This document has been prepared by the Development Team at Manchester City Council and provides management arrangements for the Mobility Hub to discharge condition 41 of the approved planning application (Ref: 130627/FO/2021).

Condition 41

Prior to the first use of the Mobility Hub, a Hub management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include detailed management arrangements for the Hub including arrangements for supporting the shift from usage by commuters to a residents as developments in the Poland Street area are completed. The approved details shall then be implemented and be in place prior to the first use of the development and thereafter retained and maintained in situ.

The Mobility Hub will be the first building completed as part of the Ancoats Phase 3 programme, which includes 1,500 homes as well as commercial development and significant new and refurbished areas of public realm.

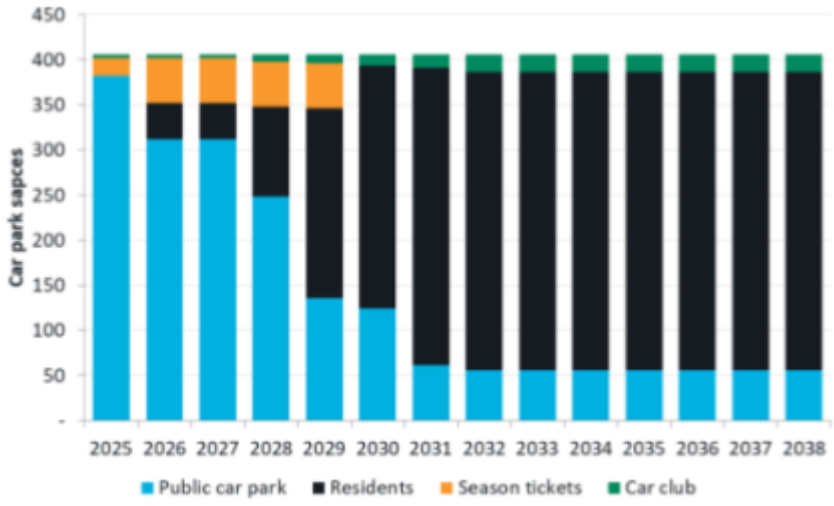
The vision of the Mobility Hub is to provide a shared services facility with the purpose of delivering car parking, sustainable travel options and smart logistics for the growing number of residents and workers in Ancoats, as well as visitors to the area.

The facility is proposed to meet the parking requirements of residential development for Ancoats Phase 3, and to remove parking from individual schemes thereby releasing additional land for housing to improve viability.

When the Hub opens none of the 1,500 new homes planned for Ancoats Phase 3 will have been built. The first of the new homes are scheduled to complete in 2025, with the balance being built out over a period through to 2031.

This means that in the early years of operation the parking demand for the Mobility Hub will be come from commuters, visitors and existing residents in the area. Over time as new homes are built and occupied the balance of parking demand will shift, until ultimately the parking in the Mobility Hub will be primarily act as a resident car park with a small number of spaces retained for visitor parking. The below table shows this change in spaces usage for the period up to 2031.

Figure 1: Indicative Allocation of car park spaces over time



Individual plot developers are submitting their own planning permissions to include an allocation of car parking spaces within the Mobility Hub. We are aware of the following planning consents.

Planning App. No.	Development	Units	Car Parking Spaces	Completion
134154/VO/2022	Rodney Street	129	30	June 2025
130354/FO/2021	Eliza Yard	118	35	Summer 2026
133769/FO/2022	Jersey Wharf	190	62	Summer 2026
137346/FO/2023	Phoenix Ironworks	256	70	Summer 2028

We are expecting further developments to come forward as part of Ancoats Phase 3.

It is proposed the Council will enter into a legal arrangement with the respective plot developer for their full allocation as determined by their planning permission. The developer / management company would then manage the provision of spaces between their residents.

Management of the Car Park

Manchester City Council have procured APCOA to manage to car parking elements of the building. APCOA are a well established parking management company who managed a number of other car parks in Manchester as well as operating Mobility Hubs across the UK. They are contracted under a management agreement, as opposed to a lease, for an initial 5 years with an option to extend for a further 2 years. Through the management agreement, the Council will have more control over the users of the car parking and enable the migration from commuter car parking to residents to be managed easier.

APCOA are aware of the timelines for development plots to come forward and they will manage the capacity at the Mobility Hub accordingly. This will ensure there are sufficient spaces for residents parking to sit alongside commuter/season ticket/visitor spaces. This will be data driven using access cards which monitor usage statistics.

APCOA then have two levers they can use to influence the capacity at the Mobility Hub. This will be price and marketing. Should capacity be running at maximum, the amount of marketing for the Hub would be reduced and/or the price increased. This will have an effect for the demand of car parking spaces and can manage capacity issues. APCOA can also restrict the amount of season tickets available for non-residents to free up capacity.

It is not expected that car park will be running at capacity whilst residential developments have not completed in the area. Therefore, data is to be collected from day one which would be used for monitoring and KPI purposes. This data will be reviewed regularly with monthly reports shared between the Council and APCOA. These monthly reports will provide data on the occupation of the building and what type of parking the user would fall under, whether it is commuter, season ticket, resident or a visitor. The data would be included within the annual travel plan review. The tracking and monitoring of this data will enable the Council and APCOA to make commercial decisions on the management of the building.

Where a resident has been allocated a space as part of development scheme, APCOA will provide a code to the resident which would enable them to secure a residents permit through their website. This would be undertaken in conjunction with the developer/management company of the specific block as per the terms of the agreement with them, to ensure only the permitted allocation are provided with residents passes to not affect future residential development plots allocation of parking.