

Unite Students

Cambridge Halls, Manchester

Transport Statement

Reference: 01

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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 c.2,302 bedroom units.

1.1 Site Location

Cambridge Halls is an existing Manchester Metropolitan University (MMU) student accommodation block with approximately 765 rooms. The site is within the MMU All Saints Campus, south of the A57(M) Cambridge Street Junction, with the general site boundary illustrated in Figure 1.



Figure 1: Site boundary and location

The site is bound by Higher Chatham Street and Lower Chatham Street to the east, Boundary Street West to the south and Higher Cambridge Street to the west. All these streets are adopted public highway. Adjacent to the northern boundary is a private service route for the adjacent MMU Centre for Enterprise.

To discuss and shape the proposals, pre-application consultation has been undertaken with MCC Highways on the 18 March 2025.

2. Policy Context

This Transport Statement has been produced with due consideration to the following national, regional, and local policy and guidance. The planning policy must be considered when developing suitable development proposals for the site. These include:

National Planning Policy:

- National Planning Policy Framework (2023)
- National Planning Practice Guidance (2019) - Ministry of Housing, Communities and Local Government: Travel Plans, Transport Assessments, and Statements (2014)

Local Planning Policy:

- Greater Manchester Strategy: Our People, Our Place (2021)
- Greater Manchester Transport Strategy 2040 (2017)
- Greater Manchester Places for Everyone Joint Development Plan 2022 to 2039 (2024)
- Manchester Local Plan – Core Strategy Development Plan (2012)
- Our Manchester Strategy – Forward to 2025 (2016)
- Manchester Green and Blue Infrastructure Strategy (2015)
- City Centre Transport Strategy to 2040 (2021).

2.1 National Planning Policy:

Policy	Relevance to Proposed Development
National Planning Policy Framework (NPPF) (2024)	The latest version of the NPPF was revised in December 2024. Chapter 9 (Promoting sustainable transport) should be considered central to transport planning matters. Paragraph 109 of the NPPF states that: “Transport issues should be considered from the earliest stages of plan-making and development proposal, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”. The vision-led clause of Paragraph 109 was added in the latest revision. In addition, relevant amendments are made to Paragraphs 114 under Considering Development Proposals, which now states that development applications should ‘prioritise’ (rather than previously ‘promote’) sustainable transport modes, considering the development’s context. Central to transport matters within planning applications is Paragraph 116, which states: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”. Relevance: The transport aspects of the development proposal are considered to meet all the requirements of NPPF for the promotion of sustainable transport.
National Planning Practice Guidance (2019) – supported by Ministry of Housing,	Provides advice on when Transport Assessments and Transport Statements are required, and what they should contain. Information regarding the proposed transport access and information on the existing functional classification of the nearby road network for the Proposed Development should be included in assessments and statements. Data about existing public transport provision, current traffic flows,

Policy	Relevance to Proposed Development
Communities and Local Government: Travel Plans, Transport Assessments, and Statements (2014)	proposed trip calculations for the Proposed Development and injury accident records on the nearby public highways should also be included in these documents. Measures and ways to improve the accessibility of the location and encourage environmental sustainability by reducing the need to travel alongside a parking strategy for the development are also important features in assessments and statements. Travel Plans should identify the specific required targets, measures and outcomes as well as set out clear future monitoring and management arrangements. Benchmark travel data, relevant information on existing travel habits in the area and proposals to reduce the need for travel are three key aspects of Travel Plans. Travel Plans should set out explicit outcomes rather than solely identifying processes to be followed. All journeys resulting from a proposed development should be included in these plans. Relevance This TS and supporting Travel Plan includes information of the proposed development, description of existing site conditions and carrying out analysis mentioned above. Conclusions of the traffic impact caused by the development and associated mitigation is also included.
Department for Levelling Up, Housing and Communities (DLUHC) Guidance: Transport Evidence Bases in Plan Making and Decision Taking (2015)	Guidance to help local planning authorities assess and reflect strategic transport needs in Local Plan making. The existing transport situation and likely generation of trips should be assessed alongside the impact on the locality in social, economic and environmental terms. Facilities that support sustainable modes of travel in proximity to the site and opportunities to reduce the need for travel should be promoted where appropriate. Considerations should also be made regarding the cumulative impacts of existing and proposed developments on the transport network and the quality and capacity of transport infrastructure. Relevance: This TS and supporting Travel Plan includes review of existing conditions, details of the proposed development including transport access and cycling parking provision, with a multi-modal trip analysis demonstrating the opportunity for sustainable trip generation.

2.2 Local Planning Policy:

Policy	Relevance to Proposed Development
Greater Manchester Strategy: Our People, Our Place (2021)	The GMCA 'Greater Manchester Strategy: Our People, Our Place' sets out a vision for a fairer, greener, and more prosperous city-region. It focuses on creating inclusive economic growth, improving health and wellbeing, and making Greater Manchester a place where everyone can thrive. The strategy aims to reduce inequality, tackle climate change, and build resilient, well-connected places that support people and businesses, with a commitment to becoming carbon-neutral by 2038. Key transport and development related priorities include: Connectivity and Accessibility: Ensuring developments are connected to sustainable transport options. Sustainability and Climate: Supporting a low-carbon future with active travel and public transport focus. Health and Safety: Reducing pollution and promoting safe, inclusive access. Integrated Networks: Facilitating connections across modes to reduce car dependency. Economic Growth: Supporting inclusive growth through improved transport links.

Policy	Relevance to Proposed Development
	Relevance The redevelopment and growth of Cambridge Hall will provide more accessible and integrated high-quality accommodation within the City Centre, supporting sustainable economic growth.
Greater Manchester Transport Strategy 2040 (2017)	TfGM has developed the Greater Manchester Transport Strategy 2040 on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). Informed by key trends that will influence transport infrastructure requirements between now and 2040, the Strategy sets out long-term proposals to create a cleaner, greener more prosperous city region through better connections and simpler travel. The overall vision as set out in the Strategy is for Greater Manchester to have ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’. The four key elements of TfGM’s Vision, which represent the goals of their strategy, are as follows: • Supporting sustainable economic growth; • Improving the quality of life; • Developing an innovative City Region; and • Protecting our environment. The TfGM Right Mix Vision states that by 2040 50% of all journeys in Greater Manchester are to be made by walking, cycling and public transport. Relevance As stated above, the redevelopment and growth of Cambridge Hall will support each of the four key elements of TfGM’s Vision. Analysis shows that the combined active travel and public transport mode share will exceed exceeding the TfGM Right Mix target.
Greater Manchester Places for Everyone Joint Development Plan 2022 to 2039 (2024)	The Places for Everyone Joint Development Plan is a long-term spatial framework guiding sustainable growth across nine boroughs. It sets out plans to deliver new homes, jobs, and infrastructure while protecting green spaces and addressing climate change. The plan focuses on creating well-connected, inclusive communities, prioritising brownfield redevelopment, and supporting low-carbon transport and energy solutions. It aims to balance development needs with environmental protection, enhance public transport links, and promote economic opportunity, helping Greater Manchester meet housing demand and drive growth in a sustainable, resilient way. Relevance: The redevelopment of Cambridge Hall will create a uniquely connected, inclusive community, based on brownfield redevelopment.
Manchester Local Plan – Core Strategy Development Plan (2012)	MCC’s Core Strategy is the key Development Plan Document in the Local Development Framework. It sets out the long-term strategic policies for Manchester’s future development and forms the framework that planning applications will be assessed against. Transport forms one of the six spatial objectives within the Core Strategy. The overriding objective for transport is to “improve the physical connectivity of the city, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, service e, leisure and recreation’.

Policy	Relevance to Proposed Development
	Within the Core Strategy there are several policies that set out how this objective will be achieved. These are discussed in greater detail below. Policy T1 relates to sustainable transport. It states that: “To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: - • Improve choice by developing alternatives to the car. • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location. • Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties. • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: ○ Pedestrians and disabled people ○ Cyclists, public transport ○ Commercial access ○ General off-peak traffic ○ General peak time traffic” Policy T2 relates to accessible areas of opportunity and need. It states that (inter alia): “The Council will actively manage the pattern of development to ensure that new development: - Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.

Policy	Relevance to Proposed Development
	Is easily accessible by walking, cycling and public transport; Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types: District Centres; and Areas not within the City Centre or District Centres. The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.” Relevance: Design and transport proposals for Cambridge Hall have been developed with due consideration of the above policies.
Our Manchester Strategy - Forward to 2025 (2016)	The strategy sets out a vision for Manchester to be a thriving, inclusive, and sustainable city. It focuses on five key priorities: a thriving economy driven by innovation and jobs; improved health and wellbeing for residents; better education and skills; safe, connected, and inclusive communities; and a well-managed, high-quality city environment. The strategy emphasises working together with residents, businesses, and partners to achieve shared goals, aiming to make Manchester a great place to live, work, and invest by 2025. Relevance: The redevelopment of Cambridge Hall supports all the above priorities, particularly better education and inclusive, connected communities.
Manchester Green and Blue Infrastructure Strategy (2015)	The strategy outlines a city-wide approach to protecting, enhancing, and integrating green (parks, trees) and blue (rivers, canals) spaces to support sustainable growth. It focuses on improving health, wellbeing, biodiversity, climate resilience, and economic development. The strategy aims to ensure that green and blue infrastructure is central to urban planning, helping to manage flood risks, improve air quality, and create attractive environments for people and wildlife, contributing to Manchester’s vision of becoming a greener, more liveable city. Relevance: The landscaping strategy for the site has been developed to integrate with the wider MMU campus to create an attractive environments and support Manchester becoming a more liveable city.
City Centre Transport Strategy to 2040 (2021)	The City Centre Transport Strategy 2040 is a sub-strategy to the Greater Manchester Transport Strategy 2040. This City Centre Transport Strategy will enable the city-region to realise the ‘Our Network’ vision. The vision, set out in the City Centre Transport Strategy, is for “a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a

Policy	Relevance to Proposed Development
	great place to work, live and visit”. To deliver the vision, seven ambitions have been set out: Walking is the main way of getting around the city centre The city centre is cleaner, greener and less congested More people choose to cycle to destinations within the city centre The city centre benefits from better public transport connections Parking in the city centre is smarter and integrated with other modes Goods are moved and delivered sustainably and efficiently into and within the city centre Innovation is embraced where it benefits the city centre and its users Relevance: The redevelopment of Cambridge Hall supports the above priorities. With vast majority of trips being undertaken by active and public transport modes demonstrating the site being well connected, greener and reducing congestion.
Greater Manchester Active Travel Mission, TfGM (2022)	Active travel includes all kinds of human-powered movement to reach a destination and is fundamental to enabling the success of other key agendas for Greater Manchester, including improved health, decarbonisation, educational attainment and the economy. Greater Manchester has already built the strong foundations of an active travel system, but as our travel habits have changed since the pandemic, the cost-of-living crisis and rising awareness of healthy lifestyles, now is the right time to revisit existing priorities and refresh the mission for Greater Manchester. There are five key priorities that will drive the work and focus of active travel over the coming years. The aim is to develop some core principles of delivery and engagement that will make the biggest difference to every community and area of our region: Infrastructure Delivery – four principles to a connected network Home to School Travel Cycle Hire and access to cycles Integration with Public Transport Road Danger Reduction Relevance: The active travel first design approach to the redevelopment and growth of Cambridge Hall directly supports the GM Active Travel vision.
Manchester Active Travel Strategy and Investment Plan (2023)	The strategy and supporting plan sets out the city's vision to make walking, cycling, and other forms of active travel safe, accessible, and attractive for all. It focuses on reducing car dependency, improving health, cutting emissions, and creating vibrant communities. Key priorities include expanding walking and cycling networks, enhancing safety, connecting neighbourhoods, and supporting inclusive access. The plan aligns with wider goals for a greener, healthier, and more connected Manchester, encouraging more people to choose active travel as part of daily life. Relevance The proposal prioritises active travel and pedestrianises the site by reducing parking and creating infrastructure to aid walking.
TfGM Streets for All Strategy	The strategy sets out a vision to design streets that are safe, inclusive, and accessible for everyone, prioritising people over vehicles. It aims to create healthier, more attractive

Policy	Relevance to Proposed Development
/ Design Guide (2021)	streets that support walking, cycling, and public transport, while reducing car dependency and improving air quality. The strategy focuses on making streets work for all users, including children, older people, and disabled people, by promoting better design, safety, and connectivity. It supports wider goals of sustainable growth, reduced emissions, and improved public health, contributing to a more liveable and vibrant Greater Manchester. Relevance Cambridge Hall proposal prioritises sustainable travel and enhances accessibility for all through pedestrianisation, reducing parking which overall enhance safety and prioritises people over vehicles.

3. Baseline Conditions

Cambridge Halls of Residence (the Site) is located within the core of the Manchester Metropolitan University (MMU) campus environ. At present the site is a 765-bed student residential accommodation and occupies a prominent position within the MMU campus as shown on Figure 2.

The location of the Site provides convenient and sustainable access to essential academic and recreational amenities. These include Business School and Student Hub and Manchester Law School, School of Digital Art, Manchester School of Art, School of Digital Art, the Student Union, Library, Manchester aquatics centre, Sugden Sports centre, several retail and food amenities on Manchester Oxford Road.



Figure 2: Site surroundings and access arrangements for all modes including parking and loading

Figure 2 shows existing access arrangement on site including key features. The Site has good connectivity to the local highway network with vehicular/servicing access taken directly from Higher Chatham Street. The Site is fronted by Lower Chatham Street, Higher Chatham Street, Boundary Street West, Higher Cambridge Street and a private road for access to existing building elevations for maintenance. All local roads fronting the Site are subject to a 20mph speed limit.

Cavendish Street, a section that passes through the Site is a private road / courtyard space but open to the public as a pedestrian and cycle thoroughfare as (discussed further below). This also forms the vehicular entrance to the Site with a maximum headroom clearance of 4m indicated in Figure 2. Vehicular access to the Site from Higher Cambridge Street is via Boundary Street West and Higher Chatham Street.

Lower Chatham Street and Higher Chatham Street has publicly accessible time limited marked parking bays, and a marked loading bay towards the southern end of Higher Chatham Street. The remainder of these roads are restricted by double yellow road markings. A raised island is provided where these two roads cross with the entrance to the Site (aligned with Cavendish Street).

Boundary Street West forms the southern boundary of the Site. Vehicles stopping, waiting or loading prohibitions are implemented (as indicated by double yellow road markings and kerb markers along both sides of the carriageway).

The A5067 Higher Cambridge Street fronts the western frontage of the Site. It is considered a key distributor road from the A57(M) motorway located approximately 180m to the north of the Site. Double yellow road and kerb markings prohibit stopping, waiting and loading along the Site frontage, except between its junction with Cavendish Street and Boundary Street West (where loading is permitted outside the periods of 7am – 10am and 4pm – 7pm Monday to Friday).

3.1 Walking Connectivity

Pedestrian access to the Site is taken directly from the Higher Chatham Street/Cavendish Street junction (also serving as the vehicular Site access) and non-vehicular entrance from the Cavendish Street/Higher Cambridge Street junction. Footways are provided along local roads fronting the site as part of the MMU Campus and surrounding pedestrian infrastructure. Toucan crossings are provided at the Cavendish Street / Higher Cambridge Street junction to facilitate crossing of the junction in all directions. Furthermore, a controlled pedestrian crossing is also provided across Higher Cambridge Street towards the southwestern corner of the site. Figure 3 below illustrates the above with reference to the Site.

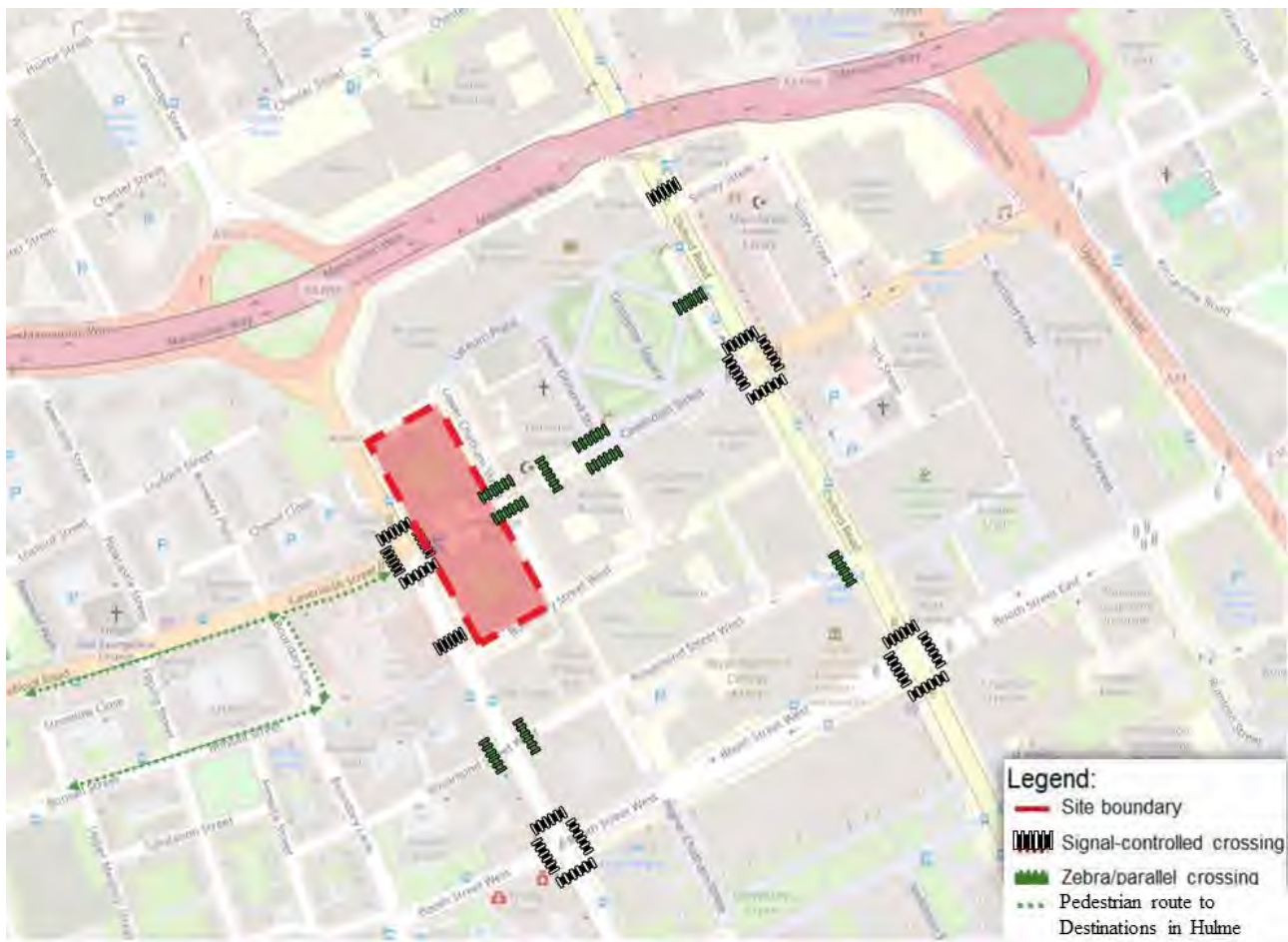


Figure 3: Location of pedestrian crossing facilities¹

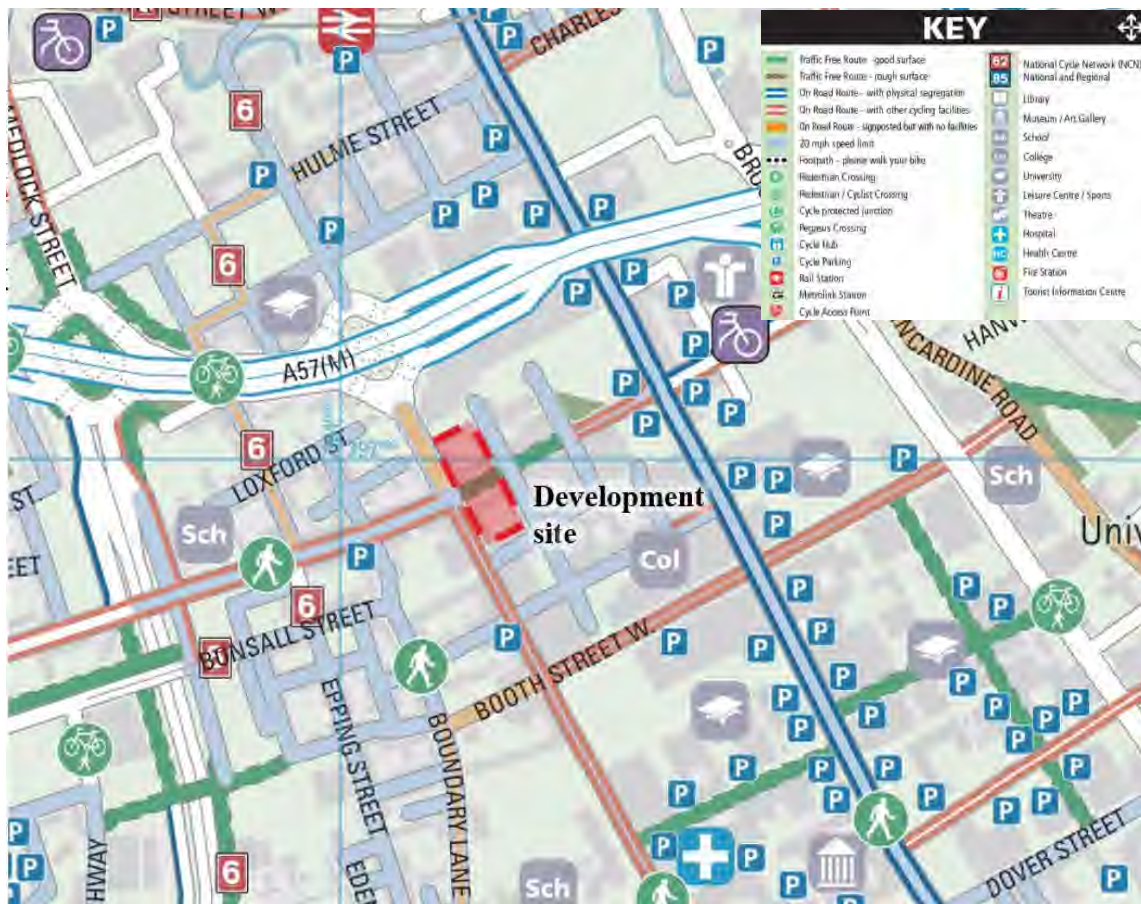
3.2 Cycling Connectivity

There is an existing signed cycle route on Cavendish Street that transects the Site in an east-west alignment. The route continues to the east, through the Campus as a signed traffic-free cycle route, connecting to Oxford Road which benefits from segregated facilities on both the southbound and northbound carriageways. To the west of the site, Cavendish Street provides onwards connections to National Cycle Network 6, connecting Salford to the north of Manchester City Centre, and to Moss Side and Alexandra Park to the south. On Cavendish Street to the east of the site, cycle infrastructure consists of non-segregated marked cycle lanes with advance cycle stop lines provided on all arms of the Cavendish Street / Higher Cambridge Street

¹ Basemap data: OpenStreet Maps, Accessed 04/04/2025

junction. Figure 4 provides an overview of local cycle connectivity and facilities. This can be seen in Figure 4

Figure 4: Local Cycle Connectivity and Facilities



Source: TfGM Online Mapping

3.2.1 Cycle Parking

There are several locations of on-street cycle parking in the vicinity of the Site within the Campus, with the nearest facility being 5 Sheffield stands located adjacent to the site at the junction of Higher Cambridge Street and Boundary Street West. Other publicly available cycle parking facilities within the Campus generally comprise of uncovered Sheffield stands, cycle shelters and lockers.

