University of Manchester Central Processing Unit, Hulme Hall

TRANSPORT ASSESSMENT

Report prepared for
University of Manchester

August 2026

Report Reference 2047/1/A

ASHLEY HELME
ASSOCIATES

Transport Assessment

University of Manchester Central Processing Unit, Hulme Hall

Client:	University of Manchester
Report Ref:	2047/1/A
Status:	FInal
Date:	August 2026

Ashley Helme Associates Ltd
76 Washway Road
SALE, Manchester
M33 7RE

Telephone
0161 972 0552

aha@ashleyhelme.co.uk
www.ashleyhelme.co.uk

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Transport Assessment

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by University of Manchester to prepare a Transport Assessment (TA) report to support the planning application for proposed development at Hulme Hall, Oxford Place (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 Existing Site

1.2.1 The Site is currently occupied by Hulme Hall. The ground floor of the existing building comprises a kitchen which serves breakfast and dinner to students at Hulme Hall. It is understood that the existing kitchen is underutilised. The first floor is currently occupied by the existing servery and student dining space.

1.2.2 An existing vehicular access is formed on Oxford Place that is used for servicing of the site. The access also serves a small informal car park comprising circa 5no unmarked spaces.

1.3 Proposed Development

1.3.1 The proposed development comprises the relocation of the existing kitchen from the ground floor to the first floor of the building. The existing servery will be relocated into the dining space to facilitate the kitchen relocation.

1.3.2 The ground floor will be converted for use as a Central Processing Unit (CPU) comparable to the Limes CPU in Fallowfield. The proposals also include EV charging provision and external landscaping.

1.3.3 The proposed arrangements are shown on the architect's masterplan submitted with the planning application. For ease of reference, the masterplan is included in Appendix A of this report.

1.4 Scope of the Report

1.4.1 The issues addressed within this TA fall broadly into the following areas:

- Accessibility by non-car modes, and
- The vehicular traffic impact on the operational performance of the local highway network.

1.4.2 The national and local policies relevant to the proposed development are summarised in Chapter 2. The local highway network is described in Chapter 3. The existing and proposed Site access arrangements are outlined in Chapter 4 and include swept path analysis of servicing and refuse vehicles.

1.4.3 The accessibility of the Site by choice of mode is considered in Chapter 5.

1.4.4 The traffic impact of the proposed development is assessed in Chapter 6. The summary and conclusions of the TS are presented in Chapter 7.

2 Policy

2.1 Due cognisance is taken of a range of relevant policy documents and considerations that represent current national and local policies. These include:

- National Planning Policy Framework (NPPF), December 2024,
- Planning Practice Guidance (PPG), March 2014,
- Places for Everyone, March 2024,,
- Manchester City Council Core Strategy (July 2012).

2.2 A general thrust of current national and local policies is to promote and deliver sustainable transport objectives, and this is a key factor in defining the access strategy for the proposed development.

2.3 There are a range of documents that provide advice and guidance identifying that the historic approach of adopting rigid highway design standards and considering this in isolation is not appropriate or desirable in today's world. This includes, for example, Manual for Streets (MfS) and the associated Manual for Streets 2 (MfS2).

2.4 National Planning Policy Framework

2.4.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The latest version of NPPF was released in December 2024.

2.4.2 NPPF: Achieving Sustainable Transport

2.4.2.1 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection."

2.4.2.2 In paragraph 10, NPPF makes it clear that:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development."***

2.4.3 Promoting Sustainable Transport

2.4.3.1 The Government's commitment to sustainable transport is emphasised in NPPF. Paragraph 109 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals using a **vision-led** approach, so that:

"a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.''

2.4.3.2 This is expanded in paragraph 110, which states:

*"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable **transport solutions will vary between urban and rural areas**, and this should be taken into account in both plan-making and decision-making."* (AHA emphasis).

The proposed development respects and reflects this NPPF transport sustainability related objective.

2.4.3.3 NPPF states in paragraph 115 that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.''

2.4.3.4 NPPF makes it clear in paragraph 116 that:

''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.''* (AHA emphasis).

2.4.3.5 NPPF offers specific transport advice with respect to development proposals. In paragraph 117, NPPF sets out that development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.4.3.6 NPPF sets out the documents that should be prepared for major developments. In paragraph 118, NPPF advises:

"All developments that will generate significant amounts of movement should be required to provide a ***travel plan****, and the application should be supported by a* ***vision-led transport statement*** *or* ***transport assessment*** *so that the likely impacts of the proposal can be assessed and monitored."* (AHA emphasis).

