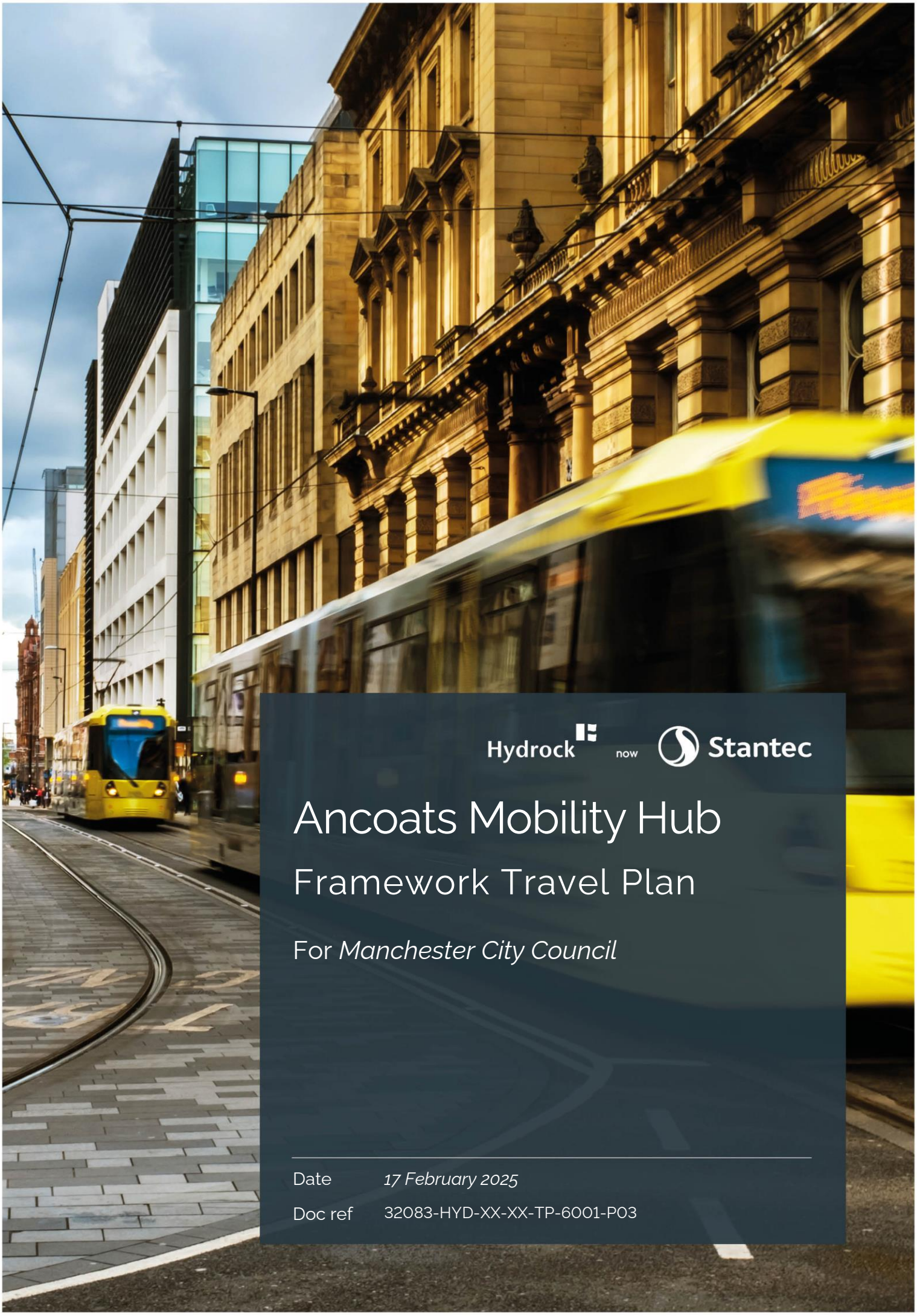


Hydrock now Stantec

Ancoats Mobility Hub

Framework Travel Plan

For *Manchester City Council*

Date	*17 February 2025*
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Issued by	Hydrock, now Stantec 100 Barbirolli Square Manchester M2 3AB United Kingdom	T +44 (0)161 804 5550 E manchestercentral@hydrock.com hydrock.com
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Prepared by		Paul Skipper BSc (Hons) GradCIHT
Checked by		Chris Rushton BA (Hons) CMILT
Approved by		Chris Rushton BA (Hons) CMILT

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1. Introduction

1.1 Overview

1.1.1 Hydrock has been instructed by Manchester City Council [MCC] to prepare a Framework Travel Plan [FTP] to support the Ancoats Mobility Hub development, Manchester.

1.1.2 The development site falls within the jurisdiction of Manchester City Council [MCC]. Hydrock were instructed by MCC to produce this Travel Plan to discharge Pre-Occupation Condition No.35 attached to the planning approval; (Ref: 135720/JO/2022).

Prior to the first use of the development hereby approved, a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- *The measures proposed to be taken to reduce dependency on the private car by those using the hub and encouraging sustainable travel options including measures to integrate into the city centre transport infrastructure and digital platforms;*
- *A commitment to surveying the travel patterns of users during the first three months of the first use of the Mobility hub and thereafter from time to time*
- *Mechanisms for the implementation of the measures to reduce dependency on the private car*
- *Measures for the delivery of specified travel plan services*
- *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 Mobility hub, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. 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.*

1.1.3 The Travel Plan will focus on how staff at the Hub can benefit from using more sustainable travel, particularly for multi modal trips where people can benefit from using multiple sustainable transport options to reach their desired destination.

1.1.4 The proposed Mobility Hub development is located within the area of Manchester City Centre known as 'Ancoats'.

1.1.5 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 (MCC) in July 2020. It is anticipated that up to 1,500 new homes and up to 31,000sft of commercial space will come forward within the Poland Street Zone NDF area.

