Latos Manchester Limited

Land off Bower Street

Manchester

Transport Statement

260421/SK225107/TS01(-03)

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Contents

		Page
1	Introduction	1
2	Baseline Context	1
3	Proposed Development	6
4	Impact Assessment	7
5	Conclusions	11

Appendices

A	Proposed Development Layout
B	Vehicle Access Layout
C	Road Safety Audit & Designer's Response
D	Interim Travel Plan
E	Swept Path Analysis
F	TRICS Output

Project	Document	Rev	Description	Authorised by	Signed	Date
SK225107	TS	00	First Draft	L Speers	LGS	26/02/2026
SK225107	TS	01	Submission	L Speers	LGS	23/03/2026
SK225107	TS	02	Layout Update	L Speers	LGS	27/03/2026
SK225107	TS	03	Red Line Update	L Speers	LGS	21/04/2026

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1 Introduction

Background

1.1 SK Transport Planning Limited (SK) has been instructed by Latos Manchester Limited to prepare a Transport Statement (TS) that assesses the impact of Proposed Development on land off Bower Street in Manchester. The location of the development is shown in Figure 1.1.

1.2 The Proposed Development is for two data centre buildings and external e-pod plant housing, comprising a total of 2,645sqm, with associated access, parking and landscaping.



Figure 1.1: Site Location
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

Pre-Application Discussions

1.3 A TS Scoping Report was prepared and submitted to the Local Highway Authority, Manchester City Council (MCC), in January 2026. In February, comments on the Scoping Report were received back and this confirmed agreement of the proposed method of assessment.

2 Baseline Context

Site Description

2.1 The Site is 1.23 hectares in size and is located within the administrative boundary of MCC. It is bounded by existing industrial units to the west, Bower Street to the north with residential properties beyond, and the Rochdale Canal to the south.

2.2 The Site is currently vacant and comprises large areas of hardstanding, interspersed with self-seeded trees, shrubs and scrub, as well as a number of established trees along the Site boundaries.

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Local Nearby Development

2.3 MCC has advised that a planning application has been recently submitted for a cash and carry warehouse unit (669sqm) located to the east of the site, on the corner of Ten Acres Lane and Bower Street.

2.4 A review has been made of the TS submitted with the planning application and this confirms that the site will generate a total of six vehicles in the AM peak hour and two vehicles in the PM peak hour. Based on this, the Committed Development will not have an impact on highway operation and will not affect local traffic conditions serving both Sites.

Local Transport Network

2.5 In the vicinity of the Site, Bower Street is 7.4m wide with 3.1m wide footways on the northern side of the road and 2.8m footways on the southern side of the road. Bower Street is subject to a 20mph speed limit.

2.6 At its eastern end, Bower Street meets Ten Acres Lane at a priority arrangement. Travelling north on Ten Acres Lane provides access to the A62 (Oldham Road). The Oldham Road/Ten Acres Lane junction is a priority arrangement with uncontrolled crossings. To the west of the junction a signalised junction is in place with controlled crossing features.

2.7 At its western end, Bower Street meets Grimshaw Lane at a priority arrangement. Travelling north on Grimshaw Lane provides access to Oldham Road. The Oldham Road/Grimshaw Lane is a signalised arrangement with controlled crossing features.

Traffic Flows

2.8 The Department for Transport (DfT) Traffic Database shows that Bower Street has an AADT flow of 2,047 total vehicles, of which 39 are HGV (2024 data).[1]

2.9 Table 2.1 provides a summary of the peak hour traffic flows.

	Existing Traffic Flows		
	East	West	Total
AM Peak Hour	26	261	287
PM Peak Hour	174	41	215

Table 2.1: Peak Hour Traffic Flows (2024) – Bower Street

Traffic Regulation Orders

2.10 There are no Traffic Regulation Orders on Bower Street in the vicinity of the Site.

2.11 To the west of the Site in the vicinity of the Bower Street/Fletcher Street junction double yellow line markings are provided on both sides of the road, extending to the junction with Grimshaw Lane. Loading restrictions are also in place along this length.

Sustainable Connectivity

2.12 Figure 2.1 shows the active travel network serving the Site from the TfGM website.[2]

[1] https://roadtraffic.dft.gov.uk/count-points/803832
[2] https://tfgm.pindarcreative.co.uk

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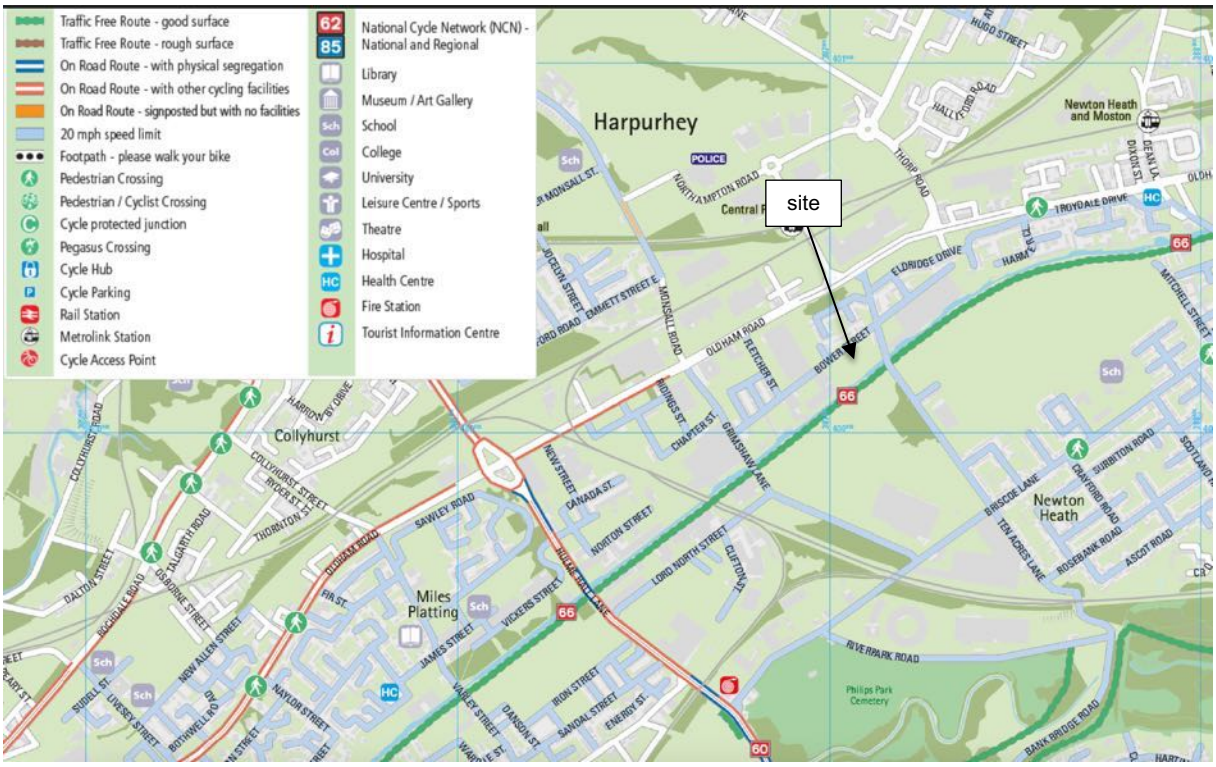


Figure 2.1: Active Travel Network
[source: Transport for Greater Manchester]

2.13 Bower Street is a 20mph street which has footways with widths over 2m wide which provide connections to pedestrian infrastructure on the Oldham Road corridor.

2.14 Access to the formal cycle network can be gained via the traffic free route along the Rochdale Canal and on road routes on Oldham Road.

2.15 Figure 2.2 shows TfGM's public transport network map for the local area.[3]

[3] https//tfgm.com/maps

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Figure 2.2: Public Transport Network
[source: Transport for Greater Manchester]

2.16 The nearest bus stops to the Site are located on Oldham Road, 300m away. The nearest bus stops have flag poles, shelters, seating and timetable information. Controlled crossings are in place on Oldham Road to provide access to eastbound services.

2.17 Table 2.1 provides a summary of the buses routeing closest to the Site taken from the TfGM website at the time of writing the report.[4]

No	Route	Frequency (buses per hour)		
		Monday-Friday	Saturday	Sunday
83	Oldham – Failsworth – Manchester City Centre	6	6	3
84	Uppermill – Oldham – Failsworth – Manchester City Centre	2	2	2
151	Ashton – Failsworth – Moston – Higher Crumpsall	1	1	1
181	Wrens Nest – Shaw – Busk – Chadderton – Manchester City Centre	Peak Hours Only	Peak Hours Only	Peak Hours Only
182	Wrens Nest – Shaw – Busk – Chadderton – Manchester City Centre	1	1	1

Table 2.1: Bus Routes
[source: Transport for Greater Manchester]

2.18 The nearest tram stop to the Site is Central Park, 700m away. Metrolink tram services connect the Site to other areas of the Oldham, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.[5] The tram services operate on a turn-up-and-go basis, with services every six minutes Monday to Saturday during the day and every 12 minutes Monday to Saturday evening and on Sunday.

[4] https://tfgm.com
[5] https://tfgm.com/public-transport/tram

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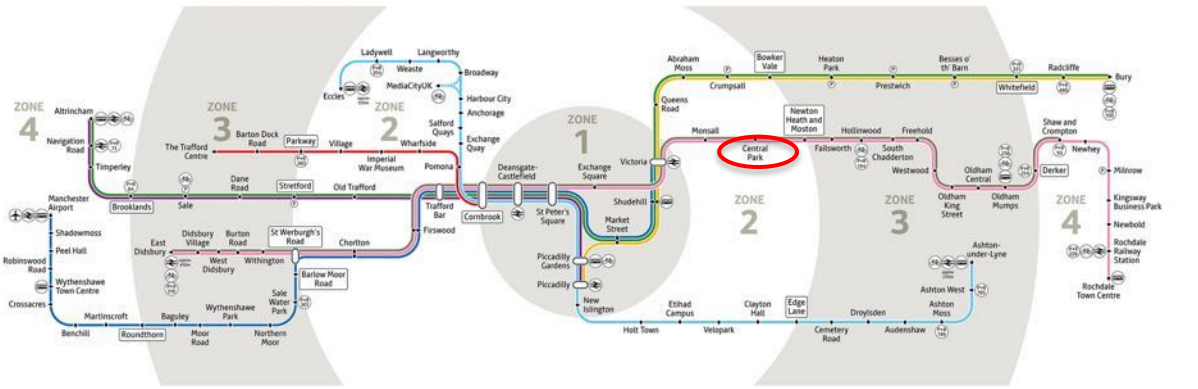


Figure 2.3: Tram Network
[source: Transport for Greater Manchester]

Road Safety Patterns

2.19 The Transport for Greater Manchester (TfGM) database has been used to establish collision patterns over the most recent five-year period available.[6] The TfGM database states that the current data is five years to 31st June 2025.