2.5 PPG

2.5.1 The Department for Communities and Local Government (DCLG) launched the Planning Practice Guidance (PPG) web-based resource on 6 March 2014. The PPG includes advice on when transport assessments and transport statements are required, and what they should contain.

2.5.2 The PPG states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

2.5.3 With respect to Transport Assessments and Statements, PPG sets out that:

''The key issues to consider at the start of preparing a Transport Assessment or Statement may include:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*

- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.''*

2.5.4 With respect to Travel Plans, PPG sets out that:

''Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- *benchmark travel data including trip generation databases;*
- *information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- *relevant information about existing travel habits in the surrounding area;*
- *proposals to reduce the need for travel to and from the site via all modes of transport; and*
- *provision of improved public transport services.''*

2.6 Places for Everyone (March 2024)

2.6.1 Places for Everyone was adopted by nine of the Greater Manchester, including Manchester City Council. The plan covers the period up to 2039.

2.6.2 Objective 6 of the plan addresses sustainable movement of people, goods and information. Objective 6 states:

"We will:

- *Enhance our existing transport network;*
- *Focus new development within 800m of sustainable transport hubs;*
- *Ensure new development is designed to encourage and enable active and sustainable travel;*
- *Expand our transport network to facilitate new areas of sustainable and inclusive growth;*

- *Capitalise on national and regional investment in transport infrastructure;*
- *Improve opportunities for sustainable freight;*
- *Ensure new development provides opportunities for affordable, high quality digital infrastructure."*

2.6.3 Policy JP-C8 sets out the transport requirements of new developments. The policy states:

"We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

Connectivity and Permeability

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
   - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should: – be direct, safe and convenient; – connect to nearby facilities, employment areas, public transport stops; and – improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
   - *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
   - *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment; 2. Ensure appropriate connectivity to the existing highway network.*

Design

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;
4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers;

8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;

9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing: i. ii. iii. Showers, changing facilities and lockers for cyclists and walkers Pool or hire bikes for use by occupiers Information in advance about facilities to visitors;

10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;

11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.

12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demand responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;

14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:

- *meets road safety requirements,*
- *reduces transport emissions and other environmental impacts,*
- *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;*

Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-

application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.

17. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."

2.7 Manchester City Council Core Strategy (July 2012)

2.7.1 The Manchester Core Strategy was adopted in July 2012. The document covers the period upto 2027 and is the key document in Manchester's Local Development Framework.

2.7.2 Policy T1 addresses sustainable transport and states:

"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:*
  1. *pedestrians and disabled people*
  2. *cyclists, public transport,*
  3. *commercial access,*
  4. *general off peak traffic,*
  5. *general peak time traffic."*

2.8 Summary

2.8.1 In summary, the development proposal respects and promotes the principles of transport sustainability, and is consistent with national and local transport policy objectives.

3 Highway Network

3.1 The Site is located on land off Oxford Place.

3.2 Existing Conditions: Oxford Place

3.2.1 Oxford Place is a single carriageway road that typically measures circa 7.5m wide in the vicinity of the Site. There is footway on both sides of the road and street lighting is present. The road is subject to a 20mph speed limit.

3.2.2 The footway on the Site side of the road measures circa 3.4m wide. The existing site is served by a dropped kerb access over the existing footway. The access measures circa 4.1m wide.

3.2.3 There are double yellow line No Waiting restrictions on the south side of Oxford Place along the Site frontage. The waiting restrictions extend along the length of the road between A34 Upper Brook Street/Anson Road junction to the east and Oxney Road to the west. There are intermittent restrictions on the north side of the road with a general absence of parking restrictions in the vicinity of the Site.

3.2.4 To the west, Oxford Place becomes Rusholme Place and forms a priority controlled junction with Wilmslow Road. The junction only permits left entry movements to and left exit movements from Rusholme Place for vehicular traffic.

3.2.5 To the east, Oxford Place forms a 4-arm traffic signal controlled junction with Upper Brook Street/Anson Road/Daisy Bank Road. Upper Brook Street and Wilmslow Road provide good connectivity to the wider University of Manchester campus.

3.3 Collision History

3.3.1 The TfGM interactive collision map has been interrogated for the latest available five-year collision records in the vicinity of the Site. The TfGM collision map website covers the latest 60 month period available.

3.3.2 The TfGM collision map confirms that there have been no recorded collisions on the Site frontage.

3.3.3 The recorded data shows that there is no evidence of a recurring collision problem in the vicinity of the Site. Therefore, it is concluded that collision mitigation/remedial measure are not required as part of the proposed development.

