

Unite Students

Cambridge Halls, Manchester

Transport Statement Addendum

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P01 | 18 August 2025



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Ove Arup & Partners Limited
12 Wellington Place
Leeds
LS1 4AP
United Kingdom
arup.com

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			Prepared by	Checked by	Approved by
		Name	Javed Hussain	Aamir Shaikh	Andy Ford
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			

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Contents

1.	Introduction	1
1.1	Report Purpose	1
1.2	Stakeholder Consultation	1
2.	Overview of Updates to the Proposal	2
3.	Active Travel	3
3.1	Retaining the Active Travel Route Through the Site	3
3.2	Simplified Bollard Arrangement	4
3.3	Increased Cycle Parking Provision	6
4.	Revised Streetscape	7
4.1	Managing Down Car Movements within Campus	7
4.2	Improvements to the Boundary Street West / Higher Chatham Street Junction	7
4.3	Changes to Higher Chatham Street and Lower Chatham Street	8
5.	Servicing and Emergency Vehicle Access Strategy	9
5.1	Servicing and Waste Collection	9
5.2	Fire Access	9
6.	Stage 1 Road Safety Audit	10
7.	Summary and Conclusions	11

Tables

Table 1: Changes to Cycle Parking Provision	6
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Figures

Figure 1: Landscape GA Annotated to Show Updates to the Proposal	2
Figure 2: Previously Proposed and New Proposed Routes Through Site.	3
Figure 3: Cross Section View of New Proposed Cycle and Walking/Wheeling Routes Through Site (Looking North)	4
Figure 4: Simplified Bollard Arrangement at Higher Cambridge End of the Through-Route	5
Figure 5: Simplified Bollard Arrangement at Higher Chatham Street End of the Through-Route	5
Figure 6: Proposed Changes to Higher Chatham Street and Lower Chatham Street.	8
Figure 8: Servicing and Waste Collection arrangements	9

Appendices

Appendix A	A-1
Proposed Site Layout Plan	A-1
Appendix B	B-1
Vehicle Swept Path Drawings	B-1

1. Introduction

Ove Arup & Partners Ltd (Arup) has been commissioned by Unite Students to provide transportation advice in support of the proposed redevelopment of Cambridge Halls Student Accommodation for a new larger Purpose-Built Student Accommodation (PBSA) scheme, comprising 2,302 bedroom units.

1.1 Report Purpose

A Transport Statement (dated 30 April 2025) was submitted to Manchester City Council (MCC) in support of a planning application (ref.: 142888/FO/2025) for the redevelopment of the Cambridge Halls site.

Since the submission of the planning application, i.e. during post-submission discussions, several changes have been incorporated into the development proposals in response comments received.

This Transport Statement Addendum sets out the changes adopted in response to the consultation including received from Manchester City Council (see below) on 21 July 2025. This addendum is to be read in conjunction with the previously submitted Transport Statement.

1.2 Stakeholder Consultation

Responses to the planning applications have been received from MCC Highways and Active Travel England (ATE). The responses have been reviewed and summarised as follows:

- A review of student travel patterns throughout the day noting that the predicted mode split exceeds the UK government's Gear Change target for 2030.
- A review of the Travel Plan targets and measures whilst also supporting proposed measures.
- Route quality, wayfinding and potential surface issues along the route previously proposed.
- Recommendation for a bi-directional cycle track and footway through the site.
- Reconsider servicing and waste collection away from Higher Cambridge Street.
- Tapered splay to proposed disabled parking and loading bays on Higher Chatham Street and Lower Chatham Street.
- Review bollard arrangement at either end of the landscaped route through the site.
- Undertake a Stage 1 Road Safety Audit of the proposed scheme and address any issues raised.

In addition to the above, a meeting with MCC Planning and Highways was held on Thursday 7th August to seek clarification on the comments received and agree an approach to addressing the issues raised. This report sets out the changes made to the development proposals, discussed against the previous proposals, and how the key issues have been addressed. A full response to both the ATE and MCC Highways has been submitted under separate cover for completeness.

