

A Creative Neighbourhood in Manchester

The Foundry

Travel Plan

220330/SK22213/ITP01(-01)

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1 Introduction

- 1.1 SK has been appointed to prepare an Interim Travel Plan for a development at The Foundry on Store Street, Manchester
- 1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development and the forecast impact.
- 1.3 The proposal seeks temporary consent for the use of the site as a mixed-use venue that will provide a beer hall, night market, events space, artisan retail, creative and tech hub, and garden terrace. The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. The proposal will therefore act as an ancillary city centre use that will be used by people already living, working, or visiting the city centre.
- 1.4 The development will provide Food & Beverage facilities, small artisan retail units, events space, gym, Night Market stalls, outdoor seating and bar area, office and back of house, kitchen, prep, wash up and storage space. The proposed layout is attached in the TS.
- 1.5 A mobility hub is also proposed that will provide cycle parking (including E-bike charging) and EV car parking spaces.
- 1.6 The main pedestrian entrance to the building will be provided from the Ducie Street frontage, with pedestrians using the main gate into the arrival space on the historic service yard. This area will also be available for use by people accessing by cycle and the cycle storage area will be conveniently located close to the main building entrance.
- 1.7 The existing shutter building entrances on the Store Street and Ducie Street elevations will be used for pedestrian access to the Night Market and gym, respectively.
- 1.8 A pedestrian audit has been undertaken and this is attached in the TA. The audit identifies some deficiencies on the immediate network and the applicant has agreed to patch repairs of the surfacing on the Ducie Street frontage and Paradise Walk routes, to introduce dropped kerbs and tactile paving on the site access points on Ducie Street (tactiles are already in place at the Store Street access points), and to cut back vegetation on both Ducie Street and Paradise Walk.
- 1.9 The TS shows the vehicle access arrangements. Vehicle access to the parking area is retained from its existing location on Store Street. Access to the service areas is also retained from the existing locations on Ducie Street.
- 1.10 MCC policy (via the Manchester Climate Change Partnership) aims to make 100% of Manchester's cars zero emissions (tailpipe) by 2035¹ and to support this by providing easily accessible charging points². This is supported by TfGM policy³, which supports the provision of community hub facilities to help to contribute to filling gaps in the network and will provide an alternative to home charging to help those without access to off-street parking. This TfGM policy states that leisure and recreation destinations, with dwell times of an hour or more, offer opportunities to provide alternative charging options.
- 1.11 The hub will provide 29 parking spaces, including two accessible spaces, all to EV (super-fast charge) standard. The EV chargers will enable vehicles to charge in circa 30 minutes. The EV parking will be available for use by both visitors to the site and other city centre visitors. The facility will provide a community charging hub which, due to its location close to commercial and residential areas, will support different EV user groups. In line with TfGM guidance⁴, the hub will also provide other mobility services including a cycle hub.
- 1.12 The applicant will include details of the mobility hub on the site website, will promote TfGM's [charging infrastructure website](#)⁵, and will sign the site up to [Zap Map](#)⁶, or similar, charging infrastructure websites.

¹ Greater Manchester Combined Authority (2018), 5 Year Environment Plan for Greater Manchester

² Manchester Climate Change Partnership (2020), Manchester Climate Change Framework 2020-25

³ Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy

⁴ Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy

⁵ <https://electrictravel.tfgm.com/chargers-everywhere/>

⁶ <https://www.zap-map.com/location-search/manchester-charging-points/>

- 1.13 A cycle parking hub will also be provided close to the main building entrance, with provision for E-Bike charging.
- 1.14 For large events, the segregated service in / out accesses on Ducie Street can be used for taxi collection. The operator will make arrangements with a local taxi company for these periods.
- 1.15 The service access arrangements are retained as per those associated with the extant use of the site.
- 1.16 The segregated in / out service access points will be the main location for large vehicle service activity, including refuse collection. The eastern most access will be used for large vehicle access and the egress located in the middle of the western and eastern accesses will be used for large vehicle egress. The bin store will be located in this area to allow convenient refuse collection and refuse collection will be undertaken by private contract.
- 1.17 The service yard that will form the main pedestrian and visitor arrival point will also serve as a service area, in line with extant arrangements. This area will be used by smaller vehicles only, such as those associated with bakery, and access to this service area will be limited to occur outside main visitor periods.
- 1.18 Swept paths have been undertaken of the service access arrangements and are attached in TS
- 1.19 Servicing activity can also be accommodated on the sections of Ducie Street frontage within the existing yellow line waiting restrictions, in line with historic servicing practices.
- 1.20 A Service Management Plan is attached in the TS.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Interim Travel Plan has been prepared in line with the following documents and guidance:

- Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
- Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
- Department for Transport (2007), Making Residential Travel Plans Work
- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- Nottingham City Council (2014), Nottingham City Aligned Core Strategy (Part 1 Local Plan)
- Nottingham City Council (2020), Land & Planning Policies Document (Part 2 Local Plan)

- 2.2 Page 72 of NPPF⁷ states that a Travel Plan is:

‘A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.’

- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.5 In line with NPPF, the measures adopted in a Travel Plan should be commensurate with the scale of impact from the development and should acknowledge the level of intervention realistically required to support and encourage sustainable trip making. This Interim version of the Travel Plan

⁷ Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework

is the first stage in the process and it sets out the philosophy and strategy that will be adopted at the site.