1.1.6 The Hub is a key component of a place-based regeneration strategy for the area that will support and prioritise local communities as well as play a vital role in supporting place creation, improved mobility at a neighbourhood scale, and contributing to Manchester's journey towards achieving Net Zero Carbon. This approach builds on the

area's transformation into one of the most sought-after residential neighbourhoods in the City. The Hub will provide the tools and encouragement for people to change habits and contribute towards a more sustainable and inclusive world.

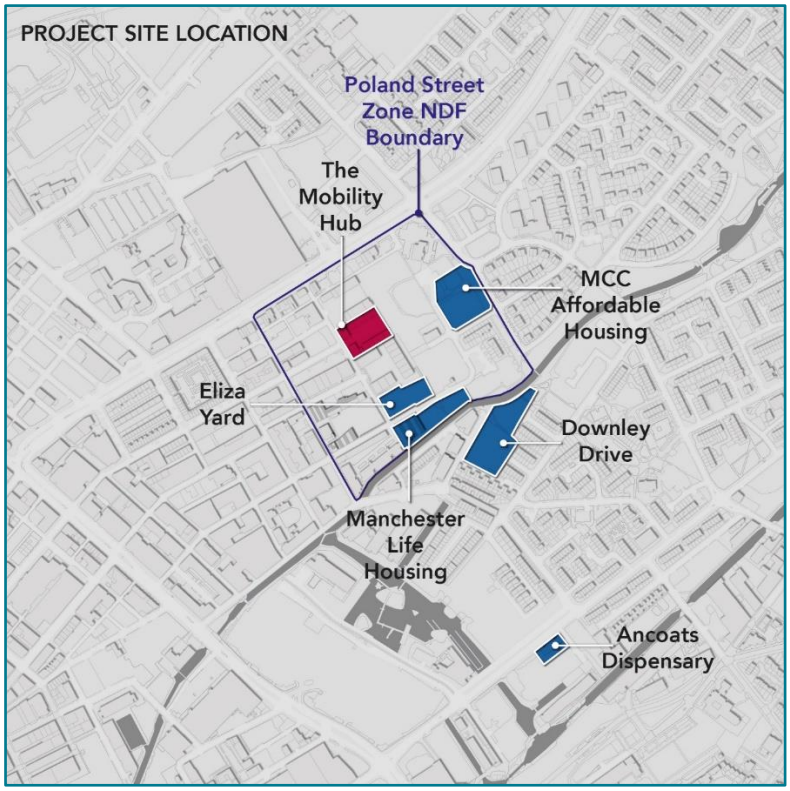
1.1.7 The proposals for the Hub seek to support the growth of a resilient, future-ready neighbourhood by embedding sustainable transport choices, smart logistics, and shared services into the heart of an emerging and sustainable neighbourhood. This innovative project is proposed to meet the parking requirements of residents and businesses in Ancoats, removing parking from individual schemes and promoting a shift away from car ownership by providing the infrastructure to offer sustainable alternatives. In accordance with priorities set out both in the NDF and the City Centre Transport Strategy, the Hub will provide sustainable transport solutions and respond to the community's desire to prioritise people over vehicles in the local area.

1.1.8 This FTP will consider the long-term strategy to reduce the dependence of travel by private car.

1.2 Site Location

1.2.1 The proposed site is located along Poland Street, to the north east of the A665 Great Ancoats Street, and to the south east of the A62 Oldham Road, as shown in **Figure 1.1**. The Site can be accessed by pedestrians and vehicles via Poland Street.

Figure 1.1: Site Location



Source: Buttress

1.3 Travel Plan Status

1.3.1 This Travel Plan has been provided as a Framework Travel Plan [FTP]. A full Travel Plan will be prepared at a later stage. Although the approximate scale and purpose of the proposed development is known, the travel behaviour of the staff cannot be identified at this stage.

1.3.2 A full Travel Plan will be developed for the development following occupation once an initial travel survey has been undertaken and the travel behaviour of staff has been established. This FTP will form the basis of the full Travel Plan for the development. This FTP will be provided to the Highways Officer at Manchester City Council [MCC] following completion.

1.4 Travel Plan Objectives

1.4.1 The Travel Plan is a long-term strategy for a site which aims to reduce the dependence of staff on travel by private car. This Travel Plan reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Minimise car travel in the area surrounding the development, therefore cutting down on associated costs (environmental, financial, health, etc.); and
- Constrain car parking demand.

1.5 Scope

1.5.1 Following this introductory section:

- **Section 2** considers the relevant national and local transport policy;
- **Section 3** assesses the accessibility of the site by non-car modes;
- **Section 4** outlines the development proposals
- **Section 5** describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
- **Section 6** outlines how the Travel Plan will be managed;
- **Section 7** outlines the aim, objectives and targets of the travel plan; and
- **Section 8** provides an action plan and marketing strategy for the travel plan.

2. Transport Policy

2.1 Preamble

2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.

2.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework

2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

2.2.2 The most recent NPPF report was published in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

2.2.3 Paragraph 108 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 109 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

2.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 116).

2.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.

2.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

2.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is

intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

2.3.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.4 Manual for Streets [MfS]

2.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

2.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

2.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

2.4.4 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

2.4.5 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

2.5 Guidelines for Providing for Journeys on Foot

2.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 2:2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.6 Manchester Core Strategy

2.6.1 Manchester's Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Development Framework (LDF). It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

2.6.2 Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'.

2.6.3 Within the Core Strategy there are three policies that set out how this objective will be achieved. These are now discussed in greater detail below.

Policy T1 - Sustainable Transport

2.6.4 The policy states the council's aim to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- "Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).

- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
  - 1. Pedestrians and disabled people
  - 2. Cyclists, public transport
  - 3. Commercial access
  - 4. General off-peak traffic
  - 5. General peak time traffic"

Policy T2 - Accessible Areas of Opportunity and Need

2.6.5 The Council will actively manage the pattern of development to ensure that new development:

- "Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic employment sites including:
- Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
- Links within East Manchester to employment locations, Central Park and Eastlands in particular.
- Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

2.6.6 Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the staff at the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council

will continue to use these standards when applying this policy. Standards are set for two different area types:

- District Centres
- Areas not within the City Centre or District Centres

2.6.7 The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

2.6.8 Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."

Policy T3 - Strategic Integration

2.6.9 The Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:

- "Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.
- The Council also supports future aspirations to extend the network to Trafford Park and Stockport.
- A second Metrolink crossing in the City Centre.
- A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.
- The Cross-City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

2.6.10 Note - Any proposals which would prejudice the implementation of the strategic integration of projects will be refused."

2.7 MCC Parking Standards

2.7.1 MCC Parking Standards are contained within the Core Strategy. Appropriate parking standards are also recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.

2.7.2 The council recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit overprovision and discourage out of town developments.

2.7.3 Although maximum car parking standards and minimum cycle parking standards are given for different land uses, these do not apply to the city centre where each development will be considered on a case-by-case basis.

2.7.4 Consistent with Policy T2 of the Core Strategy, the proposed parking provision should be sufficient to satisfy demand, while simultaneously acting as a mechanism for demand management and encouraging sustainable travel behaviour.

2.8 Manchester Residential Design Guidance

2.8.1 Furthermore, to understand and comply with the existing residential neighbourhood and parking requirements, the Manchester Residential Design Guidance (MRDC) has been reviewed. The current version of the MRDC was issued in March 2017 (issue 01), with the document stating the following as the main objective for this guidance:

2.8.2 "The ambition of this report is to be simply the best guidance available to deliver a commensurate quality in housing design. It seeks to be particular to Manchester, and it seeks to strike a balance between prescription and non-prescription. It also takes the opportunity to bring clarity to what are often seen as variable aspects of design criteria such as parking standards, amenity, waste management, carbon management and the like. Above all it seeks to have a serviceability."

2.8.3 It was noted that within the MRDC that the key requirements (relating to transport / highways) identified within this document, which the Council expects the applicant to demonstrate / provide evidence on how these will be met as part of any application, are as follows.

Make It Easy To Get Around

- Facilitate and encourage walking and cycling;
- Create clear, safe and obvious; connections to the public transport network;
- Define a clear street hierarchy; and
- Support opportunities to improve wayfinding and orientation.

Make It Practical

- Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;
- Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;
- Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the street scene; and
- Have considered where temporary stopping could be accommodated.

Make It Future Proof

- Have mitigated for a higher risk of extreme weather events, both new and in relation to future modelling;
- Have retained and incorporated fit for purpose buildings of heritage value;
- Are able to be adaptable to accommodate change; and
- Consider the use of technology to reduce energy use.

Make It A Home

- Seek to exceed the Nationally Described Space Standards;
- Provide sufficient storage space;
- Maximise opportunities for daylight;
- Provide sufficient private amenity space in the most appropriate location; and

- Have considered the balance between the number of homes accessed from lift cores and neighbourliness.

2.8.4 Furthermore, the MRDC document also advises that appropriate solutions to car parking should be considered and offered, with the document stating the following:

Offer Appropriate Solutions To Car Parking

"Manchester is highly accessible, and has invested significantly in public transport, to become the easiest place to get around by means of transport other than the car in the UK, outside of London.

Notwithstanding, the city's residential areas, will continue to generate demand for car parking spaces. As with other areas of this guidance, there is no 'one size fits all' approach to car parking and it should be considered on a site-by-site basis.

In the city centre, the ability to deliver car parking on site at a level that will fully satisfy demand is often a product of the configuration, size, topography and ground conditions associated with a particular site. Small infill sites in the city centre are often key to wider regeneration outcomes; however, in isolation it is extremely difficult to meet on site requirements.

With listed buildings, for example, it is often impossible to accommodate car parking in a manner that does not compromise the architectural and historic qualities of that asset. In these scenarios there is a need to look more holistically at car parking provision across an area, and utilise appropriate off site car parking solutions to meet demand.

2.8.5 This may for example involve the use of multistorey car parks, which increasingly are located or proposed around the edges of the city centre with easy vehicular access of the Inner Ring Road. New multi-storey car parking, in carefully identified locations, to meet demand for car parking both from resident and commuters should be supported, particularly as surface car parks get redeveloped."

2.8.6 In terms of recommended parking standards, the MRDC document states the following:

Recommended Parking Standards

- "In accordance with the 'comply or justify' approach of this document, the following standards are required:
- City Centre - Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site-specific circumstances and other requirements;
- Outside City Centre - new apartment development will be expected to provide 100% parking provision as a starting point."

2.9 Manchester City Centre Transport Strategy

2.9.1 In 2020 MCC in conjunction with Salford City Council [SCC] and TfGM consulted on the City Centre Transport Strategy [CCTS] that sets with vision for the city centre by 2040. The final version of the City Centre Transport Strategy was endorsed by MCC Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

2.9.2 It is envisioned that the city centre will have over 100,000 more jobs and 50,000 more homes within the central core by 2040 when compared to 2020. As such the way in which people and goods are moved around the city centre must change to deliver a liveable city and meet MCC's growth, clean air and net zero ambitions. The CCTS aligns with the Greater Manchester Transport Strategy for 2040 and the Greater Manchester Clean Air Plan.

2.9.3 The City Centre area as defined within the Core Growth Strategy incorporates Ancoats and New Islington whilst the area bounded by the Inner Ring Road recognised as the City Core. The Mobility Hub plays an important role in removing vehicle trips from the City Core and promoting walking and cycling as the primary mode of transport to and within the City Core.