2. Overview of Updates to the Proposal

In response to the consultation responses and further discussion with the local authority, the following changes have been made to the previously submitted scheme:

1. Retaining a signed cycle routing through the site.
2. Servicing proposals relocated away from Higher Cambridge Street with informal waste collection proposed from Boundary Street West (subject to acceptable adjustment to the Traffic Regulation Orders). The previously proposed loading bays on Lower Chatham Street and Higher Chatham Street continue to form the proposals.
3. An uplift in cycle parking provision along with areas identified for future provision should demand exceed supply. Demand for cycle parking provision will be monitored through the Travel Plan with additional cycle parking being a committed measure within the plan.
4. Improved arrangement at the Boundary Street West/Higher Chatham Street junction to improve manoeuvring and visibility.
5. Introducing splays to disabled parking and loading bays to improve vehicle manoeuvre.
6. Simplified bollard arrangement and reduction in bollard numbers to either end of the landscaped active travel route through the site.
7. Introduction of a landscaped buffer to separate the pedestrian-cycle movements to maintain 'place-making' features and align with cycling guidance.

Figure 1 is an extract of the Landscape General Arrangement drawing 1132-RFM-XX-00-DR-L-0001 rev. P10 (contained in Appendix A) and annotated to show the locations of the above mentioned updates (with corresponding item numbers). Further details of each of the above follows in the subsequent sections of this report.



Figure 1: Landscape GA Annotated to Show Updates to the Proposal

3. Active Travel

This section of the report draws out the changes in relation to cycle routing, cycle parking provision and bollard arrangements.

3.1 Retaining the Active Travel Route Through the Site

A major change to the previously proposed layout and connectivity strategy is to retain a signed-posted cycle route through the site. To address previously raised concerns regarding cycle speeds and types of bikes passing through a pedestrian area, the proposed layout provides a 3.5m wide segregated cycle lane (for two-way movement) with a landscaped buffer for separation from 4m wide landscaped walkway for pedestrians and wheelers whilst continuing to introduce ‘place-making’ principles and align with LTN 1/20 cycle design guidance.

The propose horizontal alignment of the cycle route is intended to achieve calm cycle speeds through the site (to address concerns) and reduce the likelihood of collision with other users which may occasionally cross the path for access or maintenance purposes. This also seeks to address concerns raised by the local authority relating to inconsiderate cycling.

The landscaped buffer is increased at either end of the through-route to filter pedestrians/wheelers from cyclists through legible wayfinding features.

Figure 2 shows a side-by-side comparison of the previously proposed route and the new proposed route through the site.



Previous Proposal

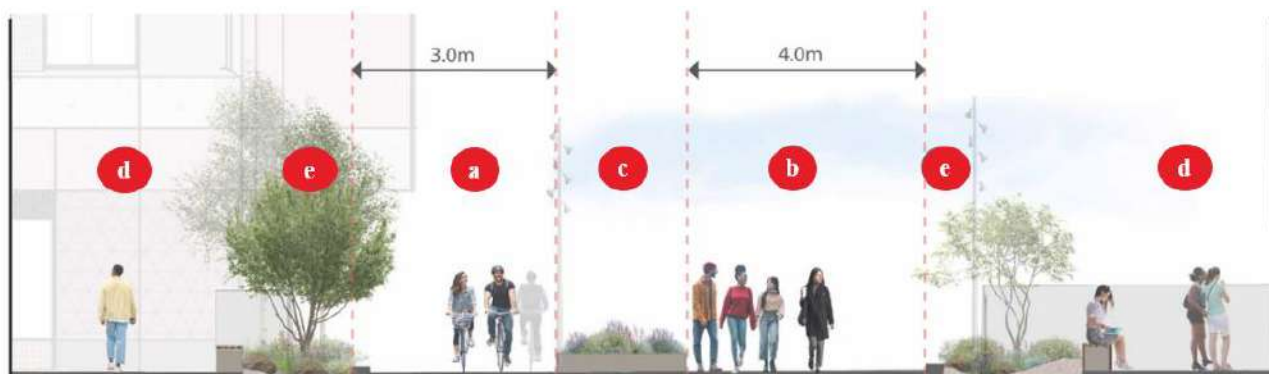


New Proposal

Figure 2: Previously Proposed and New Proposed Routes Through Site.

