

Detailed Travel Plan

Dakota Hotel, Manchester Airport



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Evans Dakota Hotels Limited

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PS

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Issued by	Stantec Fore Limited Riverside West, Whitehall Road Leeds LS1 4AW UNITED KINGDOM stantec.com	+44 (0) 113 543 1700 stantec.com
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1 Introduction

1.1 Commission

Stantec Fore Limited have been instructed by Evans Dakota Hotels Limited to prepare a Detailed Travel Plan for the Dakota Hotel at land off Enterprise Way and Bailey Lane, Manchester.

1.2 Planning Background

A planning application¹ for the “erection of 7 storey 154-bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.” was submitted to Manchester City Council (MCC) in June 2024.

An overarching Framework Travel Plan² was submitted to support the planning application which set out the principles and requirements for travel planning at the site. Full planning approval was granted in September 2024 subject to conditions. Condition 25 of the planning approval states:

A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the development hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those working and visiting the development;*
- (2) A commitment to surveying the travel patterns of staff and visitors during the first three months of the development and thereafter from time to time;*
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and*
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Consequently, this Detailed Travel Plan has been prepared to meet the pre-occupation requirements of Condition 25 of the planning approval.

It is also noted that Condition 25 requires a revised Travel Plan to be submitted within six months of the first use of the development, taking into account surveyed travel patterns. As such, this document outlines the process for monitoring, updating, and reviewing the Travel Plan.

¹ Planning reference: 140206/FO/2024.

² 4131 - Issue v2.0 Prepared by Hydrock Fore (now Stantec Fore).



1.3 Hotel Operations

The hotel is currently under construction, with completion anticipated in July 2026.

Upon opening, it is expected to employ approximately 150 employees, comprising both full-time and part-time roles. The hotel will operate 24 hours a day, 365 days a year, with a range of shift patterns tailored to specific roles.

Internal recruitment is already underway, with several senior leadership positions filled to support operations across this and other hotels within the chain. As a result, established travel practices and employee incentives from existing sites will be adopted at this location.

1.4 Purpose of this Document

A Travel Plan is a strategic document designed to ensure that a development is accessible by a range of transport modes. It aims to inform and engage both employees and guests about available travel options and special initiatives, promote sustainable transport, offer incentives, and collect data on travel habits to identify areas for improvement.

This document sets out the Travel Plan for the development and has been prepared to satisfy the pre-occupation requirements of Condition 25 of the planning approval. It is intended for current and future employees, as well as guests, and has been developed in accordance with Manchester City Council (MCC) guidance, the National Planning Policy Framework (NPPF), and the associated Planning Practice Guidance.

1.5 Structure of this Document

This document continues as follows:

- Chapter 2 details of access to the development site by all available modes.
- Chapter 3 outlines the management and development of the Travel Plan over time, including the overarching objectives, targets and details of an appointed Travel Plan Coordinator.
- Chapter 4 describes the on-site facilities and measures to aid travel by sustainable modes.
- Chapter 5 summarises the actions and measures required to deliver the Travel Plan.



2 Existing Situation

The accessibility of the site was considered and approved under 140206/FO/2024. This chapter provides an updated review on how the site is accessed by all available modes and provides details on planning journeys by sustainable modes.

Transport for Greater Manchester (TfGM) provides a tool for planning journeys by sustainable modes on the "Bee Network" website. Available at: <https://tfgm.com/plan-a-journey>. There is also a Bee Network app.

2.1 Site Location

The site is located to the north of Manchester Airport (the Airport) and is bound by Bailey Lane and Enterprise Way to the west and south, respectively, the existing northern spur of the Enterprise Way roundabout to the east, and trees to the north, with residential areas of Wythenshawe beyond.

The location of the site is illustrated at Figure 1, provided to the rear of this report.

2.2 Pedestrian and Cyclist Accessibility

2.2.1 Pedestrian Access

As well as TfGM's journey planning tool, walking trips can be planned using www.google.co.uk/maps. The TfGM website, <https://beeactive.tfgm.com/walking/>, provides information on walking within Greater Manchester.

Although walking distances will vary between individuals and circumstances, the Chartered Institution of Highways & Transportation (CIHT) suggests acceptable walking distances for commuting and some other journey purposes as follows:

- Desirable: 500m.
- Acceptable: 1.0km.
- Preferred Maximum: 2.0km.

Figure 2 presents the isochrones of 500m, 1.0km and 2.0km walking distance thresholds measured from the hotel entrance. The figure shows that southern areas of Wythenshawe are located within the 2.0km walking distance threshold. As such, walking is a viable mode of travel for hotel employees travelling to/from these areas, in line with the walking distances suggested by the CIHT.

The hotel is located within approximately 1.0km walking distance (approximate 15-minute walk) from the Manchester Airport rail, tram and bus stations and approximately 1.1km (approximate 16-minute walk) from the Terminal 2 building entrance.

Further, the hotel is located within approximately 650m walking distance (approximate 9-minute walk) from the Manchester Business Park.



2.2.2 Cycling Access

As well as TfGM's journey planning tool, cycle journeys can be planned using www.cyclestreets.net which provides step by step instructions and allows the user to choose between direct and quieter routes. There is also a CycleStreets app.

A cycle store with space for 16 cycles is to be provided at the hotel. This is in line with MCC's cycle parking standards (as set out in Appendix B of the Core Strategy) which require a minimum of 1 space per 10 guest rooms (with a minimum of 2 spaces provided).

Cycle Greater Manchester is a TfGM initiative to encourage people within Greater Manchester to cycle. The TfGM website, <https://beeactive.tfgm.com/cycling/>, provides information on cycling within Greater Manchester, including links to cycle maps and cycle training.