4 Site Access Arrangements

4.1 Site Access Arrangements

4.1.1 The proposed development will utilise the existing vehicular access point on Oxford Place to serve the car park and service bay. It is proposed to introduce a single vehicular access circa 45m to the west to be used for access to the substation. The proposed access will take the form of a simple dropped kerb arrangement.

4.2 Design Considerations

4.2.1 Design Guidance

4.2.1.1 The design guidance considered includes Manual for Streets 1 (MfS1), MfS2 and the Design Manual for Roads and Bridges (DMRB).

4.2.1.2 MfS2 states that:

"*…most MfS advice can be applied to a highway regardless of speed limit.* ***It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.***" (para 1.3.2)

4.2.1.3 Oxford Place is subject to a 20mph speed limit. Table 7.1 in MfS sets out the stopping sight distances based on design speeds. For a 20mph speed, the required stopping sight distance is 25m (including bonnet correction).

4.3 Site Access - Visibility Splays

4.3.1 Drg No 2047/01 shows the 2.4m x 25m visibility splays at the existing access. The visibility splays are formed over the existing footway and are measured to the nearside kerb.

4.3.2 Drg No 2047/01 also shows the proposed access to the west to serve the substation. The 2.4 x 25m visibility splays at the junction satisfy the 20mph design speed and are achievable over existing footway.

4.4 Swept Path Analysis

4.4.1 The proposed Site Plan indicates a loading area with space within the proposed car park layout for a van servicing the Site to manoeuvre. Swept path analysis has been undertaken of the arrangements for a sprinter van.

4.4.2 The swept path analysis of the car park and service bay arrangements is shown on Drg No 2047/SP/01. Swept path analysis is undertaken for vehicles that are likely to serve the Site. The swept path analysis is undertaken for a 7.5t van, a 4.6t van and an estate car. Review of Drg No 2047/SP/01 confirms the test vehicles are able to access the Site in forward gear, turn within Site and rejoin Oxford Place in forward gear.

4.5 Parking

4.5.1 The Manchester City Council Parking standards are contained in Appendix B of the Core Strategy. The parking standards relevant for the proposed use are:

B2 General Industry:	General Spaces	1 space per 45 sqm.
	Accessible Spaces	Individual bays per disabled employee plus 2 spaces
	Cycle Spaces	1 space per 450sqm, a minimum of 2 spaces

4.5.2 Application of the above parking standards to the proposed uses would require the following parking provision:

B2 General Industry:	General Spaces	10,
	Accessible Spaces	TBC,
	Cycle Spaces	2 spaces.

4.5.3 The proposed Site shows the provision of 5 parking spaces for the residential accommodation, including 3 general spaces, 1 space for security staff and 1 space for a van. The Site Plan also shows 1 CPU sprinter van parking space and 1 CPU space for a Luton van. The general spaces measures 2.5m x 4.8m. The CPU and residences van parking spaces are larger and measure 2.8m x 6.0m. The Luton van space measures 7.0m x 3.0m. There is a 7.67m aisle space between the van and general residential parking spaces. The aisle width between the Luton Van and general spaces measures 6.67m. The Luton van parking space is located at the northern extent of the car park and hence there is more practical space for the vehicle to manoeuvre, utilising

the service area, if necessary. The swept path of the parking spaces is shown on Drg No 2047/SP/01. The proposed parking is within the maximum standard and will meet the operational requirements at the Site.

4.5.4 There is existing cycle parking available on the Hulme Hall site that will be available for staff and visitors that cycle to the Site.

4.6 Summary

4.6.1 It is considered that the Site access arrangements provide a suitable means of serving the proposed development.

5 Accessibility By Non-Car Modes

5.1 Walk

5.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

5.1.2 The National Travel Survey (NTS) provides data on travel by choice of mode. The NTS 2024 is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 81% of journeys are carried out on foot.

5.1.3 The NTS establishes that:

(i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
(ii) 81% of all trips under 1 mile are made on foot;
(iii) The average number of walk trips per person 2024 was 267;
(iv) Walking accounts for 29% of all trips and 4% of distance travelled.

5.1.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).

5.1.5 Figure 4.1 confirms that a large built up area is accessible within a walking distance of the Site. The wider University campus, Rusholme, Moss Side and Longsight are all located within a 1.6km walk of the Site. The NTS data suggests that 81% of all journeys within 1.6km are undertaken on foot and hence it is reasonable to assume that employees at the Site could walk to the Site.

5.1.6 Figure 4.1 confirms that, beyond a 1.6km walk, Fallowfield and the southern extents of Manchester city centre are accessible on foot.