Within the existing Cambridge Halls development, there are 48 cycle parking spaces for residents' use in the form of Sheffield stands. This equates to a 6% cycle parking provision.

3.2.2 Cycle Hire

Additional cycle parking facilities, including public hire bikes forming part of the Beryl GM cycle hire scheme are in place at key locations surrounding the Campus. The Bike Hire Scheme operates across Manchester, Salford and Trafford, and the MMU All Saints Campus is within its area of operation.

The nearest docking stations are located on Oxford Road to the east of the Site (21 spaces) and Bonsall Street (seven spaces), located to the west of the Site. The city centre, located to the north of the site, benefits from a dense network of docking stations providing ample opportunity for residents of the site to dock their bikes when travelling to the city centre. Cyclists can download the Beryl mobile app to locate their nearest cycle hiring stations and see their availability of bikes.

3.3 Bus Services

The nearest bus stops to the Site are located along its frontage on Higher Cambridge Street. The southbound stop, located at the north-western corner of the Site, serves several bus services destined for Manchester Airport on an hourly basis and Wythenshawe on a half-hourly basis during the day.

The northbound bus stop, located at the south-western corner of the Site, serves a similar number of bus services calling at Piccadilly with a combined frequency of up to six services per hour during the day. Additional bus stops are located on Cavendish Street and the A34 Oxford Road, within a 500m walking distance of the Site, that combined, provide access to a significant number of regular bus services.

Figure 5 shows the location of the bus stops, the pedestrian route and the bus services serving each stop with reference to the Site.

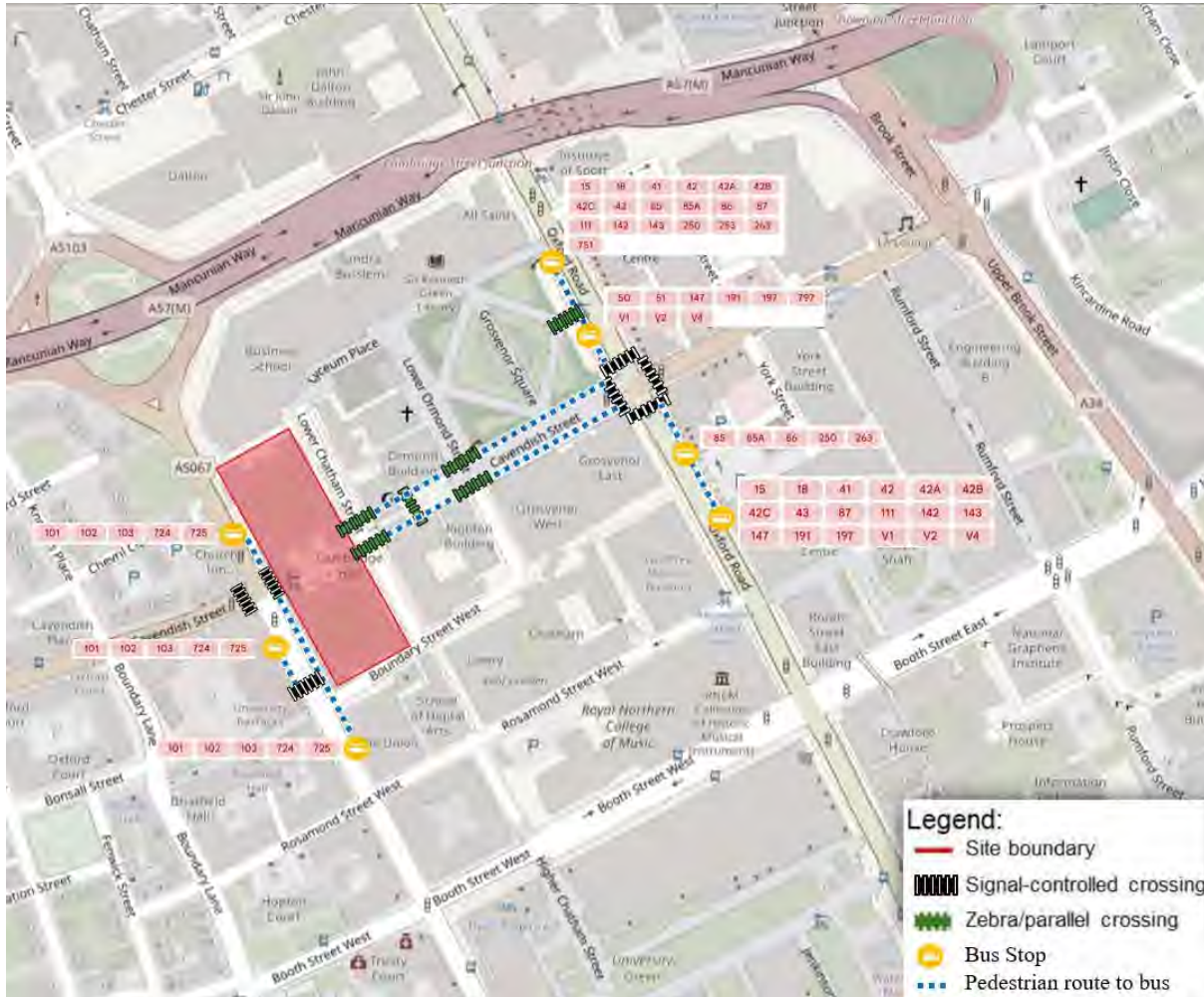


Figure 5: Location of bus stops with services and pedestrian routing

3.4 Coach Services

Manchester Coach Station is located on Chorlton Street, approximately 1.5km to the north east of the site. The Station is operated by National Express and provides national connectivity to Newcastle and York to the north, Liverpool to the east, Sheffield to the south and beyond Sheffield the Midlands and London. Several bus services from the A634 Oxford Road provide connectivity to the Coach Station, with an approximate journey time of seven minutes.

3.5 Tram Services

The nearest stop for the Manchester tram network is at Deansgate – Castlefield, a key interchange stop providing access to all lines within the Metrolink network. The stop is located a 1.2km walking distance from the Site. Figure 6: Metrolink Zone Map (Source: TfGM / Metrolink) provides an overview of the Metrolink network.

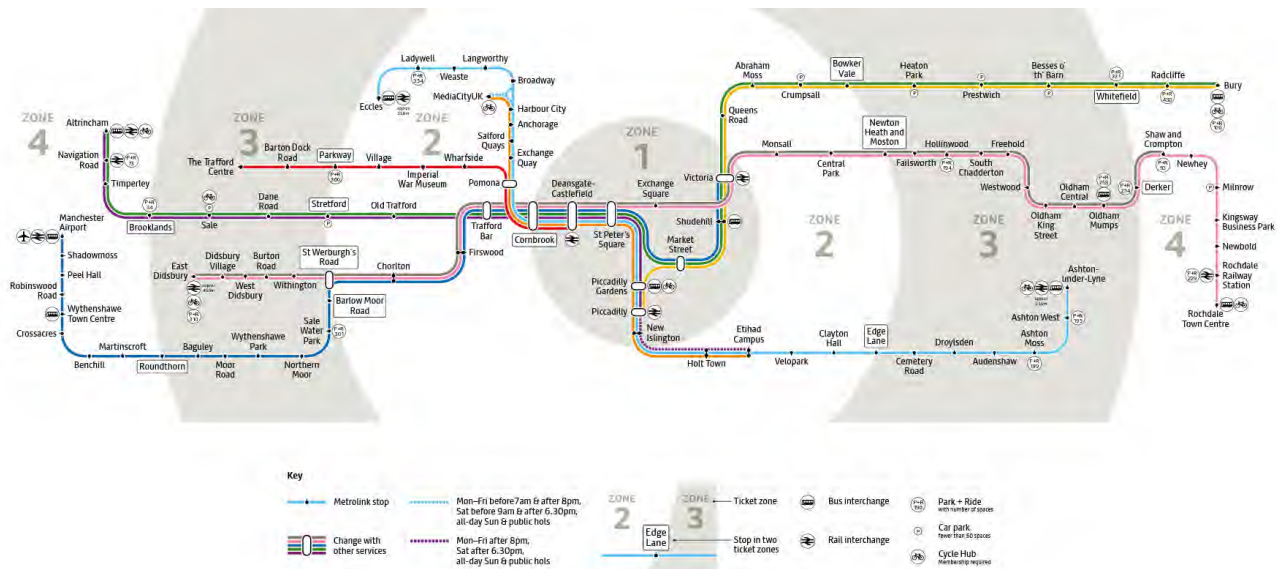


Figure 6: Metrolink Zone Map (Source: TfGM / Metrolink)

3.6 Mainline Rail Services

Manchester Oxford Road mainline rail station is located 800m walking distance from the Site. This station is served by several operators, such as TransPennine Express, Northern, Transport for Wales and East Midlands Railway, with services destined for Manchester Airport, Liverpool Lime Street, Blackpool North, Chester, Southport, Nottingham, Barrow in Furness, Norwich as well as numerous other destinations on these routes.

An overview of the public transport network for South Manchester is provided in Figure 7.



Figure 7: South Manchester Public Transport Map (Source: TfGM Online Mapping)

3.7 Accident Data Analysis

The STATS19 road collision as well as casualty datasets corresponding to last five validates years has been analysed for the Manchester Metropolitan University Campus area as illustrated in Figure 8.

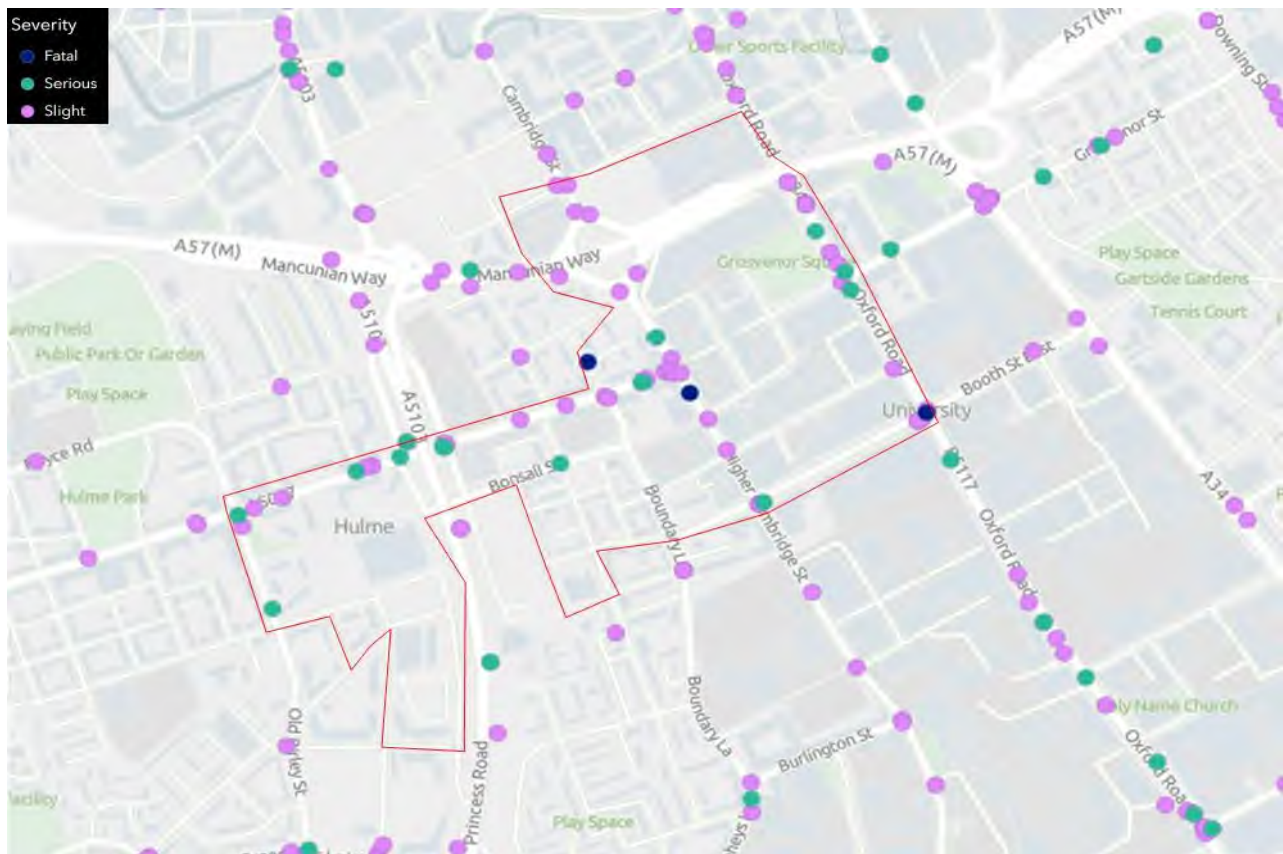


Figure 8: Collisions within the study area from 2019 to 2023 (Source DfT STATS19)

During this period there were 58 Personal Injury Accident (PIAs) instances resulting in 68 casualties, of which 52 were classified as slight in severity and 13 seriously injured casualties. During this period there were 3 fatalities.

Of all the PIAs, there were 37 collisions and 40 casualties involving pedestrian or cyclists. Of these PIAs, there were 28 casualties slightly injured and 9 seriously injured. These PIAs are shown in Figure 9. All three fatalities involved either a pedestrian or a cyclist.

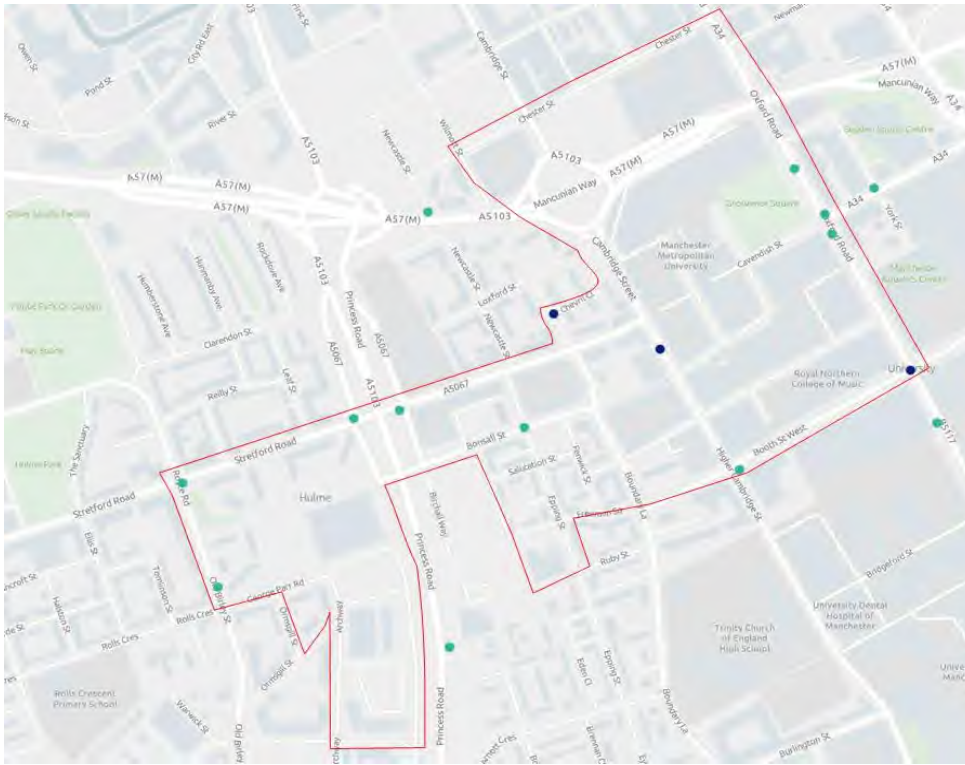


Figure 9: Location of Fatal and Serious PIAs within the study area

The most recent fatal collision occurred on 18 of August 2023 (collision id 061343499) at the Booth Street and Oxford Road crossroads at 11:10 PM when a 66-year-old male driver and a 20-year-old male pedestrian collided resulting in the fatality of the pedestrian. The second fatal collision (collision ID 061171766) occurred on 1st of May 2022 on Higher Cambridge Street just before the junction with Cambridge Street when a 36-year-old female pedestrian was hit by a young 19-year-old driver at 01:52 in the morning. The third and last identified collision occurred on the 9th of August 2020 involving a 6-year-old boy on a pedal cycle near the parking bays on Chervill Close.

Overall, there is no evidence of any existing safety concern or cluster of collisions that is likely to be exacerbated by the proposed development.

3.8 Car Parking

Within the courtyard of the Cambridge Hall site, two Blue Badge spaces and four electric vehicle charging spaces are provided. On-street free parking is in place on Lower Chatham Street and Higher Chatham Street, with 35 spaces in total. These are time-restricted to 2 hours, with no return within 1 hour.

Existing parking and access arrangements are summarised in Figure 10.

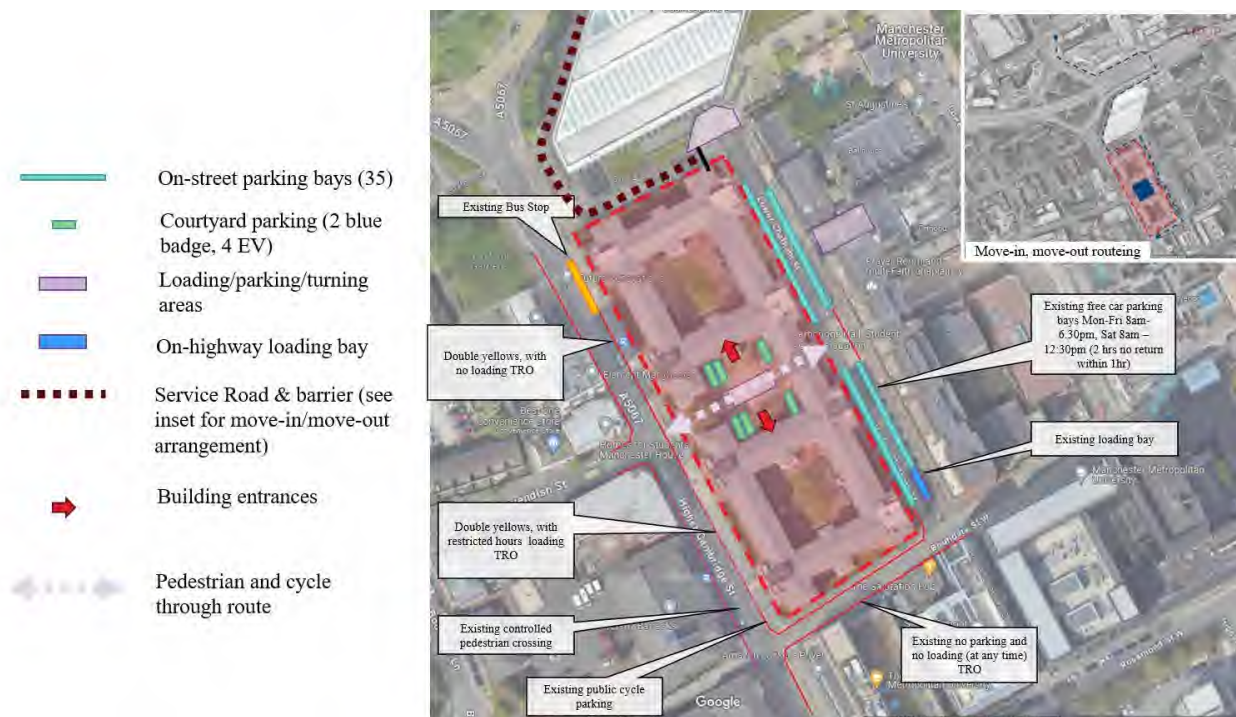


Figure 10: Existing parking and access arrangements

Traffic count and parking beat surveys were undertaken on 10th December 2024 to understand the usage of parking facilities and vehicle movements on the roads surrounding the site throughout the day.