The Cycling England document Integrating Cycling into Development Proposals suggests acceptable cycling distances of commuting and non-work purposes, as follows:

Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed.

Figure 3 shows that the hotel is within an 8.0km cycling distance of areas including Altrincham, Cheadle Hulme, Didsbury, Gatley, Hale Barns, Handforth, Herald Green, Timperley, Wilmslow and Wythenshawe.

2.2.3 Local Pedestrian and Cyclist Infrastructure

Pedestrian and cycle infrastructure in the vicinity of the hotel comprises the following:

- Footways are provided on both sides of Bailey Lane, providing pedestrian access to/from the residential areas of Wythenshawe to the north.
- Shared footways/cycleways are provided along both sides of Enterprise Way, providing pedestrian/cycle access to Manchester Business Park and to the Airport via Terminal 2 Roundabout. A segregated footway/cycleway is provided on the eastern side of Terminal 2 Roundabout, providing access the Airport.
- A shared footway/cycleway is provided from the eastern side of the Enterprise Way at the Enterprise Way / Thornley Lane signalised junction, providing access to the Airport via the and the foot and cycle bridge over the M56 Airport Spur.
- Pedestrian/cyclist crossings comprising dropped kerbs and tactile paving (with pedestrian/cyclist refuge provided on the splitter islands) are provided across all arms of the Enterprise Way site access roundabout.

Infrastructure provided as part of the hotel development is detailed in Section 4.3.

2.2.4 Local Cycling Initiatives

The following initiatives within Greater Manchester will be promoted as part of the Travel Plan to encourage people to cycle:

- [Bee Active](#) provides cycling support and information in Manchester with details of local cycle routes, maps, and cycling groups.



- [Cyclists District Maps](#) is a Bee Network website providing downloadable maps showing the cycle network within Greater Manchester interactive maps are also available at [Get Cycling in Greater Manchester](#).
- [Bee Active Courses and Bike Maintenance](#) is a website offering a range of courses from confident beginner riding to on-the-move bike upkeep designed to help people across Greater Manchester learn to ride safely and maintain their bikes with greater confidence
- [Big Bike Rival](#), operates in partnership with local community organisations. The scheme aims to provide free access to cycle training, bike maintenance sessions, and loan bikes, including e-bikes, to encourage cycling among adults.
- [Let's Ride](#) is a Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free
- [Bike Register](#) is the national cycle database for bikes. Every Police Force in the UK uses the database to search for stolen & recovered bikes.
- [Ride Social](#), provided by British Cycling, lets you organise bike rides or join others for free.
- [Cycling UK](#) offer a variety of training and mentoring opportunities to help less experienced cyclists build Public Transport

2.3 Public Transport Accessibility

Comprehensive public transport information is available via TfGM at tfgm.com/ways-to-travel, including bus, tram, and rail timetables, ticketing information, and live journey updates. Bus operator information within the Bee Network area is available from:

- Arriva – arrivabus.co.uk/north-west/bus-travel-in-manchester
- Stagecoach – stagecoachbus.com/about/manchester
- D&G Bus – dgbus.co.uk

Rail journeys can be planned using nationalrail.co.uk or the National Rail Enquiries app. As the Bee Network develops, these services will be increasingly integrated into a unified ticketing and journey planning system.

2.3.1 Bus Network

The nearest bus stops to the hotel are located adjacent to the site along Bailey Lane, as shown on Figure 2. The stops are served by the 43, 103, 130, 248, 768 and 769 bus services. The closest stops on Bailey Road have a flag and pole with timetable information present.

The frequencies of these services are summarised in Table 1, please note services 768 and 769 are school bus services and have excluded from this summary. For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the Weekday are 08:00-09:00 and 17:00-18:00. On Saturday the peak is 12:00-13:00.



Table 1: Bus Services

Service	Destinations	Monday – Friday					Saturday			
		First	AM Peak	PM Peak	Last	Per Day	First	Peak	Last	Per Day
43	Piccadilly Gardens to Manchester Airport The Station via Didsbury	06:15	4	6	05:45	88	00:51	7	05:45	89
	Manchester Airport The Station to Piccadilly Gardens via Didsbury	05:47	4	6	04:07	89	04:37	6	04:07	81
103	Piccadilly Gardens to Manchester Airport The Station via Wythenshawe	05:32	2	2	04:40	34	05:40	2	04:39	36
	Manchester Airport The Station to Piccadilly Gardens via Wythenshawe	06:04	2	2	00:08	35	06:02	2	00:17	33
130	Macclesfield to Manchester Airport The Station via Henbury and Wilmslow	08:33	1	-	16:52	9	08:32	-	17:38	7
	Manchester Airport The Station to Macclesfield via Wilmslow and Henbury	08:46	1	1	17:10	9	08:46	-	17:46	7
248	Eccles Interchange to Manchester Airport The Station via Trafford Park and Sale	05:02	1	1	23:25	17	07:34	1	23:25	15
	Manchester Airport The Station to Eccles Interchange via Sale and Trafford Park	05:51	1	1	22:21	16	06:56	1	22:21	15
Total		-	16	15	-	297	-	19	-	283

Source: BusTimes.org August 2025.

Table 1 demonstrates that the site is accessible by bus for employees and guests, with 297 buses passing the site on weekdays and 283 buses passing on weekends, which offer regular and convenient opportunities for employees and guests to travel to neighbouring areas including Manchester City Centre, Wythenshawe, Eccles, and Macclesfield.

During weekday peak AM and PM hours there are 31 buses passing the site, and during the weekend peak hour there are 19 buses. This provides convenient and reliable access during key commuting times.

The site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys. Given the frequency of the services available, this has the potential to provide a significant alternative to single occupancy car journey.