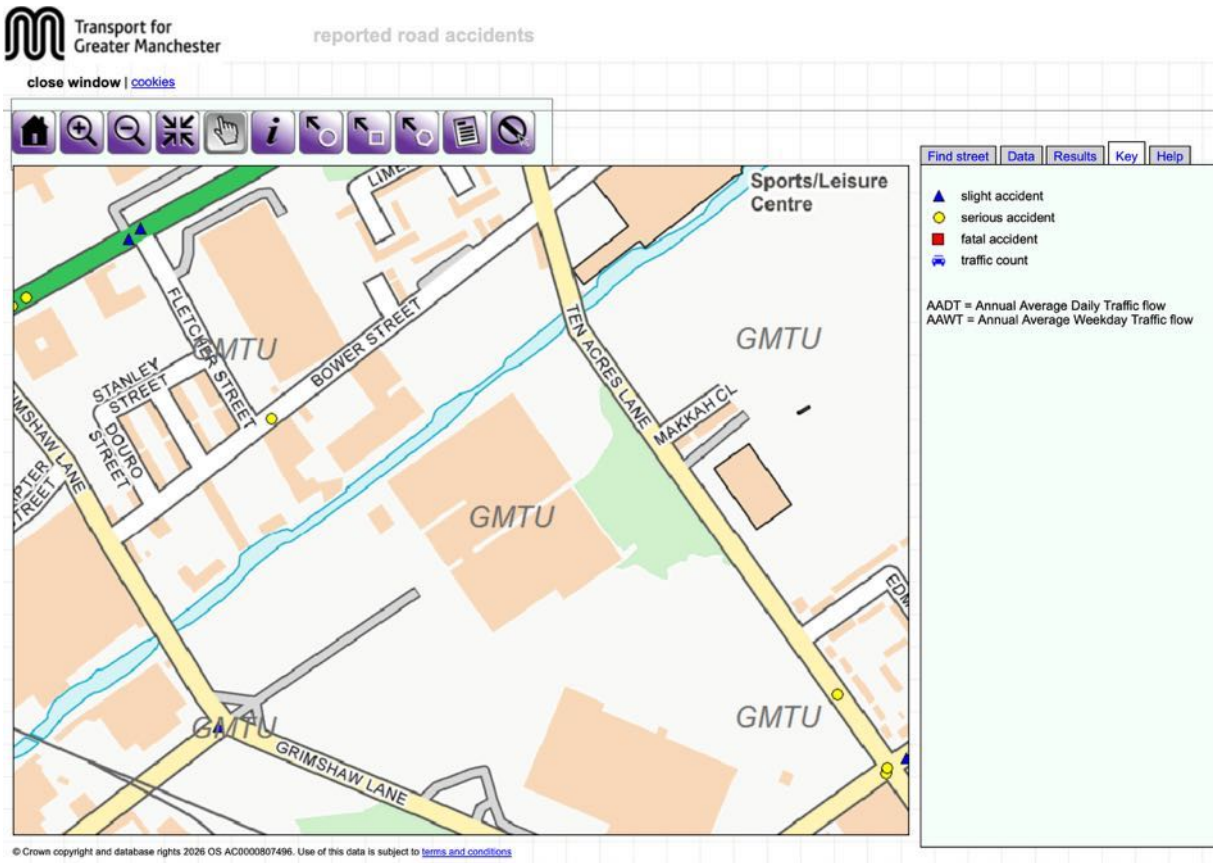


Figure 2.4: Road Safety
[source: Transport for Greater Manchester]

2.20 The Database shows that there have been no collisions at the Bower Street junctions with Grimshaw Lane and Ten Acres Lane during the five-year period assessed. There has been a single collision on Bower Street that was classed as serious.

[6] https://www.gmtu.gov.uk/gmaccidents/

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2.21 While all collisions are regrettable, the road safety patterns on Bower Street show that the frequency of collisions is not significant with an annual rate of 0.2 collisions per year.

3 Proposed Development

3.1 The Proposed Development layout is attached as Appendix A.

3.2 The Proposed Development will comprise two data centre buildings and external e-pod plant housing with a total building floor area of 2,645sqm.

3.3 The Proposed Development will be staffed by six people.

3.4 Vehicle access will be gained via a priority arrangement on Bower Street. The vehicle access layout is shown on the general arrangement layout in Appendix B.

3.5 The vehicle access is 7m wide with 2m footways on both sides. Tactile paving and dropper kerbs are provided. The layout shows that visibility splays of 2.4m x 43m can be achieved. Junction protection zone markings (double yellow line TRO) are to be provided as requested by MCC to maintain the visibility splay.

3.6 The gate into the Site is set back from the carriageway edge by 15m.

3.7 Redundant site access points will be reinstated as continuous footway and the footways bounding the site will be resurfaced. These works are shown on the general arrangement in Appendix B. These works will be undertaken by Section 278 Agreement.

3.8 While not always required at planning application stage, MCC requested that a Road Safety Audit (RSA1) be undertaken of the site access layout. The RSA1 has been undertaken independently of the design team and is attached with the Designer's Response in Appendix C.

3.9 A covered cycle parking area is provided with capacity for eight bikes (four stands), this is sufficient to meet both staff and visitor cycle parking requirements.

3.10 Eight staff and visitor car parking spaces will be provided, including one disabled parking space. As data centres are generally associated with a lower staff to floor area ratio than other employment uses, it is not appropriate to use parking standards to determine a suitable car parking level, in this instance. Instead, a parking accumulation assessment has been undertaken based on the TRICS forecast, which confirms that proposed level is sufficient to meet forecast car parking demand levels associated with staff and visitors at the Proposed Development. A further test has been undertaken which reviews the commuter mode share data from the Census. This shows that 65% of the six staff at the Proposed Development could be car drivers, which equates for a requirement for four car parking spaces. Given the Proposed Development will provide sufficient car parking to meet operational and staff demand levels, there is no requirement to provide TRO (other than the junction protection zone markings identified earlier) as there will be no overspill parking onto Bower Street.

3.11 The standard car parking spaces are 2.5m x 5m and the disabled space is 3.6m x 6m. 6m aisle widths are provided. The car parking spaces will be formally demarcated. All of the car parking spaces will have access to an EV charger.

3.12 A Travel Plan will be adopted at the Proposed Development on occupation. An Interim version has been prepared for the planning application based on best practice guidance and this is attached as Appendix D. The level of interventions and types of measures proposed are commensurate with the scale of impact of the Proposed Development and the total number of staff that will be employed (e.g. six people).

3.13 The bin store is located close to the main entrance. Four bins (3 x 1,100l and 1 x 120l) are provided in the store for general and recycled waste. The architect has advised that the waste generation and capacity is based on WRAP guidance, as set out in the Design and Access Statement.[7]

[7] https://businessofrecycling.wrap.ngo

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3.14 Refuse will be collected by private contract, swept path analysis has been undertaken for a typical refuse collection vehicle, and this is attached as Appendix E.

3.15 Other deliveries and servicing will be accommodated in the service yards at the Proposed Development. The applicant has advised that once operational the site will attract deliveries by small HGVs (OGV1) and vans. The refuse vehicle tested is therefore representative of a large service vehicle type but a range of vehicles have been tracked and these are attached as Appendix E.

3.16 Access will be required for a large mobile crane during the construction phase and possibly on occasion during the operational phase. Tracking for a large (400T) mobile crane is also included in Appendix E.

4 Impact Assessment

Development Trip Generation

4.1 Since the preparation of the TS Scoping Report a new version of TRICS has been released. This now provides more data centre developments than previously found on the database. An updated TRICS forecast has been undertaken based on the new version. The TRICS output is attached as Appendix F, with a summary of provided below.

4.2 Table 4.1 shows the non-car modes trip generation associated with the Proposed Development.

Trip Rate per 100sqm	Pedestrian			Cyclist			Public Transport User		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.011	0.002	0.013	0.004	0	0.004	0.056	0.004	0.06
PM Peak Hour	0.004	0.011	0.015	0	0.011	0.011	0	0.047	0.047
Trips	Pedestrian			Cyclist			Public Transport User		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0	0	0	0	0	0	2	0	2
PM Peak Hour	0	0	0	0	0	0	0	1	1

Table 4.2: Non-Car Mode Trip Generation (corrected for rounding errors)

4.3 Table 4.2 shows the vehicle trip generation associated with the Proposed Development

Trip Rate per 100sqm	Total Vehicle			Total Servicing			OGV Only		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.13	0.022	0.152	0.004	0.002	0.006	0.002	0.002	0.004
PM Peak Hour	0.011	0.08	0.091	0.004	0.004	0.008	0	0	0
Trips	Total Vehicle			Total Servicing			OGV Only		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	3	1	4	0	0	0	0	0	0
PM Peak Hour	0	2	2	0	0	0	0	0	0

Table 4.2: Vehicle Trip Generation (corrected for rounding errors)

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4.4 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[8] Based on this a 2km catchment has been prepared for the Site and this is shown in Figure 4.1. A 2km walking catchment represents a 25-minute walk time, based on an average speed of 80m/min.