Traffic count data has been analysed to understand vehicle movements on Boundary Street West and Higher Chatham Street at the point shown in Figure 11.



Figure 11: Location of traffic survey counts

The traffic count surveys captured approximately 1,800 vehicle movements on Boundary Street West throughout the full survey period. Approximately 70 and 130 vehicle movements were recorded on Boundary Street West during the weekday morning and evening peak hours, respectively.

The majority of traffic movements were observed to be associated with on-street parking bays. The remaining movements were largely related to servicing of surrounding uses, some of which will be retained under the proposed development.

The results of parking beat surveys undertaken on Lower Chatham Street and Higher Chatham Street are shown in Figure 12. The survey data shows that 100% parking occupancy with some spare capacity recorded in the afternoon / early evening period between 14:30-19:00.

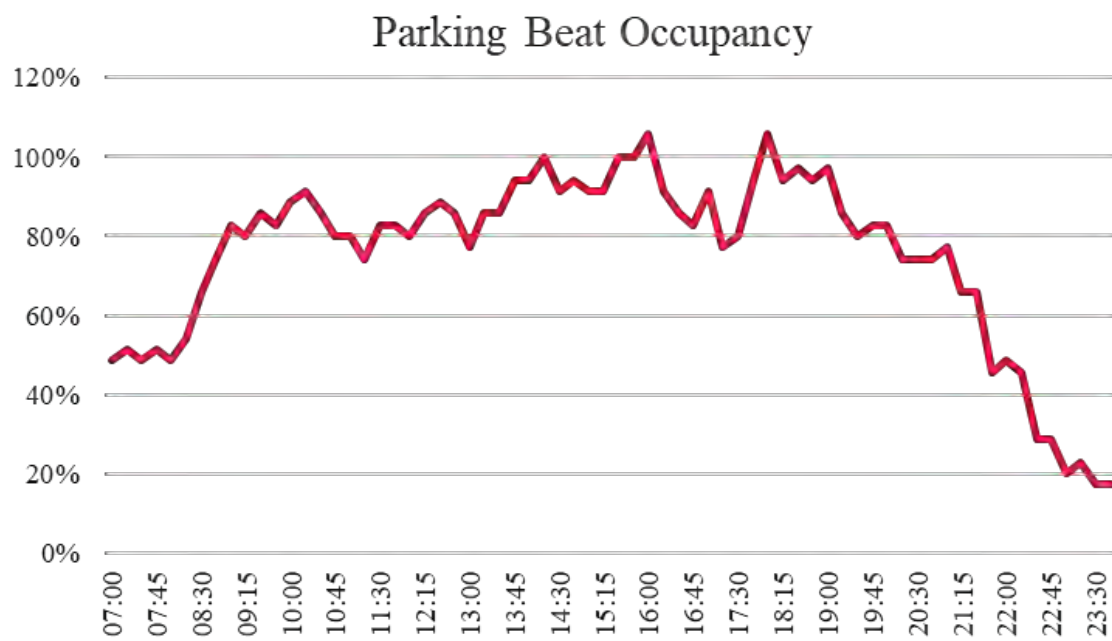


Figure 12: Parking beat occupancy on Lower Chatham Street and Higher Chatham Street (35 bays)

4. Proposed Development

It is proposed to redevelop the existing Cambridge Halls, which currently accommodates 765 student bedrooms, to deliver a new 2,302 bedroom student accommodation (a net increase of 1,565 rooms). Five percent of the rooms will be accessible. Ground floor retail and community facilities are proposed, as well as secure cycle storage for 140 cycles (i.e. 6% provision). The scheme will be delivered in two phases, with Phase 1 to the south which would be separated from the northern Phase 2 building by a landscaped pedestrianised street along the line of the existing Cavendish Street.

Figure 13 and Figure 14 shows the proposed street level layout and illustrated elevations, respectively.



Figure 13: Proposed Development ground floor layout

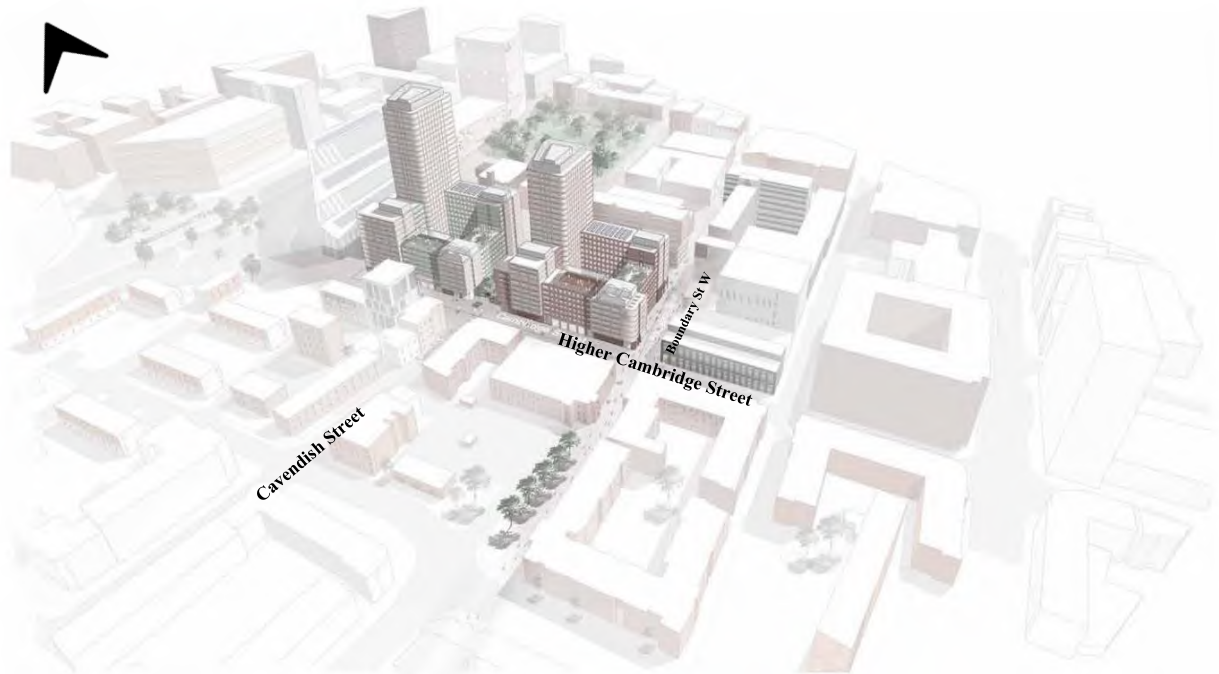


Figure 14: Illustration of Proposed Development (Re-form Drawing FR24-1132-PS-03-01-GF)

4.1 Changes to Chatham Street

The proposals also include streetscape landscaping improvements to Higher Chatham Street and Lower Chatham Street. This includes the removal of some car parking along the western kerbside to be re-provided with disabled / loading bays and landscaping to elevate the streetscape quality. An illustration of the proposed changes on Chatham Street are presented in Figure 15:. Further detail on the car parking and loading bay arrangements are provided in Section Figure 15.

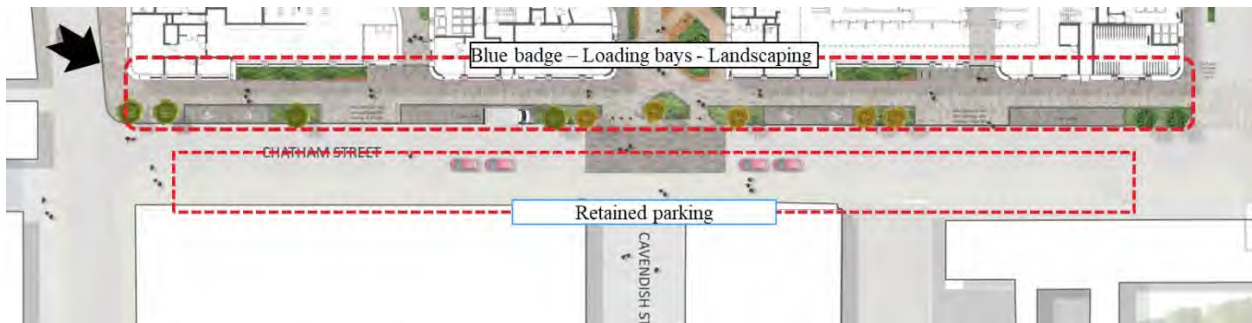


Figure 15: Proposed changes to Higher Chatham Street and Lower Chatham Street

4.2 Proposed Non-Motorised User Access

Access to the existing PBSA building is provided via a central courtyard aligned with Cavendish Street. Cavendish Street runs from Oxford Road in the east, through the site, and transitions into Stretford Road to the west. The proposed development would transform the internal court-yard section of Cavendish Street into a car-free, landscaped route with public access (shown in Figure 16).

The proposed building entrances to Phase 1 and Phase 2 would be from Chatham Street and Higher Cambridge Street. The PBSA building entrances and internal PBSA courtyard accesses would be via Chatham Street as indicated in the blue and purple arrows in Figure 16.

Two entrances for the commercial unit would be on Higher Cambridge Street (indicated in green arrows) whilst the entrance to the community use building would also front Higher Cambridge Street and adjacent to the landscaped route (shown in red arrow).



Figure 16: Proposed building and courtyard entrances

4.2.1 Cavendish Street movement strategy

The section of Cavendish Street passing through the site is not within the public adopted highway, however, currently allows both pedestrian and cyclist through movements. Within the site, the route is signposted as a segregated pedestrian-cycle route whilst also displaying a notice under Section 31(3) of the Highways Act 1980 of no intention to dedicate the route as highway, bridleway or footpath.

Over recent years, concerns have been raised relating to cyclists moving through the site and egressing directly onto the Higher Cambridge Street/Cavendish Street junction. This has been exacerbated through the increase in use of e-bikes, which may travel at higher speeds, and cargo bikes that occupy a wider footprint compared to standard cycles. Cyclists have also been observed to queue on the footway to gain direct access to the Higher Cambridge Street/Cavendish Street junction (via a gap in the guard railings) rather than following the road markings which advise cyclists to dismount and use the controlled pedestrian crossings. Recent observations show a high volume of cycle movements through the site which is likely to raise further concerns of pedestrian / cycle conflict following development of the site, i.e. when over three times the number of students will be living at the site.

A separate Transport Consultancy, Curtins, has advised MMU on the cycle strategy for the future active travel improvements within the All Saints Campus and the relationship with the proposed redevelopment of Cambridge Hall. As a result of this advice, it is proposed to route cyclists into and through the All Saints Campus via Boundary Street West which would act as the future gate-way for cyclists to enter and traverse the Campus. The review and justification for this proposal is contained within Appendix B.

4.3 Proposed Cycle Parking

Manchester City Council does not have any adopted cycle parking planning standards for student accommodation and has stated that typically request for one cycle parking space is provided for every four bed places (i.e. a 25% provision). To consider what could be a reasonable provision (acceptable to the Local Planning Authority) and attractive for students on site, a review of the existing cycle parking provision at Cambridge Hall has been undertaken.

For the existing development of 765 bedrooms, there are 48 cycle parking spaces for residents' use in the form of Sheffield stands. This equates to 6% cycle parking provision. Overnight occupancy counts were undertaken of the existing cycle parking across two nights during term time (2024) to understand the current usage. The surveys recorded a maximum occupancy of 25 spaces (December 2024), equating to an occupancy rate of 52% (i.e. a 3% demand).

A pro-rata increase of this level of cycle parking demand for the proposed development of 2,330 bedrooms, suggests a potential future demand of 76 spaces. It is proposed to provide 140 cycle spaces as part of the new development, therefore exceeding the forecast demand and allowing for almost a doubling of growth in cycle storage demand in the future.

To add further evidence that the proposed cycle storage provision is sufficient and allows for further growth, overnight surveys at nine further central Manchester Unite Student accommodation sites have been undertaken during March 2025. The prevailing demand ranged between 1 to 3% of students storing a bicycle on site i.e. a demand to store one cycle space per 33 bed places (Table 1).

Table 1: Unite Students Manchester - Cycle Parking Study March 2025

Property	Beds	Bicycles Parked Overnight							Average	Demand By Bed Space
		Mon	Tue	Wed	Thu	Fri	Sat	Sun		
Artisan Heights	603	10	10	10	10	10	10	10	10	2%
Brook Hall	438	15	15	15	15	15	9	9	13	3%
Kincardine Court	321	7	6	7	7	7	6	6	7	2%
Mill Point	712	21	21	21	22	22	22	21	21	3%
New Medlock House	692	7	7	6	6	6	6	6	6	1%
Parkway Gate	754	12	14	12	12	12	12	12	12	2%
Piccadilly Point	588	9	9	9	9	9	9	9	9	2%
Rosamond House	397	12	12	12	12	12	12	12	12	3%
Sir Charles Grove Hall	614	10	9	9	10	10	10	10	10	2%
Cambridge Hall	765	n/a							25	3%

This captured demand is significantly lower than the one cycle space for every 16 bed spaces being proposed, which would allow for 100% increase in cycle demand in the future. There is no evidence or policy basis for a demand for one space per four bed places (25%) as requested by MCC.

4.3.1 Proposed cycle stores

For both phases of the development, dedicated PBSA cycle stores will be provided for long-stay cycle parking within secured enclosures. These facilities will be accessible to all users of the proposed development. Access to the cycle stores will be via Chatham Street, with dropped kerbs enabling cyclists to reach the footway and building entrance. The location and the access arrangements to the cycle stores are shown in Figure 17:

Phase 1 cycle store would be accessed from Chatham Street via the internal courtyard. A total of 68 cycle parking spaces are provided of which two are accessible bays. Phase 2 cycle store is accessed directly from Chatham Street, with a total of 72 cycle spaces provided of which one is accessible.



Figure 17: Location of cycle parking for Phase 1 and Phase 2 including access from Chatham Street

General design parameters for cycle stores at the proposed development are as follows:

- Secure enclosures with key fob access;
- Gas-assisted two-tier storage systems;
- 1.8-2m depth of parking unit with 2m access space in front;
- 2.6m minimum internal height to all enclosures.
- Three number non-stacked, more accessible cycle spaces are provided across the two Phases.

4.3.2 Additional cycle parking

Additional cycle parking spaces are predominantly integrated into the landscape strategy of the development. These spaces are available for the visitors and occupiers of the commercial and community land uses and visitors to the PBSA. A total of 22 Sheffield stands would be provided across the site, equating to 44 short-stay cycle parking spaces. The location and quantity of these cycle parking spaces is illustrated in Figure 18.



Figure 18: Street level cycle parking provision

4.4 Proposed Car Parking

It is proposed to deliver a car-free development, in line with the University's aspiration to decarbonise the campus and promote sustainable modes of travel. Therefore, no dedicated parking provision will be provided for staff or students as part of the development.

There are currently 35 on-street short-stay parking bays on Chatham Street, as well as six spaces within the Cambridge Hall courtyard (four electric vehicle charging bays and two Blue Badge bays).

It is proposed to reduce the level of visitor car parking on Chatham Street to enable streetscape enhancement and landscaping improvements. It is also proposed to introduce four on street blue-badge parking spaces for use by PBSA occupants of the proposed development, two loading bays and or clear kerbside for goods servicing activity and pick / ups drop offs adjacent to both building entrances. The proposed interventions are illustrated in Figure 19.

To enable these proposals, appropriate Traffic Management Orders will be necessary including revocation of existing orders, changes to existing orders and new orders. The streetscape proposals have been supported during pre-app consultation with MCC along with the move towards a traffic free and pedestrianised campus.

Existing on-street bays (approximately 17 spaces) would be retained for visitor parking on the eastern side of Chatham Street.

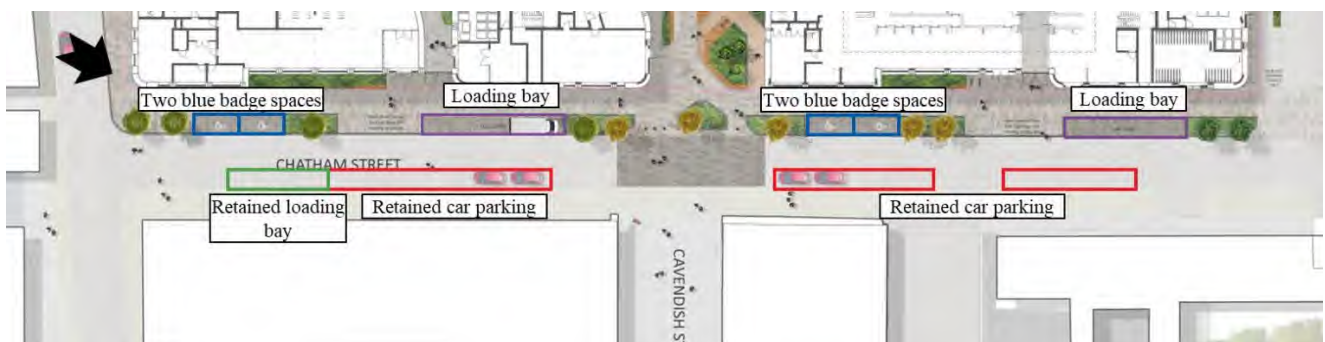


Figure 19: Proposed car parking and loading bay location on Chatham Street

4.5 Move In / Move Out (MIMO) Strategy

The MIMO routing along Chester Street will remain in place, operating as a southbound one-way route to regularise and expedite entry / exit traffic movements, as shown in Figure 20. The existing strategy is designed to facilitate movement, with the support of university staff and student ambassadors who assist with parking, wayfinding, and key collection. MIMO activities are primarily concentrated in the existing courtyard, though some overspill may occur onto Chatham Street.

As the accommodation capacity increases, the Unite management strategy will build upon this established system, introducing additional measures such as scheduled time slots and the deployment of marshals to ensure orderly operations. MIMO activities would now also extend to Chatham Street, ensuring that the flow of traffic and pedestrians is managed effectively.

In terms of the Chatham Street streetscape, the strategy aims to retain some of the western kerbside for informal servicing, pick-up, and drop-off areas (shown in Figure 15:). If necessary, on-street parking bays on the eastern side of the street may be suspended to accommodate these needs and ensure a smooth and efficient traffic management flow. The Student Management Plan is included in Appendix E.