2.3.2 Shuttle Bus Service

A shuttle bus (Mercedes-Benz V-Class or similar) service is to be operated by the hotel between the hotel and the Airport.

2.3.3 Rail and Tram Services

A number of local, regional and national rail services operated from the Manchester Airport Station. The station is located an approximate 15-minute walk from the hotel and can be accessed via the pedestrian and cycle routes described in Section 2.2. The station can also be accessed by bus, as described in Section 2.3.1.

The tram stop at Manchester Airport Station is located on the Navy Line of the Manchester Metrolink system which operates between the Airport and Manchester Victoria every 12 minutes Monday to Saturday and every 15 minutes on a Sunday.

The location of the rail station and local tram stops are shown on Figure 2.

2.4 Car Access

The hotel car park is to be accessed from the existing northern spur of the Enterprise Way roundabout. This will facilitate two-way vehicular access for hotel customers and taxis. Further detail is provided in Section 4.5.

2.5 Car Sharing

It is likely that a proportion of employees at the hotel may reside at locations in close proximity to one another and, as such, would be making trips to and from a common destination in the morning and evening peaks. As such, there is potential for these individuals to share their car journey with a fellow employee

All employees of the hotel will be encouraged to sign up and register their journey with national online car sharing services such as Liftshare. Liftshare is the UK and Ireland's leading car share provider. As a Social Enterprise, they offer a car sharing platform for free to almost 700,000 members. Employees will be encouraged to download the Liftshare app and sign up for free to make regular or one-off journeys through a car sharing arrangement.

2.6 Summary

The site is well located in relation to the transport network. Sustainable modes of travel are therefore a realistic option for travelling to/from the site future employees and hotel guests.



3 Travel Plan Management

This chapter provides details of the management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review. Travel Plan actions are summarised in Chapter 5.

3.1 Aim and Objectives

The objective of the Travel Plan is to ensure that employees and guests can choose from a range of options for travelling by non-single occupancy car journeys. This will be achieved through communicating the Travel Plan to employees and guests, and by providing the measures to help make sustainable travel practical and attractive.

3.2 Lifespan

In accordance with Condition 25, this Travel Plan is required to be revised following completion of the first travel survey (see Section 3.8). This revised document will form the Final Travel Plan for the hotel.

It is proposed that monitoring will be undertaken as a formal process for 5 years after first occupation of the hotel, after which the responsibility to conduct annual monitoring and reporting will cease (i.e. there will be 5 monitoring periods).

The role of Travel Plan Coordinator (TPC) will exist for the lifespan of the Travel Plan, in order to manage the Travel Plan initiatives. A dedicated resource will be provided to ensure the successful implementation of the Travel Plan. The TPC role is detailed further in Chapter 3.3.

Hotel guests will change constantly; therefore, it is the responsibility of the TPC to ensure that measures are in place to ensure guests are provided with up to date information and sustainable travel options are available for travelling to the hotel.

3.3 Travel Plan Coordinator (TPC)

The key role in delivering the Travel Plan is the Travel Plan Coordinator (TPC). This role will be filled by Samantha Hamilton-Green (Group People & Brand Director - skh@dakotahotels.co.uk) with support from key personnel based at the hotel and across the wider business (e.g. reservations and marketing team).

The TPC will remain in place for the lifespan of the Travel Plan (as detailed in Section 3.2) and will have the following responsibilities:

- Update this Travel Plan following completion of the first travel survey (as outlined in Section 3.8).
- Deliver the actions in Table 6 and measures included in Chapter 4 which have “TPC” in the responsibility column.
- Implement the Travel Plan, showing commitment and enthusiasm towards its success.
- Act a point of contact for employees at the development to discuss travel options.



- Liaising with MCC to discuss the Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the TPC will be provided to MCC two months prior to first occupation. If a new TPC is appointed, their contact details will be provided to MCC within two weeks of the change.

3.4 Liaison with the Local Authority

This Travel Plan will be agreed with MCC as part of the planning process to discharge Condition 25 of the planning approval.

Thereafter, the Travel Plan Coordinator (TPC) will liaise with the Travel Plan Officer at MCC to discuss the implementation of the Travel Plan. This will include submitting an updated Travel Plan document after the first travel survey and providing annual monitoring reports thereafter throughout the lifespan of the Travel Plan.

3.5 Funding

The costs associated with preparing and implementing the Travel Plan, including the cost of appointing a TPC, measures, as well as the cost of the monitoring and reporting will be covered by Evans Dakota Hotel Limited.

A budget will be allocated by the hotel operator for the implementation of the Travel Plan. This budget will be determined prior to occupation and will be held by the hotel operator. This will be used for the communication and implementation of Travel Plan measures set out within this Travel Plan document.

3.6 Mode Share Targets

As part of the Travel Plan process, targets will be set to reduce the number of hotel employees and guests travelling alone by car. This will be achieved by promoting alternative modes such as walking, cycling, public transport, and car sharing.

Baseline travel patterns will be established through the initial survey conducted after the hotel opens (as outlined in Section 3.7). Based on this data, the Travel Plan Coordinator (TPC) will set **SMART** (Specific, Measurable, Achievable, Realistic, Timebound) targets, to be agreed with MCC through the monitoring process and achieved over the lifespan of the Travel Plan.

3.7 Monitoring

In accordance with the requirements of Condition 25, the first travel survey will be 3 months after initial occupation of the hotel, and then repeated annually until 5 years following occupation (i.e. there will be one monitoring period per year).

3.7.1 Employee Surveys

The TPC will develop an online travel survey to record how employees are travelling. Prior to launching the first survey, a copy of each survey will be shared with MCC for approval of format and structure. A template survey is provided at Appendix A.