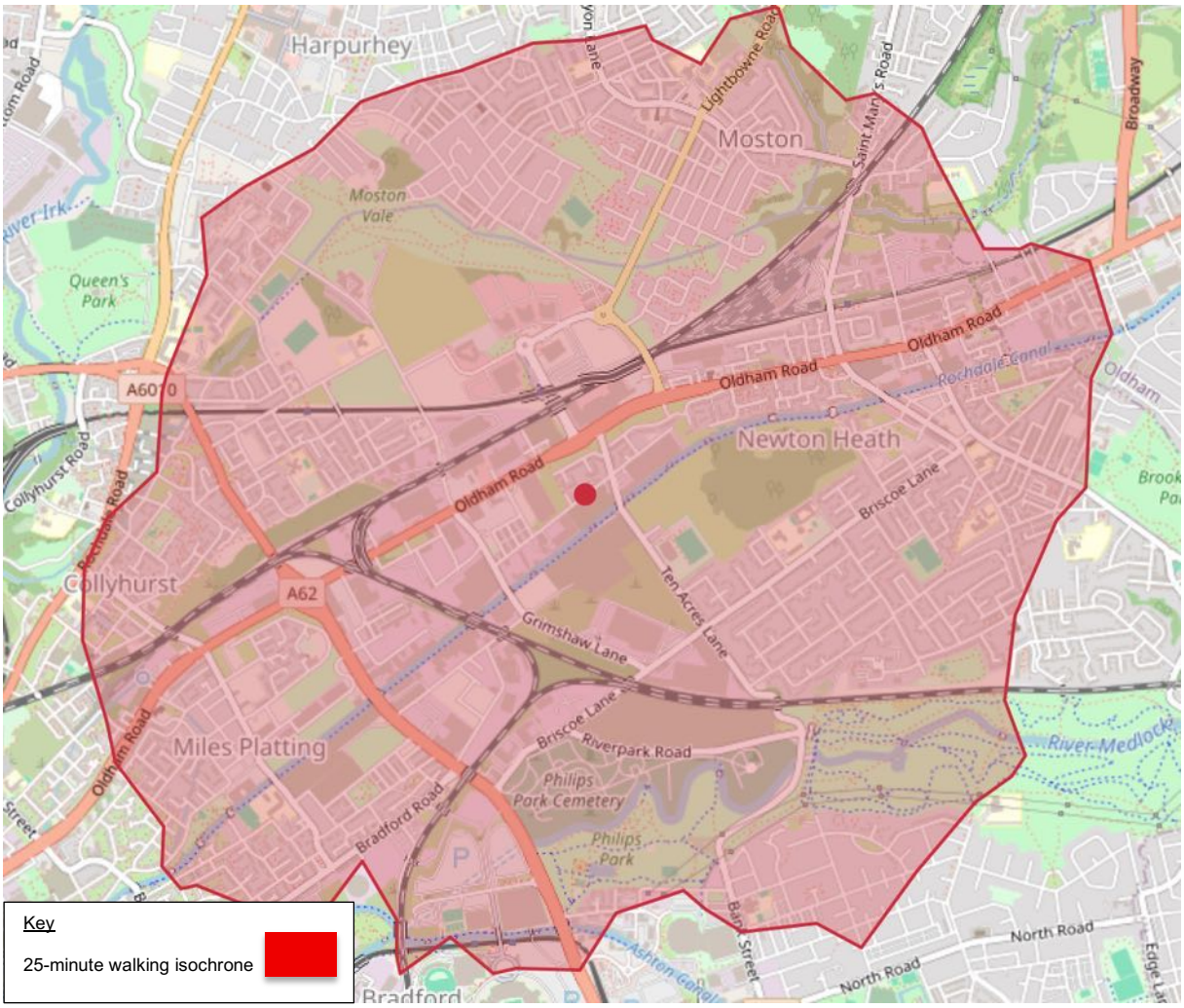


Figure 4.1: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.5 Figure 4.1 shows that Moston, Collyhurst, Miles Platting and Newton Heath are within a 25-minute walk of the Site.

4.6 LTN1/20 advises that the majority of cycling trips are 5 miles (8km) in length and that this is a distance that is achievable for most people.[9] Sustrans states that a general rule of thumb a distance of 8km represents a 30-minute cycle time.[10] A 15-minute cycle time has also been considered, which Sustrans states represents a circa 3.5km distance based on an average cycle speed of 14kph.[11] Figure 3.5 shows 15-minute and 30-minute cycle isochrones.

4.7 Figure 4.2 shows that the 15-minute cycle time provides access to Failsworth, Manchester city centre, Cheetham Hill and Openshaw. A 30-minute cycle time provides access to Salford, Middleton, Oldham and Droylsden.

[8] Department for Transport *et al* (2007), Manual for Streets
[9] Department for Transport (2020), Cycle Infrastructure Design (LTN1/20)
[10] https://www.sustrans.org.uk/our-blog/get-active/how-to-start-cycling-to-work/
[11] Sustrans (2019), Transforming Cities – The Potential of Everyday Cycling

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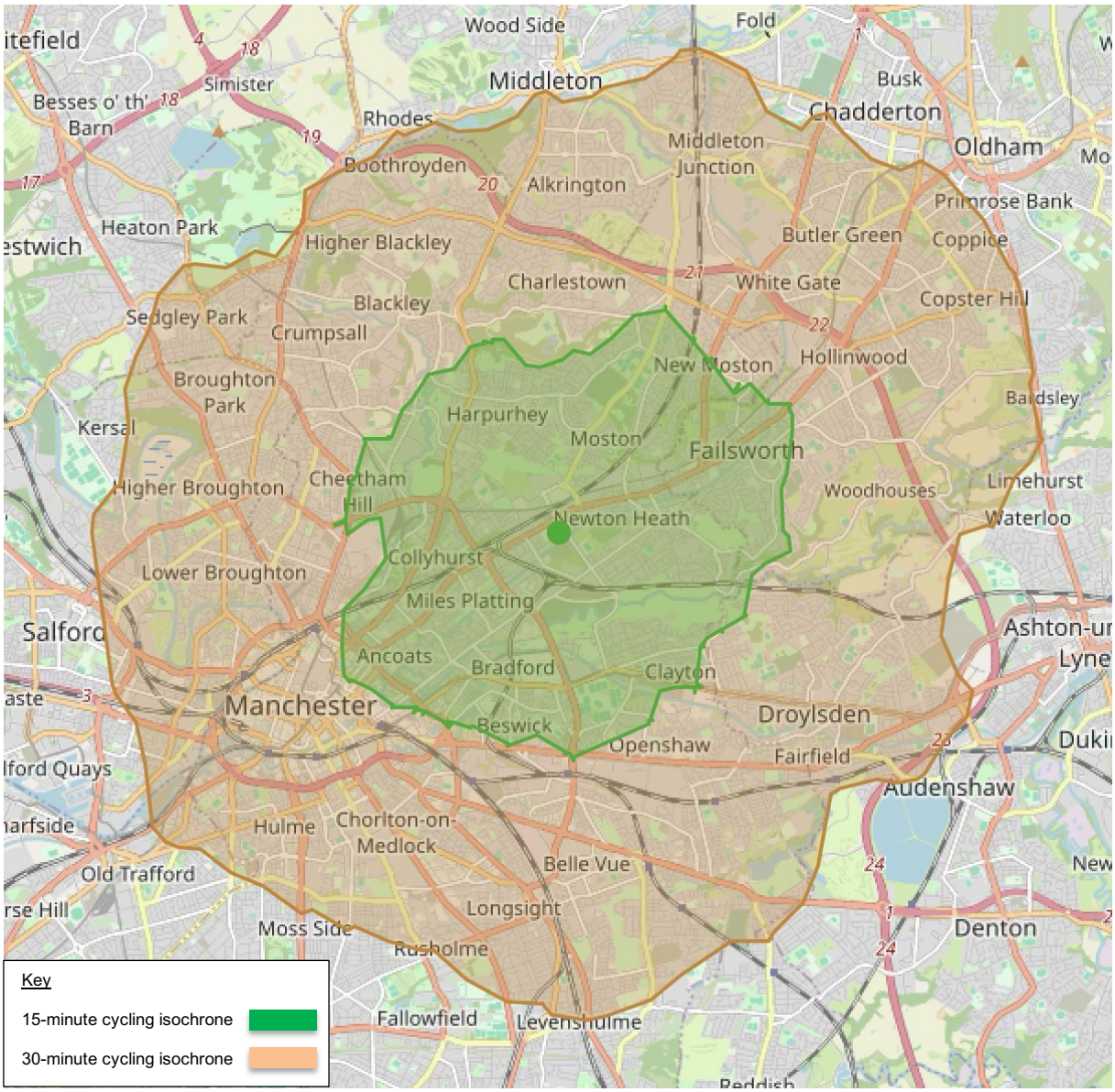


Figure 4.2: Cycling Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.8 The site has a DfT Connectivity Tool workplace score of 76% and an 80th percentile score, meaning that the site is more connected than at least 80% of other locations in England and Wales. When compared to other areas in Manchester the site has a Local Authority band of C out of a potential score between A and J, meaning that the site offers a better level of connectivity than the majority of the authority area.

4.9 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the Site. A GMAL is calculated using the tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a level between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.

4.10 Section 2 confirms that the Site is served by 10 buses per hour during the week and also is accessible by tram services. As a result of this, the Site has a GMAL of 6, which is a good level of accessibility in a suburban area.

4.11 Table 4.1 shows that the Proposed Development will generate a maximum of one public transport trip in the peak hour. This fits with the commuter mode share for the local area (Manchester 011) which shows that 11% of commuters working in the area travel by public transport, therefore one member of staff from the six employed at the Proposed Development can be expected to use this

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mode. The number of bus and tram services routing close to the Proposed Development can comfortably accommodate this level of demand.

Mode	Share
Walk	10%
Cycle	3%
Public Transport	13%
Taxi	1%
Powered 2 Wheeler	1%
Car Passenger	7%
Car Driver	65%
Other	1%

Table 4.3: Census Commuter Mode Share
[source: Nomis]

Traffic Impact Assessment

4.12 Table 4.2 shows that development will be associated with a minimal level of traffic in the peak hours, with a maximum of four vehicles generated in the AM peak hour. The level of traffic generated by the Proposed Development is not significant being below 30vph and will not have an impact on highway operation.

Parking Assessment

4.13 The commuter mode share data shows that 65% of people travelling to work in the area are car drivers. If applied to the number of staff at the Proposed Development (six people), this would equate to four members of staff driving and a demand for four staff parking spaces. The development provides eight parking spaces, so the staff parking demand can be comfortably accommodated.

4.14 A parking accumulation method has also been undertaken to allow an understanding of likely staff and visitor demand based on the TRICS data. Servicing and taxi trips have been removed from the parking accumulation as these do not represent a demand for parking space.

4.15 The parking accumulation shows a maximum demand for eight parking spaces, which can be accommodated at the Proposed Development.

4.16 Both assessment methods confirm that there is sufficient space on Site to accommodate forecast demand levels. Therefore, there will be no overspill parking demand from the Proposed Development.

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	In	Out	Total	Parking Demand
05:00-06:00	1	0	1	1
06:00-07:00	3	1	4	2
07:00-08:00	3	0	4	5
08:00-09:00	2	0	2	7
09:00-10:00	1	1	2	8
10:00-11:00	1	0	2	8
11:00-12:00	1	1	2	8
12:00-13:00	1	1	2	8
13:00-14:00	1	1	2	8
14:00-15:00	1	1	2	7
15:00-16:00	0	2	3	5
16:00-17:00	0	2	2	4
17:00-18:00	0	1	2	2
18:00-19:00	1	2	2	2
19:00-20:00	0	1	1	1
20:00-21:00	0	1	1	1
21:00-22:00	0	0	0	0
22:00-23:00	0	0	1	0
23:00-00:00	0	0	0	0

Table 4.4: Parking Accumulation – Staff & Visitors

5. Conclusions

5.1 SK has been appointed by Latos Manchester Limited to prepare a TS that examines the impact of a Proposed Development on land off Bower Street in Manchester.

5.2 The scope of the TS has been agreed with MCC during pre-application discussions and is based on a standard appraisal method.

5.3 The TS shows that the Site is located sustainably with opportunities to access frequent bus and tram services. Pedestrian routes on Bower Street are 2m wide and the street is subject to a 20mph speed limit. Access can also be gained local cycle routes. The accessibility assessment confirms that the Site has a high GMAL and that the level of additional trips by public transport will be minimal. Measures are included in the Proposed Development to support sustainable trip making, including pedestrian infrastructure at the Proposed Development access, cycle parking for staff and visitors, and a Travel Plan.

5.4 The TS confirms that Bower Street does not have a road safety issue and that an appropriate vehicle access can be gained to the Proposed Development. Swept path analysis has been undertaken which shows that refuse collection and deliveries can be accommodated within the Site.