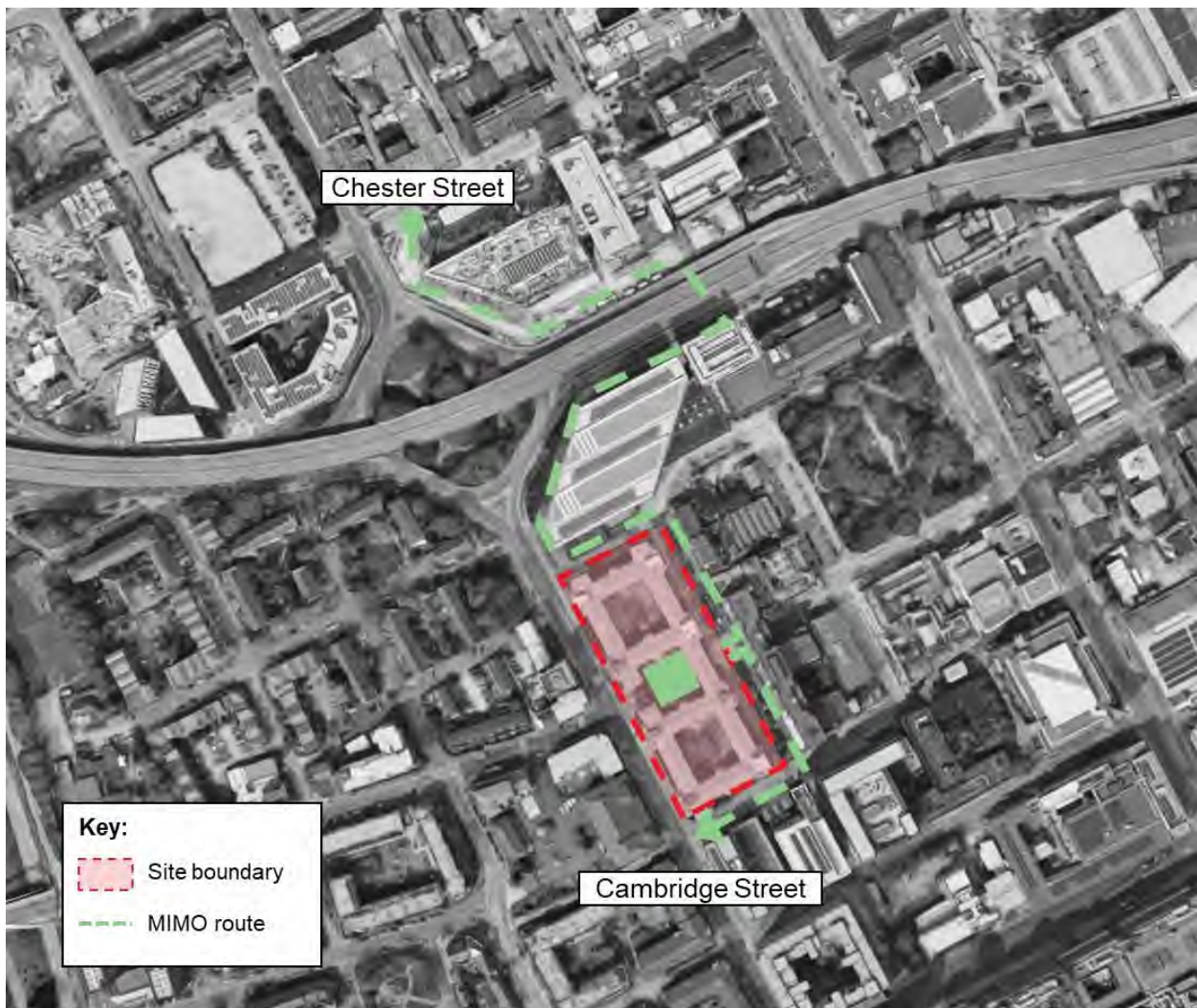


Figure 20: MIMO routing strategy

4.6 Proposed Servicing Strategy

The proposed scheme aims to align with the future vision of a low vehicle and pedestrian-oriented campus. One key aspect of this vision is the creation of a pedestrianised, landscaped courtyard, which will enhance the campus's overall walkability and create a more vibrant, green space for students, staff, and visitors. In addition to this, improvements to the Chatham Street streetscape are proposed, including a reduction in on-street car parking spaces, which will help shift the focus towards pedestrian and cycling access.

The proposed loading and refuse collection arrangements for the PBSA units will primarily occur on Chatham Street, adjacent to the proposed designated loading bays. Two refuse stores are located along the landscaped route for collection, with an additional refuse store situated within the inner courtyard of Phase 1 (refuse collection indicated by the orange arrows). Refuse collection will also take place on Boundary Street West, where refuse stores are present. The loading and refuse collection arrangements are illustrated in Figure 21.

To expedite deliveries, retail and community servicing would be from Higher Cambridge Street (within the permitted kerbside delivery hours). This would simplify the legibility of servicing for vehicles, while ensuring that no additional land-use servicing would be introduced within the campus streets themselves.

Through these proposed changes, the scheme seeks to foster a more sustainable, pedestrian-friendly campus environment, supporting both the functional needs of the space and the evolving vision for a low-traffic, high-accessibility area.

A swept path analysis for a refuse collection vehicle has been undertaken and is shown in drawing 303452-00-SK-004, included in Appendix A. Additional swept path analysis of delivery vans accessing the loading bays, has also been undertaken and is shown in drawing 303452-00-SK-003, included in Appendix A.



Figure 21: Proposed loading and refuse collection arrangements

5. Trip Generation Forecast

A trip generation forecast has been undertaken for the proposed development, with the general approach agreed with MCC as part of the pre-application consultation.

5.1 Student Accommodation

5.1.1 Trip Rates

A number of recent planning applications for comparable sites have been reviewed to inform the recently MCC agreed approaches to forecasting trip generation of the proposed development. Of these, it was agreed with MCC that the same trip forecast approach for the PBSA development on Upper Brook Street promoted by McLaren Property Ltd and Kadans Science Partner 8 UK Ltd (Planning Ref: 137399/FO/2023) would be applied. This site is also immediately to the east of the MMU All Saints Campus and would have similar trip behaviour as the application site.

No more recent relevant sites are contained with the TRICS database, which may otherwise add to the trip evidence base. The TRICS output is provided in Appendix C and for reference are summarised in Table 2.

Table 2: Approved trip rates from planning application ref. 137399_FO_2023

Peak Period	Total Person Trip Rates		
	Arr	Dep	Total
AM Peak	0.012	0.101	0.113
PM Peak	0.091	0.049	0.14

5.1.2 Trip Demand

Applying the above trip rates, journey purposes and associated mode splits to the proposed 2,302 gross beds provides a forecast of trips by mode in the weekday morning (08:00-09:00) and evening (17:00-18:00) peak. The subsequent trip generation is shown in Table 3.

Table 3: Total Person trips for 2,302 units

Peak Period	Total Person Trip Rates		
	Arr	Dep	Total
AM Peak	28	233	260
PM Peak	209	113	322

5.1.3 Trip Distribution

In terms of trip distribution, given that the proposed PBSA scheme is intended to serve future MMU students, and the site is located with the All Saints campus, it is expected that the vast majority / all of the peak hour travel behaviour would be associated with education purposes and be internalised within the All Saints campus or within its vicinity of the application site. MMU destinations are relatively dense, and the site is within walking distance to all major buildings, departments and other accommodation. Figure 22 shows the key university buildings in blue and accommodation in yellow.

Nevertheless, other journey purposes, cannot be entirely ruled out from occurring during the AM and PM peak hours. It is therefore robustly assumed that 90% of these trips would be internal, while the remaining 10% may be for all other purposes as shown in Table 4. Similarly, the mode split approach from the development (137399/FO/2023) made an allowance for 10% of students traveling to and from the building during peak hours that are not heading to the university for education purposes.

Table 4: Trip generation split at 90:10 internal / external trips

Peak Period	Internal trips			External trips		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak	17	140	156	2	16	17
PM Peak	126	68	194	14	8	22

5.1.4 Modal Split

It is assumed that all university education related trips are forecast to be undertaken on foot, given the close proximity of education facilities, as shown in Figure 22.



Figure 22: Location of Cambridge Hall relative to the MMU Campus

For non-university (external) trips the following mode share has been applied, which follow the mode split assumptions agreed with MCC for the 137399/FO/2023 scheme:

- 50% walking
- 12.5% cycling
- 12.5% bus
- 12.5% rail
- 12.5% metro

The resulting external trips are shown in Table 5.

Table 5: External Trips by mode

Peak Hour	Walking		Cycling		Bus		Rail		Metro	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	1	12	0	3	0	3	0	3	0	3

Peak Hour	Walking		Cycling		Bus		Rail		Metro	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
PM Peak	10	6	3	1	3	1	3	1	3	1

The total trip generation for both internal and external trips is shown in Table 6.

Table 6: Total Trips for 2,302 units

Peak Hour	Walking		Cycling		Bus		Rail		Metro	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	26	221	0	3	0	3	0	3	0	3
PM Peak	199	107	3	1	3	1	3	1	3	1

However, when considering the existing units on site, the proposed development provides additional 1,537 units and as such the net trip demand is shown in Table 7.

Table 7: Net person trip demand

Peak Hour	Walking		Cycling		Bus		Rail		Metro	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	18	147	0	2	0	2	0	2	0	2
PM Peak	133	72	2	1	2	1	2	1	2	1

5.1.5 Service Trip Demand

The trip rates from TRICS for 7am to 7pm 12-hr duration derived from TRICS output within Appendix C have been used to generate the trip impact for net PBSA units for the service trips and is shown in Table 8. As part of the proposal, 19 no. visitor car parking spaces would be removed from Chatham Street, which are regularly used. This is part of seeking a less vehicle orientated campus. This may entirely off-set any additional vehicle movements associated with the scheme and encourage non-car trips to and from the site. The bays are maximum two hours parking, and even with a 100% turn over in spaces, there would potentially be 38 no. fewer cars (76 no. movements) visiting Chatham Street and potentially the local road network. This would off-set potential additional daytime deliveries.

A trip generation and demand profile summary are provided in Appendix D.

Table 8: Servicing trip impact for net PBSA uplift

Time Period	Internal trips			External trips		
	Arr	Dep	Total	Arr	Dep	Total
07:00 to 21:00	0.025	0.026	0.051	38	40	78

5.2 Retail & Community Centre Land-Uses

The sustainable location of the proposed retail and community unit, i.e. adjacency to an established residential neighbourhood / forming part of the 2,302-bed student accommodation scheme, zero associated on-site parking provision these non-PBSA elements are not expected to generate any significant external trip movements beyond the local area. The nature and scale of these land-use classes are also expected to generate low levels of goods deliveries. As such, it was agreed to scope out retail trip demand from this Transport Statement.

5.3 Mitigation Measures

To mitigate any potential transport impacts of the proposed development, several measures will be implemented to encourage sustainable travel options. A Travel Plan has been produced to promote the use of active travel modes such as walking, wheeling and cycling, alongside public transport. Information on local transport routes, schedules, and cycling facilities will be provided to PBSA occupants. The development will also support the ongoing monitoring of travel patterns to ensure the effectiveness of these measures and to adjust where necessary.

Additionally, high-quality cycle parking as summarised in Section 4.3, will be provided for use by residents and encourage cycling as a primary mode of transport.

6. Summary and Conclusions

Arup has been commissioned by Unite Group PLC to provide transport advice to support the redevelopment of Cambridge Halls PBSA. The proposal provides an uplift of 1,537 additional units taking the total units from the existing 765 to a total of 2,302 PBSA units.

The scope and content of this Transport Statement has been informed by pre-applications discussions with MCC.

Owing to the city centre location, there are numerous local amenities within walking distance of the site, including shops, restaurants, open space and healthcare facilities. The proposal is focused on promoting active travel as the mode of choice and includes measures that support this including pedestrianisation and prioritisation of sustainable modes of transport. This aspect of the development will complement and existing links to public transport, walking and cycling infrastructure as well as Traffic Regulation Orders prioritising these modes. Any impact of these PBSA trips on existing transport network would be negligible.

A Framework Travel Plan has also been prepared in support of the proposed development. It promotes active travel and public transport usage. With the inclusion of cycle storage, secure parking, and ongoing monitoring, the development is designed to minimise its transport impact and encourage sustainable travel choices. It is anticipated that a full Travel Plan will be secured via a planning condition.

The proposals support the existing Move in Move Out strategy and enable for its growth and adjustment. MIMO activities will now also extend to Chatham Street, ensuring that the flow of traffic and pedestrians is managed effectively.

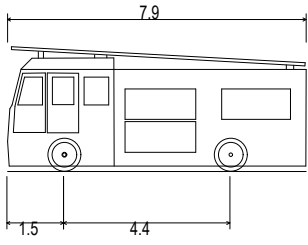
A Servicing Strategy ensuring streamlined and effective site operation is included as part of the proposal. As part of this reorganisation, cycling will be prohibited through the landscaped zone to maintain the safety and comfort of pedestrians. Through these proposed changes, the scheme seeks to foster a more sustainable, pedestrian-friendly campus environment, supporting both the functional needs of the space and the evolving vision for a low-traffic, high-accessibility area.

Overall, the proposed development is expected to have a negligible impact on the surrounding transport network, supporting both local accessibility and environmental sustainability. It is therefore recommended that the application is supported by MCC.

A.1 Appendix A

Detailed technical drawings

- A.1.1.1 303452-00-SK-003 (van swept path analysis)
- A.1.1.2 303452-00-SK-002 (fire appliance swept path analysis)
- A.1.1.3 303452-00-SK-004 (refuse collection swept path analysis)



BS Pumping Appliance
Overall Length 7.900m
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

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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Client
Unite Students &
Manchester Metropolitan University

Project Title
MMU Cambridge Halls

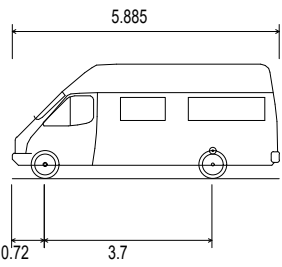
Drawing Title
Fire Appliance
Swept Path Analysis

Scale at A1 1:200

Role Transport

Suitability - For Information

Arup Job No 303452-00	Rev E
Name 303452-00-SK-002	



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

A	24/04/25	RJM	AF	AF
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Rev	Date	By	Chkd	Appd
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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

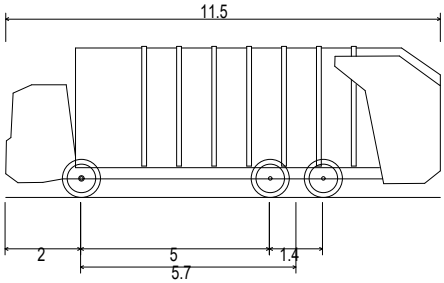
303452-00

Name

303452-00-SK-003

Rev

A



Manchester Refuse Vehicle
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 4.000m
Min Body Ground Clearance 0.368m
Track Width 2.450m
Lock to lock time 4.00s
Wall to Wall Turning Radius 9.695m

Key
 Indicative collection point

A	25/04/25	RJM	AF	AF
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Rev	Date	By	Chkd	Appd
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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

Name 303452-00-SK-004

Rev A

A.2 Appendix B

Curtins Ped Cycle Note

Our Ref: 086874-CUR-XX-XX-T-TP-00001-P05

30 April 2025

MANCHESTER METROPOLITAN UNIVERSITY

CAVENDISH STREET SHARED PEDESTRIAN/CYCLE ROUTE REVIEW

Introduction

Curtins have been appointed by Manchester Metropolitan University (MMU) to undertake a review of the movement of both pedestrians and cyclists along Cavendish Street which runs through the Cambridge and Cavendish Halls of Residences within the Manchester City Centre Campus.

The purpose of this review is to assess the suitability of Cavendish Street, in its current capacity, to accommodate a shared pedestrian and cycle route between the junction with Higher Cambridge Street and Higher Ormond Street.

Existing Situation

The study area comprises the length of Cavendish Street commencing at the junction with Higher Cambridge Street and continuing over a distance of approximately 125m eastbound to the junction with Higher Ormond Street.

The route crosses Chatham Street at its mid-point via a raised crossing with vehicles operating on a give-way basis to pedestrians and cyclists proceeding along Cavendish Street.



Figure 1: Cavendish Street at Higher Cambridge Street

Figure 1 confirms that Cavendish Street is a signed pedestrian/cycle route with cyclists directed along the central area. Upon entering Cavendish Street from Higher Cambridge Street there is a significant amount of street furniture including signage posts, bollards, trees and planters.



Figure 2: Cavendish Street Courtyard

Figure 2 confirms that Cavendish Street opens out significantly within the central courtyard area, however, vehicle access is permitted to the courtyard with parking provision for up to six vehicles (x 2 disabled spaces, x 2 EV spaces and x 2 security vehicles spaces).



Figure 3: Cavendish Street approaching Chatham Street

Figure 3 confirms the constraints beneath the Halls on approach to Chatham Street.



Figure 4: Cavendish Street/Chatham Street Junction

Figure 4 confirms the raised crossing arrangement at Chatham Street where vehicles would give-way to pedestrians and cyclists travelling along Cavendish Street.



Figure 5: Cavendish Street at Chatham Street

Similar to Figure 1, Figure 2 confirms that Cavendish Street is a signed pedestrian/cycle route with cyclists directed along the central area. Again, there is a significant amount of street furniture including signage posts and bollards as well as cycle parking stands and steps at building entrances.



Figure 6: Cavendish Street at Higher Ormond Street (westbound)

Figure 6 confirms the typical arrangement of Cavendish Street on approach to Higher Ormond Street with the cycle route through the central area and the route bordered by cycles stands and parking bays.

Curtins have prepared Drawing No. 86874-CUR-XX-00-D-TP-75004-P01 which is attached to the rear of this note and identifies the existing constraints along Cavendish Street which restrict the effective route for pedestrian and cycle movements. Figure 7 provides an extract for ease of reference.

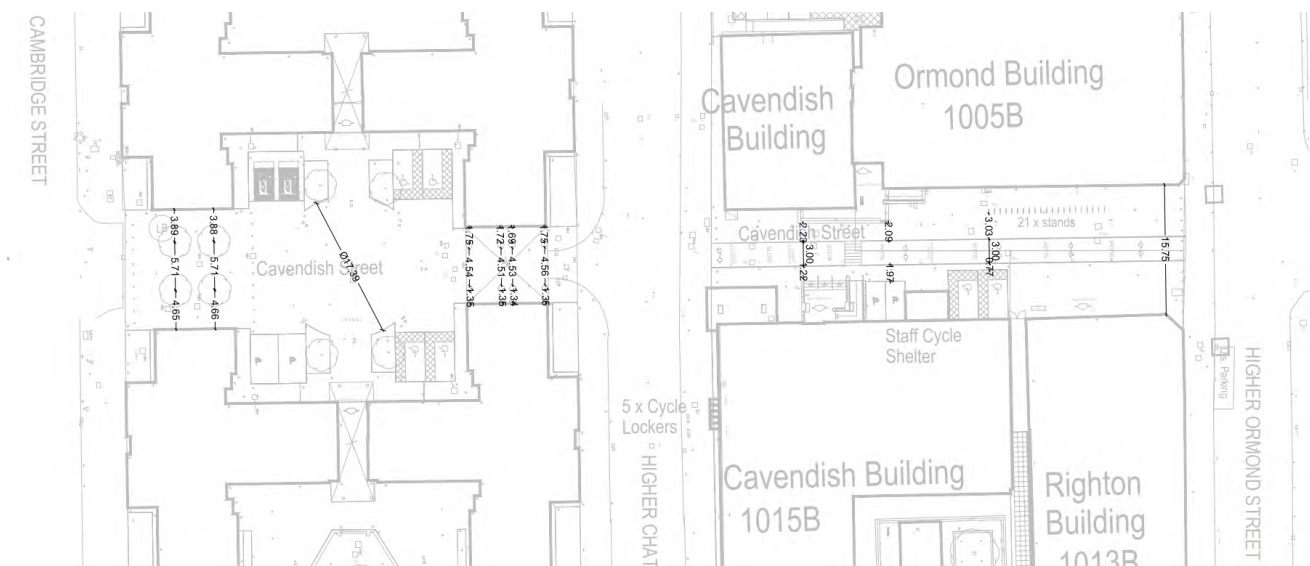


Figure 7: Cavendish Street Constraints Plan

Drawing No. 86874-CUR-XX-00-D-TP-75004-P01 indicates a number of constraints along the 125m length of Cavendish Street including a number of trees upon entering from Higher Cambridge Street before Cavendish Street widens into a central courtyard with a diameter of circa 17m.

Cavendish Street then narrows as it passes beneath Cambridge Halls and is further constrained by 800mm wide columns (8 no.) which separates the pedestrian/cycle route into essentially three lanes of 1.75m, 4.5m and 1.35m in width.

Cavendish Street continues east of Chatham Street, beneath Cavendish Halls where the route is constrained by entrance steps, street furniture, car parking bays and cycle parking stands/hub. The overall width of Cavendish Street ranges from approximately 6.5m to 7.5m. Cavendish Street in this location provides a marked 3m wide cycle lane.

Engagement with Manchester City Council

In order to inform the pedestrian and cycle review, Curtins have engaged with the Statutory Approvals, Highways Service Officer at MCC.

The primary purpose of discussions was to understand the Loal Highway Authority's position on the signed cycle route along Cavendish Street and the legal status of the route through a privately owned site.

It was noted that MMU have taken measures to protect the use of Cavendish Street with the erection of signage as per Figure 8 below.



Figure 8: Existing Signage on Cavendish Street

In respect of signage, Officers have advised that that Manchester City Council do respect appropriate signs (such as the blue MMU signage along Cavendish Street as shown in Figure 8). It was confirmed that the effect of such a sign is to ensure that public highway rights cannot be accrued on a route over time.

Curtins queried if a cycle route could acquire a similar status to a footpath or other Public Right of Way (PRoW) following a period of consistent use. MCC confirmed that new cycle paths have been delivered to support a planning permission. In these cases, MCC haven't had the paths constructed via any formal agreement (Section 38 Agreement) and as such the routes have not therefore acquired any legal status.

In the above cases, the cycle routes remain 'private' and their use by the public is only guaranteed by a planning condition. They are maintained by the landowner and similar signage (Figure X) would ensure that highway rights are not developed over time.

Should the Highway Authority prefer a cycle route to be adopted and, a Section 38 Agreement would be needed.

In respect of removing and/or diverting the cycle route along Cavendish Street, it was confirmed that both the Planning and Highways Development Control Department at MCC should be approached.

Guidance and Good Practice

Sustainable transport and the promotion of active travel choices is a fundamental part of transport planning policy with the benefits of walking and cycling, in particular, identified as having positive outcomes in terms of health and wellbeing.

The National Planning Policy Framework (NPPF) states that *“opportunities to promote walking, cycling and public transport use are identified and pursued.”*

NPPF goes on to state that planning policies should *“provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking.”*

More pertinent to this review, NPPF states that developments should *“create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

What is clear from the above is that sustainable transport opportunities should be explored and maintained, but not at the expense of the movement and safety of all users.