- 2.6 The Plan outlines the existing accessibility of the site, infrastructure measures proposed as part of the development, and management and policy measures for adoption upon occupation of the site to promote use of existing infrastructure and infrastructure to be delivered as part of the development. The Travel Plan also sets out measures that will be used to manage and monitor the Plan over time.

Travel Plan Pyramid

- 2.7 DfT⁸ states it is helpful to:

‘... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.’

- 2.8 The DfT pyramid (shown in Figure 2.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.



Figure 2.1: Travel Plan Pyramid
[source: DfT 2009]

- 2.9 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. The site is well located adjacent to key public transport nodes and cycle routes that will assist access to be gained sustainably. This is set out in Section 3 and 4 of the Plan.

⁸ Department for Transport (2007), Making Residential Travel Plans Work

- 2.10 At the next level the physical aspects that will serve the development to acknowledge that many of the Travel Plan measures are built-in to the layout from the outset to influence travel. These measures include pedestrian access arrangements, EV parking provision, and cycle parking proposals that will be delivered to serve a development. This information is as set out above in Section 1 and also in Section 6.
- 2.11 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Section 7 sets out the monitoring plan which details how and when the Travel Plan will be reviewed.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

Travel Plan Benefits

- 2.14 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on community health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Travel Plan Objectives

- 2.19 The main objectives of a Travel Plan are to reduce the environmental effects of transport associated with developments and raise awareness of sustainable means of access. In this instance, the main objective of the Travel Plan is to outline a realistic strategy that supports staff and site users to travel by sustainable modes and to reduce single occupancy car trips.
- 2.20 A secondary objective of the Travel Plan is to outline an Action Plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the Plan. To this end, the Plan seeks to:
 - To provide an EV community hub that assists MCC to meet its zero carbon and EV infrastructure aspirations
 - Encourage site users to evaluate their travel patterns and needs
 - Support site users to make informed travel choices
 - Set out a suitable monitoring and management structure

3 Site Location & Characteristics

Site Location & Permitted Use

- 3.1 Figure 3.1 shows that the site is sustainably located in the city centre, to the northeast of Piccadilly station. The site sits in the Manchester Piccadilly SRF. The site is bounded by Store Street, Ducie Street and Paradise Walk.
- 3.2 The site is occupied by a large industrial building with two floors of offices (circa 15,000sqm). Historically the site employed 326 staff.

- 3.3 The main vehicle access to the site is provided from Store Street, with access to the service yard provided from Ducie Street. The site was vacated in 2021.
- 3.4 Vehicle access to the parking areas is provided from gated arrangements on to Store Street and Ducie Street. In 1984 granted consent for 80 site parking spaces and these were provided on the Store Street frontage of the site and in the service areas. The applicant has advised that these spaces have historically been fully operational at the site. A photo of historic site parking practices is attached in Appendix B of the TS.
- 3.5 A vehicle link is provided in the site between these two areas.
- 3.6 The Ducie Street access also provides access to one of the service areas. A second service area is provided which is also accessed from segregated in / out gated accesses on Ducie Street. Further vehicle access to the building is provided from service shutter arrangements on the Ducie Street and Store Street frontages.
- 3.7 Historically servicing activity occurs at the service access locations identified above and on the single yellow line on the Ducie Street site frontage.