2.9.4 The CCTS has seven core ambitions, they are:

- Ambition 1: Walking is the main way of getting around the city centre;
- Ambition 2: The city centre is cleaner and less congested;
- Ambition 3: More people choose to cycle to destinations within the city centre;
- Ambition 4: The city centre benefits from better public transport connections;
- Ambition 5: Parking in the city centre is smarter and integrated with other modes;
- Ambition 6: Goods are moved and delivered sustainably and efficiently within the city centre;
- Ambition 7: Innovation is embraced where it benefits the city centre and its users.

2.9.5 Ancoats is primarily a residential area with a strong sense of place and character and includes the city centre's first primary school. Ancoats is developing at pace with a strong leisure and commercial offer complimenting the expanding and established residential nature of the area. Ancoats by nature is a primarily pedestrian friendly area with low levels of vehicle movements through the core area surrounding Cutting Room Square, this has been aided by early attempts at filtering vehicles away from pedestrian dominated streets and areas. Some issues do exist whereby vehicles cut through Ancoats to avoid Great Ancoats Street; however, these vehicle numbers remain low within the wider context.

2.9.6 The COVID-19 pandemic provided an opportunity to further restrict vehicle movements within Ancoats to allow social distancing measures and increase the amount of outdoor space to support local leisure and commercial offering, this has further added to the pedestrian orientated nature of the area and has provided safe spaces for cycling. Although it is not yet certain as to what measures will remain in the developed areas of Ancoats following the COVID-19 pandemic, the Hub presents an opportunity to allow a greater focus on public realm and pedestrian movement within the Poland Street Zone development area.

2.9.7 Mobility Hubs are referenced within the CCTS as enablers of more sustainable mobility and neighbourhood parking choices. The Ancoats Mobility Hub is the first Mobility Hub within Manchester and Greater Manchester and is specifically highlighted within the CCTS as an opportunity to align with the seven CCTS core ambitions:

- "Meet the parking requirements of residential and commercial developments within Ancoats by removing parking from individual schemes and promoting a modal shift away from private car ownership.
- Be designed to provide access to sustainable modes of transport, including cycling, walking, public transport and car clubs.
- Integrated with enhanced walking and cycling routes including canal towpaths and the route towards New Islington Tram Stop.
- Include secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport.
- Support the promotion of EVs where private car use is required, with EV charging infrastructure provided.
- Utilise the latest digital technology to help customers plan how they use transport through interactive systems to book car clubs, EV charging and cycling facilities.
- Be a hub for a local car club that encourages flexible car sharing/ rental over car ownership, offering a range of vehicles to suit as many staff as possible.
- Be a hub for parcel deliveries including smart parcel lockers, with last mile deliveries to be arranged via electric vehicles or cargo bikes."

2.10 Regional Plan - Greater Manchester Transport Strategy - Places For Everyone Joint Development Plan Document

2.10.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Council's decision to withdraw from this plan.

2.10.2 The nine Councils in Greater Manchester have now adopted PfE and will now form part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford. However, the Plan will not cover everything and Trafford Metropolitan Borough Council has produced a Local Plan.

2.10.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

2.10.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

2.10.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

2.11 Greater Manchester Transport Strategy (2040)

2.11.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

2.11.2 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

2.12 The Bee Network

2.12.1 The Bee Network is *Greater Manchester's vision to deliver a joined-up London-style transport system, with* buses beginning to be integrated in 2023. The vision is set to integrate buses, trams, cycling, walking and rail under one umbrella, allowing for seamless sustainable accessibility across the Greater Manchester region. The network will aim to result in a cheaper but more effective system for those looking to travel by public transport. Using the network will be easy via the Bee Network app, which operates using a contactless fares system similar to that used in London.

Bus

2.12.2 Following direct pressure from Greater Manchester [GM], the Bus Services Act 2017 was introduced and gave mayors of city-regions the power to introduce a bus franchising scheme in their local area. In March 2021, Greater Manchester Mayor Andy Burnham decided to introduce a franchised network as the best way to improve local bus services in Greater Manchester. This has meant that bus services within Greater Manchester have begun to join the Bee Network, with the first buses coming under local control in Bolton and Wigan, as well as parts of Bury, Salford and Manchester. The aim is to bring all bus services within GM under local control by 2025 as part of the Bee Network, which ties in with other existing public transport. Routes and timetables will eventually be set by Transport for Greater Manchester for the entire city fleet of yellow buses.

Trains

2.12.3 At the time of writing, the Bee Network is focused on bringing all local bus services under local control but in 2025, contactless payment trials on local train services from Stalybridge to Manchester Victoria; and Glossop to Manchester Piccadilly will be undertaken. These trials will lead to the eventual goal of having local trains joining the Bee Network by 2030. This will also coincide with the full integration of cycle hire services also and allow for cycle and train travel to become more cohesive and encourage more linked, multi-modal trips.

2.13 Summary

2.13.1 The above policy review summarises both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

2.13.2 Access on foot, cycle and public transport is discussed in the following section of this report.

3. Sustainable Accessibility

3.1 Choice of Transport Modes

3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the development by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the development by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.

3.1.2 To assist the assessment of accessibility, the 2022 Greater Manchester Travel Diary Survey (TRADS) data has been used to ascertain the current percentage of commute trips by each mode, as shown in **Table 3.1**.