Figure 3 shows the proposed cross-section of the new landscaped route highlighted the following features:

- a) 3.5m wide cycle path (LTN 1/20 compliant);
- b) 4m wide footpath;
- c) landscaped segregation between cycle and walking routes;
- d) student access only area; and
- e) planting and secure fence line.



Extract of drawing 1132-RFM-XX-00-DR-L-0005 Rev. P03

Figure 3: Cross Section View of New Proposed Cycle and Walking/Wheeling Routes Through Site (Looking North)

For the avoidance of doubt, and following the consultation feedback, cycle routing previously shown along Boundary Street West has been removed from the development proposals.

Further information on the principles of the layout, connectivity to the wider cycle network and additional visuals accompany the application.

3.2 Simplified Bollard Arrangement

Bollards are proposed at both ends of the pedestrian/wheeling and cycle routes to provide safe areas and save from unauthorised or hostile vehicular access. This arrangement aligns with other locations along Cavendish Road (between Higher Cambridge Street and Oxford Road) that introduce bollards to restrict vehicle access. The separation between bollards at 1.5m centres accords with LTN 1/20 guidance, allowing cycle users to approach in a straight line and allowing different types of cycles to pass.

Following consultation feedback, the bollard arrangements at both ends of the through route have been simplified to a single line arrangement. Figure 4 shows extracts form the Landscape Architect's General Arrangement drawing 1132-RFM-XX-00-DR-L-0001 rev. P10 showing the simplified bollard arrangements.



Figure 4: Simplified Bollard Arrangement at Higher Cambridge End of the Through-Route



Figure 5: Simplified Bollard Arrangement at Higher Chatham Street End of the Through-Route

Surveys undertaken along Cavendish Street (see Transport Statement) has recorded approximately 700 pedestrians per hour with an additional forecast increase of 170 pedestrians during the peak hour as a result of the development. It should be noted that not all future occupants of the site will pass through the site (along Cavendish Street) considering externally facing entrances directly onto Higher Chatham Street and Lower Chatham Street.

The Cavendish Street footway is proposed to be greater than 3.5m wide, which in accordance with TfL's Healthy Streets Assessment, is calculated to provide a capacity for approximately 3,000 pedestrians per hour. A line of bollards, at 1.5m centres, would reduce capacity to around 2,000 pedestrians per hour which still provides more than sufficient capacity to operate the proposed development.

Similarly, a review has been undertaken of the impact of bollards on cycle link capacity. LTN 1/20 cycle guidance states that a 3m wide route is appropriate for up to 1,000 cycles per hour (two-way) and a 4m wide

route for flows above 1,000 cycles per hour (two-way). The latest proposal is to provide a 3.5m wide cycle route which is more than sufficient to accommodate the surveyed and forecast cycle demand set out in the Transport Statement. Furthermore, the spacing of bollards at a minimum (or equal to) 1.5m centres is already considered by the guidance and infers that their placement does not result in a reduction in link capacity.

3.3 Increased Cycle Parking Provision

The consultation response from MCC Highways requested additional cycle parking to further align with the Transport Statement's commitment to promoting active travel as a primary mode of choice.

The Transport Statement provides evidence on cycle parking uptake across multiple local student accommodation sites and demonstrates that the existing demand for cycle parking at Cambridge Halls is at 3% of total beds. Therefore, assuming proportionate increases (i.e. bedrooms and future cycle demand), the proposed cycle provision of 6% already exceeds forecast demand. The proposed cycle provision provides capacity for future growth and aligns with Manchester Core Strategy Policy T2.

Nevertheless, in response to MCC's consultation feedback, the revised design incorporates an uplift in cycle parking provision. Specifically, Phase 2 will now provide an additional 16 spaces and increase from the previously proposed 72 spaces to 88 spaces. This brings overall provision to 156 spaces across the two phases — equivalent to 6.7% of the total units, as summarised in Table 1.

Table 1: Changes to Cycle Parking Provision

Phase	Previously Proposed Provision	New Proposed Provision (incl. uplift)	Future Provision (If Required)	Combined Provision
Phase 1	68	68	76	144
Phase 2	72	88	-	88
Total	140	156	-	232
Provision as a % of Proposed 2,302 Beds	6%	6.7%	3.3%	10%

Furthermore, on-site areas have been identified within the Landscape Architect's General Arrangement drawing 1132-RFM-XX-00-DR-L-0001 rev. P10 (see Figure 1) that will be safeguarded for providing additional cycle parking should demand exceed the initial provision implemented at completion of Phase 2 of the development.

