0.063
16:00-17:00	5	17525	0.003	0.035	0.038
17:00-18:00	5	17525	0.008	0.029	0.037
18:00-19:00	5	17525	0.019	0.046	0.065
19:00-20:00	5	17525	0.002	0.009	0.011
20:00-21:00	4	17906	0.001	0.003	0.004
21:00-22:00	4	17906	0.004	0.004	0.008
22:00-23:00	4	17906	0.003	0.000	0.003
23:00-00:00	4	17906	0.000	0.004	0.004
Total Rates:			0.339	0.343	0.682

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	26/04/2023 - 06/11/2025
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.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.000	0.000	0.000
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.001	0.001
03:00-04:00	4	17906	0.000	0.000	0.000
04:00-05:00	4	17906	0.000	0.000	0.000
05:00-06:00	4	17906	0.000	0.000	0.000
06:00-07:00	5	17525	0.001	0.000	0.001
07:00-08:00	5	17525	0.010	0.000	0.010
08:00-09:00	5	17525	0.010	0.006	0.016
09:00-10:00	5	17525	0.011	0.007	0.018
10:00-11:00	5	17525	0.009	0.011	0.020
11:00-12:00	5	17525	0.003	0.005	0.008
12:00-13:00	5	17525	0.007	0.013	0.020
13:00-14:00	5	17525	0.009	0.007	0.016
14:00-15:00	5	17525	0.010	0.009	0.019
15:00-16:00	5	17525	0.001	0.015	0.016
16:00-17:00	5	17525	0.000	0.001	0.001
17:00-18:00	5	17525	0.001	0.000	0.001
18:00-19:00	5	17525	0.000	0.000	0.000
19:00-20:00	5	17525	0.000	0.000	0.000
20:00-21:00	4	17906	0.000	0.001	0.001
21:00-22:00	4	17906	0.000	0.000	0.000
22:00-23:00	4	17906	0.000	0.000	0.000
23:00-00:00	4	17906	0.000	0.000	0.000
Total Rates:			0.072	0.076	0.148

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

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

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Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	26/04/2023 - 06/11/2025
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.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.000	0.000	0.000
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.000	0.000
03:00-04:00	4	17906	0.000	0.000	0.000
04:00-05:00	4	17906	0.000	0.000	0.000
05:00-06:00	4	17906	0.000	0.000	0.000
06:00-07:00	5	17525	0.000	0.000	0.000
07:00-08:00	5	17525	0.001	0.001	0.002
08:00-09:00	5	17525	0.000	0.000	0.000
09:00-10:00	5	17525	0.002	0.000	0.002
10:00-11:00	5	17525	0.000	0.000	0.000
11:00-12:00	5	17525	0.000	0.001	0.001
12:00-13:00	5	17525	0.000	0.000	0.000
13:00-14:00	5	17525	0.001	0.001	0.002
14:00-15:00	5	17525	0.000	0.000	0.000
15:00-16:00	5	17525	0.001	0.001	0.002
16:00-17:00	5	17525	0.000	0.001	0.001
17:00-18:00	5	17525	0.000	0.001	0.001
18:00-19:00	5	17525	0.001	0.000	0.001
19:00-20:00	5	17525	0.000	0.000	0.000
20:00-21:00	4	17906	0.000	0.000	0.000
21:00-22:00	4	17906	0.001	0.001	0.002
22:00-23:00	4	17906	0.000	0.000	0.000
23:00-00:00	4	17906	0.000	0.000	0.000
Total Rates:			0.007	0.007	0.014

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: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	26/04/2023 - 05/11/2025
Number of weekdays (Monday-Friday):	3
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Servicing Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	4	17906	0.000	0.000	0.000
01:00-02:00	4	17906	0.000	0.000	0.000
02:00-03:00	4	17906	0.000	0.001	0.001
03:00-04:00	4	17906	0.000	0.000	0.000
04:00-05:00	4	17906	0.000	0.000	0.000
05:00-06:00	4	17906	0.000	0.000	0.000
06:00-07:00	5	17525	0.002	0.001	0.003
07:00-08:00	5	17525	0.014	0.002	0.016
08:00-09:00	5	17525	0.010	0.007	0.017
09:00-10:00	5	17525	0.014	0.008	0.022
10:00-11:00	5	17525	0.014	0.013	0.027
11:00-12:00	5	17525	0.005	0.008	0.013
12:00-13:00	5	17525	0.009	0.015	0.024
13:00-14:00	5	17525	0.011	0.010	0.021
14:00-15:00	5	17525	0.009	0.010	0.019
15:00-16:00	5	17525	0.003	0.016	0.019
16:00-17:00	5	17525	0.000	0.001	0.001
17:00-18:00	5	17525	0.001	0.000	0.001
18:00-19:00	5	17525	0.000	0.000	0.000
19:00-20:00	5	17525	0.000	0.000	0.000
20:00-21:00	4	17906	0.000	0.001	0.001
21:00-22:00	4	17906	0.001	0.001	0.002
22:00-23:00	4	17906	0.000	0.000	0.000
23:00-00:00	4	17906	0.000	0.000	0.000
Total Rates:			0.093	0.094	0.187

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: 6d677d1d-4eb3-4100-91fa-4ab4ecffbd5f

Parameter Summary:

Trip rate parameter range selected:	10000 - 26425 (units: sqm)
Survey date date range:	26/04/2023 - 06/11/2025
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.