Employee travel surveys will determine as a minimum:

- Home postcode
- Method of travel to work
- How often they make the journey to work / shift patterns
- What other modes they would consider and barriers to making this shift

Employees of the hotel will be invited to participate in the survey via email or word of mouth. Posters will also be produced and displayed on employee noticeboards, intranets etc with details of the online survey and contact information for the TPC should they request the survey in an alternative format.

Ideally the survey should be made compulsory, however, if this is not possible the survey should be optional with active promotion and a prize draw offered for each survey to encourage participation. Spot surveys to record normal mode of travel may also be undertaken by the TPC to assist with achieving a reasonable response rate (i.e. 30% of employees).

The main headlines / findings from the travel survey communicated to employees, and the findings used as evidence to work with MCC on meeting Travel Plan targets.

Surveys will be repeated annually for the lifespan of the Travel Plan (which is 5 years after final occupation), after which the responsibility to carry out annual monitoring and reporting will cease.

3.7.2 Guest Surveys

The hotel will incorporate a mandatory travel mode question into its online booking system, prompting guests to indicate their primary means of transport to the hotel during the final stage of booking. This approach is designed to ensure high response rates and consistent data collection.

Guest responses will be securely stored within the booking system and exported annually for analysis, with all identifying information removed. The resulting data will be used to monitor the modal split of guests and assess progress against Travel Plan targets established following the initial survey.

In addition, if guest satisfaction surveys are conducted, travel-related questions will be included to gather more qualitative feedback on guest travel choices and experiences.

3.8 Reporting

The results of the first monitoring period will be incorporated into a revised Travel Plan, in accordance with Condition 25 of the planning approval. This updated document will be submitted to MCC for approval within two months of completing the initial travel survey.

In subsequent years (Years 2 to 5), the Travel Plan Coordinator will prepare a Monitoring Report following each annual survey. Each report will include:

- Survey methodology and results including qualitative feedback.
- An analysis on the effectiveness of the Travel Plan, including a progress review of measures.
- Proposals for future measures subject to the targets not being achieved.

The Monitoring Report will be submitted to MCC for discussion and agreement.



4 Sustainable Transport Initiatives

The Travel Plan aims to maximise accessibility to the hotel via sustainable modes of transport. The site's location and existing infrastructure, such as walking and cycling routes and public transport options, support this objective by encouraging non-car travel among employees and guests.

This chapter outlines the on-site facilities and initiatives designed to support access by all available modes and promote sustainable travel choices, which the hotel operator is committed to delivering.

4.1 Pre-occupation Travel Planning

It is expected that some hotel employees may transfer from existing business operations. Once confirmed, the Travel Plan Coordinator (TPC) will provide travel support ahead of first occupation, engaging with employees to understand the impact of relocation and offering tailored assistance through one-to-one sessions, presentations, or drop-in events.

4.2 Communication Strategy

As described in Chapter 2, there are practical options for accessing the hotel by sustainable travel modes. From the outset, sustainable travel will be promoted to employees and guests at the hotel. The Travel Plan will be launched as soon as possible at the commencement of occupation and will be continually marketed through the provision of travel information.

The Travel Plan Coordinator (detailed in Section 3) is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the hotel. The proposed communication measures are detailed below in Table 2.

Table 2: Communication Measures

Measure	Responsibility	For	Timeframe
Communication Strategy			
A Travel Plan Coordinator will be available to provide transport advice and assistance with journey planning to all employees (e.g. personalised journey plans).	Hotel Operator	E/V	Prior to occupation and ongoing for the lifespan of the Travel Plan.
Pre-occupation travel planning (where applicable) as set out in Section 4.1.	TPC	E	Prior to occupation.
An Employee Travel Guide will be distributed to all employees. The packs will include travel information for all available modes, focusing on the benefits of travelling by modes other than single-occupancy car. This should provide company-specific information, such as location of cycle parking and details of any salary sacrifice schemes available.	TPC	E	Prior to occupation and ongoing for the lifespan of the Travel Plan.
Details will be provided regarding TfGM journey planning tool encouraging the use of sustainable modes of travel with information available on the Bee Network website. Employees will also be encouraged to download the Bee Network app.	TPC	E/V	Prior to occupation and ongoing for the lifespan of the Travel Plan.



Measure	Responsibility	For	Timeframe
Communication Strategy			
Travel noticeboards will be set up in the communal areas, which will include public transport, pedestrian and cycle route maps, information on car sharing, information and contact details for local taxi services, list of internet websites on sustainable transport.	TPC	E/V	Prior to occupation and ongoing for the lifespan of the Travel Plan.
There will be additional ongoing communication every year to highlight aspects of the Travel Plan (e.g. walking, cycling, car share, public transport initiatives) and to promote national sustainable travel events such as Bike Week, Walking Month, Catch the Bus Month. This could be in the form of a newsletter, email bulletin, noticeboard announcements and may include details of incentives/offers available.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Organisation of social events which incorporate the above travel initiatives, for example an organised cycle ride, bike breakfast or lunchtime walk.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.

E = Employees V = Visitors

4.3 Walking and Cycling

As outlined in Chapter 2, the hotel is located within convenient walking / cycling distance of Manchester Airport and public transport stops. To support sustainable access:

- A footway will connect between the hotel entrance and the existing shared footway/cycleway along Enterprise Way and at the northern spur of the Enterprise Way roundabout.
- A zebra crossing is to be provided within the site facilitating pedestrian movements between the hotel entrance and car park.
- A cycle store with space for 16 cycles is to be provided at the hotel, in line with MCC's minimum cycle parking standards.

Measures to encourage and promote walking and cycling to both employees and guests are outlined in Table 3 below.