Demand for cycle parking will be monitored through the Travel Plan with additional cycle parking being a committed measure within Travel Plan. Therefore, should future demand exceed the initial provision, the site operator will install the additional cycle spaces within the areas identified.

For clarity, the above considerations are for on-site long stay cycle parking. As previously, a total of 44 short-stay spaces (Sheffield-style stands) are proposed across the Higher Cambridge Street and Lower Chatham Street frontages of the site.

4. Revised Streetscape

This section of the report sets out the approach to managing down vehicle movements within the campus environ and localised highway improvements.

4.1 Managing Down Car Movements within Campus

The consultation response from MCC requested a further explanation on the case for the reduction in car parking and its impact on the local highway.

As part of a longer term vision, Manchester Metropolitan University seeks to improve highways safety within the campus environ and surrounding roads by managing down car parking supply and, in turn, car movements. This is in line with local planning policy such as Manchester Core Strategy Policy T1, Bee Network Growth Aspiration and regional aspirations.

The approach to reducing on-street parking along Higher Chatham Street and Lower Chatham Street was first discussed with MCC Highways at a pre-application scoping meeting held on the 11th February 2025. MCC's initial indication is that the principle of removing all 35 time-limited parking spaces would be acceptable.

The development proposal seeks to limit the reduction of on-street parking removing the 18 general spaces along the western edge and provide disabled parking spaces, landscaping and loading bays to serve the proposed scheme. The 17 time-limited parking bays along the eastern edge is retained in their current arrangement.

The reduction in on-street parking provision is unlikely to have a detrimental impact considering that all parking is formalised within the campus and surrounding streets. If anything, this is likely to lead to a reduction in car movements along Boundary Street West, Higher Chatham Street and Lower Chatham Street, thereby creating a more equitable and calmer environment for other road users.

Off-site parking is available within a reasonable walk of the site, such as the publicly accessible Booth Street West Multistorey Car Park which has 965 spaces (including 17 disabled spaces) and is within a 10 minute walk of the site. This car park is open between 06:00-23:45 hours from Monday to Friday and between 06:00-22:45 hours on Saturdays and Sundays.

Therefore, the removal of car parking along Higher Chatham Street and Lower Chatham Street is expected to have an overall positive impact.

4.2 Improvements to the Boundary Street West / Higher Chatham Street Junction

As part of recent design development, an improved arrangement is proposed at Boundary Street West / Higher Chatham Street junction to improve visibility, vehicle manoeuvring and non-motorised movements. This has been achieved by removing the southernmost tree (from that previously proposed) – the location of which is shown on Figure 1.

4.3 Changes to Higher Chatham Street and Lower Chatham Street

The proposed layout for Higher Chatham Street and Lower Chatham Street has been revised following the consultation response. The revised layout proposals is annotated as Figure 6.