5.2 Cycle

5.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

5.2.2 Gear Change, A Bold Vision for Cycling and Walking (DfT, 2020) states:

"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking." (Page 11)

5.2.3 Figure 4.2 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25-minute journeys. Review of Figure 4.2 highlights that a large built-up area including Whalley Range, Withington, Fallowfield, Levenshulme, Gorton, Beswick and Manchester City Centre are located within a 5km cycle ride of the Site. This provides very good opportunity for employees/visitors to undertake journeys to/ from the Site by cycle.

5.2.4 Cycle Routes

5.2.4.1 Transport for Greater Manchester (TfGM) have published cycle route maps across Greater Manchester. An extract of the Manchester cycle map is shown on Figure 4.3. Review of Figure 4.3 shows the following:

(i) Oxford Place and surrounding local roads are subject to a 20mph speed limit, providing a conducive environment for cycling,
(ii) There are segregated cycle lanes on Wilmslow Road/Oxford to the west of the Site that extend to Manchester City Centre to the north and Withington to the south,
(iii) Oxford Road, to the north of Hathersage Road, is restricted for bus and cycle use only,
(iv) Anson Road, to the east, has a marked on-road cycle route to the south extending close to Fallowfield Retail Park.

5.2.4.2 Review of Figure 4.3 confirms that there is a good network of cycle routes providing good opportunity for employees to cycle to/from the Site.

5.2.4 Bee Network – Cycle Hire

5.2.4.1 The TfGM cycle hire scheme operates across parts of Manchester City Council, Salford City Council and Trafford Council boundaries with docking stations included across the network.

5.2.4.2 There is a docking station located to the east of the Site, within a circa 75m (a 1 minute) walk. The docking station has capacity for 8 bicycles to be stored in this location. The bikes can be unlocked at a cost of 50p and then cost 5p per minute thereafter. The cycle docking station provides excellent opportunity for employees hire bikes for cycle journeys to/from the Site.

5.3 Public Transport

5.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus.

5.3.2 Bus

5.3.2.1 Table 4.1 summarises the scheduled bus services calling on Oxford Road and Anslow Road within circa 375m and 440m respectively. The walk distances to bus stops range from circa 5 to 6 minute walks from the Site.

5.3.2.2 There are a wide range of services available on Oxford Road that provide frequent travel to the following destinations:

(i) Manchester city centre,
(ii) Cheadle,
(iii) Chorlton,
(iv) Didsbury,
(v) Fallowfield,
(vi) Flixton
(vii) Heaton Chapel,
(viii) Middleton,
(ix) Sale,
(x) Stockport, and,
(xi) Urmston.

5.3.2.3 The services on Oxford Road provide circa 45 buses per hour in each direction providing excellent opportunity to undertake journeys to/from the Site by bus.

5.3.2.4 There are additional services available on Anslow Road that provide connections to other locations such as Salford Quays. The services on Anslow Road operate circa 5 buses per hour in each direction.

5.4 Summary

5.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure

provides excellent opportunity for journeys to and from the Site to be undertaken by sustainable modes.

6 Traffic Flows

6.1 Peak Periods

6.1.1 The times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic are the weekday AM and PM peak hours. TS quantitative analysis is undertaken for the AM and PM peak hours. These are typically 0800-0900 and 1700-1800.

6.2 Generated Traffic: Existing Use

6.2.1 Traffic Survey

6.2.1.1 The applicant commissioned traffic surveys of the existing access on Oxford Place to establish the existing traffic generation at the Site. The traffic survey was undertaken on 19 May 2026 and recorded entry and exit movements between 0730 and 0930 in the AM peak period and 1615 and 1815 in the PM peak period. The survey also recorded pick-up/drop-off movements from Oxford Place that were associated with the Site. The identified peak hours of operation in the AM & PM were:

AM: 0745-0845
PM: 1700-1800

6.2.1.2 The AM & PM peak hour trips that were recorded are set out below:

	ARR	DEP	2-WAY
AM	5	2	7
PM	2	0	2

6.2.1.3 The recorded trips are associated with the existing use of the building and may include vehicle trips associated with the residential accommodation.

6.3 Generated Traffic: Proposed Development

6.3.1 In order to estimate the traffic that could be generated by the proposed development, the TRICS database is interrogated for trip generation rates for industrial units. Criteria adopted for this interrogation include:

- Warehousing (commercial),
- 400 to 1500sqm,
- All surveys 2011 or more recent,
- Any sites in London and Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.

6.3.2 On this basis, 3 sites are identified and the results of the TRICS interrogation are included in Appendix B. TRICS explicitly states that the 85%ile statistic is not reliable for a database with less than 20 entries. Thus, average trip rates are adopted to estimate the traffic generated by the former use.