Table 3: Walking and Cycling Measures

Measure	Responsibility	For	Timeframe
Walking and Cycling			
Pedestrian infrastructure will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	Developer	E/V	To be provided at construction.
Provision of adequate levels of cycle parking.	Developer	E/V	To be provided at construction.
Employee shower and changing facilities will be provided at the hotel.	Developer	E	To be provided at construction.
The benefits of walking and cycling will be communicated in the Employee Travel Guide, along with maps showing pedestrian and cycle routes.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
A map showing pedestrian / cycle routes serving the site and towards local amenities will be included in travel guide.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.



Measure	Responsibility	For	Timeframe
Walking and Cycling			
Details of cycle training courses and advice (including initiatives detailed in Section 2.4.1) will be included in travel materials.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Promotion of national walking and cycling events and competitions such as National Walking Month , Walk to Work Week , and Cycle to Work Day . These events will be promoted at the appropriate time through travel communication materials.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Organisation of walking/cycling buddies for employees that regularly walk /cycle to work. This could include the organisation of an online Bicycle User Group (BUG).	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Promotion of Bike Register within travel guide and wider communication materials. BikeRegister is a national cycle database that protects bicycles from theft / helps reunite stolen bicycles.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Details of local walking shops and cycle shops will be provided employees. The TPC will enter into discussions with these retailers to investigate the potential to provide discounts for employees at these stores. If secured, these details will be provided to all employees by the TPC.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Operate a cycle to work scheme, allowing employees to purchase a bike and/or equipment through a salary sacrifice arrangement.	Operator	E	Ongoing from occupation for the lifespan of the Travel Plan.

E = Employees V = Visitors

4.4 Public Transport

As set out in Section 2.3, the hotel is accessible by public transport, including bus, tram and rail. Pedestrian facilities will be provided on site, connecting to existing infrastructure in the vicinity of the hotel, therefore, any initiative which are included to encourage the use of public transport are likely to be successful. Measures to promote and support travel by public transport are outlined in Table 4 below.

Table 4: Public Transport Measures

Measure	Responsibility	For	Timeframe
Public Transport			
Provision of passenger information within the travel guide and wider communication materials, including details of public transport options, ticketing options and journey planning tools (Section 2.3).	TPC	E/V	Ongoing from occupation for the lifespan of the Travel Plan.
Employees will be provided with a web link to the TfGM journey planning tool and will be made aware of the Bee Network app: https://tfgm.com/plan-a-journey .	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
The hotel operator will consider individual requests for flexible working hours where this supports alignment with public transport provision. Each request will be assessed on a case-by-case basis, subject to operational requirements.	Hotel Operator	E	Ongoing from occupation for the lifespan of the Travel Plan.
Promotion of the Wagestream incentive available to all employees. Wagestream is a platform which allows employees to access credit for larger purchases (e.g.	TPC / Operator	E	Ongoing from occupation for the lifespan of the Travel Plan.



Measure	Responsibility	For	Timeframe
Public Transport			
season tickets for public transport), repayable through salary.			
Promotion of national public transport events (e.g. Catch the Bus Week and Travelwise Week) as detailed in Section 4.2. These events will be promoted at the appropriate time through travel materials.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.

E = Employees V = Visitors

4.5 Arrival by Car

The hotel car park is to be accessed from the existing northern spur of the Enterprise Way roundabout. This will facilitate two-way vehicular access for hotel customers and taxis.

A total of 130 car parking spaces (including 8 accessible spaces) will be provided for customers. 8 of the spaces are to include electric vehicle charging points. There will be no designated parking for staff on-site.

Car parking will be operated by a valet service, in line with that provided at other Dakota hotels. Concierge and valet employees will actively manage the drop-off area. The car park will be operational throughout hotel hours, and as a luxury hotel in close proximity to the Airport this is likely to be a 24-hour operation with guest arrivals partially aligning with flight schedules.

A shuttle bus (Mercedes-Benz V-Class or similar) service is to be operated by the hotel between the hotel and the Airport.

Measures to manage car use are outlined in Table 5.

Table 5: Measures to Manage Car Use

Measure	Responsibility	For	Timeframe
Managing Car Use			
Provision of appropriate levels of car parking for visitors, including the provision of electric vehicle charging points and disabled spaces.	Developer	E/V	To be provided at construction.
Promotion of the shuttle bus service to be operated by the hotel.	TPC	E/V	Ongoing from occupation for the lifespan of the Travel Plan.
Promotion of alternative modes of travel within travel communication materials.	TPC	E/V	Ongoing from occupation for the lifespan of the Travel Plan.
Promotion of a car share scheme (www.liftshare.com) within travel materials, including information on how to sign up and the potential benefits.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
The TPC will facilitate a car share matching exercise using data collected at induction and following the findings of the first survey, in order to assess which employees can car share with another colleague.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Possibly allow for employees to adjust working hours in order to find a car share match.	Operator	E	Ongoing from occupation for the lifespan of the Travel Plan.



Travel Plan

Sustainable Transport Initiatives

Measure	Responsibility	For	Timeframe
Managing Car Use			
Recruit from the local area.	Operator	E	Ongoing from occupation for the lifespan of the Travel Plan.
Efficient driving information will be included within the travel guide and wider communication materials.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.
Information about electric vehicles and charging facility information will be included within travel materials.	TPC	E/V	Ongoing from occupation for the lifespan of the Travel Plan.
Promotion of national car sharing events (e.g. National Liftshare Week, Car Free Day and Travelwise Week) as detailed in Section 4.2.	TPC	E	Ongoing from occupation for the lifespan of the Travel Plan.