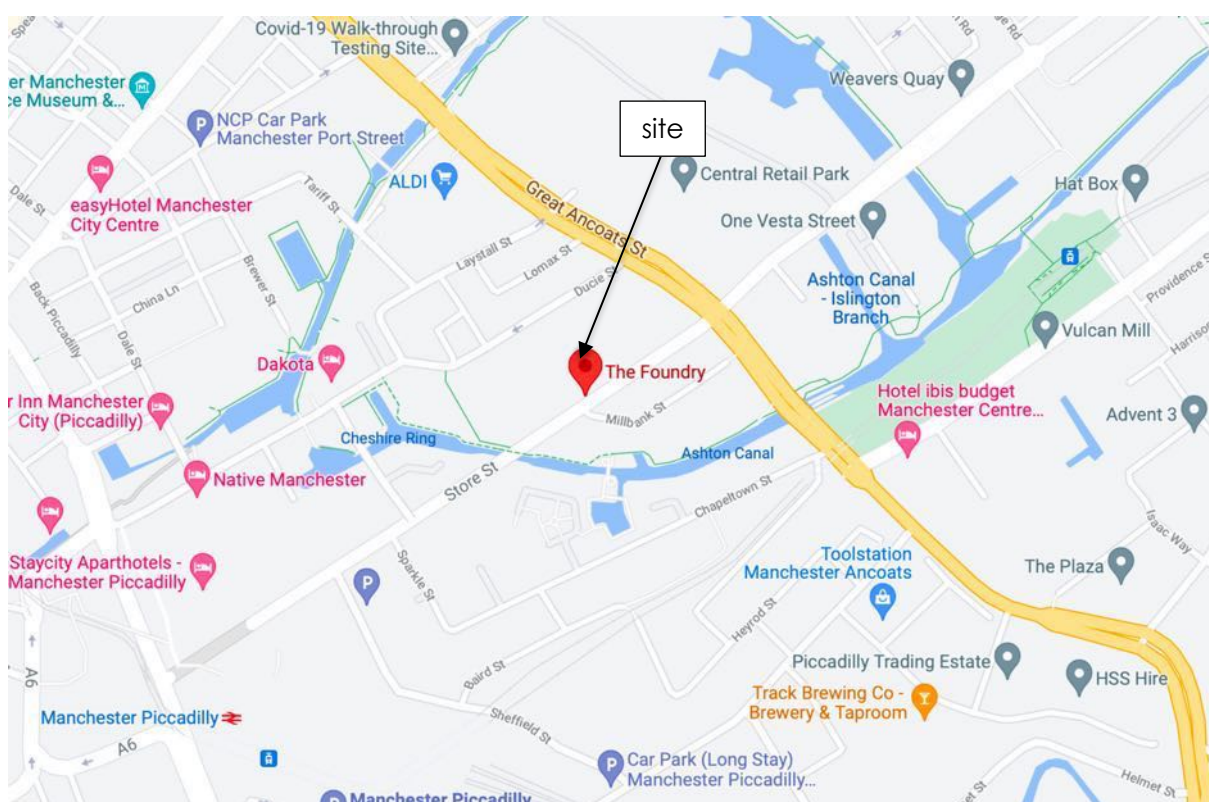


Figure 3.1: Site Location
[source: A Very Design Co. 2022]

Street Parking Controls

- 3.8 Store Street sits within the City Centre Controlled Parking Zone 4 and is governed by Pay & Display parking bays and double yellow lines. The parking controls operate between 8am and 8pm (Monday to Sunday), with a ten-hour maximum permitted stay.
- 3.9 Ducie Street is also within the Controlled Parking Zone with Pay & Display spaces provided. On the western section of the site frontage a single yellow line is present, with no loading restrictions, covering the service yard access and a gated access point directly onto Ducie Street. A section of double yellow lines are present, again with no loading restrictions, in the vicinity of a further gated entrance on Ducie Street.
- 3.10 MCC city centre parking policy allows disabled drivers to park for free and unlimited duration in Pay & Display parking bays when displaying a valid Blue Badge.

Public Car Parks

- 3.11 Table 3.1 shows there are over 3,000 off-street parking spaces in public car parks within a 10-minute walk of the site.

Car Park Location	Operator	No. of Spaces	Walk Time (mins)
Store Street	NCP	376	1
Piccadilly Station	APCOA	711	4
Baird Street	RCP	100	4
Piccadilly Parking	Piccadilly Parking	42	5
Ducie Street	MCCP	32	5
Piccadilly Place	Q Park	583	5
Sheffield Street	MCC	167	6
Tariff Street	CitiPark	230	6
Dale Street	CitiPark	285	7
Piccadilly Gardens	MCC	712	10

Table 3.1: Public Car Parks
[source: Parkopedia Website 2022]

4 Accessibility Audit

Pedestrian Access

- 4.1 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with acceptable width footways, and dropped kerb crossings and tactile paving generally present. Segregated routes are also available along the Ashton Canal towpath and on the site's southern boundary (Paradise Walk). Pedestrian signage is present close to the site providing good directional information to other city centre destinations.
- 4.2 A pedestrian audit has been undertaken and this is attached in the TS. The applicant has agreed to fund patch repairs to the surfacing on the Ducie Street frontage and the introduction of tactile paving and dropped kerbs at the site access points on Ducie Street. The patch repairs will also be made to the surfacing on Paradise Walk. Vegetation will be cut back on the site boundary where required.
- 4.3 Figure 4.1 shows a 2km walking catchment from the site. This shows that access can be gained to the residential areas surrounding the site, including New Islington, in less than 500m / 6-minute walk. Access can be gained to the core areas of the city around Piccadilly Gardens, the Northern Quarter and Ancoats within 1km / 12.5-minute walk. The remainder of the city centre, including the University, Victoria and Ardwick, is within a 2km / 25-minute walk of the site.
- 4.4 The site's location in the city centre means that access can be gained to large areas of the city centre a short walk from the site. The scheme aims to provide a creative neighbourhood that will provide a resource and community for local residents and visitors to Manchester. This will be a complementary use that will enhance offer for existing visitors and the growing resident population of the city centre. The location of the site is suitable to provide such a facility.

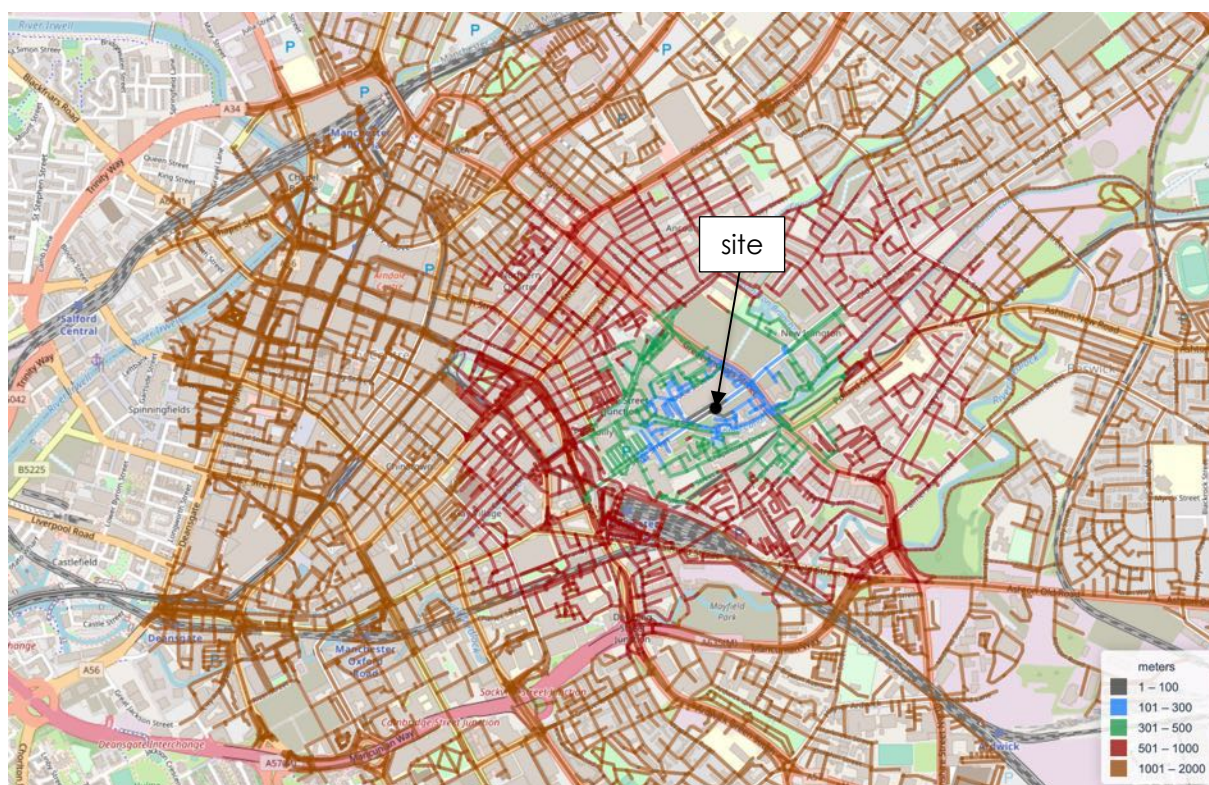


Figure 4.1: Walking Catchment
[source: ISO4 2021]

Cycle Access

- 4.5 Figure 4.2 shows the cycle network serving the site. It shows that Store Street is part of Route 66 of the National Cycle Network. Store Street is also a Bee Line on the Bee Network. There are no current Bee Network proposals on the routes bounding the site.
- 4.6 A connection can also be gained to Route 86 of the National Cycle Network that routes along the Ashton Canal providing connections to areas to the north of the site. Access can also be gained to the remainder of the city centre using advisory routes to the south of the site.
- 4.7 The cycle audit in the TS shows that the speeds and traffic flows on both Ducie Street and Store Street are suitable for cyclists to use the carriageway to access the site.
- 4.8 Figure 4.3 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this improved route can be gained from the Ashton Canal (Route 86). Further isolated improvements are proposed in the city centre on Route 86 to enhance cycle provision at junctions.
- 4.9 The existing infrastructure surrounding the site creates opportunities for access by bike.

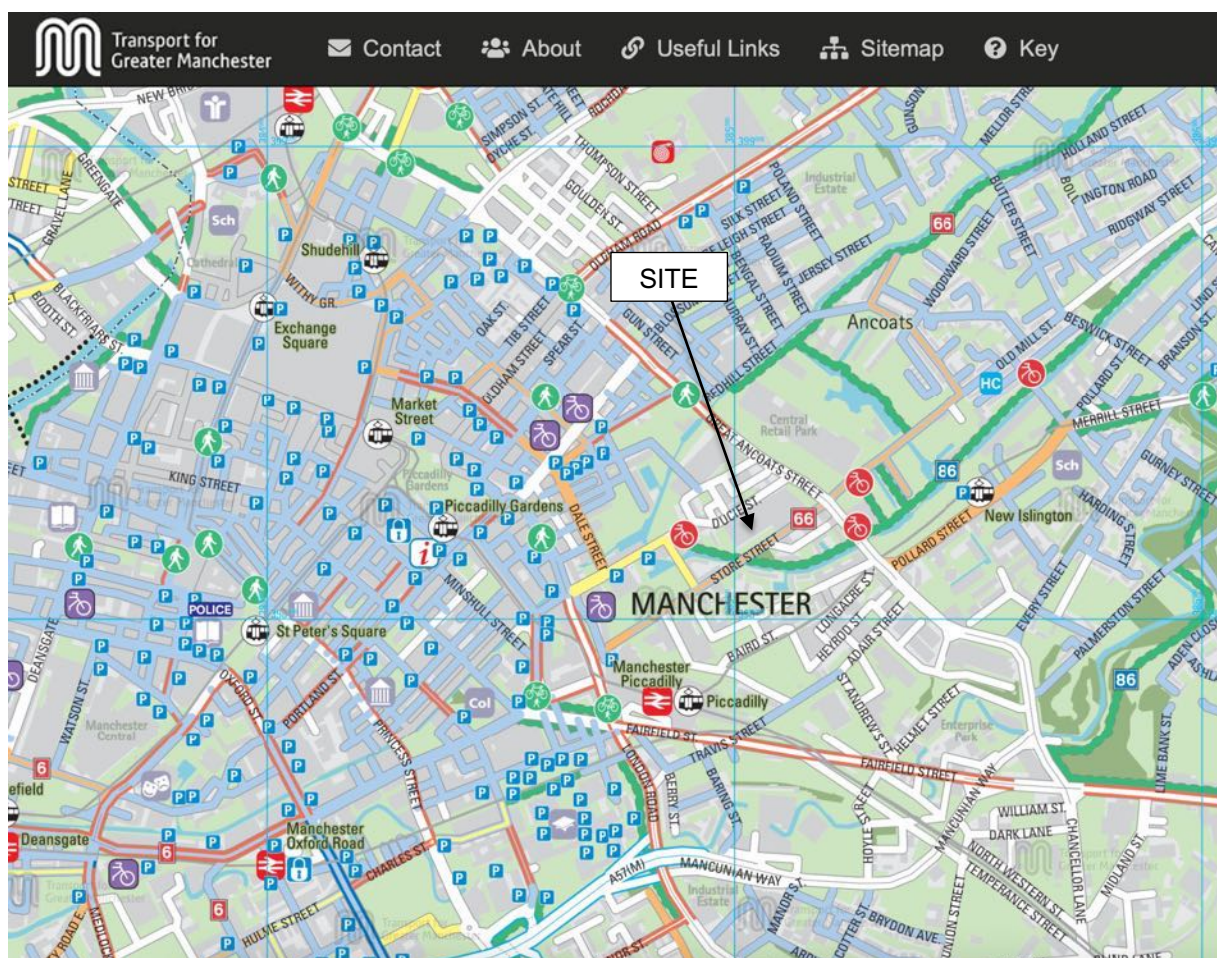


Figure 4.2: Cycle Routes
[source: TfGM 2022]

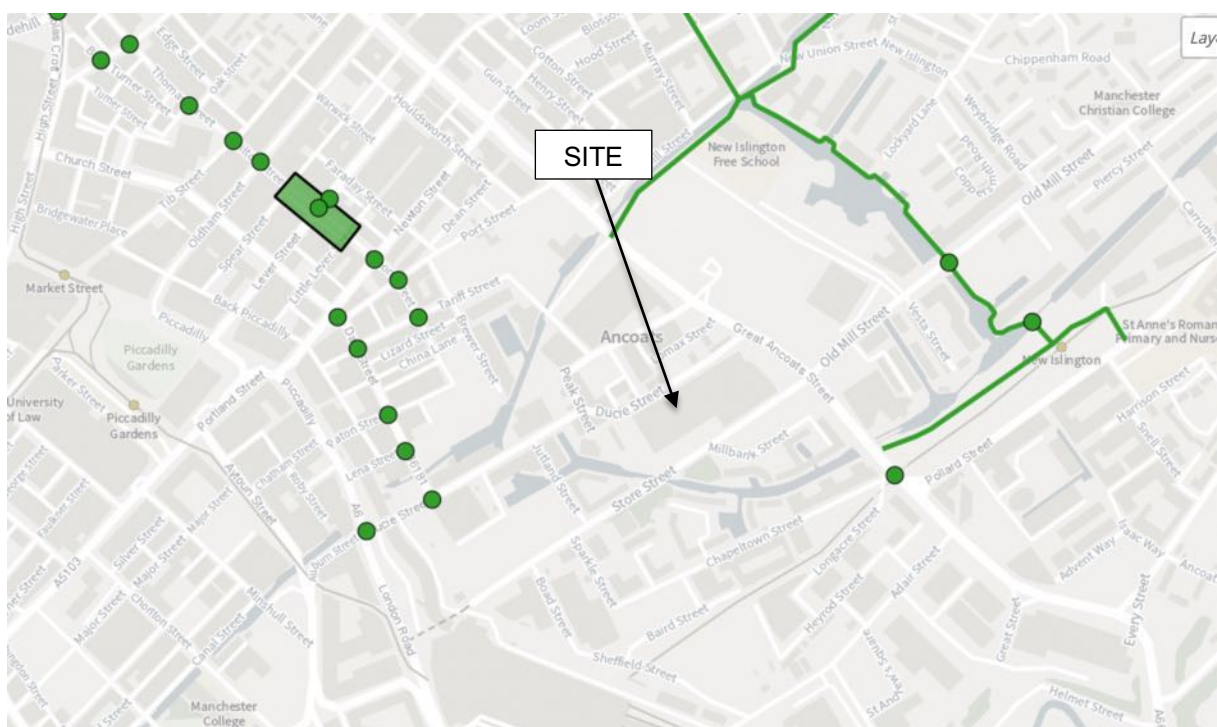


Figure 4.3: Bee Network
[source: MappingGM 2022]

Public Transport Access

- 4.10 Figure 4.4 shows the public transport network serving the site. The nearest operational bus stops are located on Piccadilly and Great Ancoats Street, less than a five-minute walk from the site.
- 4.11 Access can also be gained to Piccadilly Gardens bus interchange is a 10-minute walk from the site. The site is also located adjacent to Piccadilly train station, a 5-minute walk from the site, where access can be gained to train and tram services.
- 4.12 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.13 Figure 4.4 also shows that the site has a GMAL of 8, which is the highest level of accessibility in Greater Manchester.

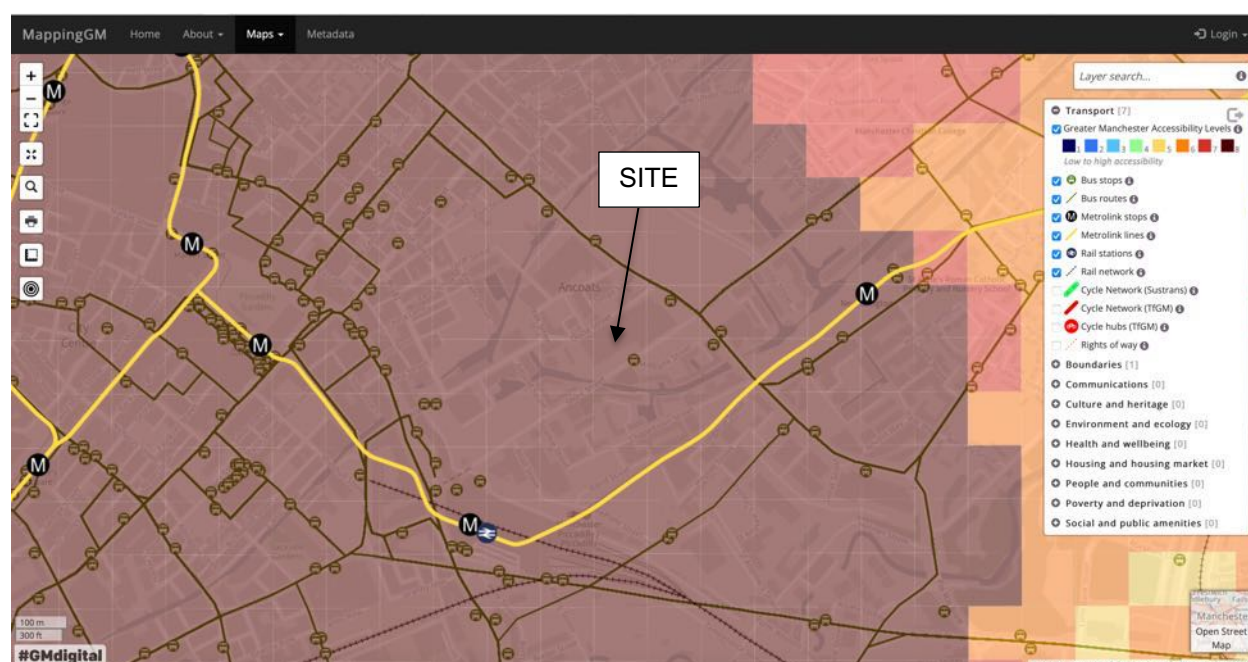


Figure 4.4: Public Transport Network & GMAL
[source: Mapping GM 2022]

5 Plan Management

Travel Plan Co-ordinator

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. Ultimate responsibility for the Travel Plan will be with the operator of the site. The operator has been involved in the preparation of the Travel Plan and is committed to the effective implementation of the Travel Plan.
- 5.2 Prior to the occupation of the site a Travel Plan Co-ordinator will be appointed. The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the Travel Plan's effectiveness. The Co-ordinator will form the main point of contact for residents, the Council, and the surrounding community. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and monitoring its effectiveness.
- 5.3 In summary, the Travel Plan Co-ordinator's main responsibilities will include:
 - Implementing the Travel Plan
 - Overall management of the Travel Plan
 - Engagement with residents and the Council
 - Updating Travel Plan materials, including travel packs
 - Monitoring the performance of the Travel Plan

Travel Plan Co-ordinator Replacement

- 5.4 Should the Travel Plan Co-ordinator change the responsibility for the Travel Plan will be handed over to the successor. Contact details for the successor will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

Funding & Budget

- 5.5 The operator is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives. To achieve these the operator will make available necessary funding and resources to the Travel Plan Co-ordinator.

6 Measures Toolkit

Promotion & Marketing Measures

- 6.1 Good communication is a vital component of the Travel Plan to ensure that staff, hotel guests and visitors are fully aware of the options available to them. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing information for the site operators that can be disseminated to staff and site users.
- 6.2 The following measures will be used to promote and market the Travel Plan:
1. Provision of a travel page on the site's website
 2. Provision of a staff travel noticeboard
- 6.3 Staff and visitors will be encouraged to use said resources to access travel information. The following information will be included on the noticeboard and the website:
1. Travel Plan Co-ordinator contact details
 2. Details of TfGM's website links to on-line and phone app journey planning software
 3. Details of TfGM's website links to cycle and walking route maps
 4. Details of TfGM's website links to bus maps and timetables
 5. Details of current TfGM local initiatives (such as adult cycle training)
 6. Details of Car Sharing GM

Journey Planning Software

- 6.4 Staff and users will be encouraged via the travel pack to familiarise themselves with the journey planning websites and phone apps promoted by TfGM. The [MyTfGM](#)⁹ website now directs users to use the [Trip Go](#)¹⁰ journey planning software.
- 6.5 Other mode specific journey planning software is also be promoted, and these are set out in the relevant sections below.