Guidance on shared pedestrian and cycle infrastructure is provided by the Department for Transport (DfT) with additional studies undertaken by Transport for London (TfL).

Department for Transport (DfT) – Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure

The DfT's Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure was published in December 2021 and sets out guidance and best practice on access to pedestrian and transport infrastructure. Although the main purpose of the guidance is to provide good access for disabled people, designs that satisfy their requirements also meet the needs of many other people and users.

Section 4.6 of the best practice guidance relates to shared use routes and states the following;

A shared use route is a route on which all or part of the footway has been converted to a cycle track, making it available for use by both pedestrians and cyclists. Where only part of the footway has been converted, cyclists must only use that part of the route. Mixing pedestrians and cyclists should be avoided as far as possible, in order to reduce the potential for collisions or conflict, and shared use routes in streets with high pedestrian or cyclist flows should not be used. It is particularly important to protect those pedestrians who are most at risk and who, for example, might not be able to see or hear an approaching cyclist.

Conversion of an existing footway to a shared use route should only be considered when options that reuse carriageway or other space have been rejected as unworkable. Even then, this option may only be acceptable if there is sufficient space available, with low pedestrian and cycle user numbers along the route, and low expectations that pedestrians will cross the path to access adjacent facilities, such as shops.

Local Transport Note 1/20 is clear that shared use routes in streets with high pedestrian or cyclist flows should not be used. Where it cannot be avoided, shared use may be appropriate if well-designed and implemented and where pedestrian numbers are very low. Cycle tracks and footways should be designed to be perceived as wholly separate facilities.

Whilst the DfT supports the use of shared pedestrian and cycle infrastructure, the implementation of dedicated infrastructure should be considered on a site by site basis and ensure that the movement of users is not dominated by a single mode.

Department for Transport (DfT) – Local Transport Note 1/20: Cycle Infrastructure Design

The DfT's Local Transport Note 1/20: Cycle Infrastructure Design was published in July 2020 and provides guidance and good practice for the design of cycle infrastructure.

The design guide includes a number of principles which form an integral part of the guidance with the second principle summarised as follows;

“Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.”

The use of shared pedestrian/cycle routes is referenced throughout the design guide with paragraph 6.5.4 stating;

“In urban areas, the conversion of a footway to shared use should be regarded as a last resort. Shared use facilities are generally not favoured by either pedestrians or cyclists, particularly when flows are high. It can create particular difficulties for visually impaired people. Actual conflict may be rare, but the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This adversely affects the comfort of both types of users, as well as directness for the cyclist.”

Paragraph 6.5.7 goes on to state;

“Recommended minimum widths of shared use routes carrying up to 300 pedestrians per hour are given in Table 6-3. Wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.”

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Figure 9: Extract from LTN 1/20: Cycle Infrastructure Design

Paragraph 8.2.1 is consistent with guidance on Inclusive Mobility and states;

“The potential conflict between pedestrians and cyclists is often a concern when designing routes away from highways. Although there are few recorded collisions between pedestrians and cyclists on shared use paths, the fact that the two user groups travel at different speeds and sometimes in different directions, can affect the level of comfort of both groups. It is a particular concern for visually impaired people.”

Again, the DfT suggests that shared use infrastructure is appropriate, however, the individual circumstances need to be considered.

Transport for London (TfL) - Pedestrian Comfort Guidance for London

TfL produced their Pedestrian Comfort Guidance for London to ensure that the design of pedestrian footways and crossings are appropriate to the volume and type of users of that environment. The guidance is applicable whether evaluating a new design or assessing an existing footway.

The research underpinning this guidance found that lack of comfort on footways discourages use of an area by pedestrians.

The diagram below has been extracted from the guidance document and illustrates the recommended footway widths for different levels of flow.

The figure provides an initial indication as to comfortable footway widths in different environments whilst also providing a classification of low, active and high pedestrian flows.

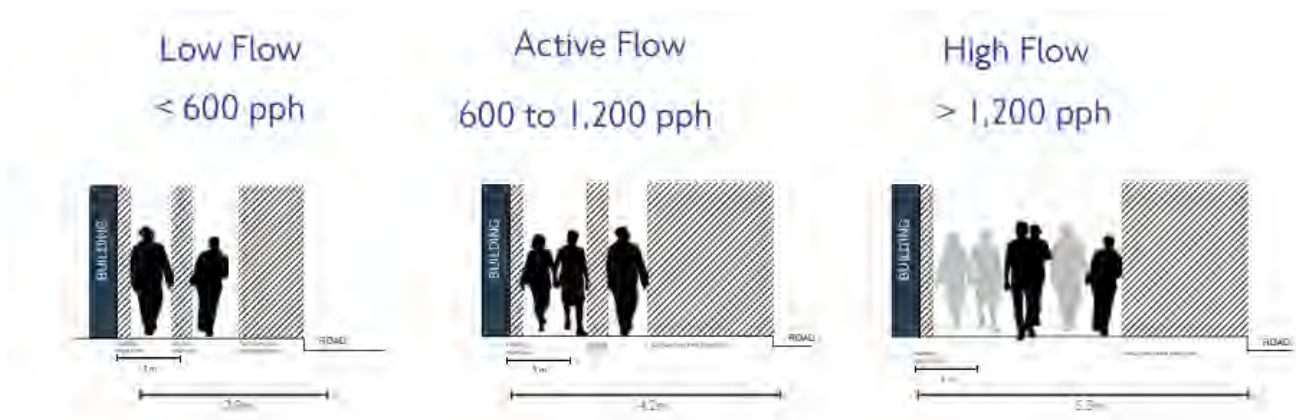


Figure 10: Extract from Pedestrian Comfort Guidance for London

The recommended minimum footway width (total width) for a site with low flows (less than 600 pedestrians per hour) is 2.9 m. This is enough space for comfortable movement and a large piece of street furniture such as guard rail, cycle parking (parallel with the road), a bus flag for a low activity bus stop or a busy pedestrian crossing.

The recommended minimum footway width (total width) for a site with active flows (600 to 1,200 pedestrians per hour) is 4.2m. This is enough space for comfortable movement and a large piece of street furniture such as a wayfinding sign, a bench or a bus shelter.

At a high level of flow (greater than 1,200 pedestrians per hour), the recommended minimum footway width (total width) is 5.3 m. This is enough space for comfortable movement up to 2,000 pph and a large piece of street furniture such as a wayfinding sign, a bench, a bus shelter or a busy pedestrian crossing.

Observed Pedestrian and Cycle Movements

Curtins instructed Nationwide Data Collection, as an independent traffic survey company, to undertake a comprehensive survey of pedestrian and cycle movements at seven locations along Cavendish Street.

The location of the survey points is identified in Figure 11.



Figure 11: Pedestrian and Cycle Survey Locations

Each site was surveyed using telescopically mounted video cameras from which the information was subsequently extracted.

The survey was carried out on Wednesday 20th, Thursday 21st, Friday 22nd and Saturday 23rd November 2024. Survey hours were between 07:00 to 19:00 hours. The full survey data is attached to the rear of this note.

In order to determine whether Cavendish Street is suitable to accommodate a shared pedestrian and cycle route, Table 1 provides a summary of the pedestrian and cycle movements recorded at Link 5.

Link 5	Daily		Peak Hour Ped		Peak Hour Cycle		Average per Hour	
	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle
Wednesday 20 th November 2024	7603	979	12:45 to 13:45		17:00 to 18:00		654	82
			960	72	662	134		
Thursday 21 st November 2024	8501	795	15:45 to 16:45		17:15 to 18:15		734	67
			1112	75	688	111		
Friday 22 nd November 2024	8240	624	12:30 to 13:30		17:15 to 18:15		713	52
			1048	50	623	87		
Saturday 23 rd November 2024	8070	405	11:45 to 12:45		16:45 to 17:45		704	33
			1535	38	446	63		

Table 1: Observed Pedestrian and Cycle Movement Summary – Link 5

The information presented in Table 1 confirms that Cavendish Street is well utilised by both pedestrians and cyclists throughout the day. Over the four day survey period, a maximum of 8,501 pedestrians were recorded on a single day (21st November 2024) with a maximum of 979 cyclists recorded (20th November 2024).

The maximum number of pedestrians recorded in a single hour was 1,535 between 11:45 and 12:45 on Saturday 23rd November.

The maximum number of cyclists recorded in a single hour was 134 between 17:00 and 18:00 on Wednesday 20th November.

Table 2 provides a summary of the pedestrian and cycle movements recorded at Link 6.

Link 6	Daily		Peak Hour Ped		Peak Hour Cycle		Average per Hour	
	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle
Wednesday 20 th November 2024	7612	934	12:45 to 13:30		17:00 to 18:00		654	78
			1002	73	757	131		
Thursday 21 st November 2024	7655	790	15:45 to 16:45		17:15 to 18:15		661	67
			1011	62	619	111		
Friday 22 nd November 2024	8154	613	12:30 to 13:30		17:15 to 18:15		705	51
			1269	55	688	77		
Saturday 23 rd November 2024	6664	395	11:45 to 12:45		16:45 to 17:45		578	33
			1110	38	469	62		

Table 2: Observed Pedestrian and Cycle Movement Summary – Link 6

Table 2 is consistent with Table 1 and reaffirms that Cavendish Street is well utilised by both pedestrians and cyclists throughout the day.

Over the four day survey period, a maximum of 8,154 pedestrians were recorded on a single day (22nd November 2024) with a maximum of 934 cyclists recorded (20th November 2024).

The maximum number of pedestrians recorded in a single hour was 1,269 between 12:30 and 13:30 on Friday 22nd November.

The maximum number of cyclists recorded in a single hour was 131 between 17:00 and 18:00 on Wednesday 20th November.

The data presented in Tables 1 and 2 confirm that peak pedestrian movements along Cavendish Street exceed what TfL determine as a “high” flow of pedestrians. It is considered that the high volume of pedestrian flows can create conflicts with the volume of cycle movements recorded which is not conducive to a shared pedestrian/cycle environment.

Pedestrian/Cycle Route Options Appraisal

Having considered the information presented within this note, it is evident that maintaining a shared use approach along Cavendish Street is not appropriate given the volume of pedestrians and cyclists currently moving in each direction and the fact that the route is sign posted as a cycle route through the campus.

To further compound matters, the emerging JV proposals for Cambridge Halls with Unite will generate additional pedestrian and cycle movements along Cavendish Street should the scheme be granted planning permission.

The following section sets out the potential options for delivering safe and convenient pedestrian/cycle access through the MMU Campus and maintaining connections between Higher Cambridge Street and Oxford Road.

Cambridge Halls Landscape and Public Realm: re-form

The JV proposals for Cambridge Halls are understood to increase the number of student bedspaces from 771 to at least 2,000. The scheme is being progressed by The Unite Group, who have appointed re-form Landscape Architects to progress with a public realm scheme incorporating Cavendish Street.

Figure 12 present the emerging public realm proposals prepared by re-form.



Figure 12: Cambridge Halls – Emerging Public Realm Proposals

The main corridor along Cavendish Street, between the two building, is approximately 16.5m in width. Within this corridor, re-form have incorporated secured student spill out spaces, areas of mixed landscaping features and a pedestrian route proceeding indirectly through the central area.

The student spill out spaces which are located either side of the pedestrian route will be secured by 1.8m high fencing which significantly reduces the effective width of the Cavendish Street corridor.

As identified in Figure 10 and the data presented in Tables 1 and 2, the peak pedestrian movements along Cavendish Street currently exceed what TfL determine as a “high” flow of pedestrians. These movements will increase significantly along Cavendish Street following completion of the JV scheme.

Based on a typical student residential arrival and departure profile, it is anticipated that pedestrian movements at Cambridge Halls would increase from around 40 to 104 during the AM peak hour, 54 to 140 during the PM peak hour and 616 to 1,598 pedestrian movements throughout the entire day.

Cycle movements at Cambridge Halls would have a moderate increase from around 2 to 6 during both the AM and PM peak hours and 29 to 76 cycle movements throughout the entire day. It is expected that cycle movements would be much higher due to the location of the site and proximity of available cycle infrastructure particularly the Oxford Road corridor.

At a high level of flow (greater than 1,200 pedestrians per hour), TfL recommend a minimum footway width of 5.3m to maintain comfortable movement for pedestrians only. This width allows for large pieces of street furniture and landscape features.

Alternative Cycle Route Option: Planit

In response to Curtins initial assessments on the existing Cavendish Street route, the physical constraints and the volume of pedestrian/cycle movements, Planit were appointed to review alternative arrangements for cycle movements through the Campus.

Following a detailed review, it was determined that the cycle route should be diverted away from Cavendish Street onto a less pedestrian dominant route creating a more desirable and safer environment which is greater aligned with the principles already established at the All Saints Park public realm area.

Following an initial evaluation of options, diverting the cycle route onto Boundary Street West, which already forms part of the wider campus vision, emerged as the preferred alternative option.

- This route reconnects users to the Cavendish Street route via the new All Saints public realm and the Oxford Road controlled cycle junction;
- It effectively avoids key areas of pedestrian conflict between the halls of residence.
- The future campus vision for this area includes a shared-space design, akin to the Cavendish Street route near All Saints Park. The Higher Ormond Street connection is already incorporated into the approved public realm plans under 'Phase 1C' (application reference 128485/FO/2020).

Diverting the cycle route from Cavendish Street would increase the overall journey length by only 145m. This is not considered to be an overly excessive increase and would not significantly increase the overall journey time.

Figure 13 presents the alternative arrangement along Boundary Street West.



Figure 13: Boundary Street West Alternative Cycle Route

As noted, the alternative scheme represents a natural extension to the All Saints Park public realm scheme.

The effective width ranges from 6m to 10m and incorporates elements of large street furniture and landscaping features.

Existing pedestrian/cycle movements along Boundary Street West are comparatively less than Cavendish Street which immediately creates fewer conflicts between users.

The reduced level of pedestrian movement also reduces the recommended footway widths to achieve adequate levels of comfort. TfL quotes a range of between 2.9m and 4.2m and includes elements of street furniture. The available space along Boundary Street West allows sufficient space to deliver a two-way cycle lane and dedicated space for pedestrians.

It is noted that any proposal to divert the cycle route will require further consideration of existing infrastructure along Higher Cambridge Street. A scheme of enhancements would be development, in conjunction with MCC to support the Councils emerging active travel strategy.

Conclusions

Cavendish Street is a privately maintained route within the ownership of MMU.

Whilst MMU permit access for pedestrians and cyclists along Cavendish Street, appropriate action has been taken in the form of posted signage to ensure that the route can not establish any rights as a Public Highway, Bridal Way or Footpath.

It has been established that Cavendish Street provides a direct route through the city centre campus, however, there are a number of constraints along the route which reduce the effective width for pedestrians and cyclists. These constraints would focus pedestrian and cycle movements at specific areas which will increase the potential for conflicts and collisions between the various user groups.

A review of guidance and best practice developed by the DfT and TfL confirms that whilst shared pedestrian and cycle infrastructure can provide benefits and promote sustainable and active travel, the individual circumstance of each route needs to be considered.

The consistent guidance and recommendations provided by DfT and TfL confirm that shared pedestrian and cycle routes should be avoided where pedestrian movements are high.

TfL has undertaken research to on pedestrian comfort levels and determined that a “high” volume of pedestrians is defined as 1,200 pedestrians per hour and above.

Surveys of pedestrian and cycle movements along Cavendish Street over a four day period has confirmed that pedestrian movements can exceed 1,200 pedestrians per hour at various points throughout the day. There are periods throughout the day where cycle movements can also exceed 130 per hour.

On the above basis, it is considered that Cavendish Street does not present the requisite characterises to support its continued use as a shred pedestrian/cycle route.

The volume of pedestrian movements and the number of existing constraints along the route present an increased risk of conflict between the various user groups which is not promoted as part of current transport planning policy or supported by guidance and best practice developed by either the DfT or TfL.

Whilst it is important that sustainable and active transport opportunities are promoted and maintained where possible, the continued use of Cavendish Street as a shared pedestrian and cycle route is not considered safe or appropriate.

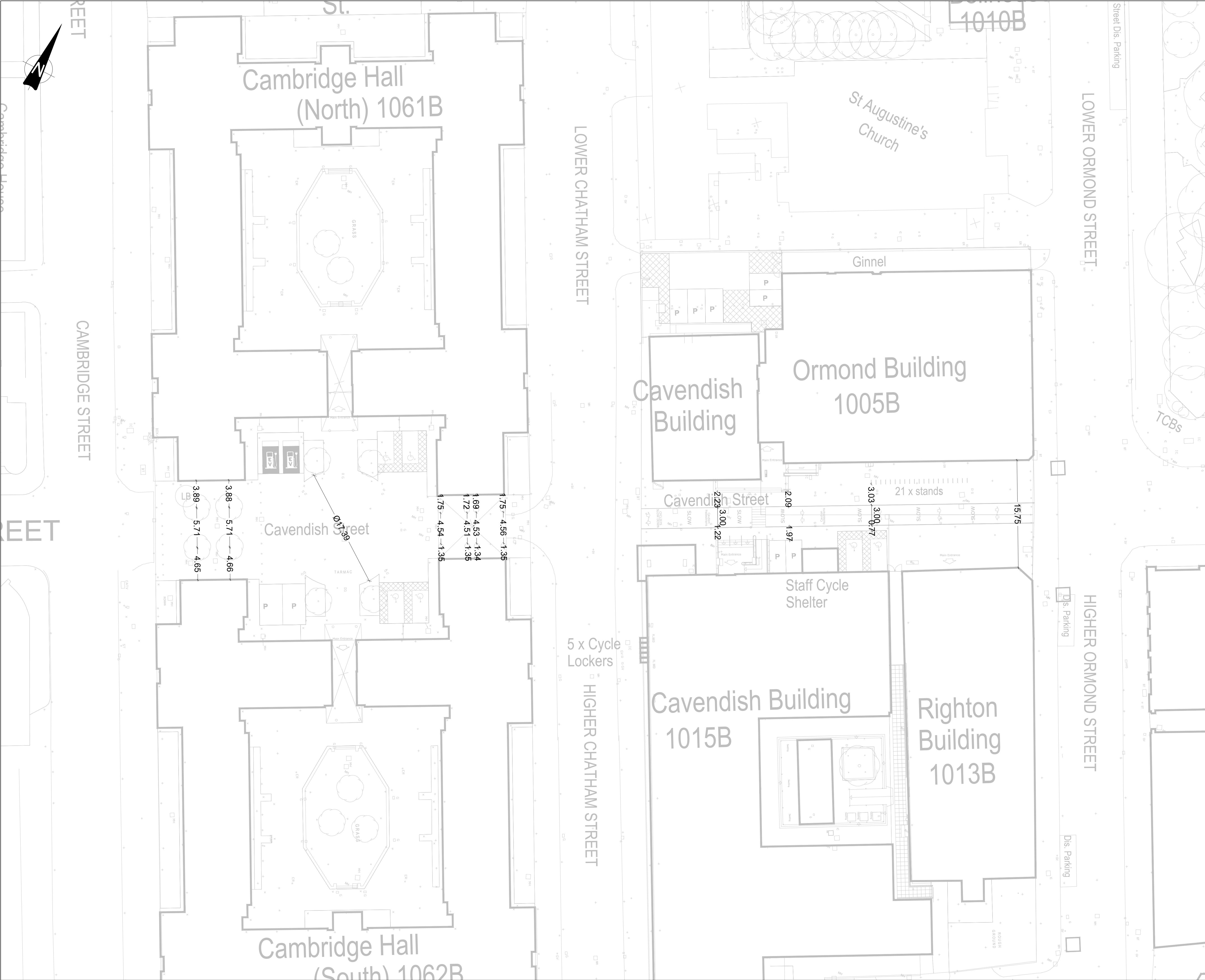
There are a number of routes through and around the MMU Campus which can be explored as a possible alternative cycle route which would maintain the same level of accessibility whilst reducing the potential conflicts with other users.

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Curtins

DRAWINGS



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3.

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4.

FOR GENERAL NOTES REFER TO DRAWING.

5.

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6.