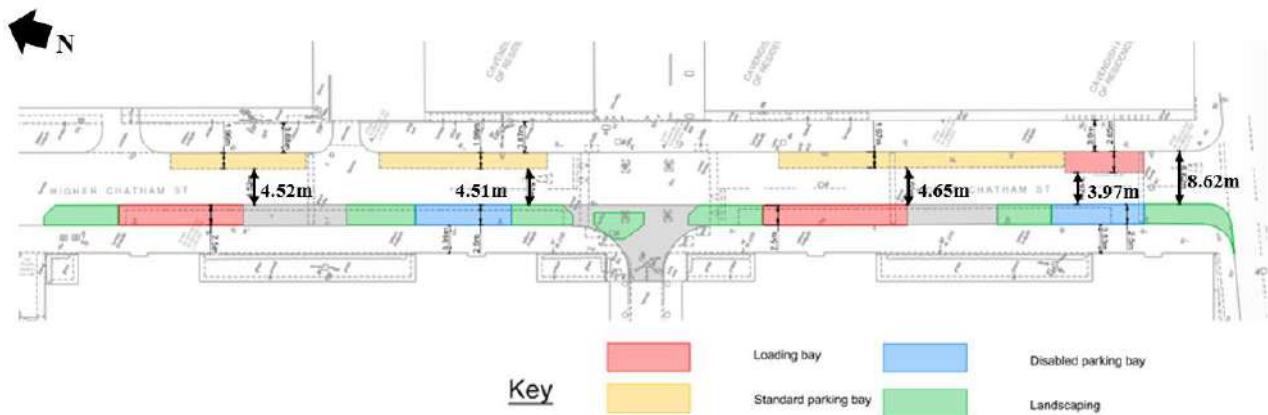


Figure 6: Proposed Changes to Higher Chatham Street and Lower Chatham Street.7

The changes incorporated to the latest proposed layout include:

- Retaining the existing kerb line for the nearside edge of disabled parking and loading bays.
- Landscaped buildouts extend into the carriageway as far as the proposed disabled parking and loading bays.
- Tapered splays have been introduced to the proposed disabled parking and loading bays to facilitate smoother vehicle manoeuvring.
- Low level planting will be introduced to the landscaped build out and trees in an arrangement that does not obscure driver visibility.

The narrowest effective passing width of 3.97m is between the disabled parking and loading bays on Higher Chatham Street and occurs in the event of both the disabled parking and loading bays are occupied. Observations on site have noted that the existing loading bay shown closest to the Boundary Street West/Higher Chatham Street junction is not continuously occupied.

With the exception of the aforementioned scenario, passing widths range between 4.51m and 4.65m between bays/buildouts which is greater than the 4.1m threshold as suggested in Section 7.1 of Manual for Streets guidance that allows two-cars to pass or a lorry passing a cyclist. The proposed marginal narrowing of the carriageway is intended to encourage slower speeds whilst also providing an enhanced landscaped street to encourage pedestrian, wheeling and cycling movements.

The above changes have been discussed with MCC Highways and have received no further comments.

Vehicle swept path analysis undertaken for a refuse vehicle, fire pumping appliance and a goods vehicle – these are discussed further in Section 5 of this report.

5. Servicing and Emergency Vehicle Access Strategy

The proposed change to servicing is set out in this section of the report along with the findings of the updated swept path drawings to reflect the latest proposals.

5.1 Servicing and Waste Collection

Following consultation comments and discussion with MCC Highways, loading bays are no longer proposed on Higher Cambridge Street. Instead, servicing and waste collection for the commercial/retail unit is proposed from Boundary Street West – as shown on Figure 1 and Figure 8 – and servicing for the community use is proposed from either Lower Chatham Street or the private estate road at the northern frontage of the site.

The proposal for kerb side servicing from Boundary Street West has been discussed with MCC Highways who have confirmed that amendments to the Traffic Regulation Orders (currently ‘No Loading At Any Time’ restrictions) will be acceptable to allow servicing except during peak periods. No marked loading bay is intended at this location.

Servicing and waste collection for student accommodation continues to be proposed from Higher Chatham Street and Lower Chatham Street.



Figure 8: Servicing and Waste Collection arrangements

The vehicle swept path analysis presented in the submitted Transport Statement has been updated to reflect the latest arrangements. Drawing 303452-00-SK-003 and 303452-00-SK-004, contained in Appendix B, shows a light goods van and refuse vehicle can satisfactorily serve the development.

5.2 Fire Access

Access has been checked and swept path analysis revisited to ensure fire appliances can position within 16m of wet risers. Drawing 303452-00-SK-003, contained in Appendix B, shows this requirement can be satisfactorily achieved.

6. Stage 1 Road Safety Audit

MCC Highways have requested a Stage 1 Road Safety Audit to be undertaken to assess the development proposal. As such, an independent team has undertaken a Stage 1 level audit to consider the development proposals, in particular:

- improvements to the footways at the frontages;
- the proposed raised table on Boundary Street West, close to its junction with Higher Cambridge Street;
- the proposed locations for servicing and waste collection;
- the proposed changes to Higher Chatham Street and Lower Chatham Street; and
- the proposed segregated pedestrian and cycle arrangement through the site.

The findings of the Stage 1 audit will be submitted to the local authority along a Designer's response to any issues raised.