Table 3.1: Manchester District 2022 TRADS Commuter Trip Modes

Mode	Percentage
Walk	16%
Bicycle	11%
Motorcycle, scooter, moped	2%
Car or van driver	46%
Car or van passenger	4%
Train	1%
Metrolink	2%
Bus, minibus, coach	16%
Taxi, minicab	2%
Other	0%
Total	100%

3.2 Access on Foot

3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

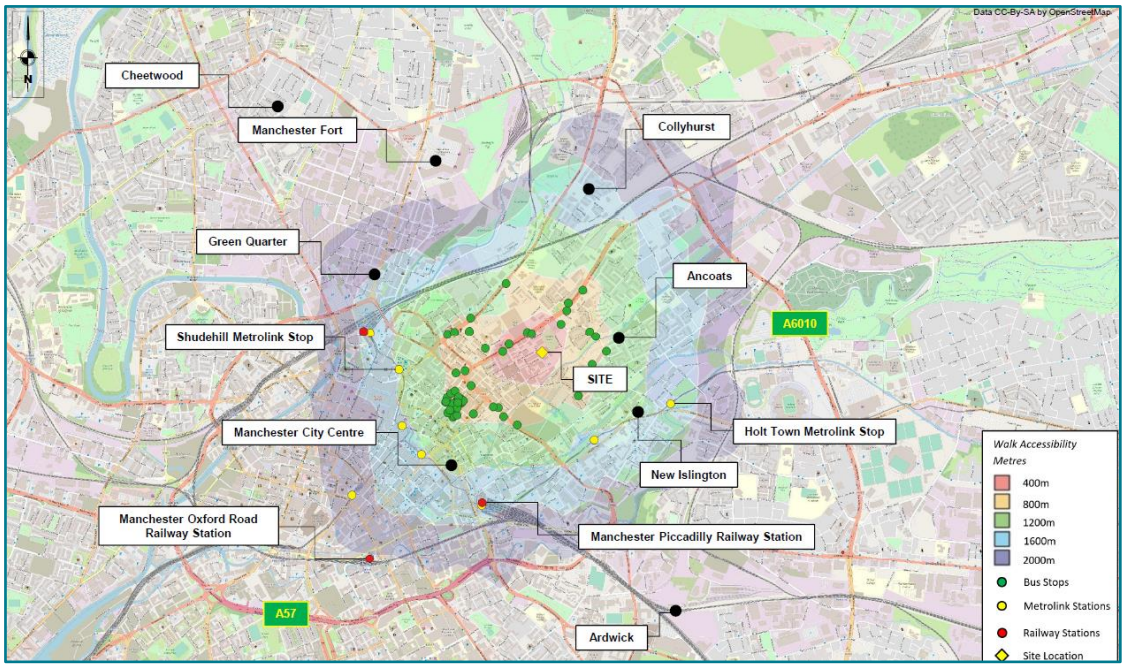
3.2.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

3.2.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

3.2.5 The location of development is within reach of the public transport network which, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

3.2.6 **Figure 3.1** shows the 2km catchment from the development, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking catchment is provided in **Appendix A**.

Figure 3.1: 2km Walking Catchment

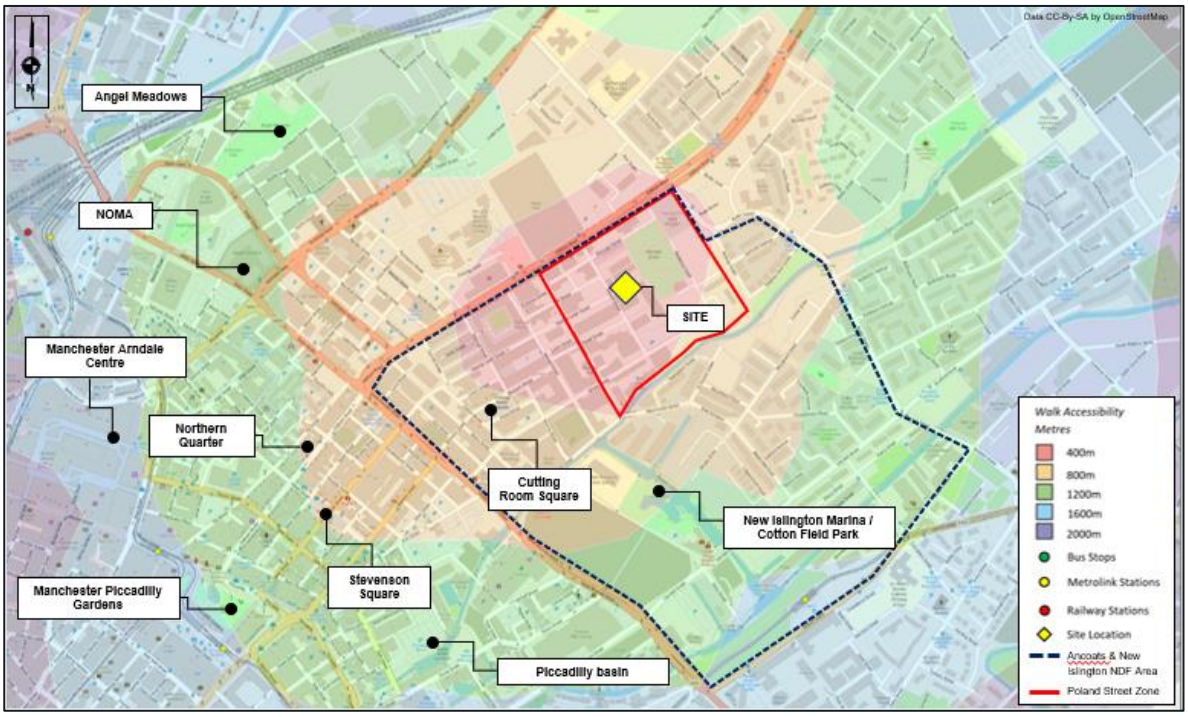


Source: CC-BY-SA by OpenStreetMap

3.2.7 As can be seen from **Figure 3.1** within 2.0km of the site, there are a number of bus stops, Metrolink stations, railway stations, and local amenities within the Ancoats and New Islington District and across Manchester City Centre, which will help facilitate pedestrian movements to and from the site, and therefore underlines the potential for the Mobility Hub to be used as a connection node as suggested above.

3.2.8 Furthermore, in terms of facilities / destinations in close proximity (circa 800m) of the site, Hydrock have undertaken a further walk catchment plan using GIS software - Basemap's Visography (TRACC) program. A copy of the full 800m walking catchment is provided in **Appendix A** and summarised in **Figure 3.2** below.

Figure 3.2: 800m Walking Catchment



Source: CC-BY-SA by openstreetmap

3.2.9 As can be seen from **Figure 3.2** within 800m of the site, there are a number of key destinations such as; Cutting Room Square, New Islington Marina / Cotton Field Park, and Stevenson Square, all of which combined offers a range of public spaces, shops, bars, restaurants, office spaces etc.

3.2.10 In summary, the site is well situated to offer pedestrian access to future Poland Street Zone residential developments within an 800m radius. It is also well situated to offer access to the wider Ancoats and New Islington area (remaining within an 800m or 2.0km radius) for existing residents, commuters and visitors using one form of transport (Metrolink or bus) and then leaving the Mobility Hub by bike or hire car (or vice versa).

3.3 Access by Cycle

3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

3.3.2 Based on the above guidance, it is anticipated that due to the location of the proposed Mobility Hub, with the proposed 150 cycle parking spaces (exclusive of TfGM cycle hire and cycle changing facilities), and with a number of local streets / roads, and existing cycle networks, the Hub will generate a substantial amount of cycling movement.

3.3.3 The Mobility Hub proposals will include a shared pedestrian / cycle path along the southern side of the Hub which is anticipated to be incorporated into the public realm strategy being brought forward by MCC. The path will be designed to tie into / take into account the recent 'Cycle Infrastructure Design (CID) - Local Transport Note (LTN) 1/20 - July 2020'.

3.3.4 The existing cycle network within close proximity of the site comprises the National Cycle routes 6, 55, 60 and 66:

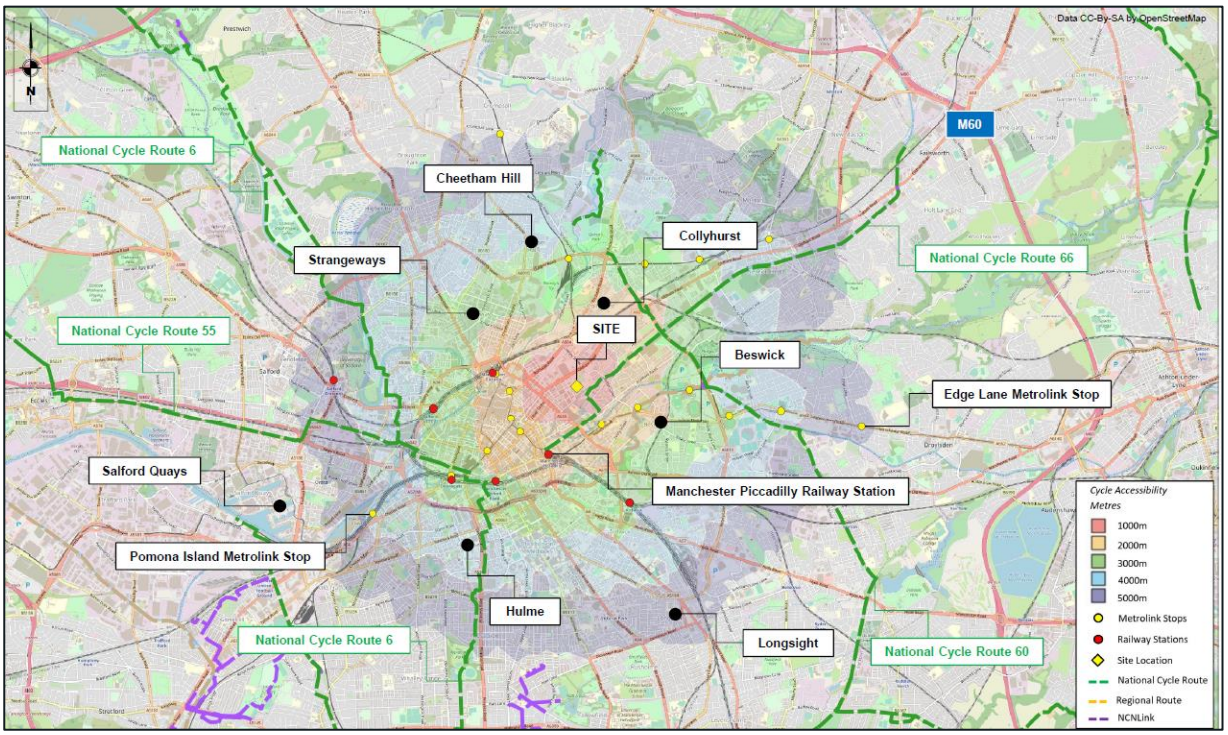
- National Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere.
- Route 55 of the National Cycle Network is open between Stoke-On-Trent and Marple, and around Stockport, Manchester and Wigan.
- Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loopline.
- National Cycle Route 66 runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. Please see route description below for details of open sections.

3.3.5 Given the cycling facilities proposed and existing and proposed local cycling routes it is anticipated that the Hub, with the proposed 150 cycle parking spaces, will increase connectivity and movement from the Ancoats and New Islington district into the surrounding areas within a 5km cycling catchment area by acting as a destination or connecting node for cycling commuters.

3.3.6 It is noted that at present, both Buses and Metrolink Trams only allow fold-up bikes on board, however this is an area/service that TfGM are potentially looking to improve in the future.

3.3.7 **Figure 3.3** below provides an extract of the indicative 5km cycling catchment plan, again using GIS software - Basemap's Visography (TRACC) program, and is equivalent to a typical cycle time of 15-20 minutes. A copy of the full walking catchment is provided in **Appendix A**.

Figure 3.3: 5km Cycling Catchment



Source: CC-BY-SA by openstreetmap

3.3.8 The above figure provides further evidence to support the 'connecting node' user profile for commuters / office workers travelling to the site via one form of transport (e.g. Metrolink or bus) and leaving the site via Car club or bike.