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Status:

PRELIMINARY

Project:

CAMBRIDGE HALLS, MANCHESTER

Dwg Title:

CAMBRIDGE HALLS, MANCHESTER
CAVENDISH STREET
CONSTRAINTS PLAN

Drawn By

MQ

Designed By

MQ

Checked By

AT

Date

05/12/24

Scales @ A1

1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number

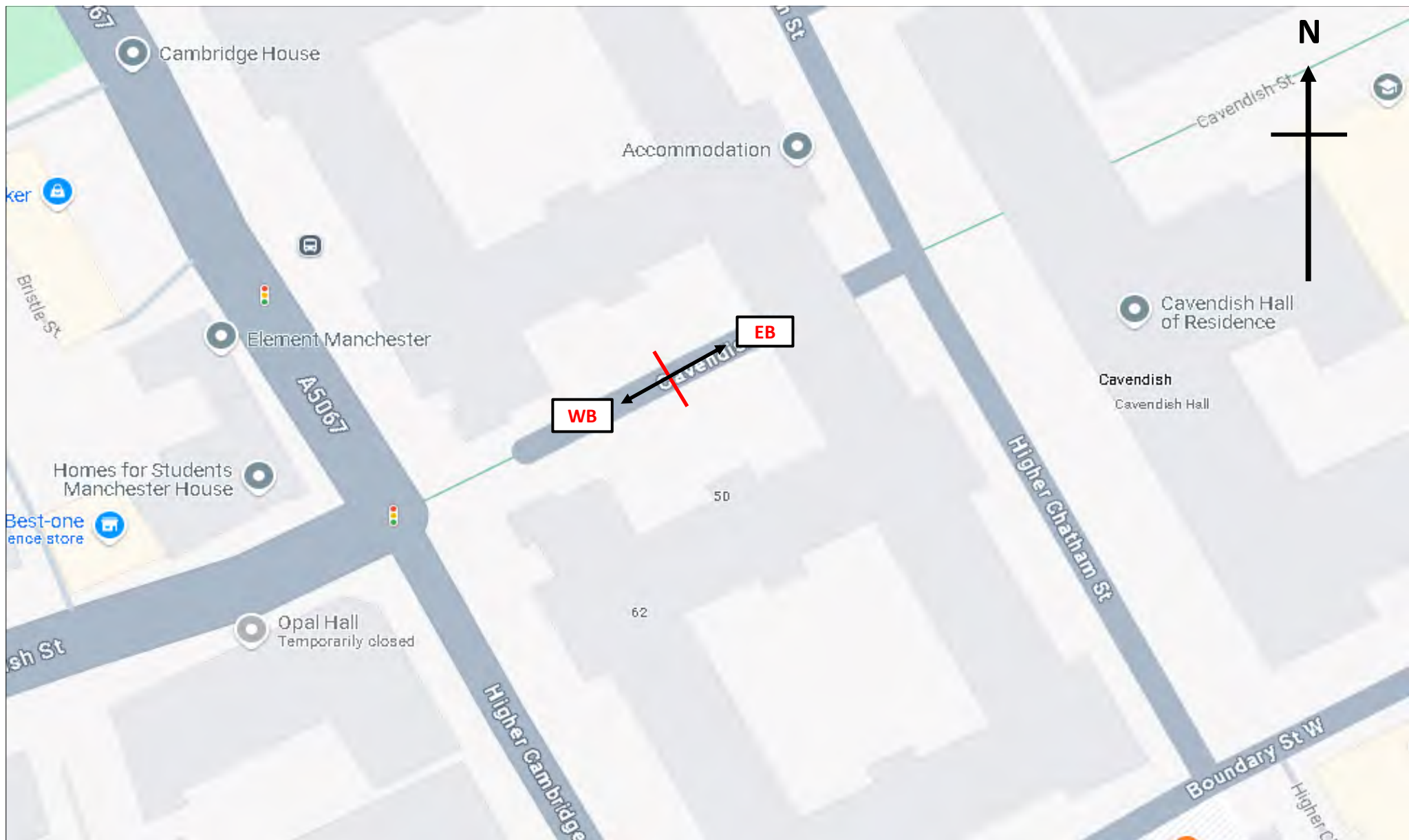
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Revision

P01

Time & Projects 086001 - 087000086874 - Cambridge Hall Q4 Production 4A Models Drawings IPCAD 075

Survey Data



	Site / Location:	Site 5, Cavendish St	Project No:	16203	Drawing No:	16203-05	Drawn By:	MN
	Survey Date:	Wednesday 20th, Thursday 21st, Friday 22nd and Saturday 23rd November 2024	Project Name:	MANCHESTER METROPOLITAN UNIVERSITY				
	Survey Times:	07:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 5 DATE: 20/11/2024

LOCATION: Cavendish St DAY: WEDNESDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	17	4	6	2
07:15	19	9	5	1
07:30	24	13	12	3
07:45	28	19	15	5
H/TOT	88	45	38	11
08:00	37	9	19	2
08:15	45	17	23	6
08:30	90	27	46	4
08:45	264	35	47	4
H/TOT	436	88	135	16
09:00	83	27	29	3
09:15	96	16	44	3
09:30	100	16	56	7
09:45	153	10	50	6
H/TOT	432	69	179	19
10:00	97	10	33	2
10:15	71	6	38	6
10:30	89	9	50	2
10:45	137	7	86	3
H/TOT	394	32	207	13
11:00	63	8	54	7
11:15	57	14	48	3
11:30	86	9	72	4
11:45	156	14	81	3
H/TOT	362	45	255	17
12:00	90	5	95	9
12:15	79	9	55	6
12:30	84	5	68	11
12:45	148	12	128	3
H/TOT	401	31	346	29
13:00	120	9	129	6
13:15	119	14	115	11
13:30	108	10	93	7
13:45	96	7	114	7
H/TOT	443	40	451	31
14:00	73	11	68	12
14:15	73	3	63	12
14:30	109	3	74	11
14:45	145	5	79	8
H/TOT	400	22	284	43
15:00	89	10	112	9
15:15	97	9	72	10
15:30	74	10	80	12
15:45	110	4	113	14
H/TOT	370	33	377	45
16:00	99	7	116	17
16:15	93	12	120	17
16:30	91	10	84	11
16:45	95	8	96	13
H/TOT	378	37	416	58
17:00	90	15	96	25
17:15	73	8	80	20
17:30	70	18	105	22
17:45	51	8	97	18
H/TOT	284	49	378	85
18:00	57	16	78	16
18:15	43	9	76	26
18:30	60	6	97	18
18:45	58	9	80	21
H/TOT	218	40	331	81
P/TOT	4206	531	3397	448



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 5 DATE: 21/11/2024

LOCATION: Cavendish St DAY: THURSDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	5	3	13	1
07:15	11	12	11	0
07:30	17	13	4	2
07:45	23	7	15	5
H/TOT	56	35	43	8
08:00	23	17	12	6
08:15	39	13	42	1
08:30	92	37	42	3
08:45	303	24	80	5
H/TOT	457	91	176	15
09:00	121	16	36	4
09:15	73	16	34	6
09:30	88	14	49	7
09:45	152	12	77	4
H/TOT	434	58	196	21
10:00	70	4	31	3
10:15	107	4	38	1
10:30	72	11	54	2
10:45	166	11	110	2
H/TOT	415	30	233	8
11:00	81	4	86	5
11:15	55	7	54	2
11:30	91	10	62	2
11:45	171	10	124	2
H/TOT	398	31	326	11
12:00	119	4	105	6
12:15	76	10	102	3
12:30	82	3	98	7
12:45	106	4	115	4
H/TOT	383	21	420	20
13:00	105	11	95	7
13:15	128	5	106	5
13:30	104	5	79	5
13:45	171	6	112	6
H/TOT	508	27	392	23
14:00	85	7	94	7
14:15	68	10	102	4
14:30	114	4	75	11
14:45	191	9	128	8
H/TOT	458	30	399	30
15:00	112	6	120	7
15:15	75	6	76	7
15:30	117	5	81	11
15:45	176	2	147	7
H/TOT	480	19	424	32
16:00	116	6	157	10
16:15	118	5	151	15
16:30	98	11	149	19
16:45	83	10	139	16
H/TOT	415	32	596	60
17:00	80	7	118	15
17:15	63	5	106	23
17:30	57	9	109	14
17:45	61	13	119	20
H/TOT	261	34	452	72
18:00	61	11	112	16
18:15	38	6	82	21
18:30	61	8	79	10
18:45	47	5	99	10
H/TOT	207	30	372	57
P/TOT	4472	438	4029	357



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 5 DATE: 22/11/2024

LOCATION: Cavendish St DAY: FRIDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	17	4	4	1
07:15	13	3	3	1
07:30	19	10	5	2
07:45	19	8	9	4
H/TOT	68	25	21	8
08:00	29	8	9	1
08:15	53	7	20	1
08:30	83	10	47	5
08:45	342	18	46	3
H/TOT	507	43	122	10
09:00	164	17	33	4
09:15	56	12	37	0
09:30	68	11	71	3
09:45	130	7	100	3
H/TOT	418	47	241	10
10:00	58	5	45	0
10:15	117	2	42	2
10:30	80	10	56	3
10:45	132	6	75	1
H/TOT	387	23	218	6
11:00	65	10	73	2
11:15	47	4	56	2
11:30	44	2	62	3
11:45	193	7	119	4
H/TOT	349	23	310	11
12:00	135	7	116	6
12:15	93	5	101	6
12:30	94	5	93	4
12:45	211	10	155	7
H/TOT	533	27	465	23
13:00	123	8	140	5
13:15	157	5	75	6
13:30	84	3	102	7
13:45	162	8	111	1
H/TOT	526	24	428	19
14:00	95	9	122	3
14:15	71	5	58	4
14:30	92	8	79	9
14:45	135	7	161	11
H/TOT	393	29	420	27
15:00	107	2	115	4
15:15	79	5	72	5
15:30	78	8	107	7
15:45	129	10	113	8
H/TOT	393	25	407	24
16:00	68	5	128	15
16:15	110	6	117	8
16:30	82	4	109	10
16:45	77	7	145	14
H/TOT	337	22	499	47
17:00	87	5	108	9
17:15	66	13	79	11
17:30	77	8	84	10
17:45	69	9	94	17
H/TOT	299	35	365	47
18:00	61	12	93	7
18:15	68	3	63	5
18:30	48	13	68	9
18:45	61	10	72	10
H/TOT	238	38	296	31
P/TOT	4448	361	3792	263



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 5 DATE: 23/11/2024

LOCATION: Cavendish St DAY: SATURDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	4	0	2	0
07:15	6	2	2	0
07:30	6	5	5	0
07:45	5	3	2	0
H/TOT	21	10	11	0
08:00	6	3	5	0
08:15	18	4	14	1
08:30	26	3	19	0
08:45	21	3	13	3
H/TOT	71	13	51	4
09:00	44	3	9	1
09:15	57	6	23	0
09:30	37	4	33	3
09:45	78	4	33	4
H/TOT	216	17	98	8
10:00	55	8	49	0
10:15	68	3	76	1
10:30	97	1	93	2
10:45	90	5	86	0
H/TOT	310	17	304	3
11:00	102	0	232	1
11:15	112	1	116	1
11:30	159	6	199	2
11:45	195	10	220	2
H/TOT	568	17	767	6
12:00	168	1	207	1
12:15	205	8	160	10
12:30	186	2	194	4
12:45	172	1	142	3
H/TOT	731	12	703	18
13:00	149	3	160	2
13:15	135	4	184	5
13:30	152	3	127	1
13:45	119	5	156	3
H/TOT	555	15	627	11
14:00	129	7	187	9
14:15	156	6	140	5
14:30	126	6	146	8
14:45	84	8	151	6
H/TOT	495	27	624	28
15:00	100	2	93	6
15:15	96	4	92	3
15:30	69	5	97	3
15:45	49	4	102	2
H/TOT	314	15	384	14
16:00	41	4	67	6
16:15	64	3	60	7
16:30	48	10	44	5
16:45	49	7	42	5
H/TOT	202	24	213	23
17:00	47	8	53	9
17:15	67	7	77	9
17:30	37	9	74	9
17:45	36	5	37	1
H/TOT	187	29	241	28
18:00	36	8	59	4
18:15	38	11	51	7
18:30	55	5	45	10
18:45	48	14	45	7
H/TOT	177	38	200	28
P/TOT	3847	234	4223	171



	Site / Location:	Site 6, Cavendish St	Project No:	16203	Drawing No:	16203-04	Drawn By:	MN
	Survey Date:	Wednesday 20th, Thursday 21st, Friday 22nd and Saturday 23rd November 2024	Project Name:	MANCHESTER METROPOLITAN UNIVERSITY				
	Survey Times:	07:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 6 DATE: 20/11/2024

LOCATION: Cavendish St DAY: WEDNESDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	17	5	4	1
07:15	14	9	9	2
07:30	20	13	9	2
07:45	21	14	16	5
H/TOT	72	41	38	10
08:00	23	10	20	2
08:15	24	14	26	7
08:30	62	22	47	3
08:45	102	34	37	4
H/TOT	211	80	130	16
09:00	61	21	36	3
09:15	69	14	31	4
09:30	70	13	50	6
09:45	113	9	59	6
H/TOT	313	57	176	19
10:00	77	11	44	2
10:15	43	6	36	6
10:30	55	8	47	2
10:45	106	5	63	3
H/TOT	281	30	190	13
11:00	92	9	50	7
11:15	69	13	43	3
11:30	78	10	58	4
11:45	91	13	60	3
H/TOT	330	45	211	17
12:00	100	5	99	9
12:15	92	8	89	6
12:30	103	6	69	13
12:45	131	12	132	3
H/TOT	426	31	389	31
13:00	137	10	138	7
13:15	108	14	94	13
13:30	139	7	123	7
13:45	115	9	88	7
H/TOT	499	40	443	34
14:00	102	12	86	13
14:15	95	3	87	12
14:30	121	4	70	12
14:45	121	4	93	8
H/TOT	439	23	336	45
15:00	108	11	108	7
15:15	108	6	85	7
15:30	117	8	80	9
15:45	106	6	104	13
H/TOT	439	31	377	36
16:00	135	6	131	13
16:15	155	14	127	15
16:30	100	9	95	9
16:45	122	8	94	11
H/TOT	512	37	447	48
17:00	93	15	105	22
17:15	76	8	110	21
17:30	81	15	131	23
17:45	60	11	101	16
H/TOT	310	49	447	82
18:00	68	14	93	16
18:15	53	9	81	25
18:30	71	6	80	18
18:45	65	10	85	21
H/TOT	257	39	339	80
P/TOT	4089	503	3523	431



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 6 DATE: 21/11/2024

LOCATION: Cavendish St DAY: THURSDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	7	3	9	1
07:15	7	12	10	0
07:30	15	14	4	2
07:45	16	8	14	6
H/TOT	45	37	37	9
08:00	19	15	12	5
08:15	33	14	40	1
08:30	59	36	37	4
08:45	148	20	76	6
H/TOT	259	85	165	16
09:00	89	18	38	5
09:15	78	13	30	4
09:30	70	15	43	7
09:45	134	10	60	5
H/TOT	371	56	171	21
10:00	84	6	28	3
10:15	57	4	24	1
10:30	50	10	51	2
10:45	121	12	64	2
H/TOT	312	32	167	8
11:00	73	4	67	6
11:15	49	6	36	3
11:30	74	11	54	2
11:45	111	11	102	5
H/TOT	307	32	259	16
12:00	108	5	97	6
12:15	68	7	71	2
12:30	110	5	83	7
12:45	162	4	79	6
H/TOT	448	21	330	21
13:00	125	8	83	7
13:15	142	4	75	5
13:30	84	8	107	6
13:45	203	6	98	7
H/TOT	554	26	363	25
14:00	128	6	74	6
14:15	100	11	85	5
14:30	115	6	75	9
14:45	142	8	95	8
H/TOT	485	31	329	28
15:00	157	8	102	8
15:15	116	7	75	9
15:30	107	5	62	8
15:45	149	1	127	4
H/TOT	529	21	366	29
16:00	131	6	114	8
16:15	148	8	91	14
16:30	137	7	114	14
16:45	100	13	128	16
H/TOT	516	34	447	52
17:00	90	8	98	13
17:15	72	4	74	24
17:30	68	11	88	15
17:45	63	13	82	20
H/TOT	293	36	342	72
18:00	65	8	107	16
18:15	55	9	76	18
18:30	57	8	58	8
18:45	60	5	82	10
H/TOT	237	30	323	52
P/TOT	4356	441	3299	349



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 6 DATE: 22/11/2024

LOCATION: Cavendish St DAY: FRIDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	19	4	6	1
07:15	12	2	4	1
07:30	12	11	4	2
07:45	21	8	9	4
H/TOT	64	25	23	8
08:00	20	7	12	1
08:15	52	7	22	2
08:30	63	7	33	5
08:45	195	15	47	4
H/TOT	330	36	114	12
09:00	88	18	25	6
09:15	52	9	35	0
09:30	50	12	55	2
09:45	101	6	67	4
H/TOT	291	45	182	12
10:00	70	3	36	1
10:15	47	2	31	2
10:30	72	10	45	3
10:45	188	6	59	0
H/TOT	377	21	171	6
11:00	64	9	60	3
11:15	44	4	55	1
11:30	48	2	69	2
11:45	123	7	126	3
H/TOT	279	22	310	9
12:00	125	7	116	5
12:15	109	4	74	6
12:30	241	6	120	2
12:45	193	11	157	9
H/TOT	668	28	467	22
13:00	229	6	131	5
13:15	132	9	66	7
13:30	218	3	76	7
13:45	241	5	99	1
H/TOT	820	23	372	20
14:00	107	9	114	4
14:15	107	7	41	4
14:30	105	8	64	8
14:45	125	6	109	12
H/TOT	444	30	328	28
15:00	133	4	91	4
15:15	104	6	68	5
15:30	114	8	80	6
15:45	123	11	73	8
H/TOT	474	29	312	23
16:00	92	5	100	12
16:15	170	11	83	11
16:30	115	5	97	7
16:45	108	9	86	12
H/TOT	485	30	366	42
17:00	109	7	103	9
17:15	88	13	80	8
17:30	102	7	71	9
17:45	85	8	92	14
H/TOT	384	35	346	40
18:00	75	10	95	8
18:15	79	4	49	7
18:30	58	13	49	8
18:45	83	10	59	7
H/TOT	295	37	252	30
P/TOT	4911	361	3243	252



16203 / MANCHESTER METROPOLITAN UNIVERSITY
NOVEMBER 2024
PEDESTRIAN AND PEDAL CYCLE COUNT

SITE: 6 DATE: 23/11/2024

LOCATION: Cavendish St DAY: SATURDAY

TIME	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	2	0	0	0
07:15	3	0	1	0
07:30	5	5	5	0
07:45	6	0	3	0
H/TOT	16	5	9	0
08:00	7	4	3	0
08:15	11	4	13	1
08:30	27	2	15	0
08:45	23	2	11	3
H/TOT	68	12	42	4
09:00	33	3	10	1
09:15	25	5	21	0
09:30	34	4	21	3
09:45	39	3	27	4
H/TOT	131	15	79	8
10:00	70	8	22	0
10:15	44	2	55	2
10:30	64	2	45	2
10:45	129	5	65	0
H/TOT	307	17	187	4
11:00	67	0	52	1
11:15	63	1	65	1
11:30	126	6	149	3
11:45	151	9	148	2
H/TOT	407	16	414	7
12:00	157	2	72	1
12:15	158	7	133	10
12:30	172	3	119	4
12:45	160	1	116	2
H/TOT	647	13	440	17
13:00	145	3	106	1
13:15	163	4	89	5
13:30	152	3	71	2
13:45	130	4	79	3
H/TOT	590	14	345	11
14:00	114	7	113	10
14:15	136	4	88	6
14:30	134	7	150	7
14:45	126	8	103	5
H/TOT	510	26	454	28
15:00	91	2	77	6
15:15	111	4	106	5
15:30	101	6	93	3
15:45	57	3	73	1
H/TOT	360	15	349	15
16:00	79	3	36	7
16:15	59	3	55	7
16:30	53	11	62	4
16:45	60	7	53	5
H/TOT	251	24	206	23
17:00	56	8	46	8
17:15	65	7	83	10
17:30	51	9	55	8
17:45	30	5	51	2
H/TOT	202	29	235	28
18:00	35	8	69	4
18:15	49	10	52	7
18:30	60	5	44	11
18:45	51	12	55	7
H/TOT	195	35	220	29
P/TOT	3684	221	2980	174

A.3 Appendix C

TRICS Output

Secondary Filtering selection:Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 4 days

50,001 to 100,000 2 days

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

Population within 5 miles:

250,001 to 500,000 3 days

500,001 or More 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 4 days

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days

No 5 days

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

PTAL Rating:

No PTAL Present 1 days

4 Good 2 days

6a Excellent 2 days

6b (High) Excellent 1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

1	CN-03-G-01	STUDENT FLATS	CAMDEN
SAINT PANCRAS WAY KING'S CROSS			
Edge of Town Centre Built-Up Zone			
Total Number of residents:		571	
Survey date: TUESDAY		14/11/17	Survey Type: MANUAL
2	DY-03-G-02	STUDENT ACCOMMODATION	DERBY
CATHEDRAL ROAD DERBY			

Town Centre Built-Up Zone			
Total Number of residents:		350	
Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
3	HM-03-G-02	STUDENT FLATS	HAMMERSMITH AND FULHAM
PADDENSWICK ROAD HAMMERSMITH			
Edge of Town Centre Residential Zone			
Total Number of residents:		217	
Survey date: FRIDAY		25/06/21	Survey Type: MANUAL
4	KI-03-G-01	STUDENT FLATS	KINGSTON
PENRHYN ROAD KINGSTON UPON THAMES			
Edge of Town Centre Built-Up Zone			
Total Number of residents:		200	
Survey date: WEDNESDAY		12/06/19	Survey Type: MANUAL
5	KI-03-G-02	STUDENT FLATS	KINGSTON
CAMBRIDGE ROAD KINGSTON UPON THAMES			
NORBITON			
Edge of Town Centre Residential Zone			
Total Number of residents:			
Survey date: WEDNESDAY		26/06/19	Survey Type: MANUAL
6	LB-03-G-02	STUDENT FLATS	LAMBETH
WESTMINSTER BRIDGE RD LAMBETH			
Town Centre Built-Up Zone			
Total Number of residents:		1100	
Survey date: TUESDAY		27/11/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 17.04

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.002	5	488	0.002	5	488	0.004
09:00 - 10:00	5	488	0.003	5	488	0.002	5	488	0.005
10:00 - 11:00	5	488	0.004	5	488	0.004	5	488	0.008
11:00 - 12:00	5	488	0.006	5	488	0.007	5	488	0.013
12:00 - 13:00	5	488	0.002	5	488	0.003	5	488	0.005
13:00 - 14:00	5	488	0.006	5	488	0.005	5	488	0.011
14:00 - 15:00	5	488	0.005	5	488	0.006	5	488	0.011
15:00 - 16:00	5	488	0.004	5	488	0.004	5	488	0.008
16:00 - 17:00	5	488	0.004	5	488	0.004	5	488	0.008
17:00 - 18:00	5	488	0.002	5	488	0.002	5	488	0.004
18:00 - 19:00	5	488	0.003	5	488	0.003	5	488	0.006
19:00 - 20:00	5	488	0.003	5	488	0.003	5	488	0.006
20:00 - 21:00	5	488	0.004	5	488	0.005	5	488	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.050			0.052			0.102	

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:	200 - 1100 (units:)
Survey date date range:	01/01/14 - 25/06/21
Number of weekdays (Monday-Friday):	6
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.