E = Employees V = Visitors



5 Summary of Travel Plan Actions

Table 6 summarises the actions required to deliver the Travel Plan.

Table 6: Summary of Actions

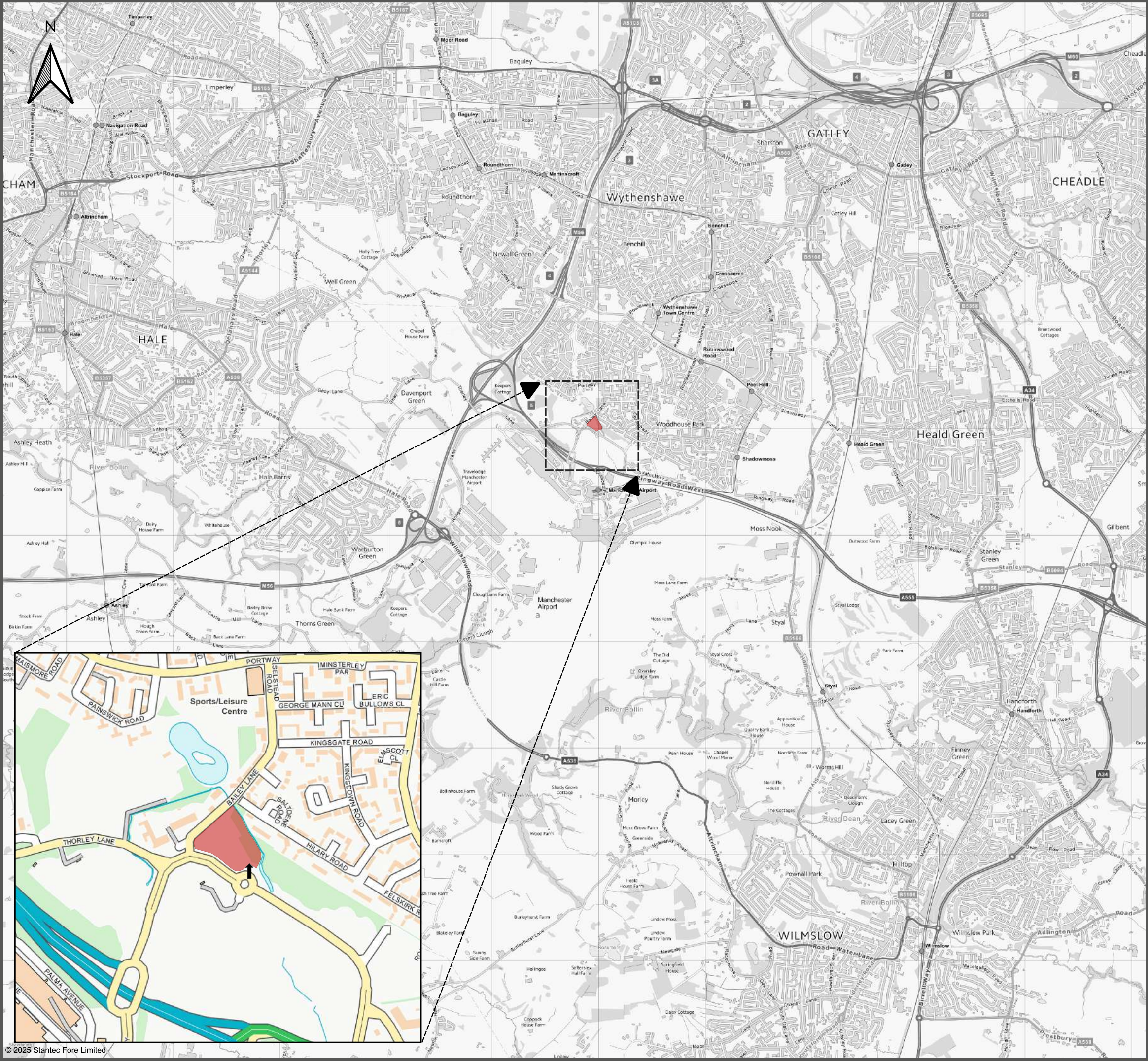
	Action	Responsibility	Implementation
1	Appoint a Travel Plan Coordinator.	Operator	As detailed in Section 3.3.
2	Fund and implement actions and measures of the Travel Plan.	Operator	As detailed in Section 3.5.
3	Undertake initial travel survey to establish a target for the Travel Plan.	TPC	As detailed in Section 3.7.
4	Provide a revised Travel Plan to MCC within six months of the first use of the hotel, considering surveyed travel patterns.	Operator / TPC	As detailed in Section 3.8
5	Undertake travel surveys on an annual basis following the first travel survey.	TPC	As detailed in Section 3.7.
6	Prepare and submit monitoring report to MCC.	TPC	As detailed in Section 3.8
7	Discuss findings of monitoring and reporting and agree future targets/measures with MCC.	TPC	As required in liaison with MCC.
8	Ongoing sustainable travel communication (i.e. travel updates via email or newsletter).	TPC	As detailed in Section 4.2.