5.5 The Proposed Development will be staffed by six people. The assessment confirms that the Proposed Development will not generate a significant level of traffic and that the parking provided at the Proposed Development is sufficient to meet operational and staff requirements.

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Appendix A



KEY

1. Site Boundary + SR2 Rated Security Fence
2. Proposed 2.4m SR2 Rated Security Fence
3. Plant Screening
4. Bifold Security Gates
5. Vehicle Holding Area
6. Electric Vehicle Charging Bays
7. Substation
8. Modular Power Units
9. Generator Sets
10. Chillers on Gantry
11. Enhanced Vegetation
12. Service Yard
13. Waste Store
14. Bike Store
15. Pedestrian Gate
16. Static Bollard
17. Removable Bollard
18. Retractable Bollard
19. Armco Barrier

PLANNING

CONFIDENTIAL

Rev	Description	Drawn	Chk	Date
P2	Planning Issue	SLH	CK	17.04.26
P1	Planning Issue	SLH	CK	27.03.26

Project	Originator	Volume	Levels	Type	Role	Number	Revision
L0018S	CAL	SW	XX	DR	A	01-11	P2

Project: Latos Manchester East, Bower Street, Manchester

CA Project: 25-015

SITE

Client: Latos

Drawing: **Proposed Site Plan**

Scale	Print Size	Drawn By	Chckd By
1 : 250	A1	DC	SLH

Map House,
3 George Stephenson Court,
Preston Farm,
Stockton on Tees,
TS18 3TG

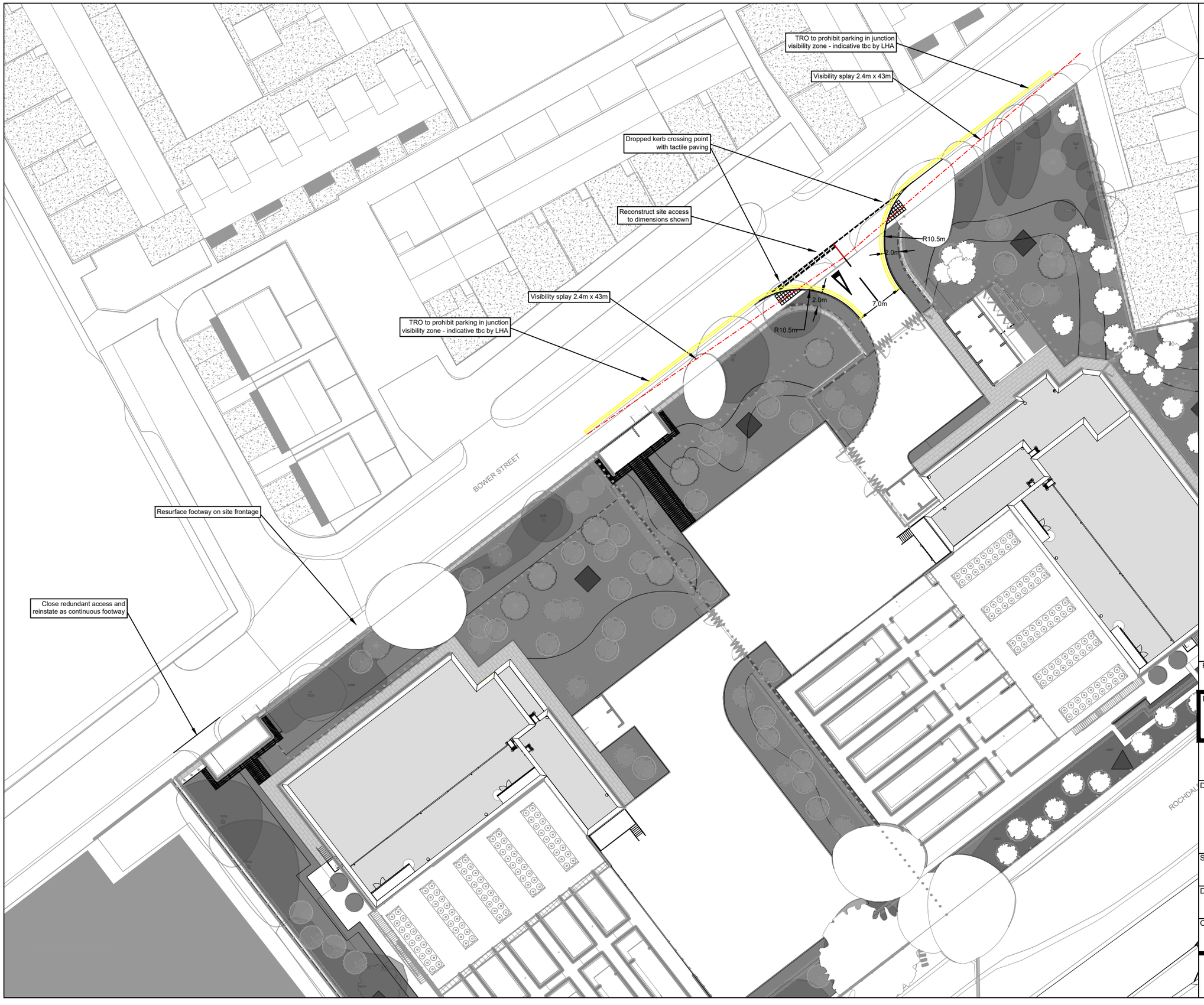
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Architectural Consultants | Land & Property Consultants |
a Private Limited Company - reg. no. 08959320

Proposed Site Plan
1 : 250

1:500 0 5m 10 15 20 25 30 35 40 45 50m

Appendix B



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By / Check	Date	Suffix

Drawing Number

SK225107-001

Bower Street, Manchester

Drawing Title

Proposed Site Access & Associated Highway Works General Arrangement

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	26.02.26

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Appendix C

Land at Bower Street,
Newton Heath, Manchester
RSA1 Designer's Response

260303/SK225107/DR01(-00)

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1 Designer's Response

1.1 Waterman was appointed to undertake a Stage 1 Road Safety Audit (RSA1) of the access arrangements for the Proposed Development of a data centre at land at Bower Street in Manchester.

1.2 The RSA1 is attached overleaf. This confirms that the auditors raised no issues with the access arrangements.

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SK TRANSPORT
BOWER STREET, MANCHESTER
SECTION 278 WORKS
STAGE 1 ROAD SAFETY AUDIT

SA 5334
March 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	JC 27 February 2026	NC 27 February 2026	
2	FINAL	JC 02 March 2026	NC 02 March 2026	ASD 03 March 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

CONTENTS

1.0	INTRODUCTION	2
2.0	SCHEME DESCRIPTION	3
3.0	RECORDED INJURY COLLISION HISTORY	3
4.0	DEPARTURES FROM STANDARD	3
5.0	DOCUMENTS & INFORMATION NOT PROVIDED	3
6.0	PREVIOUS ROAD SAFETY AUDITS	3

AUDITORS' EVALUATION

7.0	MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT	4

APPENDICES

APPENDIX ONE

8.0	ROAD SAFETY AUDIT TEAM STATEMENT	5

APPENDIX TWO

9.0	LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM	7

APPENDIX THREE

10.0	PROBLEM LOCATION PLAN	9

1.0 INTRODUCTION

1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the proposed Section 278 works associated with a new development on land located south-east of Bower Street in Manchester. This report was requested by SK Transport.

1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Joe Clarbour
Audit Team Leader

Nathan Copley
Audit Team Member

1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.

1.4 The Audit Team visited the site together on Friday, 27 February 2026. The weather during the site visit was dry and clear and the carriageway surface dry.

1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.

1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.

1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

2.1 The scheme involves construction of access works associated with delivery of a new development on land south-east of Bower Street in Manchester. The proposals include delivery of a new vehicular and pedestrian access point to the site and the closure of one pre-existing access including reinstatement of the footway. The proposed works also include delivery of new pedestrian crossing facilities across the access junction and proposed new parking restrictions to keep the access clear of obstruction.

3.0 RECORDED INJURY COLLISION HISTORY

3.1 The Audit Brief supplied included a Transport Statement published in February 2026 covering the proposed scheme. It highlights one collision which resulted in serious injury as having occurred on Bower Street in the five-year period to 2025. No further details are provided.

4.0 DEPARTURES FROM STANDARD

4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:

- Site clearance
- Street lighting
- Vehicle tracking drawings
- Highway construction details
- Drainage details

6.0 PREVIOUS ROAD SAFETY AUDITS

6.1 No previous audits have been provided for review.

7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 No problems are raised as a result of this Stage 1 Road Safety Audit.

APPENDIX ONE

8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Joe Clarbour MCIHT NH Cert-Comp
Senior Traffic Engineer
Waterman Aspen
2nd Floor
60 Church Street
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Signed……

Date: 27 February 2026

AUDIT TEAM MEMBER

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Signed ……

Date: 27 February 2026

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

- Appx B SK225107-001 Site Access GA 260226

Documents

- 260227_SK225107_TS01 (-00)

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN



Appendix D

Latos Manchester Limited
Land off Bower Street
Manchester
Interim Travel Plan

260327/SK225107/ITP01(-02)

SK Transport Planning Ltd
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Contents

		Page
1	Introduction	1
2	Travel Plan Process	1
3	Site Characteristics	4
4	Sustainable Connectivity	5
5	Management Structure	10
6	Measures Toolkit	10
7	Monitoring Plan	14
8	Action Plan	15

Project	Document	Rev	Description	Authorised by	Signed	Date
SK225107	ITP01	00	First Draft	L Speers	LGS	26/02/2026
SK225107	ITP01	01	Submission	L Speers	LGS	23/03/2026
SK225107	ITP01	02	Updated Layout	L Speers	LGS	27/03/2026

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1 Introduction

2.1 SK Transport Planning Ltd (SK) has been instructed by Latos Manchester Limited to prepare an Interim Travel Plan for a planning application for a Proposed Development on land off Bower Street in Manchester. The location of the development is shown in Figure 1.1.

2.2 The Proposed Development is for two data centre buildings and external e-pod plant housing, comprising a total of 2,645sqm, with associated access, parking and landscaping.

2.3 A Transport Statement (TS) has been prepared for the planning application and should be referred to for further information on the impact of the Proposed Development.



Figure 1.1: Site Location
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

2.1 The Travel Plan has been prepared in line with the following guidance and best practice:

- Department for Transport (2007), Making Residential Travel Plans Works
- Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
- Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
- Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
- Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

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What is a Travel Plan?

2.2 The National Planning Policy Framework (NPPF) defines a Travel Plan as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are delivered, and which is monitored and regularly reviewed."[1]

2.3 This is further expanded in Planning Practice Guidance (PPG) which states that:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."[2]

2.4 The Department for Transport (DfT) defines a Travel Plan as follows:

"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

2.5 Transport for Greater Manchester (TfGM) supports the use of Travel Plans to improve the accessibility of a site, reduce traffic on the network, and improve health. TfGM states that Travel Plans can achieve the following benefits:

- "A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;
- A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;
- Safe access for pedestrians and cyclists; and
- A coordinated approach to developing and implementing realistic travel options."[3]

2.6 In summary a Travel Plan is a tool that sets out the strategy and management measures that will be used at a development to encourage and support people to consider choosing an alternative means of travel to the private car (particularly a single occupancy car trip). Targets are expected that relate to defined objectives. A Travel Plan is also a document that is regularly reviewed through a robust monitoring and reporting system.