6.3.3 The AM and PM peak hour industrial unit trip rates based on the above TRICS interrogation are:

	ARR	**DEP**	**2-WAY**
AM	0.319	0.106	0.425
PM	0.000	0.212	0.212

6.3.4 The planning application that was submitted with the Limes CPU site in Fallowfield included trip generation rates that were included in the Hydrock TA and were agreed with Manchester City Council (MCC). The agreed trips rates were:

	ARR	**DEP**	**2-WAY**
AM	0.068	0.067	0.135
PM	0.033	0.123	0.156

6.3.5 Review of the above confirms that the new TRICS trip rates are higher than those agreed with MCC for the Limes CPU site. Thus, for robust assessment the new TRICS trip rates are adopted for the proposed development.

6.3.6 The consequent estimate of traffic (in vehicles) generated by the proposed use (456sqm) in the AM and PM peak hours is:

	ARR	**DEP**	**2-WAY**
AM	1	0	1
PM	0	1	1

6.3.7 The proposed CPU use is estimated to generate very low levels of vehicular traffic in the AM & PM peak hours.

6.3.8 It is concluded that the proposed development has **no material** traffic impact on the operation of the highway network, and no further analysis of development traffic impact is required.

7 Summary & Conclusions

7.1 Ashley Helme Associates Ltd (AHA) are appointed by University of Manchester to prepare a Transport Assessment (TA) report to support the planning application for proposed development at Hulme Hall, Oxford Place. The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

7.2 The Site is currently occupied by Hulme Hall. The ground floor of the existing building comprises a kitchen which serves breakfast and dinner to students at Hulme Hall. It is understood that the existing kitchen is underutilised. The first floor is currently occupied by the existing servery and student dining space. The proposed development comprises the relocation of the existing kitchen from the ground floor to the first floor of the building. The existing servery will be relocated into the dining space to facilitate the kitchen relocation. The ground floor will be converted for use as a Central Processing Unit (CPU) comparable to the Limes CPU in Fallowfield.

7.3 The access arrangements are presented on Drg No 2047/01. The access drawing shows that suitable visibility splays in accordance with the 20mph speed limit can be achieved from the access points.

7.4 Swept path analysis has been undertaken of a 7.5t van, a 4.6t van and an estate car. The swept path analysis confirms that the vehicles are able to enter and exit the Site in forward gear. The swept path analysis is shown on Drg No 2047/SP/01.

7.5 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is excellent opportunity for employees to undertake trips on foot, by cycle and by public transport. This is in accordance with national and local policy aims and objectives.

7.6 The proposed development is estimated to generate very low levels of vehicular traffic in the AM & PM peak hours. It is concluded that the proposed development has **no material** traffic impact on the operation of the highway network, and no further analysis of development traffic impact is required.

7.7 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Drawings

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Key:

- 2.4m x 25m visibility splay
- Proposed kerbline
- Proposed road markings
- Existing road markings
- OS map

Proposed access arrangements to serve substation

Existing access arrangements to serve CPU service yard and parking

OXFORD PLACE

UoM TX Room
UoM Switch Room
ENWL HV Room
ENWL LV Room
Temporary Generator Position – to be agreed with client & Statutory Authorities
CPU Dispatch
Residencies Security Space
ResLife Space 3 Bollards
ResLife Space 2
ResLife Space 1
CPU Luton Van Charging Space
CPU Sprinter Van Charging Space
Residencies Van Space
8x 1100L Bins
Fire escape Pedestrian access
6673
7673
1271
3500
2200
0.120Ø
GIP
STUMP
MH
PT
BT
LP
SP
GST
WS
DR
IC
MG

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Client: UNIVERSITY OF MANCHESTER		Date: AUGUST 2026	Scale: 1:250@A3

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE

N





Notes:

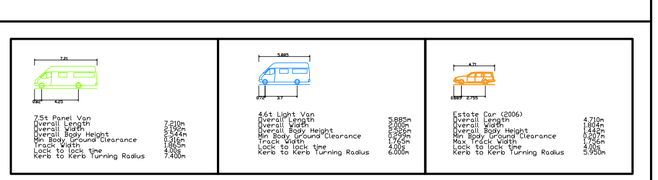
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Project: UNIVERSITY OF MANCHESTER CENTRAL PROCESSING UNIT

Client: UNIVERSITY OF MANCHESTER

Title: SWEPT PATH ANALYSIS

Drg No: 2047/SP/01

Rev:

Date: AUGUST 2026

Scale: 1:500@A2

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE