

Ancoats Mobility Hub
Operation and Management Statement
05th May 2021

1.0 Introduction

The Ancoats Mobility Hub (“the Hub”) is being brought forward to support the next phase of the redevelopment of the Ancoats area of Manchester which will be focused on the Poland Street Zone as defined by Poland Street Zone NDF endorsed by Manchester City Council in July 2020.

The Hub offers the opportunity to transform how residential parking is provided on a neighbourhood basis, facilitating and enabling the transition away from petrol/diesel cars and to alternative, active modes of transport.

Manchester Life Strategic Development Company (MLSDCL) and Manchester City Council (MCC) have identified a plot of around 4,000m² for the Ancoats Mobility Hub, offering the opportunity to consolidate parking provision for forthcoming and future Poland Street Zone developments, and to include a wealth of additional facilities and provisions that contribute to an integrated green transport network of the future.

As well as meeting the parking requirements of future residential development in the Poland Street Zone, the Hub will provide sustainable mobility, digital and logistics functions to support the growth of a resilient, future-ready neighbourhood. Offering a parking tenure model which encourages a move away from car ownership in favour of alternative mobility options, the Mobility Hub proposals galvanise local and national sustainability policies into a tangible neighbourhood asset.

The Statement comprises the following sections:

- Mobility Hub Overview – presenting a summary of the key components within the Hub.
- Key Components – presenting further detail on each element.
- Management Approach – explaining the approach to managing the facility as a whole and the car parking spaces.

2.0 Mobility Hub Overview

The Ancoats Mobility Hub will deliver the following:

- Cycle Hub – 150 cycle spaces with lockers and shower provision. Tiered memberships will be available aimed at encouraging cycle commuting into the area. This is in addition to the cycle storage provided at individual developments and will enable people working in and visiting the area to use cycling as their preferred mode of transport.
- Delivery Hub – 750m² area designated for aggregated deliveries to the residential addresses in the area so that the last mile of that delivery can be completed by sustainable means (electric vehicle or cargo bike) or offer collection via lockers.
- Commercial Unit – 220m² commercial unit, targeting businesses who can enhance the amenity of the facility and Ancoats Green.
- 408 car parking spaces comprising:
 - 378 parking spaces (including 24 disabled spaces) designed to support future residential developments.
 - 20 Car Club spaces - 20 spaces initially and room to grow, the car club will look to provide a mobility provision other than car ownership to facilitate sustainable choices.

- 10 car sharing spaces (Rideshare) – up to 10 spaces available initially and room to grow, the ridesharing spaces will facilitate residents with electric vehicles offering their vehicle for private hire via a car-sharing platform.
- 25% provision (102 points) of Electric Vehicle Charging Points with electrical capacity secured to grow with demand up to 100%.
- 7 x rapid charge points (50kw) for visitors.
- 95 x standard charge points (7kw) for residents.
- A Photo Voltaic (PV) array with a projected total generation of 97.6MWh. The electricity generated will support landlord functions with sufficient excess to support 7 car club spaces.
- Digital Platform – a platform will be delivered with the Mobility Hub which will make the services available at the Hub accessible to individuals and families in the neighbourhood via their smartphones.
- A tenure model for car parking provision which breaks the link between homes and car parking spaces and allows spaces to be recycled by being sold back to the operator as residents choose not to own a car and to make use of car clubs and other modes of transport.

3.0 Key Components

3.1 Parking

The Mobility Hub will offer 378 parking spaces (408, less 30 car club/rideshare) inclusive of 24 disabled spaces which are ultimately being provided to serve the scale of development anticipated in the Poland Street Zone. The full breakdown of spaces per floor is included at Appendix 1.

Level one will be ringfenced as car club / rideshare plus visitor parking in the early years. 30 spaces on level one will be dedicated to car club / rideshare with the remaining 28 (7% provision) being allocated as visitor spaces. Of the 28 visitor spaces, 20 spaces will have EV charging points with the remaining 8 being future proofed ready for EV charging points. The nominal (7%) visitor parking provision will be regularly reviewed against the demand for residents (new or existing) parking provision and or demand for car club/rideshare expansion.

3.2 Supporting residential development in the Poland Street Zone

The Hub is first and foremost infrastructure for the benefit of future residents within the Poland Street Zone. Provision of parking at the Mobility Hub means that residential schemes can come forward without parking provision other than the required disabled spaces. This removes the risk of inbuilt obsolescence to parking spaces within residential developments and allows for more amenities and green space to be delivered at ground floor in each residential development, and for better use of the streetscape as local vehicle movements are significantly reduced.

This is a departure from the traditional model and allows for a more innovative approach to the provision and longevity of parking provision.

Parking spaces for developments will be allocated as required and the exact mechanism for this will be formalised in the collaboration agreement referenced further below under 4.2. It is difficult to anticipate the rate at which developments will come forward, but the assumptions based upon discussions with local landowners are included at appendix 2.

At this point, it is envisaged that each development will take its required allocation of spaces which will be inclusive of 25% EV spaces. Should a development require more EV spaces, the developer and Mobility Hub operator will work together to identify the mechanism for further EV points to be added

to the development's provision. The first two schemes to participate in the Hub: Eliza Yard and Jersey Wharf have been designed without parking, except for the number of disabled parking spaces required by law.

3.3 An innovative parking model.

The Hub will operate a 'right to park' leasing option that will be appended to their apartment lease. This is a departure from the traditional model and allows for a more innovative approach to the provision and longevity of parking provision. The traditional model is to offer for sale a long leasehold interest in a parking space that is coterminous with the long leasehold interest in the dwelling. For Manchester Life this is 250 years.

Removing the parking from individual developments and providing it in the Mobility Hub creates the scope to give the homeowners greater freedom and flexibility as to how long they want to own a private car with a parking space.

It will be possible for purchasers of homes to purchase a "Right to Park" in the Mobility Hub for a fixed period, renewable at their option. Although sub-letting car parking spaces will be prohibited under the provisions of the lease, it will be possible for homeowners to have a "put" option to surrender their parking space back to the Hub should they decide to give up their car in favour of perhaps joining the on-site Car Club. The Hub operator could then "recycle" this space to support further residential development in the area or to accommodate increased demand for Car Club vehicles. The homeowner would receive a payment for the surrender, providing a further incentive to reduce private car ownership. The Hub will also promote active travel including cycling as an alternative. This disruption to the traditional model represents a creative and practical way to support the transition to reduced car ownership and, in combination with EV infrastructure referenced below, a much higher % take up of electric vehicles.

3.4 Relationship between residential and commuter/visitor parking

A critical element to manage is how the Hub is used in the interim whilst residential development is being brought forward in the Poland Street Zone.

The primary intention for the Hub is that it provides parking - and other sustainable transport facilities – for the future residents of developments within the Poland Street Zone. However, in the interim as development in the area progresses and capacity exists, vacant car parking spaces within the Mobility Hub will be used as visitor spaces for existing residents without parking and business commuters into the area. It will also be used for visitor parking noting Ancoats' increased popularity as a leisure destination and the presence of key leisure and cultural venues such as the Halle St Peter's and restaurants such as Mana, Sugo and Erst. Without this there is a risk that the Mobility Hub will be underutilised during the early stages of its operation.

The Mobility Hub Operators will be asked to develop a parking season ticket which prioritises existing residents without parking provision followed by workers commuting into existing business premises in the Ancoats and New Islington area via a combination of postcode indexed and season ticket duration pricing incentives. This in conjunction with an overarching public realm and Traffic Regulation Order strategy being brought forward by MCC will address the persistent and growing issue of informal on street parking which is causing problems for longstanding residents in low-rise houses. The duration of season tickets will be managed by the operator to ensure capacity is managed in a manner which prioritises new developments in the Poland Street Zone.

3.5 Leading the way in a modal shift towards Electric Vehicles

25% of parking bays (102 number) in the Mobility Hub will have Electric Vehicle charging points from day one. This is market-leading provision in Manchester, noting the provision within two comparable approved schemes where substantial public car parking provision was provided. It is understood that these spaces are only proposed to delivery 7kW EV charging facilities and are simply multi-storey car parks rather than a Mobility Hub with wider facilities under one roof.

- Crown Street Phase 2 – 10% provision (38 out of 389 spaces)
- Mayfield – 11% provision (60 out of 543 spaces)

This provision includes 7 rapid charge points (50kw) ideal for visitors and Delivery Hub vehicles and 95 standard (7kw) charging points more suitable for residential or commuter use where vehicles are likely to be able to charge over several hours.

The visitor parking comprises 7 rapid charge points, 10 standard EV and 11 EV future proofed spaces and are grouped on the first floor of the Hub. The Mobility Hub operator will be asked to ensure EV visitor spaces are ringfenced via the digital platform with electric vehicles prioritised in EV enabled spaces.

The remaining EV charge points are evenly spread throughout levels 2-7 of the building.

Electrical capacity has been reserved and infrastructure designed into the building to ensure that the EV provision can increase with demand up to 100%.

3.6 Car Club

The Mobility Hub operator will use strategic partnerships to deliver a car club of up to 20 spaces initially with room to grow as demand increases. The car club will be accessible via the digital platform.

The power generated by the PV panels on the roof will be dedicated to 7 of the car club spaces.

The car club will provide a mobility provision other than car ownership to facilitate sustainable mobility choices.

Car club membership will be open to all residents and people working in the area, providing a scalable and reliable alternative to private car ownership on a neighbourhood-wide basis.

3.7 Rideshare

The Mobility Hub operator will permit residents to offer their personal vehicles for hire from the Mobility Hub via established rideshare platforms accessible through the Mobility Hub digital platform.

Up to 10 EV enabled spaces have initially been made available on the first floor of the Hub with room to grow should residents or third parties express an interest in placing an electric vehicle for private hire in the Hub.

3.8 Cycle Hub

A 750m², 150 space, cycle hub comprising cycle storage, lockers, shower and changing facilities will be available on the ground floor of the Mobility Hub and will incorporate disabled facilities. It will be accessed from the cycle path on the South Eastern corner of the site.

Tiered memberships will be available with permit access to storage, lockers, changing, and showering facilities depending on the requirement of the individual.

The operator will be encouraged to liaise with local businesses to develop partnerships and commercial offers to encourage commuter cycling into the area.

3.9 TfGM City Wide Bike Hire scheme

A location has been identified on site (off Poland Street) as a potential docking station location for the forthcoming TfGM city wide bike and e-bike hire scheme. This location has been left as hard standing with a power supply in order that it meets the specification requirements of the TfGM bike hire scheme.

MLSDCL and MCC are actively liaising with TfGM to offer this as a base location for a city-wide bike scheme docking station.

Should the TfGM city wide bike and e-bike hire scheme not progress, the Mobility Hub operator will investigate the provision of bike and ebike hire from the Mobility Hub facility.

3.10 Delivery Hub

A 750m² Delivery Hub is proposed to allow a daily aggregation and sustainable last mile distribution of the parcels destined for the residential developments in the area. The mobility Hub has been designed with a dedicated access and egress to the Delivery Hub.

The operator will take delivery of small to medium sized parcels at the Hub where they will be stored until either an electric vehicle or cargo bike is full and ready for delivery or the end of the day. The last mile deliveries will be planned and organised to maximise the efficiency of each delivery run.

It is envisaged that larger deliveries of appliances and furniture would still be delivered directly to residential properties due to the impracticality of double handling larger items and the lower frequency of that type of delivery.

The detail of the delivery cycles and vehicles to be used will be developed by the operator in conjunction with MLSDCL and MCC.

3.11 Commercial Unit

A 220m² commercial unit will be delivered at ground floor of the Mobility Hub. MLSDCL and MCC will carefully select a commercial tenant who will enrich the neighbourhood amenity offering.

3.12 Photo Voltaic (PV) Array

The PV array proposed for the Mobility Hub development is projected to have a total generation of 97.6MWh from a 138.6kWp array. This will be used to support landlord functions with sufficient excess to support 7 car club spaces between spring and early autumn.

4. Management Approach

4.1 Operator

A strategic delivery partner will be procured to work in partnership with MLSDCL and MCC. The strategic partner will take overall responsibility for the component functions of the Hub as described more fully below. The procurement of this partner is underway.

4.2 Collaboration

For the Ancoats Mobility Hub to maximise its potential as a neighbourhood amenity, local landowners need to be bought into the concept to ensure future developments make use of the facilities. A collaboration agreement will be proposed whereby local landowners are able to commit to future developments use of the Mobility Hub.

Manchester Life Development Company has already committed to use the Hub to provide the parking for approximately 300 homes, with more in the pipeline. The Hub will support the Council's proposed Rodney Street housing scheme as well as other developments believed to be coming forward in the medium term.

4.3 Digital Platform

Critical to the successful operation of the Hub will be the digital platform. The strategic delivery partner will take responsibility for creating the overarching digital framework within which the development of the Ancoats Mobility Hub's service offer will be provided.

The digital platform will allow access to all mobility services available from the Hub and have the potential to support future neighbourhood amenity and mobility services as they become increasingly digitally enabled. MLSDCL and MCC have been working with TfGM and will continue to do so to ensure the Hub is integrated into GM's wider transport infrastructure.

4.4 Marketing and Communications Strategy

The Mobility Hub operator will be tasked with ensuring appropriate commercial incentives and offers targeting residents to promote the use of the alternative mobility offer from the Hub. Residential developers will bring the spaces at the Hub to market when homes go on sale.

The flexible tenure model described above for parking will promote the car club as residents will be able to see the Car Club and other modes of travel successfully and reliably operating from the same building where they park their cars and available from the same digital platform they use to manage that space.

The marketing material for new developments will carefully explain why we have taken this approach and why we believe this will place the neighbourhood five to ten years ahead of other places, by

anticipating the shifts in vehicle type and ownership models and providing a facility that can promote these shifts and absorb their impact.

4.5 Staffing levels

The Delivery Hub and commercial unit will need to be staffed to fulfil their specific function. Whilst the digital platform will be the user interface for all mobility functions, the staffing and activity of the Delivery Hub and commercial unit will activate the ground floor of the building thus providing a level of passive security.

The Mobility Hub Operator will also be required to ensure a help facility is available via the digital platform but also via call points positioned at key locations around the building.

4.6 Access and Security

The car parking levels, and cycle hub will be operational 24/7 utilising appropriate access control. It is not envisaged the Delivery Hub will operate 24/7 although an extended day may be necessary to allow it to fulfill its function. The Commercial Unit is likely to operate standard daytime hours.

The building will be a gold standard for security, designed to be well-lit with good visibility into cores and good quality CCTV.

Access will be controlled into all pedestrian and vehicular entrances to the site with concertina doors or roller shutters at vehicle entrances and mag-locked pedestrian entrance doors. Access control will be via the digital platform and linked to relevant bookings, memberships, or rights to park.

Careful thought has been given to the pedestrian routes up the building, with glazed vertical transport ensuring visibility from the street.

4.7 Cleaning and Maintenance

The Mobility Hub operator will have a cleaning and maintenance schedule in place to ensure the building and wider site remain in good condition. This will include active maintenance of the sections of green façade.

4.8 Waste Strategy

It is anticipated that the site will generate minimal waste. What is generated will be dealt with in accordance with the outlined Waste Management Strategy, completed by Buttress and submitted to form part of the planning application pack.

Appendix 1

Car Parking provision breakdown

Car Park Levels

408 car parking spaces - 102 EV charging enabled spaces

Level	Car Club (EV)	Car Club (EVf)	Rideshare (EV)	Disabled (EV)	Disabled (EVf)	Visitor (EVr)	Visitor (EV)	Visitor (EVf)	Resident (EV)	Resident (EVf)	total
Level 0 (Ground)	0	0	0	0	0	0	0	0	0	0	0
Level 1	15	5	10	1	3	7	9	8	0	0	58
Level 2	0	0	0	1	3	0	0	0	9	45	58
Level 3	0	0	0	1	3	0	0	0	9	45	58
Level 4	0	0	0	1	3	0	0	0	9	45	58
Level 5	0	0	0	1	3	0	0	0	9	45	58
Level 6	0	0	0	1	3	0	0	0	9	45	58
Level 7	0	0	0	0	0	0	0	0	10	50	60
total	15	5	10	6	18	7	9	8	55	275	408

notes:

- EV
- Electric Vehicle Charging Point (7kw)
- EVf
- Electric Vehicle Charging Point - future proofed (7kw)
- EVr
- Electric vehicle - rapid charge (50kw)

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Date 12/03/21

Dear Sam,

Reference: Ancoats Mobility Hub, residential parking assumptions.

Our assumptions on the parking requirement for new residential and commercial units in the Back of Ancoats are based upon the updated Ancoats and New Islington Neighbourhood Development Framework (NDF). The NDF update was approved by Manchester City Council's (MCC) Executive Committee in November 2019 and describes the potential for up to 1612 new homes and 31,000 sqm of new commercial space in the Back of Ancoats. On that basis, if a 30% car parking allowance is assumed for the residential developments, this generates a requirement for 483 car parking spaces.

Whilst we note that this is more spaces than proposed at the Mobility Hub, the alternative mobility options proposed at the AMH provide options other than car ownership. This is designed to encourage a modal shift away from car ownership. In addition to that, a tenure model is being designed to allow car parking sold by residents back to the operator should they find more sustainable means of transport. On that basis, we are confident of the facilities capacity.

The AMH has been developed to aggregate the residential and commercial parking for all developments coming forward under the NDF. MCC are progressing a Collaboration Agreement with local landowners to confirm those commitments to the AMH.

At this point, the assumptions in relation to the timing of known developments coming forward in response to the NDF update, are an estimate informed by high level discussions with landowners. The below table summarises our understanding of the likely sequence of developments and the number of car parking spaces each will occupy in the AMH. These assumptions have been carried forward into the viability appraisal for the AMH.

Mobility Hub operational	Mar 2023	408 Spaces operational*
MLDC Eliza Yard	Aug 2023	40 Spaces taken (368 remain)
MLDC Jersey Wharf	Jan 2026	60 Spaces taken (308 remain)
Rodney Street	Jan 27	40 Spaces taken (268 remain)
MLDC Plot A	Jan 2027	70 Spaces taken (198 remain)
Plot 16	Oct 2027	60 Spaces taken (138 remain)
Plot 10	Mar 2029	60 Spaces taken, (78 remain)

* Whilst the Mobility Hub will be complete in advance of Eliza Yard, MLDC will buy the Eliza Yard spaces on completion of the Mobility Hub.



Whilst the above does suggest a total of 78 spaces would remain following developments, it is important to note that the above table does not represent all the development sites identified in the NDF update. It only represents those which we understand are currently being progressed through a design process by respective landowners.

It is also worth noting that MCC are developing a Public Realm & Transport Management Strategy which will propose a holistic, area-based approach to public realm, street hierarchy, traffic flow and parking management in the Back of Ancoats. This strategy is being developed in the context of the AMH being one of the developments coming forward.

I trust the above provides sufficient rationale for the assumptions made in relation to parking uptake at the AMH.

Sincerely,

A handwritten signature in black ink that reads "I Knight". The signature is written in a cursive style with a horizontal line underneath the name.

Ian Knight

Manchester Life
Programme Manager