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.000	5	488	0.000	5	488	0.000
10:00 - 11:00	5	488	0.001	5	488	0.001	5	488	0.002
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.002	5	488	0.002	5	488	0.004
13:00 - 14:00	5	488	0.001	5	488	0.001	5	488	0.002
14:00 - 15:00	5	488	0.000	5	488	0.000	5	488	0.000
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.002	5	488	0.002	5	488	0.004
19:00 - 20:00	5	488	0.002	5	488	0.002	5	488	0.004
20:00 - 21:00	5	488	0.004	5	488	0.004	5	488	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.018			0.018			0.036	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.001	5	488	0.001	5	488	0.002
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.000	5	488	0.000	5	488	0.000
10:00 - 11:00	5	488	0.000	5	488	0.000	5	488	0.000
11:00 - 12:00	5	488	0.000	5	488	0.000	5	488	0.000
12:00 - 13:00	5	488	0.000	5	488	0.000	5	488	0.000
13:00 - 14:00	5	488	0.000	5	488	0.000	5	488	0.000
14:00 - 15:00	5	488	0.000	5	488	0.000	5	488	0.000
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.000	5	488	0.000	5	488	0.000
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.000	5	488	0.000	5	488	0.000
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.001			0.001			0.002	

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

MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.001	5	488	0.002	5	488	0.003
09:00 - 10:00	5	488	0.003	5	488	0.002	5	488	0.005
10:00 - 11:00	5	488	0.003	5	488	0.004	5	488	0.007
11:00 - 12:00	5	488	0.006	5	488	0.007	5	488	0.013
12:00 - 13:00	5	488	0.002	5	488	0.002	5	488	0.004
13:00 - 14:00	5	488	0.006	5	488	0.005	5	488	0.011
14:00 - 15:00	5	488	0.005	5	488	0.006	5	488	0.011
15:00 - 16:00	5	488	0.005	5	488	0.004	5	488	0.009
16:00 - 17:00	5	488	0.003	5	488	0.004	5	488	0.007
17:00 - 18:00	5	488	0.002	5	488	0.001	5	488	0.003
18:00 - 19:00	5	488	0.003	5	488	0.002	5	488	0.005
19:00 - 20:00	5	488	0.003	5	488	0.001	5	488	0.004
20:00 - 21:00	5	488	0.004	5	488	0.002	5	488	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.048			0.044			0.092	

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

MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.000	6	456	0.000	6	456	0.000
08:00 - 09:00	6	456	0.001	6	456	0.002	6	456	0.003
09:00 - 10:00	6	456	0.001	6	456	0.003	6	456	0.004
10:00 - 11:00	6	456	0.000	6	456	0.002	6	456	0.002
11:00 - 12:00	6	456	0.001	6	456	0.003	6	456	0.004
12:00 - 13:00	6	456	0.001	6	456	0.001	6	456	0.002
13:00 - 14:00	6	456	0.003	6	456	0.002	6	456	0.005
14:00 - 15:00	6	456	0.002	6	456	0.001	6	456	0.003
15:00 - 16:00	6	456	0.003	6	456	0.001	6	456	0.004
16:00 - 17:00	6	456	0.001	6	456	0.000	6	456	0.001
17:00 - 18:00	6	456	0.003	6	456	0.001	6	456	0.004
18:00 - 19:00	6	456	0.004	6	456	0.003	6	456	0.007
19:00 - 20:00	6	456	0.001	6	456	0.000	6	456	0.001
20:00 - 21:00	6	456	0.001	6	456	0.001	6	456	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.022			0.020			0.042	

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.004	6	456	0.011	6	456	0.015
08:00 - 09:00	6	456	0.005	6	456	0.043	6	456	0.048
09:00 - 10:00	6	456	0.006	6	456	0.033	6	456	0.039
10:00 - 11:00	6	456	0.009	6	456	0.033	6	456	0.042
11:00 - 12:00	6	456	0.016	6	456	0.028	6	456	0.044
12:00 - 13:00	6	456	0.023	6	456	0.031	6	456	0.054
13:00 - 14:00	6	456	0.028	6	456	0.033	6	456	0.061
14:00 - 15:00	6	456	0.024	6	456	0.028	6	456	0.052
15:00 - 16:00	6	456	0.037	6	456	0.025	6	456	0.062
16:00 - 17:00	6	456	0.036	6	456	0.021	6	456	0.057
17:00 - 18:00	6	456	0.038	6	456	0.027	6	456	0.065
18:00 - 19:00	6	456	0.038	6	456	0.022	6	456	0.060
19:00 - 20:00	6	456	0.028	6	456	0.016	6	456	0.044
20:00 - 21:00	6	456	0.034	6	456	0.016	6	456	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.326			0.367			0.693	

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.001	6	456	0.007	6	456	0.008
08:00 - 09:00	6	456	0.004	6	456	0.036	6	456	0.040
09:00 - 10:00	6	456	0.005	6	456	0.024	6	456	0.029
10:00 - 11:00	6	456	0.006	6	456	0.023	6	456	0.029
11:00 - 12:00	6	456	0.012	6	456	0.018	6	456	0.030
12:00 - 13:00	6	456	0.014	6	456	0.025	6	456	0.039
13:00 - 14:00	6	456	0.015	6	456	0.020	6	456	0.035
14:00 - 15:00	6	456	0.015	6	456	0.015	6	456	0.030
15:00 - 16:00	6	456	0.024	6	456	0.012	6	456	0.036
16:00 - 17:00	6	456	0.021	6	456	0.009	6	456	0.030
17:00 - 18:00	6	456	0.031	6	456	0.012	6	456	0.043
18:00 - 19:00	6	456	0.022	6	456	0.014	6	456	0.036
19:00 - 20:00	6	456	0.023	6	456	0.009	6	456	0.032
20:00 - 21:00	6	456	0.020	6	456	0.007	6	456	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.213			0.231			0.444	

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.003	6	456	0.008	6	456	0.011
08:00 - 09:00	6	456	0.001	6	456	0.019	6	456	0.020
09:00 - 10:00	6	456	0.005	6	456	0.016	6	456	0.021
10:00 - 11:00	6	456	0.007	6	456	0.017	6	456	0.024
11:00 - 12:00	6	456	0.006	6	456	0.009	6	456	0.015
12:00 - 13:00	6	456	0.010	6	456	0.010	6	456	0.020
13:00 - 14:00	6	456	0.011	6	456	0.010	6	456	0.021
14:00 - 15:00	6	456	0.008	6	456	0.010	6	456	0.018
15:00 - 16:00	6	456	0.010	6	456	0.008	6	456	0.018
16:00 - 17:00	6	456	0.014	6	456	0.007	6	456	0.021
17:00 - 18:00	6	456	0.018	6	456	0.008	6	456	0.026
18:00 - 19:00	6	456	0.014	6	456	0.006	6	456	0.020
19:00 - 20:00	6	456	0.009	6	456	0.003	6	456	0.012
20:00 - 21:00	6	456	0.016	6	456	0.004	6	456	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.132			0.135			0.267	

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.005	6	456	0.015	6	456	0.020
08:00 - 09:00	6	456	0.005	6	456	0.055	6	456	0.060
09:00 - 10:00	6	456	0.010	6	456	0.040	6	456	0.050
10:00 - 11:00	6	456	0.013	6	456	0.040	6	456	0.053
11:00 - 12:00	6	456	0.018	6	456	0.026	6	456	0.044
12:00 - 13:00	6	456	0.024	6	456	0.035	6	456	0.059
13:00 - 14:00	6	456	0.026	6	456	0.030	6	456	0.056
14:00 - 15:00	6	456	0.024	6	456	0.025	6	456	0.049
15:00 - 16:00	6	456	0.034	6	456	0.020	6	456	0.054
16:00 - 17:00	6	456	0.035	6	456	0.016	6	456	0.051
17:00 - 18:00	6	456	0.049	6	456	0.020	6	456	0.069
18:00 - 19:00	6	456	0.035	6	456	0.020	6	456	0.055
19:00 - 20:00	6	456	0.032	6	456	0.012	6	456	0.044
20:00 - 21:00	6	456	0.037	6	456	0.012	6	456	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.347			0.366			0.713	

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 17.04

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.010	6	456	0.027	6	456	0.037
08:00 - 09:00	6	456	0.012	6	456	0.101	6	456	0.113
09:00 - 10:00	6	456	0.019	6	456	0.079	6	456	0.098
10:00 - 11:00	6	456	0.025	6	456	0.078	6	456	0.103
11:00 - 12:00	6	456	0.041	6	456	0.064	6	456	0.105
12:00 - 13:00	6	456	0.050	6	456	0.069	6	456	0.119
13:00 - 14:00	6	456	0.062	6	456	0.070	6	456	0.132
14:00 - 15:00	6	456	0.054	6	456	0.061	6	456	0.115
15:00 - 16:00	6	456	0.079	6	456	0.050	6	456	0.129
16:00 - 17:00	6	456	0.076	6	456	0.040	6	456	0.116
17:00 - 18:00	6	456	0.092	6	456	0.050	6	456	0.142
18:00 - 19:00	6	456	0.080	6	456	0.047	6	456	0.127
19:00 - 20:00	6	456	0.064	6	456	0.030	6	456	0.094
20:00 - 21:00	6	456	0.075	6	456	0.030	6	456	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.739			0.796			1.535		

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.

MULTI-MODAL CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.001	5	488	0.001	5	488	0.002
09:00 - 10:00	5	488	0.001	5	488	0.000	5	488	0.001
10:00 - 11:00	5	488	0.000	5	488	0.001	5	488	0.001
11:00 - 12:00	5	488	0.000	5	488	0.001	5	488	0.001
12:00 - 13:00	5	488	0.000	5	488	0.001	5	488	0.001
13:00 - 14:00	5	488	0.001	5	488	0.000	5	488	0.001
14:00 - 15:00	5	488	0.000	5	488	0.001	5	488	0.001
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.000	5	488	0.000	5	488	0.000
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.004			0.006			0.010	

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

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.001	5	488	0.001	5	488	0.002
10:00 - 11:00	5	488	0.002	5	488	0.002	5	488	0.004
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.000	5	488	0.001	5	488	0.001
13:00 - 14:00	5	488	0.002	5	488	0.001	5	488	0.003
14:00 - 15:00	5	488	0.002	5	488	0.003	5	488	0.005
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.001	5	488	0.000	5	488	0.001
20:00 - 21:00	5	488	0.000	5	488	0.001	5	488	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.013			0.014			0.027	

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

MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.001	5	488	0.001	5	488	0.002
10:00 - 11:00	5	488	0.000	5	488	0.000	5	488	0.000
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.000	5	488	0.000	5	488	0.000
13:00 - 14:00	5	488	0.002	5	488	0.002	5	488	0.004
14:00 - 15:00	5	488	0.002	5	488	0.002	5	488	0.004
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.001	5	488	0.001	5	488	0.002
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.009			0.009			0.018	

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

Time Range	Trip Rates															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestirans	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.000	0.000	0.005	0.015	0.004	0.011
08:00-09:00	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.002	0.005	0.055	0.005	0.043
09:00-10:00	0.001	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.002	0.001	0.001	0.003	0.010	0.040	0.006	0.033
10:00-11:00	0.000	0.001	0.001	0.001	0.002	0.002	0.000	0.000	0.003	0.004	0.000	0.002	0.013	0.040	0.009	0.033
11:00-12:00	0.000	0.001	0.002	0.002	0.002	0.002	0.000	0.000	0.004	0.005	0.001	0.003	0.018	0.026	0.016	0.028
12:00-13:00	0.000	0.001	0.002	0.002	0.000	0.001	0.000	0.000	0.002	0.004	0.001	0.001	0.024	0.035	0.023	0.031
13:00-14:00	0.001	0.000	0.001	0.001	0.002	0.001	0.000	0.000	0.004	0.002	0.003	0.002	0.026	0.030	0.028	0.033
14:00-15:00	0.000	0.001	0.000	0.000	0.002	0.003	0.000	0.000	0.002	0.004	0.002	0.001	0.024	0.025	0.024	0.028
15:00-16:00	0.000	0.000	0.002	0.002	0.002	0.002	0.000	0.000	0.004	0.004	0.003	0.001	0.034	0.020	0.037	0.025
16:00-17:00	0.001	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.003	0.003	0.001	0.000	0.035	0.016	0.036	0.021
17:00-18:00	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.003	0.001	0.049	0.020	0.038	0.027
18:00-19:00	0.000	0.000	0.002	0.002	0.000	0.000	0.000	0.000	0.002	0.002	0.004	0.003	0.035	0.020	0.038	0.022
19:00-20:00	0.000	0.000	0.002	0.002	0.001	0.000	0.000	0.000	0.003	0.002	0.001	0.000	0.032	0.012	0.028	0.016
20:00-21:00	0.000	0.000	0.004	0.004	0.000	0.001	0.000	0.000	0.004	0.005	0.001	0.001	0.037	0.012	0.034	0.016
21:00-22:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Units

2330

Time Range	Trips															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestirans	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0	2	2	2	2	0	0	12	35	9	26
08:00-09:00	2	2	0	0	0	0	0	0	2	2	2	5	12	128	12	100
09:00-10:00	2	0	0	0	2	2	0	0	5	2	2	7	23	93	14	77
10:00-11:00	0	2	2	2	5	5	0	0	7	9	0	5	30	93	21	77
11:00-12:00	0	2	5	5	5	5	0	0	9	12	2	7	42	61	37	65
12:00-13:00	0	2	5	5	0	2	0	0	5	9	2	2	56	82	54	72
13:00-14:00	2	0	2	2	5	2	0	0	9	5	7	5	61	70	65	77
14:00-15:00	0	2	0	0	5	7	0	0	5	9	5	2	56	58	56	65
15:00-16:00	0	0	5	5	5	5	0	0	9	9	7	2	79	47	86	58
16:00-17:00	2	2	2	2	2	2	0	0	7	7	2	0	82	37	84	49
17:00-18:00	0	0	2	2	0	0	0	0	2	2	7	2	114	47	89	63
18:00-19:00	0	0	5	5	0	0	0	0	5	5	9	7	82	47	89	51
19:00-20:00	0	0	5	5	2	0	0	0	7	5	2	0	75	28	65	37
20:00-21:00	0	0	9	9	0	2	0	0	9	12	2	2	86	28	79	37
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	14	42	42	30	33	2	2	84	91	51	47	809	853	760	855

Peak Hour	Trip Rates															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestirans	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Morning Peak	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.002	0.005	0.055	0.005	0.043
Evening Peak	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.003	0.001	0.049	0.020	0.038	0.027

Peak Hour	Trips															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestirans	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Morning Peak	2	2	0	0	0	0	0	0	2	2	2	5	12	128	12	100
Evening Peak	0	0	2	2	0	0	0	0	2	2	7	2	114	47	89	63

Units

1565

Modes	Trips															
Time Range	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestirans	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0	2	2	2	2	0	0	8	23	6	17
08:00-09:00	2	2	0	0	0	0	0	0	2	2	2	3	8	86	8	67
09:00-10:00	2	0	0	0	2	2	0	0	3	2	2	5	16	63	9	52
10:00-11:00	0	2	2	2	3	3	0	0	5	6	0	3	20	63	14	52
11:00-12:00	0	2	3	3	3	3	0	0	6	8	2	5	28	41	25	44
12:00-13:00	0	2	3	3	0	2	0	0	3	6	2	2	38	55	36	49
13:00-14:00	2	0	2	2	3	2	0	0	6	3	5	3	41	47	44	52
14:00-15:00	0	2	0	0	3	5	0	0	3	6	3	2	38	39	38	44
15:00-16:00	0	0	3	3	3	3	0	0	6	6	5	2	53	31	58	39
16:00-17:00	2	2	2	2	2	2	0	0	5	5	2	0	55	25	56	33
17:00-18:00	0	0	2	2	0	0	0	0	2	2	5	2	77	31	59	42
18:00-19:00	0	0	3	3	0	0	0	0	3	3	6	5	55	31	59	34
19:00-20:00	0	0	3	3	2	0	0	0	5	3	2	0	50	19	44	25
20:00-21:00	0	0	6	6	0	2	0	0	6	8	2	2	58	19	53	25
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MULTI-MODAL Servicing Vehicles
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.001	5	488	0.000	5	488	0.001
09:00 - 10:00	5	488	0.002	5	488	0.002	5	488	0.004
10:00 - 11:00	5	488	0.002	5	488	0.002	5	488	0.004
11:00 - 12:00	5	488	0.004	5	488	0.004	5	488	0.008
12:00 - 13:00	5	488	0.000	5	488	0.002	5	488	0.002
13:00 - 14:00	5	488	0.003	5	488	0.002	5	488	0.005
14:00 - 15:00	5	488	0.003	5	488	0.004	5	488	0.007
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.003	5	488	0.003	5	488	0.006
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.002	5	488	0.001	5	488	0.003
20:00 - 21:00	5	488	0.000	5	488	0.001	5	488	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.025			0.026			0.051	

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

A.4 Appendix D

Trip Generation and demand Profile

	Trip Rates															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestrians	
Time Range	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.001	0.000	0.000	0.005	0.015	0.004	0.011
08:00-09:00	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.002	0.005	0.055	0.005	0.043
09:00-10:00	0.001	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.002	0.001	0.001	0.003	0.010	0.040	0.006	0.033
10:00-11:00	0.000	0.001	0.001	0.001	0.002	0.002	0.000	0.000	0.003	0.004	0.000	0.002	0.013	0.040	0.009	0.033
11:00-12:00	0.000	0.001	0.002	0.002	0.002	0.002	0.000	0.000	0.004	0.005	0.001	0.003	0.018	0.026	0.016	0.028
12:00-13:00	0.000	0.001	0.002	0.002	0.000	0.001	0.000	0.000	0.002	0.004	0.001	0.001	0.024	0.035	0.023	0.031
13:00-14:00	0.001	0.000	0.001	0.001	0.002	0.001	0.000	0.000	0.004	0.002	0.003	0.002	0.026	0.030	0.028	0.033
14:00-15:00	0.000	0.001	0.000	0.000	0.002	0.003	0.000	0.000	0.002	0.004	0.002	0.001	0.024	0.025	0.024	0.028
15:00-16:00	0.000	0.000	0.002	0.002	0.002	0.002	0.000	0.000	0.004	0.004	0.003	0.001	0.034	0.020	0.037	0.025
16:00-17:00	0.001	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.003	0.003	0.001	0.000	0.035	0.016	0.036	0.021
17:00-18:00	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.003	0.001	0.049	0.020	0.038	0.027
18:00-19:00	0.000	0.000	0.002	0.002	0.000	0.000	0.000	0.000	0.002	0.002	0.004	0.003	0.035	0.020	0.038	0.022
19:00-20:00	0.000	0.000	0.002	0.002	0.001	0.000	0.000	0.000	0.003	0.002	0.001	0.000	0.032	0.012	0.028	0.016
20:00-21:00	0.000	0.000	0.004	0.004	0.000	0.001	0.000	0.000	0.004	0.005	0.001	0.001	0.037	0.012	0.034	0.016
21:00-22:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Units	2302
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Modes	Trips															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestrians	
Time Range	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0	2	2	2	2	0	0	12	35	9	25
08:00-09:00	2	2	0	0	0	0	0	0	2	2	2	5	12	127	12	99
09:00-10:00	2	0	0	0	2	2	0	0	5	2	2	7	23	92	14	76
10:00-11:00	0	2	2	2	5	5	0	0	7	9	0	5	30	92	21	76
11:00-12:00	0	2	5	5	5	5	0	0	9	12	2	7	41	60	37	64
12:00-13:00	0	2	5	5	0	2	0	0	5	9	2	2	55	81	53	71
13:00-14:00	2	0	2	2	5	2	0	0	9	5	7	5	60	69	64	76
14:00-15:00	0	2	0	0	5	7	0	0	5	9	5	2	55	58	55	64
15:00-16:00	0	0	5	5	5	5	0	0	9	9	7	2	78	46	85	58
16:00-17:00	2	2	2	2	2	2	0	0	7	7	2	0	81	37	83	48
17:00-18:00	0	0	2	2	0	0	0	0	2	2	7	2	113	46	87	62
18:00-19:00	0	0	5	5	0	0	0	0	5	5	9	7	81	46	87	51
19:00-20:00	0	0	5	5	2	0	0	0	7	5	2	0	74	28	64	37
20:00-21:00	0	0	9	9	0	2	0	0	9	12	2	2	85	28	78	37
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	14	41	41	30	32	2	2	83	90	51	46	799	843	750	845

	Trip Rates															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestrians	
Peak Hour	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Morning Peak	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001	0.002	0.005	0.055	0.005	0.043
Evening Peak	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.001	0.001	0.003	0.001	0.049	0.020	0.038	0.027

Peak Hour	Trips															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestrians	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Morning Peak	2	2	0	0	0	0	0	0	2	2	2	5	12	127	12	99
Evening Peak	0	0	2	2	0	0	0	0	2	2	7	2	113	46	87	62

Units	1537
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Modes	Trips															
	Cars		Taxis		LGVs		OGVs		All Vehicles		Cycling		Public Transport		Pedestirans	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Time Range																
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0	2	2	2	2	0	0	8	23	6	17
08:00-09:00	2	2	0	0	0	0	0	0	2	2	2	3	8	85	8	66
09:00-10:00	2	0	0	0	2	2	0	0	3	2	2	5	15	61	9	51
10:00-11:00	0	2	2	2	3	3	0	0	5	6	0	3	20	61	14	51
11:00-12:00	0	2	3	3	3	3	0	0	6	8	2	5	28	40	25	43
12:00-13:00	0	2	3	3	0	2	0	0	3	6	2	2	37	54	35	48
13:00-14:00	2	0	2	2	3	2	0	0	6	3	5	3	40	46	43	51
14:00-15:00	0	2	0	0	3	5	0	0	3	6	3	2	37	38	37	43
15:00-16:00	0	0	3	3	3	3	0	0	6	6	5	2	52	31	57	38
16:00-17:00	2	2	2	2	2	2	0	0	5	5	2	0	54	25	55	32
17:00-18:00	0	0	2	2	0	0	0	0	2	2	5	2	75	31	58	41
18:00-19:00	0	0	3	3	0	0	0	0	3	3	6	5	54	31	58	34
19:00-20:00	0	0	3	3	2	0	0	0	5	3	2	0	49	18	43	25
20:00-21:00	0	0	6	6	0	2	0	0	6	8	2	2	57	18	52	25
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

A.5 Appendix E

Student Management Plan



Unite Students

Who we are.