Travel Plan Pyramid

2.7 The Department of Transport (DfT) states that it is helpful to:

"… view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment."[4]

2.8 The DfT pyramid is shown in Figure 2.1.

[1] Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
[2] Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
[3] Transport for Greater Manchester (2013), Transport for Sustainable Communities: A Guide for Developers
[4] Department for Transport (2007), Making Residential Travel Plans Work

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2.9 At the bottom of the pyramid is the location of the Site and characteristics of access to the Site by all modes of travel. This is set out in Section 3 and 4 of the Plan.

2.10 At the next level the physical aspects of the Proposed Development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian arrangements, car and cycle parking provision and other infrastructure that will be delivered to serve the proposal. This information is as set out above in Section 1 and also in Section 6.

2.11 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.

2.12 Section 7 sets out the monitoring plan which details how and when the Travel Plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding details.

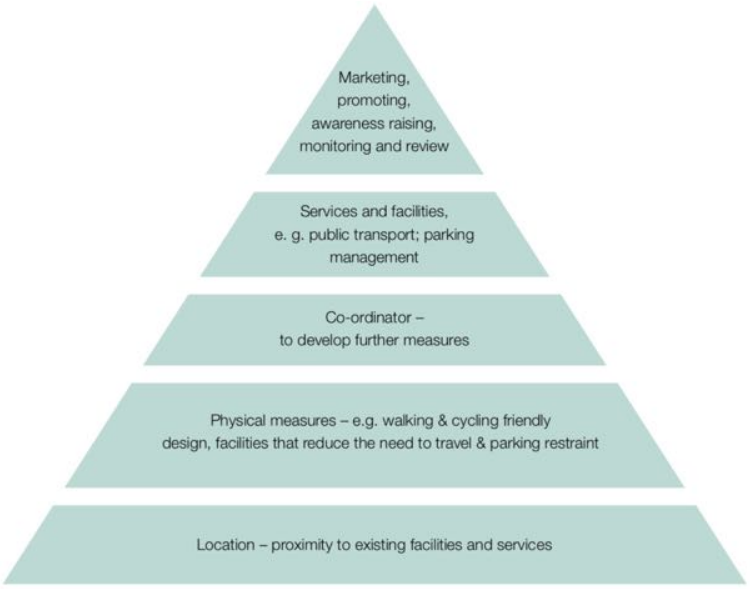


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, including:

- Promoting healthier lifestyles through increased physical activity and the use of active travel and public transport.
- Providing personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- Providing the opportunity to reduce the parking spaces required by a development, thereby cutting car parking costs in terms of provision and maintenance and enabling space to be reallocated for more beneficial uses.
- Reducing greenhouse gas emissions, climate change effects and air quality impacts.

Aims

2.15 The aims of the Travel Plan are to:

Aim 1:
To maximise trips by active/sustainable modes of travel.

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Aim 2:
To reduce the number of single occupancy private car trips.

Objectives

2.16 The objectives of the Travel Plan are to:

Objective 1:
To adopt measures to meet the defined aims.
Objective 2:
To raise awareness of the travel choices available.
Objective 3:
To provide travel information packs to new staff and a travel noticeboard.
Objective 4:
To periodically evaluate the transport patterns of staff.

3 Site Characteristics

Site Description

3.1 The Site is 1.23 hectares in size and is located within the administrative boundary of MCC. It is bounded by existing industrial units to the west, Bower Street to the north with residential properties beyond, and the Rochdale Canal to the south.

3.2 The Site is currently vacant and comprises large areas of hardstanding, interspersed with self-seeded trees, shrubs and scrub, as well as a number of established trees along the Site boundaries.

Local Transport Network

3.3 In the vicinity of the Site, Bower Street is 7.4m wide with 3.1m wide footways on the northern side of the road and 2.8m footways on the southern side of the road. Bower Street is subject to a 20mph speed limit.

3.4 At its eastern end, Bower Street meets Ten Acres Lane at a priority arrangement. Travelling north on Ten Acres Lane provides access to the A62 (Oldham Road). The Oldham Road/Ten Acres Lane junction is a priority arrangement with uncontrolled crossings. To the west of the junction a signalised junction is in place with controlled crossing features.

3.5 At its western end, Bower Street meets Grimshaw Lane at a priority arrangement. Travelling north on Grimshaw Lane provides access to Oldham Road. The Oldham Road/Grimshaw Lane is a signalised arrangement with controlled crossing features.

Traffic Regulation Orders

3.6 There are no Traffic Regulation Orders on Bower Street in the vicinity of the Site.

3.7 To the west of the Site in the vicinity of the Bower Street/Fletcher Street junction double yellow line markings are provided on both sides of the road, extending to the junction with Grimshaw Lane. Loading restrictions are also in place along this length.

Road Safety & Traffic Flow Data

3.8 Road safety and traffic flow data is set out in Section 2 of the TS.

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4 Sustainable Connectivity

Active Travel Routes

4.1 Figure 4.1 shows an extract of TfGM's active travel map to allow an understanding of routes close to the estate.[5]

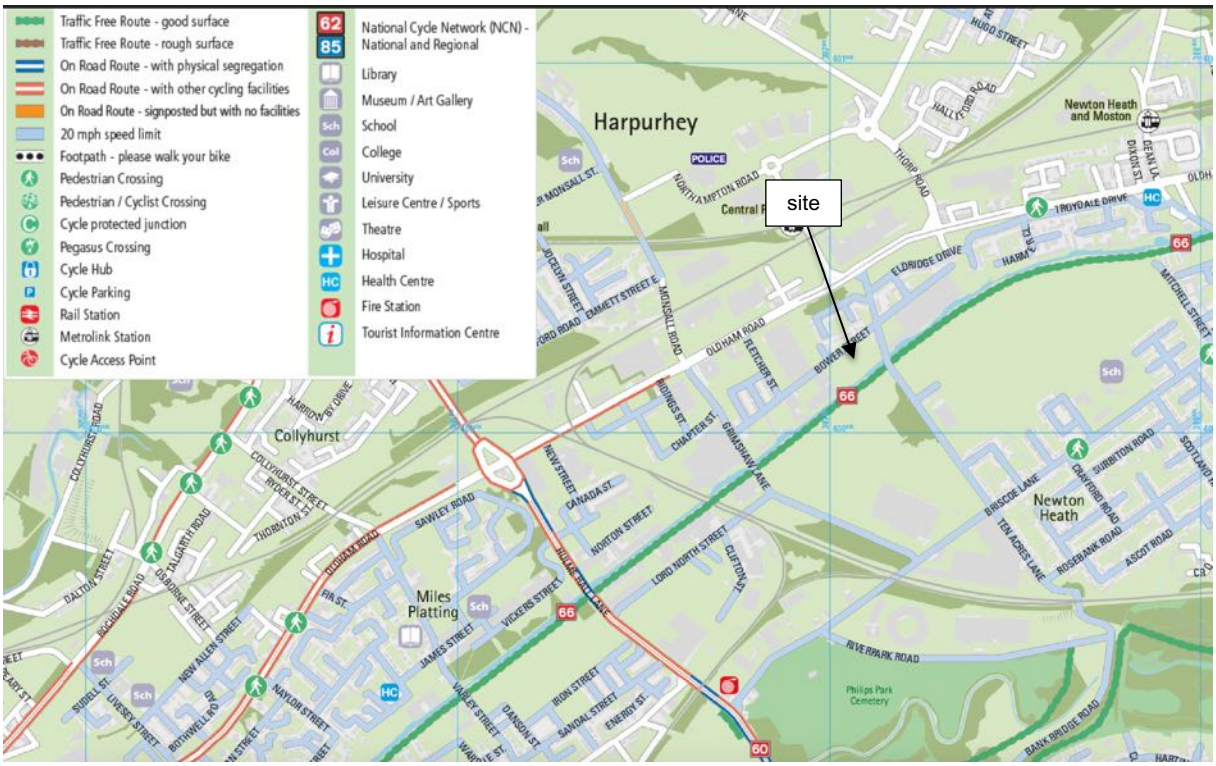


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

4.2 Bower Street is a 20mph street which has footways with widths over 2m wide which provide connections to pedestrian infrastructure on the Oldham Road corridor.

4.3 Access to the formal cycle network can be gained via the traffic free route along the Rochdale Canal and on road routes on Oldham Road.

Public Transport Routes

4.4 Figure 4.2 shows an extract of TfGM's public transport network map for the local area.[6]

[5] https://tfgm.pindarcreative.co.uk
[6] https//tfgm.com/maps

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Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

4.5 The nearest bus stops to the Site are located on Oldham Road, 300m away. The nearest bus stops have flag poles, shelters, seating and timetable information. Controlled crossings are in place on Oldham Road to provide access to eastbound services.

4.6 Table 4.1 provides a summary of the buses routeing closest to the Site taken from the TfGM website at the time of writing the report.[7]

No	Route	Frequency (buses per hour)		
		Monday-Friday	Saturday	Sunday
83	Oldham – Failsworth – Manchester City Centre	6	6	3
84	Uppermill – Oldham – Failsworth – Manchester City Centre	2	2	2
151	Ashton – Failsworth – Moston – Higher Crumpsall	1	1	1
181	Wrens Nest – Shaw – Busk – Chadderton – Manchester City Centre	Peak Hours Only	Peak Hours Only	Peak Hours Only
182	Wrens Nest – Shaw – Busk – Chadderton – Manchester City Centre	1	1	1

Table 4.1: Bus Routes
[source: Transport for Greater Manchester]

4.7 The nearest tram stop to the Site is Central Park, 700m away. Metrolink tram services connect the Site to other areas of the Oldham, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.[8] The tram services operate on a turn-up-and-go basis, with services every six minutes Monday to Saturday during the day and every 12 minutes Monday to Saturday evening and on Sunday.

[7] https://tfgm.com
[8] https://tfgm.com/public-transport/tram

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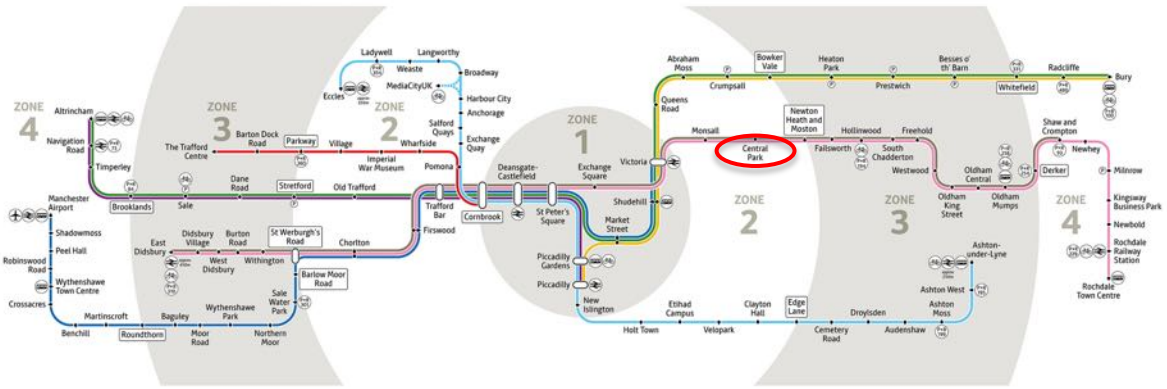


Figure 4.3: Tram Network
[source: Transport for Greater Manchester]

Accessibility Assessment

4.8 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[9] Based on this a 2km catchment has been prepared for the Site and this is shown in Figure 4.4. A 2km walking catchment represents a 25-minute walk time, based on an average speed of 80m/min.