7. Summary and Conclusions

This Transport Statement Addendum supplements the original Transport Statement (dated 30 April 2025) and reflects changes made to the development proposals following feedback from stakeholders and post-submission discussions.

In response, changes have been made to the original development proposals which include cycle routing, bollard arrangements, servicing and waste collection, cycle parking, junction improvements and bay design. This report also provides further clarification to comments raised to support the proposals.

Vehicle swept path analysis has been revisited to confirm satisfactory manoeuvring by a goods vehicle, refuse lorry and fire appliance. Distances between fire appliance positions and wet riser locations have been checked against the latest standards.

A Stage 1 Road Safety Audit has been undertaken by an independent audit team which will be submitted to the local authority under separate cover along with the Designer's response.

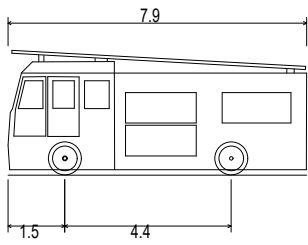
The latest development proposals present a significantly improved scheme, having responded to consultation feedback, and the incorporated features align with national and local planning policy, Bee Network Growth Aspiration and relevant design standards. As such, the development proposals should not be refused on transport or highway grounds.

Appendix A

Proposed Site Layout Plan

Appendix B

Vehicle Swept Path Drawings



BS Pumping Appliance
Overall Length 7.800m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.0s
Wall to Wall Turning Radius 9.600m

Background Images:
-13.08.25-RFM-XX-00-M2-L-0001-P04.10
Landscape Working DrawingBOUND
-250409 - 998-CPA-ZZ-00-DR-A-0115

F	14/08/25	WM	AF	AF
E	24/04/25	RJM	AF	AF
D	15/04/25	RJM	AF	AF
C	07/04/25	RJM	AF	AF
B	07/04/25	RJM	AF	AF
A	01/04/25	RJM	AF	AF

Rev	Date	By	Chkd	Appd
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ARUP

8 Fitzroy Street
London W1T 4BJ
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Unite Students &
Manchester Metropolitan University

Project Title
MMU Cambridge Halls

Drawing Title
Fire Appliance
Swept Path Analysis

Scale at A1 1:200

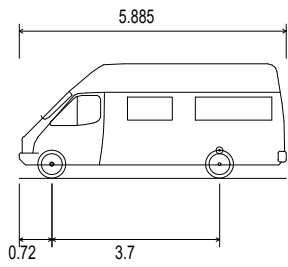
Role Transport

Suitability - For Information

Arup Job No
303452-00

Name
303452-00-SK-002

Rev
F



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 6.000m

Background Images:
-13.08.25-RFM-XX-00-M2-L-0001-P04.10
Landscape Working DrawingBOUND
-250409 - 998-CPA-ZZ-00-DR-A-0115

B	14/08/25	WM	AF	AF
A	24/04/25	RJM	AF	AF

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ARUP

8 Fitzroy Street
London W1T 4BJ
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Unite Students &
Manchester Metropolitan University