3.4 Starling Bank Bikes

3.4.1 Greater Manchester's first publicly operated, self service, 24/7 bike hire scheme is running in parts of Manchester, Trafford and Salford.

- An affordable, convenient and quick way to get around for commuters, students and cross city journeys.
- Managed and funded by TfGM on behalf of the Greater Manchester Combined Authority.
- Operated by Beryl, an experienced bike share company which operates in London and other areas.

3.4.2 With Bee Network Cycle Hire stations across Manchester, Trafford and Salford, cycle hire stations are handily close to the trams, trains and buses – perfect for everyday commuting or seeing the sights.

3.4.3 The bikes can be hired on a Pay As You Ride (PAYR) basis. Pedal bikes cost 50p to unlock and 5p per minute to ride. E-bikes cost £1 to unlock and 10p per minute to ride.

3.4.4 You can also save money on your ride with minute bundles. Buy between £5 and £40 of minutes in advance and pay just 5p a minute to ride both standard and e-bikes. There are no unlock fees for standard bikes when you purchase a minute bundle.

3.5 Access by Public Transport

Bus

3.5.1 This site is accessible by bus, with the nearest bus stops located along the A62 Oldham Road located approximately 120m away from the site, providing services in both directions. Additionally, Manchester Piccadilly bus station is located approximately 950m to the south west of the site.

3.5.2 Services from the nearby bus stops and Piccadilly Gardens run at a very high frequency throughout the week.

3.5.3 The bus services provide convenient access to locations including Newton Heath, Crumspall, Salford, Oldham, Rochdale, Huddersfield and Manchester City Centre.

3.5.4 It is therefore concluded that the site benefits from destination, base and connecting nodes by bus, offering an alternative mode of transport to single occupancy car journeys.

Rail / Metrolink

3.5.5 The nearest rail station is Manchester Piccadilly located approximately 1.2km to the south of the site, and is therefore within acceptable walk distance of the site.

3.5.6 Manchester Piccadilly Railway Station is served by a variety of rail operators and provides direct access to wider locations such as Birmingham, Stockport, Stoke-on-Trent, Leeds, Liverpool, and London amongst others. In addition to local commuter locations such as Heaton Chapel, Stockport, Macclesfield, Burnage, Wilmslow and Manchester Airport amongst others.

3.5.7 Manchester Victoria Railway Station is also located approximately 1.4km to the north west of the site, providing frequent services to a number of northern towns and cities including: Blackburn, Leeds, Preston, and Bolton amongst others.

3.5.8 Both railway stations serve as rail hubs for the city and for the wider region, and so collectively they serve a very sizable number of train services, at a high frequency to a substantial number of destinations throughout the day.

3.5.9 Again, the volume of train services is too numerous to list exhaustively in this report.

3.5.10 Both Manchester Piccadilly Railway Station and Manchester Victoria Railway Station provides access to the Metrolink, offering a number of frequent services to a variety of destinations within Greater Manchester.

3.5.11 The Metrolink provides connections to a number of destinations within Greater Manchester including: Rochdale, Bury, Ashton-under-Lyme, East Didsbury, Altrincham and Eccles amongst others. The closest Metrolink stop to the site is the New Islington stop located approximately 800m from the site located to the rear of the existing residential buildings, opposite the Ashton Canal, with frequent services provided 7 days a week.

3.5.12 Additionally, Manchester Piccadilly Gardens Metrolink station is located approximately 950m to the south west of the site.

3.5.13 Trams run on the Metrolink network between approximately 06:00 to 00:30 Mondays to Thursdays, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 07:00 to 22:30.

3.5.14 Having regard to the above, it is therefore concluded that The Mobility Hub is highly accessible by public transport for connecting nodes. Prospective visitors, staff, and local residents within the area, will have an excellent range of public transport travel choices, even outside of what might normally be considered the daytime 'core' hours.