Figures





Key:

- Indicative Site Boundary
- Indicative Site Access

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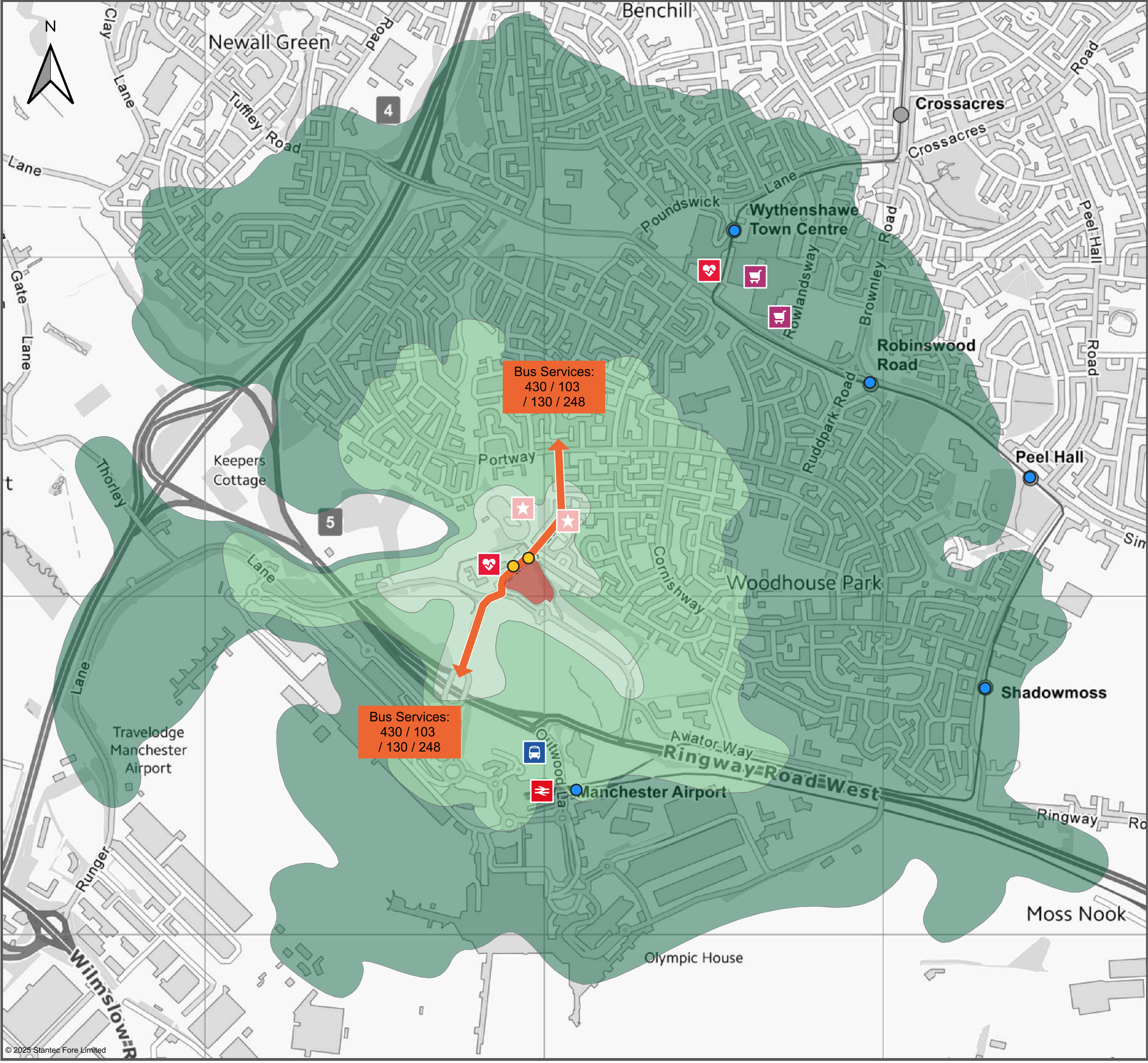


Client:
Evans Dakota Hotels Limited

Project:
Dakota Hotel, Manchester Airport

Figure Title:
Site Location

Scale: 1:35,000	Figure Status: Issue
Job Number: 702500094	Figure Number: Figure 1



Key:

- Indicative Site Boundary
- Walking Catchment
 - 500m
 - 1.0km
 - 2.0km
- Landuse
 - Bus Stop
 - Tram Stop
 - Bus Station
 - Health
 - Leisure
 - Rail Station
 - Retail
 - Bus Route