[9] Department for Transport *et al* (2007), Manual for Streets

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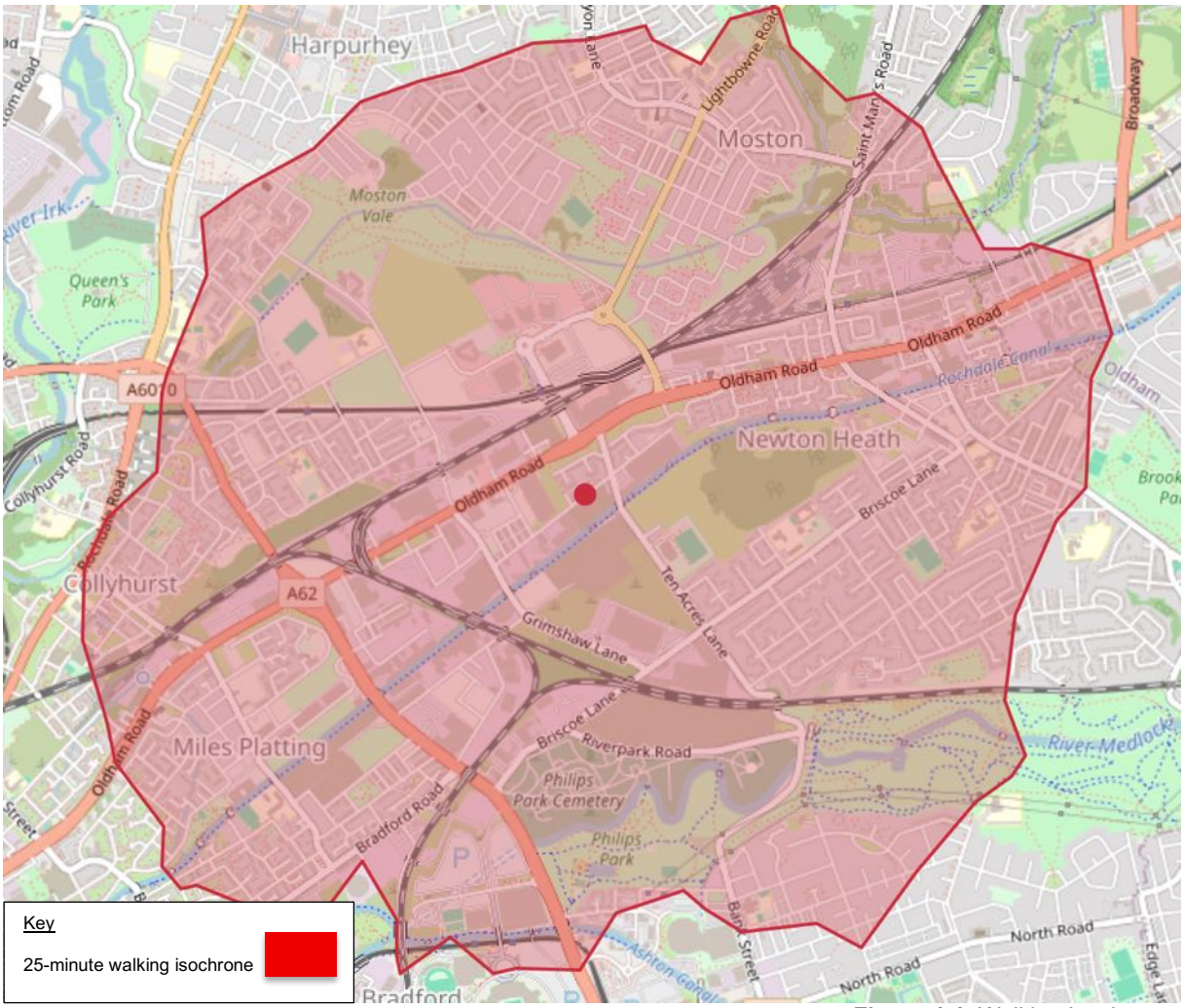


Figure 4.4: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.9 Figure 4.4 shows that Moston, Collyhurst, Miles Platting and Newton Heath are within a 25-minute walk of the Site.

4.10 LTN1/20 advises that the majority of cycling trips are 5 miles (8km) in length and that this is a distance that is achievable for most people.[10] Sustrans states that a general rule of thumb a distance of 8km represents a 30-minute cycle time.[11] A 15-minute cycle time has also been considered, which Sustrans states represents a circa 3.5km distance based on an average cycle speed of 14kph.[12] Figure 3.5 shows 15-minute and 30-minute cycle isochrones.

4.11 Figure 4.5 shows that the 15-minute cycle time provides access to Failsworth, Manchester city centre, Cheetham Hill and Openshaw. A 30-minute cycle time provides access to Salford, Middleton, Oldham and Droylsden.

[10] Department for Transport (2020), Cycle Infrastructure Design (LTN1/20)
[11] https://www.sustrans.org.uk/our-blog/get-active/how-to-start-cycling-to-work/
[12] Sustrans (2019), Transforming Cities – The Potential of Everyday Cycling

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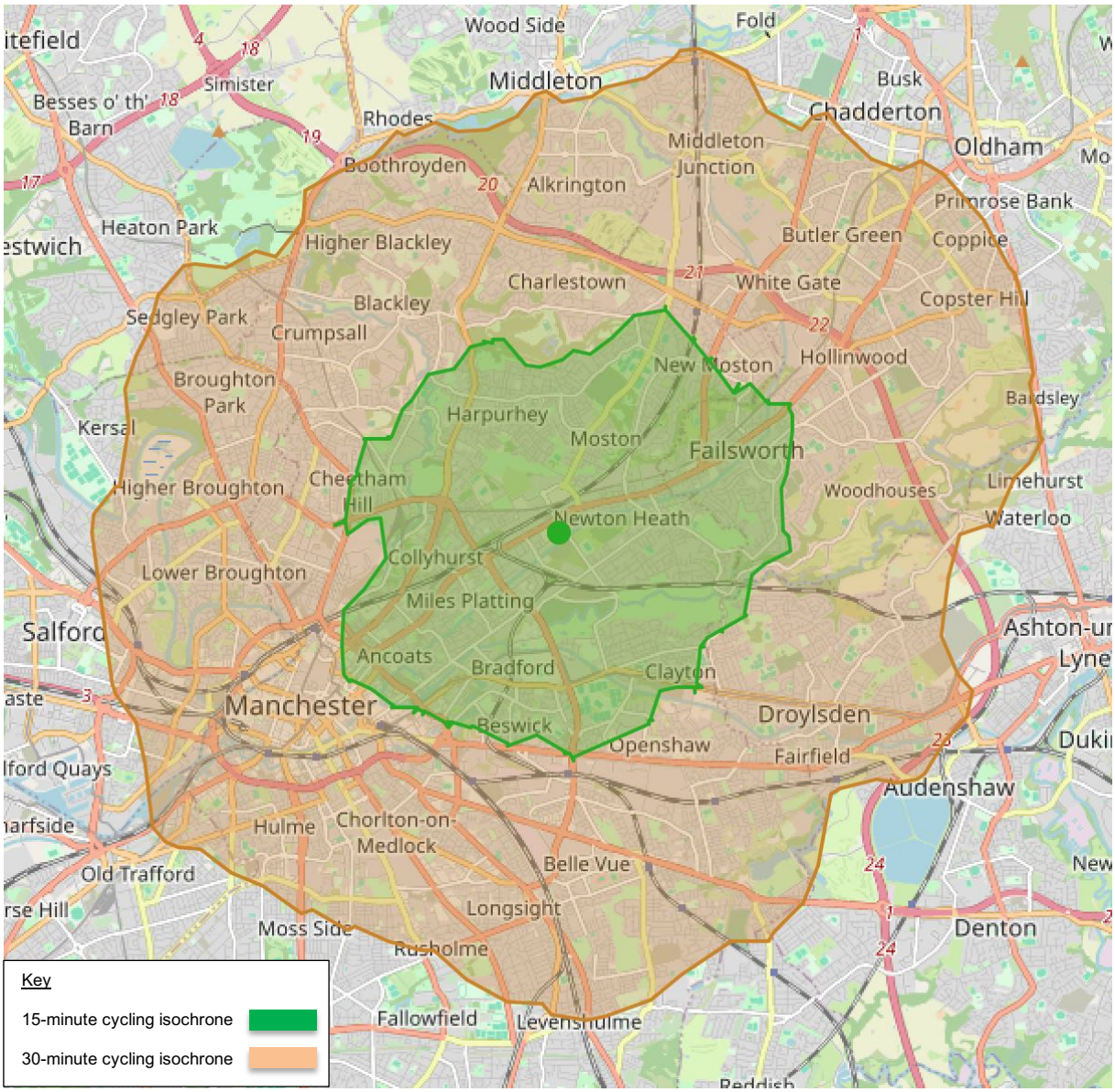


Figure 4.5: Cycling Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.12 The site has a DfT Connectivity Tool workplace score of 76% and an 80th percentile score, meaning that the site is more connected than at least 80% of other locations in England and Wales. When compared to other areas in Manchester the site has a Local Authority band of C out of a potential score between A and J, meaning that the site offers a better level of connectivity than the majority of the authority area.

4.13 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the Site. A GMAL is calculated using the tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a level between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.

4.14 The Site is served by 10 buses per hour during the week and also is accessible by tram services. As a result of this, the Site has a GMAL of 6, which is a good level of accessibility in a suburban area.

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5 Management Structure

Applicant Responsibilities

5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Travel Plan and is committed to its implementation. The ultimate responsibility for the Travel Plan is with the applicant.

5.2 The applicant will be responsible for the following:

- Management of car and cycle parking areas.
- Maintenance of on-site walking routes.
- Funding for the Travel Plan measures.
- Supporting the Travel Plan Co-ordinator.
- Promoting sustainable travel to staff.

5.3 The applicant will identify a Travel Plan Co-ordinator for the site prior to occupation of the Proposed Development.

Travel Plan Co-ordinator

5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.