TfGM Business Travel Network

- 6.6 TfGM runs a free initiative called [Travel Choices for Businesses](#)¹¹ that provides guidance, assistance and details of any small grants that are available to provide improved infrastructure to employers across Greater Manchester. Members of the Business Network also benefit from regular training workshops, free membership of Car Share GM, monthly newsletters, and Personalised Journey Planning.
- 6.7 The TfGM website states that:

'Statistics, after the intervention from TfGM, have shown an 11% reduction in staff who drive to work every week whilst 8% of employees changed from driving to a more sustainable mode.'

⁹ <http://my.tfgm.com/>

¹⁰ <https://tripgo.com>

¹¹ <https://tfgm.com/travel-planning-for-employers>

- 6.8 The Travel Plan Co-ordinator will register the site with the Travel Choices scheme.

Information Dissemination

- 6.9 Information will be disseminated to staff in training meetings, the travel noticeboard and website.
- 6.10 Information will be disseminated to visitors using the site's website.

Walking Measures

- 6.11 Walking is simple, free and the easiest ways to get more active and feel healthier. The TS shows that the site is well located for access on foot from surrounding residences, work places and other city centre destinations. Localised improvements to the Ducie Street frontage footway and Paradise Walk footpath are proposed.
- 6.12 Pedestrian access to the main entrance will be managed to reduce coincidence with service vehicle activity and staff will be on hand during late night events to promote site security.
- 6.13 The noticeboard and website will include information on local walking routes. These resources will also include details of on-line and phone app journey planning software that is available from [TfGM](http://www.tfgm.com/)¹². In addition, website links will be provided to the [GMWalking](https://gmwalking.co.uk)¹³ website which provides resources on routes and local walking groups.
- 6.14 The NHS Active 10 tracker app to set daily goals for journeys so that users can set challenges. Bigger challenge with the Coach to 5km phone app. Both are available from this [NHS website](https://www.nhs.uk/better-health/get-active/)¹⁴ and details will be provided on the website and noticeboard.

Cycling Measures

- 6.15 Cycling is an excellent mode of travel which is healthier, cheaper, and more enjoyable than driving. Cycling has the following benefits:
1. Builds physical strength and develops healthy bones and muscles
 2. Lowering blood pressure and reducing the risk of heart attacks, strokes and diabetes
 3. A moderate cycle ride burns 400 calories per hour and is a great way to control weight
- 6.16 The TS shows that the site is well located for connections with the wider Greater Manchester network.
- 6.17 The proposal includes a cycle hub that provides covered and uncovered parking provision and E-Bike charging.
- 6.18 Information on local cycling routes will be provided in the noticeboard and website. These resources will also include details of on-line and phone app cycle maps and journey planning software that is available from TfGM.
- 6.19 TfGM offer [free cycle training and maintenance](https://www.tfgm.com/cycling/training)¹⁵ sessions for adults for beginners and experienced cyclists. The Travel Plan Co-ordinator will discuss with TfGM the opportunities for group cycle training and maintenance sessions to be held for site staff and visitors in the cycle hub.
- 6.20 TfGM provides safety tips and advice on the [TfGM](https://www.tfgm.com/cycling)¹⁶ website. Details of regular cycle events, such as the Summer Cycle Camp, Let's Ride Pop-Up and Let's Ride Manchester are provided on the [TfGM](https://www.tfgm.com/cycling)¹⁷ website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities. This information will also be provided on the website and noticeboard.

¹² <http://www.tfgm.com/>

¹³ <https://gmwalking.co.uk>

¹⁴ <https://www.nhs.uk/better-health/get-active/>

¹⁵ <https://www.tfgm.com/cycling/training>

¹⁶ <https://www.tfgm.com/>

¹⁷ <https://www.tfgm.com/cycling>

- 6.21 Staff will be provided details of local bike retailers, such as [The Manchester Bike Hire](#)¹⁸, [Harry Halls Cycles](#)¹⁹ and [Evans Cycles](#)²⁰.
- 6.22 [The Manchester Bike Hire](#)²¹ also provides a hire service whereby cycles are dropped off for use. This scheme is a useful facility to allow non-bike owners to decide whether they would like to commit to the purchase of a bike. The scheme will be promoted to staff and visitors.
- 6.23 The Travel Plan Co-ordinator will promote events to encourage increased cycling such as competitions such as [Love to Ride](#)²² to encourage new cycling journeys. As part of this bike riders log their mileage online, which contributes to a business leader board and gives riders the chance to win prizes.

Public Transport Measures

- 6.24 The site benefits from an exceptional level of access by public transport, with buses, trams and trains a short walk away. The noticeboard and website will include information relating to public transport information available from [TfGM](#)²³.
- 6.25 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinator will update the website and noticeboard with any substantial service changes.

Taxi Measures

- 6.26 Taxi ranks are provided across the city centre and taxis can drop-off and collect from the site within the existing Traffic Regulation Order street controls and in the site car park. Information on taxi companies will be provided on the website and at the site.
- 6.27 The operator is considering using the service in / out accesses on Ducie Street to allow taxis to wait after events. The operator will discuss this with a local taxi company at the appropriate time.