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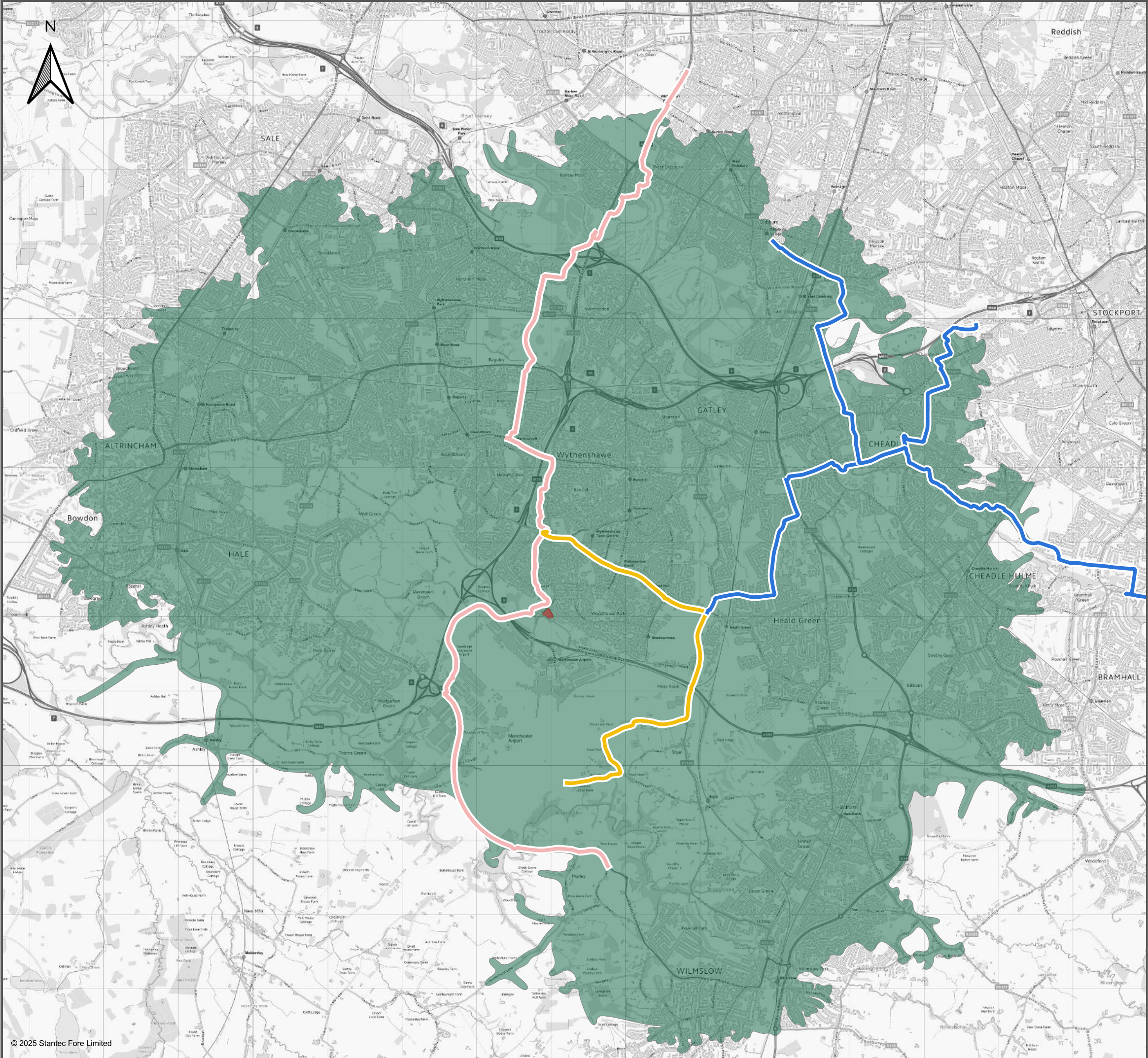
Client:
Evans Dakota Hotels Limited

Project:
Dakota Hotel, Manchester Airport

Figure Title:
Walking Catchment and Local Amenities

Scale: 1:11,000	Figure Status: Issue
Job Number: 702500094	Figure Number: Figure 2

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Key:

- Indicative Site Boundary
- 8.0km Cycling Isochrone
- National Cycle Network
 - Route 85
 - Route 56
 - Route 558
 - Route 55

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Client:
Evans Property Group

Project:
Dakota Hotel, Manchester Airport

Figure Title:
Cycling Catchment and Long Distance Routes

Scale: 1:50,000	Figure Status: Issue
Job Number: 702500094	Figure Number: Figure 3

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Appendix A

Survey Template



Travel Survey

Which of the following best describes your working shift pattern?

- ☐ Standard daytime hours (e.g., 9am–5pm)
- ☐ Early shift (e.g., starting before 7am)
- ☐ Late shift (e.g., finishing after 8pm)
- ☐ Night shift (e.g., working overnight)
- ☐ Rotating shifts (e.g., alternating between day and night shifts)
- ☐ Split shifts (e.g., working two separate blocks of time in a day)
- ☐ Flexible hours (e.g., varying start and end times)
- ☐ Other (please specify)

What is your home postcode?

How many days do you typically work at Dakota Hotel (Manchester Airport) in a week?

- ☐ 1 day
- ☐ 2 days
- ☐ 3 days
- ☐ 4 days
- ☐ 5 days
- ☐ 6 days
- ☐ 7 days
- ☐ It varies (please specify)

Which days of the week do you usually work?

- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday
- ☐ Sunday
- ☐ It varies (flexible schedule)

How long does your commute usually take?

- ☐ Up to 15 minutes
- ☐ 16 to 30 minutes
- ☐ 31 to 45 minutes
- ☐ 46 to 60 minutes
- ☐ 61 to 90 minutes
- ☐ Over 90 minutes
- ☐ I work remotely / no regular commute

What is your primary mode of transport for commuting?

- ☐ Walk
- ☐ Run
- ☐ Cycle
- ☐ Motorcycle/scooter/moped
- ☐ Taxi
- ☐ Car (alone, no passengers)
- ☐ Car share (as the driver)
- ☐ Car share (as the passenger)
- ☐ Train
- ☐ Bus
- ☐ Tram
- ☐ Park & Ride
- ☐ Mainly work from home
- ☐ Other (please specify)

Do you occasionally use any alternative modes of transport to travel to and from work?

What are the main reasons for your choice of transport to and from work?

Please tick all that apply.

- ☐ Convenience
- ☐ Cost
- ☐ Travel time
- ☐ Environmental impact
- ☐ Health and fitness (e.g., walking or cycling)
- ☐ Availability of services (e.g., bus/train frequency)
- ☐ Parking availability
- ☐ Work schedule or shift pattern
- ☐ Accessibility needs
- ☐ Other (please specify)

Are there other modes of transport that you would like to use?

Please tick all that apply.

- | | |
|---|---|
| ☐ No - I am happy with my current mode | ☐ Car share (as the driver) |
| ☐ Walk | ☐ Car (alone, no passengers) |
| ☐ Run | ☐ Train |
| ☐ Cycle | ☐ Bus |
| ☐ Motorcycle/scooter/moped | ☐ Tram |
| ☐ Taxi | ☐ Park & Ride |
| ☐ Car share (as the passenger) | ☐ Mainly work from home |
| ☐ Other (please specify) | |

What would encourage you to use other modes of transport to travel to and from work?

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Riverside West, Whitehall Road
Leeds
LS1 4AW
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