Project Title
MMU Cambridge Halls

Drawing Title
Lower Chatham Street Servicing
Swept Path Analysis
4.6t Light Van

Scale at A1

1:200

Role
Transport

Suitability
- For Information

Arup Job No

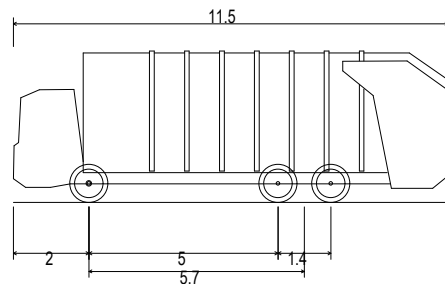
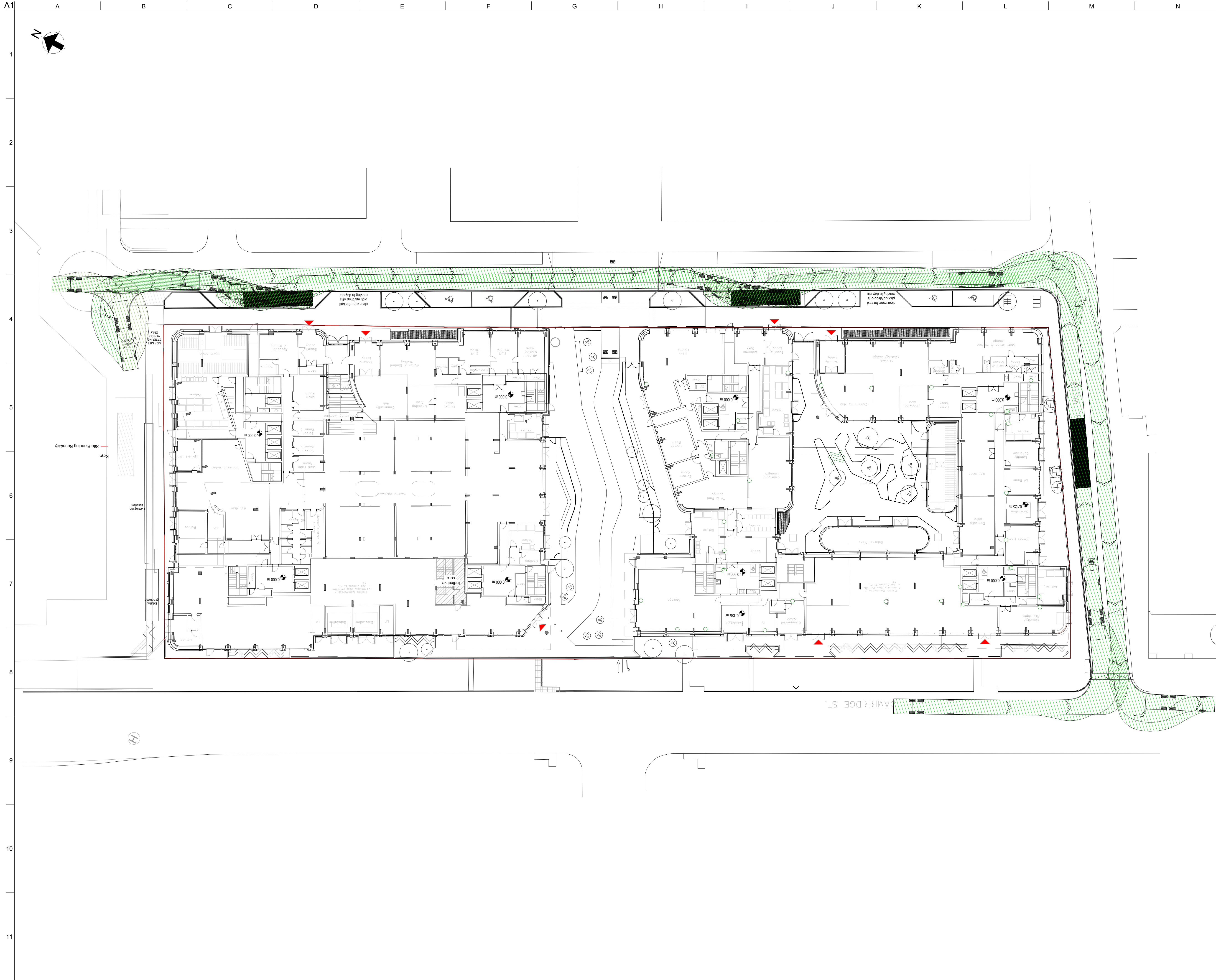
303452-00

Name

303452-00-SK-003

Rev

B



Manchester Refuse Vehicle
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 4.000m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Wall to Wall Turning Radius 9.695m

Key
Indicative collection point

Background Images:
-13.08.25-RFM-XX-00-M2-L-0001-P04.10
Landscape Working DrawingBOUND
-250409 - 998-CPA-ZZ-00-DR-A-0115

B	14/08/25	WM	AF	AF
A	25/04/25	RJM	AF	AF

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8 Fitzroy Street
London W1T 4BJ
Tel +44(0)20 7638 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Unite Students &
Manchester Metropolitan University

Project Title
MMU Cambridge Halls

Drawing Title
Refuse Vehicle
Swept Path Analysis

Scale at A1 NTS
Role Transport
Suitability - For Information

Arup Job No 303452-00	Rev B
Name 303452-00-SK-004	