5.5 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures.
- Providing a point of contact for staff, and the Council.
- Publicising and raising awareness of local and national initiatives.
- Preparing and issuing the travel packs for new staff.
- Updating Travel Plan materials, including website travel pages and travel noticeboards.
- Providing regular updates on any changes to local services.
- Monitoring and surveying staff travel patterns.
- Periodically reporting to the Council.

Handover Arrangements

5.6 Should the interest in the Site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new Site operator and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plan to continue uninterrupted.

6 Measures Toolkit

Infrastructure Measures

6.1 The proposed development will comprise two data centre buildings and external e-pod plant housing with a total building floor area of 2,645sqm.

6.2 The Proposed Development will be staffed by six people.

6.3 The vehicle access is 7m wide with 2m footways on both sides. Tactile paving and dropper kerbs are provided. The layout shows that visibility splays of 2.4m x 43m can be achieved. Junction protection zone markings (double yellow line TRO) are to be provided as requested by MCC to maintain the visibility splay.

6.4 Redundant site access points will be reinstated as continuous footway and the footways bounding the site will be resurfaced.

6.5 A covered cycle parking area is provided with capacity for eight bikes (four stands), this is sufficient to meet both staff and visitor cycle parking requirements.

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6.6 Eight staff and visitor car parking spaces will be provided, including one disabled parking space. As data centres are generally associated with a lower staff to floor area ratio than other employment uses, it is not appropriate to use parking standards to determine a suitable car parking level, in this instance. Instead, a parking accumulation assessment has been undertaken based on the TRICS forecast, which confirms that proposed level is sufficient to meet forecast car parking demand levels associated with staff and visitors at the Proposed Development. A further test has been undertaken which reviews the commuter mode share data from the Census. This shows that 65% of the six staff at the Proposed Development could be car drivers, which equates for a requirement for four car parking spaces. Given the Proposed Development will provide sufficient car parking to meet operational and staff demand levels, there is no requirement to provide TRO (other than the junction protection zone markings identified earlier) as there will be no overspill parking onto Bower Street.

6.7 The standard car parking spaces are 2.5m x 5m and the disabled space is 3.6m x 6m. 6m aisle widths are provided. The car parking spaces will be formally demarcated. All of the car parking spaces will have access to an EV charger.

6.8 All refuse collection and delivery movements will occur within the Site.

Communication Measures

6.9 The measures set out in the Travel Plan will be continually and clearly communicated to staff to maximise effectiveness and encourage greater levels of take-up.

6.10 The communications strategy is a vital component of the Travel Plan as it will be used to ensure that staff are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to staff.

6.11 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Travel Packs	Preparation and issue of travel packs for staff.
Travel Noticeboard	A travel noticeboard will be provided in a staff area.
Journey Planning Software	Provision of information on journey planning software.

Table 6.1: Communications Initiatives

6.12 The travel packs will be issued to staff before they start at work. The travel packs will contain the following types of information:

1. Information on on-line and phone app journey planning software.
2. Information on cycle and walking routes.
3. Information on bus/tram routes and frequencies.
4. Information on bus/tram ticketing arrangements.
5. Public and cycling route maps.
6. Details of any site or local travel campaigns/initiatives.

6.13 A travel noticeboard will also be provided in a staff area of the Proposed Development, this will be used to communicate updates to staff and will contain similar information to the travel packs.

6.14 The Travel Plan Co-ordinator will be responsible for making sure the travel packs and noticeboard are kept up to date.

6.15 The following resources will be promoted for use by staff:

- TfGM journey planning software[13]

[13] https://tfgm.com/plan-a-journey

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- Bee Active School Run software[14]
- Plot A Route walking route software[15]
- Public transport maps[16]
- Active Travel route software[17]
- Walking and cycling route maps[18]
- Links to Google Play[19] and Apple Store[20] Bee Network app

Active Travel Measures

6.16 Table 6.2 summarises the active travel measures that will be adopted in the Travel Plan.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training scheme to staff.

Table 6.2: Active Travel Initiatives

6.17 Active travel provides the following benefits:

- **Builds activity into daily routines.**
  Helps to meet the government guidelines which recommend that adults should get at least 150 minutes of moderate activity per week.
- **Boost mental health and wellbeing.**
  According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equal cleaner air.**
  Five times higher pollution levels in a car than walking or on a bike.
- **Feeling ready to start the day.**
  People who walk and cycle arrive more relaxed and alert than those who travel by car.

6.18 The Travel Plan Co-ordinator will provide information on the benefits of active travel and raise awareness of the routes available via communication methods set out earlier in this Plan.

6.19 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing staff with resources provided by TfGM[21], GMWalking[22], Walk Wheel Cycle Trust[23] and Cycling UK[24].

6.20 TfGM provides cycle training sessions for adults and this scheme will be promoted to staff.[25]

[14] https://beeactive.tfgm.com/the-school-run/
[15] https://www.plotaroute.com
[16] https://tfgm.com/maps
[17] https://beeactive.tfgm.com
[18] https://tfgm.pindarcreative.co.uk
[19] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[20] https://apps.apple.com/gb/app/bee-network/id1669705230
[21] https://beeactive.tfgm.com
[22] https://gmwalking.co.uk
[23] https://www.walkwheelcycletrust.org.uk
[24] www.cyclinguk.org/
[25] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/

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Public Transport Measures

6.21 Table 6.3 shows the measures that will be used to encourage site users to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that staff are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to staff.

Table 6.3: Public Transport Initiatives

6.22 The Travel Plan Co-ordinator will provide information on local public transport routes to staff.

6.23 The Travel Plan Co-ordinator will make sure that all staff are aware of ticketing arrangements available using information from TfGM ticketing information.[26] For example, the following ticketing incentives are currently offered in Greater Manchester:

- Bus Travel[27]
  The Bee Bus single hopper ticket costs £2 for adults. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
  A 7-day Bee Bus ticket costs £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
- Tram Travel[28]
  The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
  Weekly Contactless is capped at £31 even if you travel in all zones.

6.24 The Travel Plan Co-ordinator will ensure that all information resources are kept up to date and will alert staff are made aware of any service changes in a timely fashion.

Sustainable Car Measures

6.25 Table 6.4 shows the measures that will be used to sustainable vehicle use.

Initiative	Description
Car Share Benefits	The Travel Plan Co-ordinator will promote the benefits of car sharing to staff
Car Share Database	To set up a simple car share matching service.

Table 6.4: Sustainable Car Initiatives

6.26 Car Sharing will be promoted as an alternative to single and low occupancy car trips. Car Sharing is a very effective way of reducing traffic and parking demand associated with a Proposed Development. It also has the benefits of saving people money and allowing people to get to know each other. These benefits will be advertised to staff via the communications strategy.

6.27 The Travel Plan Co-ordinator will set up a simple car share database that can be used to match staff travelling to the Site from similar locations.

[26] https://tfgm.com/tickets-and-passes/find-a-ticket
[27] https://tfgm.com/get-on-board
[28] https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card

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7 Monitoring Plan

Baseline Travel Patterns

7.1 Staff travel surveys will be undertaken within three months of occupation of the Proposed Development to establish baseline travel patterns. For the time being, the mode share data in the TS has been used.

Mode	Share
Walk	10%
Cycle	3%
Public Transport	13%
Taxi	1%
Powered 2 Wheeler	1%
Car Passenger	7%
Car Driver	65%
Other	1%

Table 7.1: Baseline Mode Share

Travel Plan Update

7.2 Once the surveys have been completed the Travel Plan will be updated and the updated report submitted to the Council within six months of occupation of the Proposed Development.

Monitoring Travel Surveys

7.3 Monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

7.4 Monitoring travel surveys will be undertaken biennially using the same methods as set out for the baseline travel surveys. Travel patterns will be monitored for a period of five-years, including the baseline surveys.

Monitoring Reports

7.5 Following each monitoring survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of completion of each survey period.

7.6 The results of each monitoring period will be used to review progress against the target mode shares.

Monitoring Strategy Summary

7.7 Table 7.2 provides a summary of the monitoring mechanisms that will be used as part of the Travel Plan.

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Exercise	Key Information	Frequency	Responsibility
Baseline Surveys	Data to be used to establish baseline trip patterns	Within 3 months of occupation	Travel Plan Co-ordinator
Update Travel Plan	Set out mode share, targets, and any changes proposed to the Plan	Within 6 months of occupation	Travel Plan Co-ordinator
Monitoring Surveys	Data to be used to establish progress of the Plan and review success of measures	Every 2 years	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 month after each survey end	Travel Plan Co-ordinator

Table 7.2: Monitoring Plan

Targets

7.8 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.

7.9 SMART targets will be set in the updated version of the Travel Plan once the baseline surveys have been undertaken. For the time being, a preliminary staff target of 5% reduction in single occupancy car trips has been set.

7.10 The targets for the site will be reviewed and fully confirmed once the baseline travel surveys have been undertaken.

8 Action Plan

8.1 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.

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Theme	Element	Responsibility	Timescales
Management	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Support & Provide Funding	Applicant	On-going
Monitoring	Baseline Surveys	Travel Plan Co-ordinator	Within 3 months of occupation
	Update Travel Plan	Travel Plan Co-ordinator	Within 6 months of occupation
	Monitoring Surveys	Travel Plan Co-ordinator	Every 2 years
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of survey
	Staff Travel Packs	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Travel Noticeboards	Travel Plan Co-ordinator	On occupation and in line with annual programmes
Infrastructure	Consented Pedestrian Route, Cycle Parking & Car Parking Spaces	Applicant	On occupation
Active Travel	Promote Benefits, Safety Tips & Route Awareness	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Promote TfGM Cycle Training	Travel Plan Co-ordinator	On occupation with periodic updates, as required
Public Transport	Promote Safety Tips & Route Awareness	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Ticketing Arrangements	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Regular Review	Travel Plan Co-ordinator	Periodically in line with any service changes
Sustainable Car	Consider Staff Car Share Database	Travel Plan Co-ordinator	Within 12 months of occupation
	Promote Car Sharing Benefits	Travel Plan Co-ordinator	On occupation with periodic updates, as required

Table 8.1: Action Plan

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Appendix E

Submitted Individually Due to File Size

Appendix F

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	4 days

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

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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:	5677 to 16000 (units:sqm)
Range Selected by User:	5677 to 16000 (units:sqm)
Parking Spaces Range:	34 - 162

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/04/23 to 24/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Suburban Area	4 days

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

Selected Location Sub Categories:

Industrial Zone	4 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	4 days

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Secondary Filtering Selection:

Use Class:

Not Known	4 surveys

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

Population within 500m Range:

312 - 1295

Population within 1 mile:

25,001 to 50,000	4 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	4 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	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.