Car Sharing Measures

- 6.28 Some staff may not be able to travel to the site by any other method than a car. To assist car using staff to travel more sustainably car sharing will be promoted. TfGM offers a bespoke, free sign-up matching tool for businesses at [CarShareGM](#)²⁴.
- 6.29 By signing up to the scheme staff can build up a network of car sharers for their daily commute. Even car sharing once a week can help reduce congestion on our busy roads.

Mobility Hub

- 6.30 MCC policy (via the Manchester Climate Change Partnership) aims to make 100% of Manchester's cars zero emissions (tailpipe) by 2035²⁵ and to support this by providing easily accessible charging points²⁶. This is supported by TfGM policy²⁷, which supports the provision of community hub facilities to help to contribute to filling gaps in the network and will provide an alternative to home charging to help those without access to off-street parking. This TfGM policy states that leisure and recreation destinations, with dwell times of an hour or more, offer opportunities to provide alternative charging options.
- 6.31 The hub will provide 29 parking spaces, including two accessible spaces, all to EV (super-fast charge) standard. The EV chargers will enable vehicles to charge in circa 30 minutes. The EV parking will be available for use by both visitors to the site and other city centre visitors. The

¹⁸ <http://www.manchesterbikehire.co.uk/>

¹⁹ <https://www.harryhallcycles.co.uk/>

²⁰ <https://www.evanscycles.com/>

²¹ <http://www.manchesterbikehire.co.uk/>

²² <https://www.lovetoride.net/gm>

²³ <https://tfgm.com>

²⁴ www.carsharegm.com

²⁵ Greater Manchester Combined Authority (2018), 5 Year Environment Plan for Greater Manchester

²⁶ Manchester Climate Change Partnership (2020), Manchester Climate Change Framework 2020-25

²⁷ Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy

facility will provide a community charging hub which, due to its location close to commercial and residential areas, will support different EV user groups. In line with TfGM guidance²⁸, the hub will also provide other mobility services including a cycle hub.

- 6.32 The applicant will include details of the mobility hub on the site website, will promote TfGM's [charging infrastructure website](#)²⁹, and will sign the site up to [Zap Map](#)³⁰, or similar, charging infrastructure websites.

7 Monitoring & Review Mechanisms

Monitoring

- 7.1 The proposal is a temporary development use and based on this it is not proposed to undertake any formal surveys. However, the Travel Plan Co-ordinator will undertake periodic spot surveys of the usage of the mobility hub spaces and will hold regular meetings with staff to discuss future opportunities and arising issues.
- 7.2 Reviews will also be undertaken following major events to discuss with the management team how well the access / egress issues functioned, and whether any changes are required for future events.

Targets

- 7.3 Travel Plans tend to include targets against which the success of the Plan is monitored and assessed over time. As the development is a temporary use, action-based targets based on the Travel Plan reaching set milestones or indicators have been set.
- Appoint Travel Plan Co-ordinator
 - Prepare information for the website
 - Prepare information for the travel noticeboard
 - Periodically review usage of the mobility hub
 - Engage with staff regarding transport issues and opportunities

8 Action Plan

- 8.1 The Action Plan in Table 8.1 provides a summary of the package of measures that will be used as part of the Travel Plan.

²⁸ Transport for Greater Manchester (2021), Electric Vehicle Charging Infrastructure Strategy

²⁹ <https://electrictravel.tfgm.com/chargers-everywhere/>

³⁰ <https://www.zap-map.com/location-search/manchester-charging-points/>

Element	Action	Responsibility	Target Delivery / Method
Management / Monitoring	Appoint Travel Plan Co-ordinator	Operator	Prior to occupation
	Confirm Travel Plan Co-ordinator details to Council	Operator	On occupation
	Engage with staff regarding transport opportunities and issues	Travel Plan Co-ordinator	Periodically
	Review usage of mobility hub	Travel Plan Co-ordinator	Periodically
Promotion / Marketing	Prepare website, and noticeboard	Travel Plan Co-ordinator	Prior to occupation
	Maintain website and noticeboard	Travel Plan Co-ordinator	On-going
	Sign site up to TfGM Business Travel Network	Travel Plan Co-ordinator	On-going
Walking	Development site walking routes	Operator	Prior to occupation
	Promote and support walking by distributing information set out in Section 4	Travel Plan Co-ordinator	Included in website and noticeboard – on occupation / on-going
Cycling	Development cycling infrastructure	Operator	Prior to occupation
	Promote and support cycling by distributing information set out in Section 4	Travel Plan Co-ordinator	Included in website and noticeboards – on occupation / on-going
Public Transport	Regular discussions with operators regarding services	Travel Plan Co-ordinator	On-going
	Promote and support public transport by distributing information set out in Section 4	Travel Plan Co-ordinator	Included in website and noticeboards – on occupation / on-going
Sustainable Vehicle Use	Provide EV charging facilities	Operator	Prior to occupation
	Promote car sharing	Travel Plan Co-ordinator	Included in website and noticeboards – on occupation / on-going
	Promote mobility hub / EV charging use	Travel Plan Co-ordinator	Included in website and noticeboards – on occupation / on-going

Table 8.1: Action Plan

Appendix H

Site reference: CD-16-B-01

Survey date: 16/11/18

Day of week: Friday

Multi-Modal survey site

Vehicles surveyed: **Servicing Vehicles**

[illegible]