Founded in 1991, Unite Students was the UK's first private provider of purpose-built student accommodation. Since then, we've provided a home for over 600,000 students as they make their way through university.

We provide a home for around 70,000 students, in 162 properties, across 23 leading university cities in England and Scotland. Unite works in partnership with more than 60 Higher Education institutions and also lets rooms directly to students.

Our 1,900 people are driven by a common purpose: to provide the students who live with us a 'Home for Success' and to be the most trusted brand in the sector. We do this through great service, great people and great properties, all designed on the basis of an unrivalled insight into students' needs and preferences.

Unite's accommodation is high quality, safe and secure, and located close to university campuses, transport links and local amenities. Students live predominantly in en-suite study bedrooms with rents covering all bills, insurance, 24-hour security, fortnightly cleaning services and high-speed Wi-Fi. MyUnite, our mobile app, provides practical support such as instant messaging and maintenance requests.

Our commitment to customer service is powered by an innovative, in-house operating platform. It provides a wide range of benefits to our students, such as an optimised online booking process, as well as providing us with a unique ability to drive value from our portfolio through scale efficiencies and revenue management.

Unite manage two co-investment vehicles – £3 billion Unite UK Student Accommodation Fund (USAF), a specialist fund, and £2 billion London Student Accommodation Vehicle (LSAV), a 50:50 joint venture.

Unite is the founder of and major donor to the Unite Foundation, a charitable trust established to support talented students facing challenging financial circumstances through the provision of free accommodation and annual scholarships. The Foundation has so far provided scholarships for 718 young people, working in close collaboration with 28 universities.

For more information, please visit Unite's corporate website www.unite-group.co.uk, the student site www.unite-students.com or the Unite Foundation www.unitefoundation.co.uk.

Student Management Strategy

This document outlines how the development at Cambridge Halls will be managed and maintained to ensure the wellbeing of its occupants and that the development is operated in such a manner that it has a positive impact on the whole area in which it is located.

How do we do it?

Training

All our staff are given in-depth training of their roles. Training is undertaken at Unite's Head Office by in house teams with support from external consultancies. Continual professional development is incorporated in every employee's job description.

Maintenance

We maintain our properties. This is important in providing the right environment at all times. All property queries are dealt with by our facilities management team. Housekeeping staff ensure that all communal areas are well looked after. Our landscaped areas and amenity terraces are also maintained by our own teams.

Student Experience

Being a student isn't all about studying. There is the student experience to enjoy - being independent for the first time, making friends that can last a lifetime, living in a city environment with academic and cultural experiences to share. Although arranging social nights is undertaken by our management team, having the opportunity to socialise without having to 'go out' is also important. With our large combined common room, lobby and social facilities, we ensure there are lots of ways to get together, without spending too much. Most private rented sector housing cannot offer these social spaces or the experience.

Student Welfare

As part of our student well-being, we offer a sign posting service to our students, so regardless of whether they need financial or emotional support, they know where they can

go for help. We work in partnership with our Universities and wider communities to ensure these relationships are aligned and are of value to our students. Our 24/7 in-house Emergency Contact Centre ensures there is always someone there when a student or concerned family member needs us. Our phonelines operate 24/7, 365 days a year and are staffed by a specially trained team who are often first point of contact and support for students on a broad range of issues.

Research

Understanding what our students want is very important for us. We undertake a number of surveys throughout the year to assess different aspects of the student life. We also ask whether we are doing things well or if there are areas that could improve.

Community Liaison

Community discussions will be undertaken before and during the construction phase. Unite's contractor will be registered under the Considerate Constructors Scheme and will work according to the relevant Code of Construction Practice. The property will have contact details of the management team and a 24/7 contact number available for local residents. Unite Students will continue engagement with local residents and business groups to ensure all concerns and issues are dealt with quickly. Regular meetings will be arranged during the construction phase and will continue quarterly, when the building is operational. All complaints will be dealt as a matter of urgency. The Operations Manager will take responsibility in reviewing concerns directly with student or neighbours.

Breach of Agreement

In the event of any breach of tenancy, Unite Students will in the first instance understand the issues and agree a way forward to resolve the problem. If after the agreed set period of time this is not resolved, a further meeting would be undertaken if needed. However, if a satisfactory position is not agreed, the tenancy will be terminated.

Website

There are further details regarding Unite Students that cover Communities, Social Impact and Student welfare. For more information, please visit Unite Group's corporate website www.unite-group.co.uk or the Unite Students' site www.unitestudents.com.

Cambridge Hall

Student Housing Management Plan

The Residence will be managed by Unite Students, to create a safe, clean well-run environment for its occupants, which respects their need for privacy and study.

The Residence and its occupants (the students) acknowledge and respect the rights of adjoining residents and businesses to a quiet life and will work to ensure that these rights are not compromised by their actions.

1. Residence Management.

The Residence will ensure:

- That all staff are aware of its obligations to occupants and the wider community and conduct themselves professionally at all times.
- That any contracted service provider or supplier is a reputable supplier who is, where relevant, fully qualified, and adequately insured and will act in a professional and courteous manner whilst at the Residence.
- That lost keys, swipe cards or other access tools are replaced as soon as possible after notification at an adequate charge in accordance with the Licence governing occupation.
- Unite operate a 24/7 operational model throughout our estate and therefore there will be a Unite employee based at reception at all hours.
- That all parcels are delivered to the parcel room located next to reception. The parcel is placed in the parcel room and a notification email is sent to the relevant person residing in the property. All mail will be posted in the post boxes which will be within the reception area.

- All food deliveries, including groceries and takeaways, will be delivered to the relevant block and the courier or delivery person will contact the resident directly to arrange collection. Clear signage will be presented at each block entrance.
- All occupants are provided with a statement of what the Residence will provide for them and what the Residence expects of them in return.
- All occupants are provided with a Travel Information Pack on arrival which includes local public transport information and details on walking and cycling routes to and from the University.

2. Accessibility Management Plan (AMP)

The Unite Students Booking System identifies early on if a student requires support. As bookings are made at least two weeks in advance of any allocation, there is sufficient time for Unite Students to manage any alterations as maybe required. The Unite Students website allows for viewing of properties and will include the accessible offer at this property.

- Should the requirement for an accessible room exceed the specified rooms available, then Unite will make the necessary adaptations to the adaptable rooms, in line with the student's requirements.
- The adaptations will be undertaken at a minimum, within a week of a booking confirmation that a student wishes to take up a place at our property. However, the earlier there is notification, the earlier the adaptations would be undertaken. Check in will continue in the normal way after the room adaptations have been finished.
- The management team within the property will be advised of specific requirements that maybe necessary to ensure safety and evacuation processes are tailored to the student. All students are able to discuss their Personal Emergency Evacuation Procedure as required with the specific management team in the building.
- All emergency cords within the room are linked to the 24/7 365days, Unite Students operational communications centre.

- There are 17 lifts in total, which provide access to each floor within the scheme. In all cases, Unite Students have a 2-hour Service Level Agreement with our lift operators to ensure immediate response to any lift failure.
- Unite Students regularly monitor our service to all our students (regardless of disability) and survey them for information / feedback to ensure we are providing what they want. Our operations team will keep track of the AMP as they will be implementing it on a day-to-day basis.
- There are 10 accessible parking bays along Chatham Street. Should there be a need for more than what is available, then a solution will be sourced by the General Manager (GM) prior to the student's arrival.
- Apart from the aforementioned accessible bays, this is a car free development. This will be made clear prior to occupants moving in and will be enforced by Unite Staff.

3. Maintenance

The Residence will ensure:

- That the interior and exterior of the building is kept clean and tidy and that any graffiti or rubbish is removed as quickly as possible.
- Regular inspection of the rendered façade within the courtyards will be conducted and any discoloration will be rectified.
- That any damage or defect notified to the GM will be repaired as soon as possible by reputable professionally qualified service providers.
- That all accommodation will be clean, safe, and secure.
- That all fixtures and fittings will comply with relevant statutory obligations and that all fixtures and fittings requiring periodic inspection will be so inspected by properly qualified service providers.
- That all common facilities are kept clean and in a good state of repair and that all common fixtures comply with relevant statutory obligations and that those that require periodic inspection will be inspected by properly qualified service providers.

- That the common areas and building structure are properly maintained by means of a rolling programme of Planned Preventative Maintenance and that common areas are redecorated as often as is necessary.
- That any maintenance work carried out as described above will be undertaken by reputable professionally qualified service providers in compliance with Health and Safety legislation, relevant industry best practise guidelines and with due regard to minimising any temporary interruption of the amenities that either occupants or adjoining residents enjoy.
- That any deficient fixtures and fittings within occupants' rooms are repaired or replaced as soon as possible following notification through our maintenance reporting platform.
- All regular maintenance will be undertaken where possible during working hours to minimise disruption to neighbouring residents. Any emergency maintenance will be undertaken under supervision of Management staff. All entries and exits will be monitored.

4. External Maintenance

The Residence will ensure:

- That all external managed landscaped areas are kept swept and free of litter, weeds and other rubbish.
- That the Residence presents at all times a neat, orderly appearance and that any external signage is kept clean and legible.

5. Housekeeping and Servicing.

The Residence will ensure:

- That all internal and external common parts, fixtures, and fittings are kept clean and free of rubbish and waste.
- That all fixtures, fittings, and common area facilities are deep cleaned at least annually.

- That all occupants' rooms, together with such of their contents as are provided by the Residence are deep cleaned at least annually.
- That all emergency damage, spills, or incidents are dealt with as soon as possible after notification through the maintenance reporting platform.
- That clearly marked areas for the storage of rubbish are available and that their location is advised to all occupants.
- That all rubbish is stored safely and collected every weekday and that all waste storage areas are disinfected / treated as often as necessary to prevent undesirable odours, rodent or pest infestation.
- That commercial contactless operated washing machines and driers are available at all times within the Residence and that the cost of operation of these machines is kept at a competitive level.

6. Deliveries and Collections

- Deliveries will be accepted between 07.00 and 21.00, Monday to Saturdays and 10.00 to 16.00 on Sundays and Bank Holidays.
- All parcel deliveries will be to the Smart Parcel Room at the main reception, located at the nearest point to the entrance on Chatham Street.
- The delivery of perishables, including local takeaway and supermarket deliveries will be direct to the occupant at each block entrance located on the perimeter shared surface during the agreed hours in which the barriers are up.
- The residents will be encouraged to request supermarket deliveries together with their fellow occupants to minimise the number of deliveries each week.
- Waste collection will be allowed between 07.00 and 18.00 unless an alternative time has been agreed with the Council or private waste contractor.

7. Check in and Check out

- 'Dropping off' restrictions will be enforced during enrolment and at year end.

- Prior to arrival, correspondence including a map, is sent to all customers advising them on access to the property, their arrival time slot, parking arrangements whilst unloading cars, and subsequent parking once cars have been unloaded.
- All tenants will be informed of the check-in information and instruction prior to arrival via email, social media, and Unite Students app.
- Unite will advise the local Highways Department of the arrival and departure dates and provide a contact name and number in the event that the Highways Department needs to contact them.
- Unite will continue to liaise with the Council, the Universities, and local businesses on a regular basis to inform all parties of key dates and arrival procedures.
- Whilst students will be encouraged to arrive by coach or train, 20-minute timeslots will be made available between the hours of 8.00 and 20.00 (12 hours) and over a number of days. Each student will have the opportunity to move in up to seven days before the tenancy start date at no extra charge.
- The students will book their 20-minute arrival slot through the MyUnite app, up to 3 weeks prior to arrival. The onsite team will manage the arrival schedule, with a maximum of 10 slots per 20 minutes.
- Loading and unloading will be undertaken on Chatham Street, with any parking / loading bay requirements to be agreed with MCC Highways.
- At the main access points, there will be Unite staff directing customers to ensure that local traffic flows are not interrupted. Arrangements will also be made with local businesses and car parks regarding traffic management.
- Marshals will wear Unite uniforms and hold CSAS accreditation if they are required to direct on the public highways. All staff working on car parking will wear high visibility jackets.
- After unloading, cars will be redirected for additional long stay parking, if required, by parents of students for longer stay periods.
- At the end of the tenancy period many customers rebook for the following year thus reducing check out traffic as these customers will keep the same room and therefore

not need to leave the property. Unite properties also attract a number of overseas students who find it beneficial to stay in one property for the full duration of their academic career, again reducing the number of customers checking out after just one year.

- Additionally, at the end of the year, although tenancy periods will end formally on the same day, students will often leave once their examination results are known and these will be announced to varying timetables. Any major traffic or parking disruption during check out is minimal.
- During marketing for prospective tenants in the next academic year, a computerised appointment system will be in operation for viewing properties so avoiding large numbers arriving or parking at the same time.

8. Cycle Storage

- There are a number of cycle stores, both internal and external of the development.
- Occupants that require the use of a cycle store will have their fob/card updated to allow access.
- At the time of this management plan being finalised, the use of e-bikes and scooters is prohibited in accordance with the tenancy terms and conditions.
- Visitor cycle storage is available and situated in close proximity to a number of the student cycle stores.

9. Onsite maintenance (including student maintenance requests)

- Work (other than emergency work) will be carried out to the building between 08.00 to 18.00, Monday to Friday and 08.00 to 13.00 Saturday (i.e. not on Sundays/Bank Holidays) unless this is, for practical reasons, not possible.
- Where access is required for routine inspections, Unite will confirm the purpose and give at least 24 hours' notice to the resident.
- Unite will provide information to the resident on how to report and repair/maintenance issues via a dedicated app. Details on how to download and use the app will be issued within the welcome pack, available prior to arrival.

- Access to the student living spaces will be planned between 09.00 and 18.00, with strictly no requests before 09.00.

10. Security and Safety

The Residence will ensure:

- This site will have a 24-hour presence on site with management and security staff monitoring the entrances and courtyard levels at various times during the day and night.
- Should there be an issue in contacting the Unite onsite team, the resident should refer to the MMU security team, with contact details to be available at reception.
- That all external access points are adequately secured and monitored to prevent unwanted/unauthorised entry.
- That any breach of security or any other incident or emergency is investigated as soon as notified to the GM and the appropriate authorities advised if relevant. The GM will log all such incidents and will keep all parties updated until the incident is closed.
- That the Residence will install and operate a CCTV system covering the common parts and exterior of the Residence.
- That all Fire Escape routes are kept adequately signed and free from obstruction at all times.
- That all fire alarms are tested at least as often as is statutorily required and that evacuation drills are carried out in accordance with statutory provision.
- Access to the external amenity on level 6 will be restricted to daylight hours and at the discretion of the GM. Noise and/or any form of disruption will be closely monitored whilst capacity will be restricted in line with Health and Safety instruction.
- As part of the welcome, all students will be notified on how they should respond in the event of a fire alarm activation. In addition to this, every bedroom door will have a fire safety notice, guiding them to the closest means of escape and muster point.

11. Services Provided to Occupants.

The Residence will provide occupants with:

- A clean, warm, comfortably equipped room with sanitary and shower facilities.
- Safe, secure common areas.
- Electricity and water supplies. Any loss of supply will be rectified as soon as possible after notification to the GM.
- Subject to the terms of the Licence, privacy, safety, and a quiet environment in which to pursue studies.

12. What the Residence expects of Occupant

In return the Residence requires that occupants:

- Comply with the terms of the occupational Licence. Behaviour which breaches these terms and is not addressed, will eventually result in eviction from the Residence.
- Respect the GM and other Residence staff and comply with any reasonable requests that they may make of you from time to time.
- Respect the right of adjoining residents to a quiet life and behave accordingly.
- Refrain from any activity that might cause nuisance or give rise to complaints by adjoining residents or the general public.

13. Community Liaison: Responsibilities & Procedures

The Residence will ensure that:

- Contact telephone numbers will be displayed in the main foyer of the Residence and will be available for legitimate use by occupants and adjoining residents.
- A responsible member of staff will be available, within reason, at the Residence outside normal working hours.

- That a representative of the Residence's Owner will be available on reasonable notice during normal office hours to meet with and discuss any concerns which adjoining residents may have in relation to the operation of the Residence.
- Details for MMU's Police Liaison Officer will be presented within the foyer along with any additional details deemed necessary.
- Unite Students and MMU will arrange a quarterly meeting with representatives of the Resident's association to review any ongoing areas of concern.

14. Complaints:

- Any complaints or comments about the residence or its students should be made to the GM, or responsible member of staff at the residence, in writing.
- Any complaints received will be dealt with in a timely and courteous manner, and that the person who made the complaint will be notified of the action taken, or response made to their complaint if they ask to be informed of the outcome.
- Noise complaints will be regarded as a serious breach of tenancy and can lead to eviction.

15. Waste and Recycling Management

- **Cleaning Policy**

The property will be cleaned to a standard cleaning specification and the Housekeeping team undergo comprehensive training. Communal areas including stairwells are cleaned at least weekly, whilst all cleaning within the student flat is the responsibility of the occupant. There will be a termly inspection of each flat by the onsite team to ensure acceptable standards are being maintained. At the end of each tenancy period, tenants are again expected to leave the property in a reasonable condition but a full deep clean including carpet, curtains, windows, cooking appliances, kitchens and bathrooms is carried out by Unite before occupation by the next tenant.

Student derived waste is domestic in nature and as a result of Unite Students studies based on actual amounts of waste generated by students, a standard number of refuse containers are provided to all properties. Collections at this site will be undertaken at least five times a week, with General Waste, Dry Mixed Recycling and Glass segregated. The refuse stores are located around the perimeter of the development, which the students will transfer their waste to from their designated block. Any misuse of the refuse stores or failure to comply with the waste strategy will be managed by the onsite team.

- **Recycling Policy – internal**

Unite actively ensures that all flats have adequate recycling facilities to aid separation of waste by the students. All waste storage will be located in the kitchen area, with a smaller waste bin in the bedroom. All waste is collected as per the arranged refuse collection timetable. These timetables are located in each flat with instructions for the separation of recycling waste as outlined below.

These bags and/or boxes are used to carry the separated waste to the recycling bins in the bin store. The bin stores have sufficient number of recycling bins to store the separated waste. The recycling bins are approximately 1100 litre large refuse containers.

Should there be a requirement from the resident for clinical waste provision and collection along with any further adaptations, this will be arranged by the GM prior to arrival.

- **Grounds maintenance**

Grounds maintenance will be carried out by the property maintenance and housekeeping teams who will undertake a daily check, clean, weekly sweep and rubbish removal, and periodic seasonal gardening.

- **Pest control**

Regular building inspections include checks for evidence of pests, and contracts are in place with national service partners for reactive pest control. Cleaning and waste management regimes also form an important part of infestation control in all properties.