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Petrol filling station:

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

Travel Plan:

No	4 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 surveys

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

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	SO-02-I-01	**Gross floor area:**	16000 sqm
Development Name:	DATA CENTRE	**Number of employees:**	1 EMPLOY
Location:	SLOUGH	**Number Of Employees:**	25.00
Postcode:	SL1 4QZ	**Survey Date:**	25/04/2023
Main Location Type:	Suburban Area	**Survey Day:**	Tuesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 2:	SO-02-I-02	**Gross floor area:**	5677 sqm
Development Name:	DATA CENTRE	**Number of employees:**	1 EMPLOY
Location:	SLOUGH	**Number Of Employees:**	
Postcode:	SL1 4QZ	**Survey Date:**	24/05/2023
Main Location Type:	Suburban Area	**Survey Day:**	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 3:	SO-02-I-03	**Gross floor area:**	11700 sqm
Development Name:	DATA CENTRE	**Number of employees:**	1 EMPLOY
Location:	SLOUGH	**Number Of Employees:**	
Postcode:	SL1 4QZ	**Survey Date:**	24/05/2023
Main Location Type:	Suburban Area	**Survey Day:**	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 4:	SO-02-I-04	**Gross floor area:**	11402 sqm
Development Name:	DATA CENTRE	**Number of employees:**	2 EMPLOY
Location:	SLOUGH	**Number Of Employees:**	
Postcode:	SL1 4DG	**Survey Date:**	
Main Location Type:	Suburban Area	**Survey Day:**	
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

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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	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.007**	**0.000**	**0.007**
05:00-06:00	**3**	**9593**	**0.024**	**0.007**	**0.031**
06:00-07:00	**4**	**11195**	**0.100**	**0.042**	**0.142**
07:00-08:00	**4**	**11195**	**0.130**	**0.022**	**0.152**
08:00-09:00	**4**	**11195**	**0.100**	**0.029**	**0.129**
09:00-10:00	**4**	**11195**	**0.067**	**0.040**	**0.107**
10:00-11:00	**4**	**11195**	**0.054**	**0.025**	**0.079**
11:00-12:00	**4**	**11195**	**0.031**	**0.047**	**0.078**
12:00-13:00	**4**	**11195**	**0.029**	**0.040**	**0.069**
13:00-14:00	**4**	**11195**	**0.040**	**0.045**	**0.085**
14:00-15:00	**4**	**11195**	**0.042**	**0.047**	**0.089**
15:00-16:00	**4**	**11195**	**0.013**	**0.089**	**0.102**
16:00-17:00	**4**	**11195**	**0.011**	**0.080**	**0.091**
17:00-18:00	**4**	**11195**	**0.016**	**0.063**	**0.079**
18:00-19:00	**4**	**11195**	**0.029**	**0.060**	**0.089**
19:00-20:00	**4**	**11195**	**0.009**	**0.025**	**0.034**
20:00-21:00	**3**	**9593**	**0.003**	**0.021**	**0.024**
21:00-22:00	**3**	**9593**	**0.003**	**0.014**	**0.017**
22:00-23:00	**3**	**9593**	**0.010**	**0.017**	**0.027**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.718**	**0.713**	**1.431**

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

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

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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	26/04/2023 - 24/05/2023
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.

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

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	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.003**	**0.003**	**0.006**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.014**	**0.000**	**0.014**
05:00-06:00	**3**	**9593**	**0.038**	**0.003**	**0.041**
06:00-07:00	**4**	**11195**	**0.138**	**0.042**	**0.180**
07:00-08:00	**4**	**11195**	**0.212**	**0.027**	**0.239**
08:00-09:00	**4**	**11195**	**0.154**	**0.056**	**0.210**
09:00-10:00	**4**	**11195**	**0.100**	**0.058**	**0.158**
10:00-11:00	**4**	**11195**	**0.100**	**0.071**	**0.171**
11:00-12:00	**4**	**11195**	**0.071**	**0.107**	**0.178**
12:00-13:00	**4**	**11195**	**0.114**	**0.109**	**0.223**
13:00-14:00	**4**	**11195**	**0.080**	**0.074**	**0.154**
14:00-15:00	**4**	**11195**	**0.067**	**0.067**	**0.134**
15:00-16:00	**4**	**11195**	**0.031**	**0.136**	**0.167**
16:00-17:00	**4**	**11195**	**0.020**	**0.130**	**0.150**
17:00-18:00	**4**	**11195**	**0.016**	**0.134**	**0.150**
18:00-19:00	**4**	**11195**	**0.045**	**0.085**	**0.130**
19:00-20:00	**4**	**11195**	**0.016**	**0.033**	**0.049**
20:00-21:00	**3**	**9593**	**0.007**	**0.035**	**0.042**
21:00-22:00	**3**	**9593**	**0.007**	**0.021**	**0.028**
22:00-23:00	**3**	**9593**	**0.014**	**0.024**	**0.038**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**1.247**	**1.215**	**2.462**

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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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	26/04/2023 - 24/05/2023
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.

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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	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
05:00-06:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11195**	**0.016**	**0.000**	**0.016**
07:00-08:00	**4**	**11195**	**0.004**	**0.000**	**0.004**
08:00-09:00	**4**	**11195**	**0.002**	**0.000**	**0.002**
09:00-10:00	**4**	**11195**	**0.004**	**0.000**	**0.004**
10:00-11:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
11:00-12:00	**4**	**11195**	**0.000**	**0.002**	**0.002**
12:00-13:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
14:00-15:00	**4**	**11195**	**0.000**	**0.002**	**0.002**
15:00-16:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**11195**	**0.000**	**0.004**	**0.004**
17:00-18:00	**4**	**11195**	**0.000**	**0.011**	**0.011**
18:00-19:00	**4**	**11195**	**0.000**	**0.002**	**0.002**
19:00-20:00	**4**	**11195**	**0.000**	**0.002**	**0.002**
20:00-21:00	**3**	**9593**	**0.000**	**0.003**	**0.003**
21:00-22:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
22:00-23:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.028**	**0.028**	**0.056**

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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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	26/04/2023 - 24/05/2023
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.

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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	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
05:00-06:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
08:00-09:00	**4**	**11195**	**0.004**	**0.004**	**0.008**
09:00-10:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
10:00-11:00	**4**	**11195**	**0.002**	**0.000**	**0.002**
11:00-12:00	**4**	**11195**	**0.000**	**0.002**	**0.002**
12:00-13:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**11195**	**0.004**	**0.004**	**0.008**
14:00-15:00	**4**	**11195**	**0.007**	**0.004**	**0.011**
15:00-16:00	**4**	**11195**	**0.000**	**0.002**	**0.002**
16:00-17:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
22:00-23:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.019**	**0.018**	**0.037**

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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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	26/04/2023 - 24/05/2023
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.

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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	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
05:00-06:00	**3**	**9593**	**0.003**	**0.003**	**0.006**
06:00-07:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
07:00-08:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
08:00-09:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
10:00-11:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
11:00-12:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
14:00-15:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
15:00-16:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**11195**	**0.004**	**0.004**	**0.008**
18:00-19:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
22:00-23:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.013**	**0.013**	**0.026**

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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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	22/05/2023 - 24/05/2023
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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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	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
05:00-06:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
07:00-08:00	**4**	**11195**	**0.004**	**0.002**	**0.006**
08:00-09:00	**4**	**11195**	**0.018**	**0.018**	**0.036**
09:00-10:00	**4**	**11195**	**0.013**	**0.016**	**0.029**
10:00-11:00	**4**	**11195**	**0.013**	**0.009**	**0.022**
11:00-12:00	**4**	**11195**	**0.009**	**0.011**	**0.020**
12:00-13:00	**4**	**11195**	**0.004**	**0.004**	**0.008**
13:00-14:00	**4**	**11195**	**0.009**	**0.011**	**0.020**
14:00-15:00	**4**	**11195**	**0.013**	**0.011**	**0.024**
15:00-16:00	**4**	**11195**	**0.002**	**0.004**	**0.006**
16:00-17:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
17:00-18:00	**4**	**11195**	**0.004**	**0.004**	**0.008**
18:00-19:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
20:00-21:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
22:00-23:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.095**	**0.096**	**0.191**

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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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	26/04/2023 - 24/05/2023
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.

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

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.003**	**0.003**	**0.006**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
05:00-06:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11195**	**0.004**	**0.002**	**0.006**
07:00-08:00	**4**	**11195**	**0.011**	**0.002**	**0.013**
08:00-09:00	**4**	**11195**	**0.013**	**0.004**	**0.017**
09:00-10:00	**4**	**11195**	**0.007**	**0.000**	**0.007**
10:00-11:00	**4**	**11195**	**0.000**	**0.016**	**0.016**
11:00-12:00	**4**	**11195**	**0.013**	**0.002**	**0.015**
12:00-13:00	**4**	**11195**	**0.020**	**0.025**	**0.045**
13:00-14:00	**4**	**11195**	**0.007**	**0.004**	**0.011**
14:00-15:00	**4**	**11195**	**0.004**	**0.002**	**0.006**
15:00-16:00	**4**	**11195**	**0.002**	**0.009**	**0.011**
16:00-17:00	**4**	**11195**	**0.000**	**0.002**	**0.002**
17:00-18:00	**4**	**11195**	**0.004**	**0.011**	**0.015**
18:00-19:00	**4**	**11195**	**0.002**	**0.002**	**0.004**
19:00-20:00	**4**	**11195**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
22:00-23:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.090**	**0.084**	**0.174**

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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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	26/04/2023 - 24/05/2023
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.

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

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	**3**	**9593**	**0.000**	**0.000**	**0.000**
01:00-02:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
02:00-03:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
03:00-04:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
04:00-05:00	**3**	**9593**	**0.007**	**0.000**	**0.007**
05:00-06:00	**3**	**9593**	**0.007**	**0.000**	**0.007**
06:00-07:00	**4**	**11195**	**0.011**	**0.000**	**0.011**
07:00-08:00	**4**	**11195**	**0.056**	**0.004**	**0.060**
08:00-09:00	**4**	**11195**	**0.027**	**0.018**	**0.045**
09:00-10:00	**4**	**11195**	**0.022**	**0.013**	**0.035**
10:00-11:00	**4**	**11195**	**0.036**	**0.031**	**0.067**
11:00-12:00	**4**	**11195**	**0.025**	**0.051**	**0.076**
12:00-13:00	**4**	**11195**	**0.060**	**0.038**	**0.098**
13:00-14:00	**4**	**11195**	**0.029**	**0.016**	**0.045**
14:00-15:00	**4**	**11195**	**0.020**	**0.009**	**0.029**
15:00-16:00	**4**	**11195**	**0.009**	**0.027**	**0.036**
16:00-17:00	**4**	**11195**	**0.007**	**0.033**	**0.040**
17:00-18:00	**4**	**11195**	**0.000**	**0.047**	**0.047**
18:00-19:00	**4**	**11195**	**0.009**	**0.013**	**0.022**
19:00-20:00	**4**	**11195**	**0.007**	**0.007**	**0.014**
20:00-21:00	**3**	**9593**	**0.003**	**0.007**	**0.010**
21:00-22:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
22:00-23:00	**3**	**9593**	**0.003**	**0.003**	**0.006**
23:00-00:00	**3**	**9593**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.338**	**0.317**	**0.655**

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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Parameter Summary:

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date date range:	26/04/2023 - 24/05/2023
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.

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