3.5.15 A snapshot of public transport map for the site is illustrated in **Figure 3.4** below.

Figure 3.4: Manchester Public Transport Map



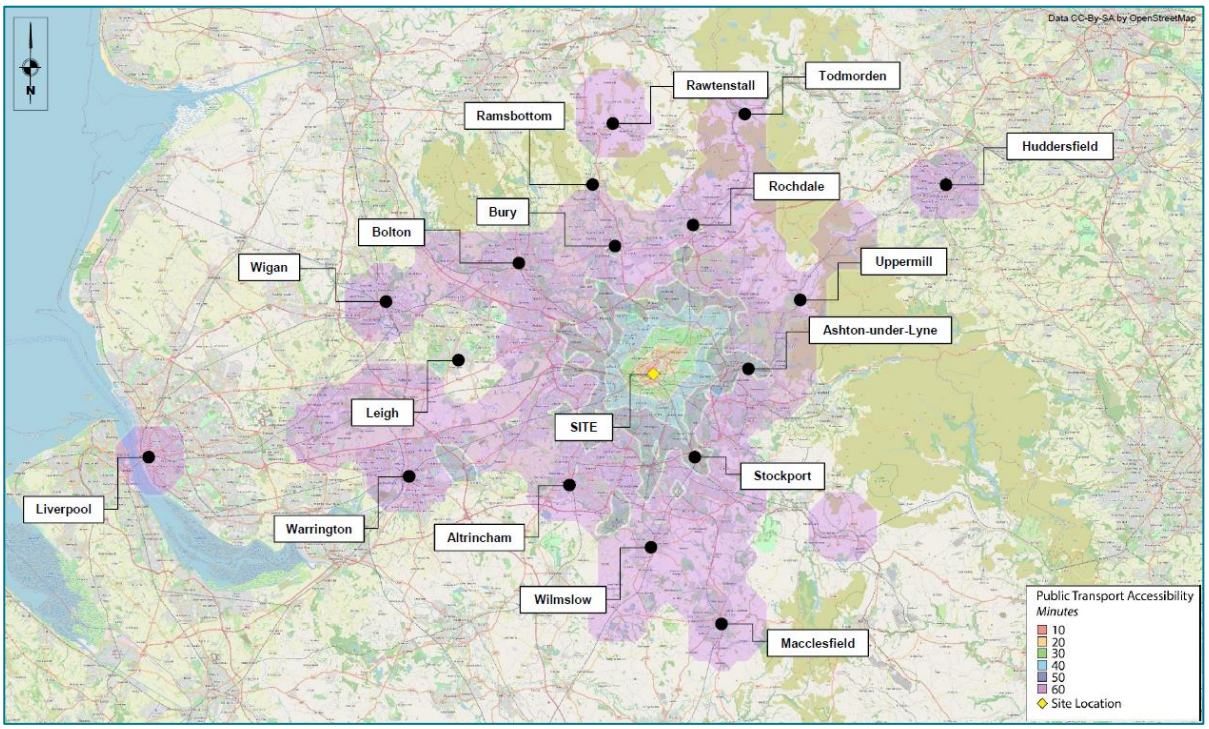
Source: TfGM

3.6 Journey Time Assessment by Public Transport

3.6.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops and demonstrates that key areas such as Stockport, Rochdale, Wigan, Bolton, Huddersfield and Liverpool (to name a few) are all within a 60minute public transport journey.

3.6.2 **Figure 3.5** below provides an extract of the public transport 60minute catchment area. A copy of the full plan is provided within **Appendix A**.

Figure 3.5: 60-minute Public Transport Catchment



Source: CC-BY-SA by openstreetmap

3.6.3 While the likelihood of the hub to act as a direct link for visitors to park and then use multiple public transport modes is likely to be modest, it is clear the site is accessible by public transport and could be used by hub-based staff to access the site.

3.6.4 In summary, the Mobility Hub is well situated to act as a connecting node for journeys by public transport.

4. Development Proposals

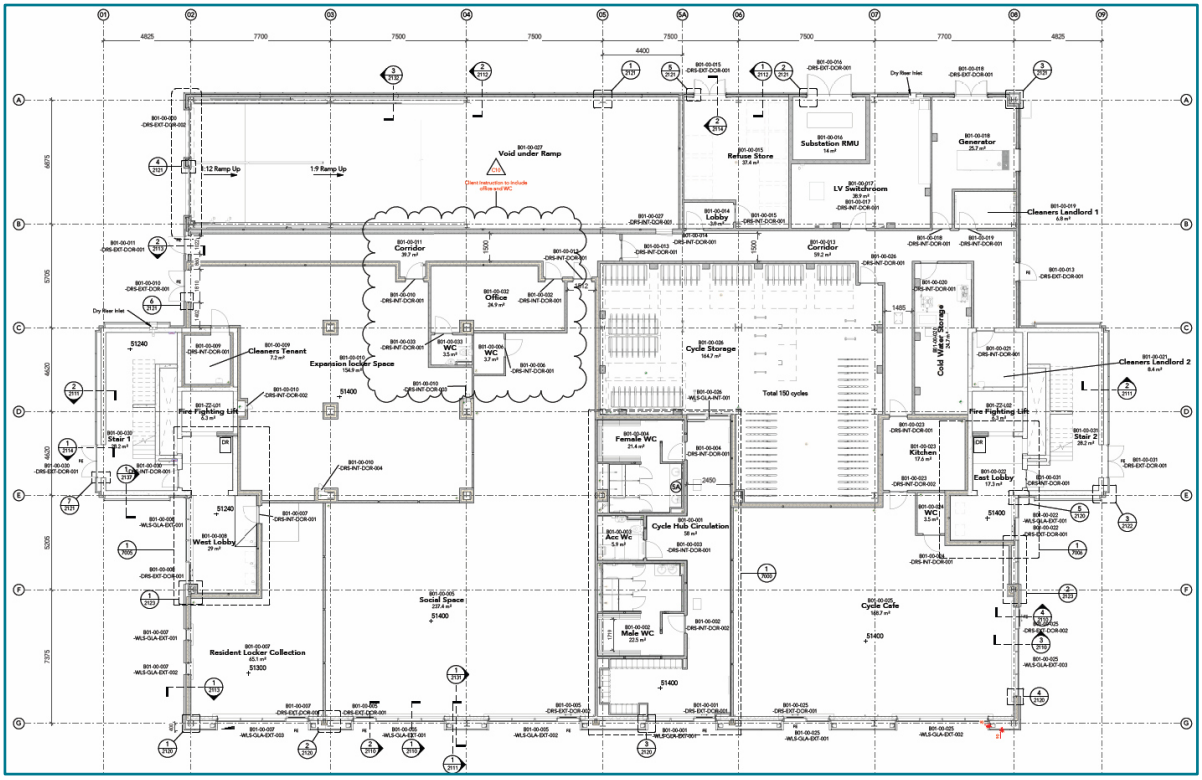
4.1 Introduction

4.1.1 The Hub also 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 and consists of the following components:

- 406 car parking spaces comprising:
  - 25% EV spaces
  - 2 car club spaces initially (with the potential for up to 20 spaces to be provided in the future)
- Electric Vehicle Charging Points – 25% provision (102 points) with electrical capacity secured to grow with demand up to 100%;
  - 100 (50 dual) x standard charge points (7kw) for residents;
  - 2 (1 dual) x rapid charge points (22kw) for visitors;
- 5 motorbike spaces
- 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;
- Associated changing rooms, showers and toilets for cyclists;
- Resident Locker Collection (with expansion locker space) – 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;
- Two commercial units, targeting businesses who can enhance the amenity of the facility and Ancoats Green;
- 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; and
- 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 length pricing incentives.

4.1.2 The proposed ground floor layout is illustrated in **Figure 4.1** below with a copy of the full plan located at **Appendix B**.

Figure 4.1: Site Layout Plan

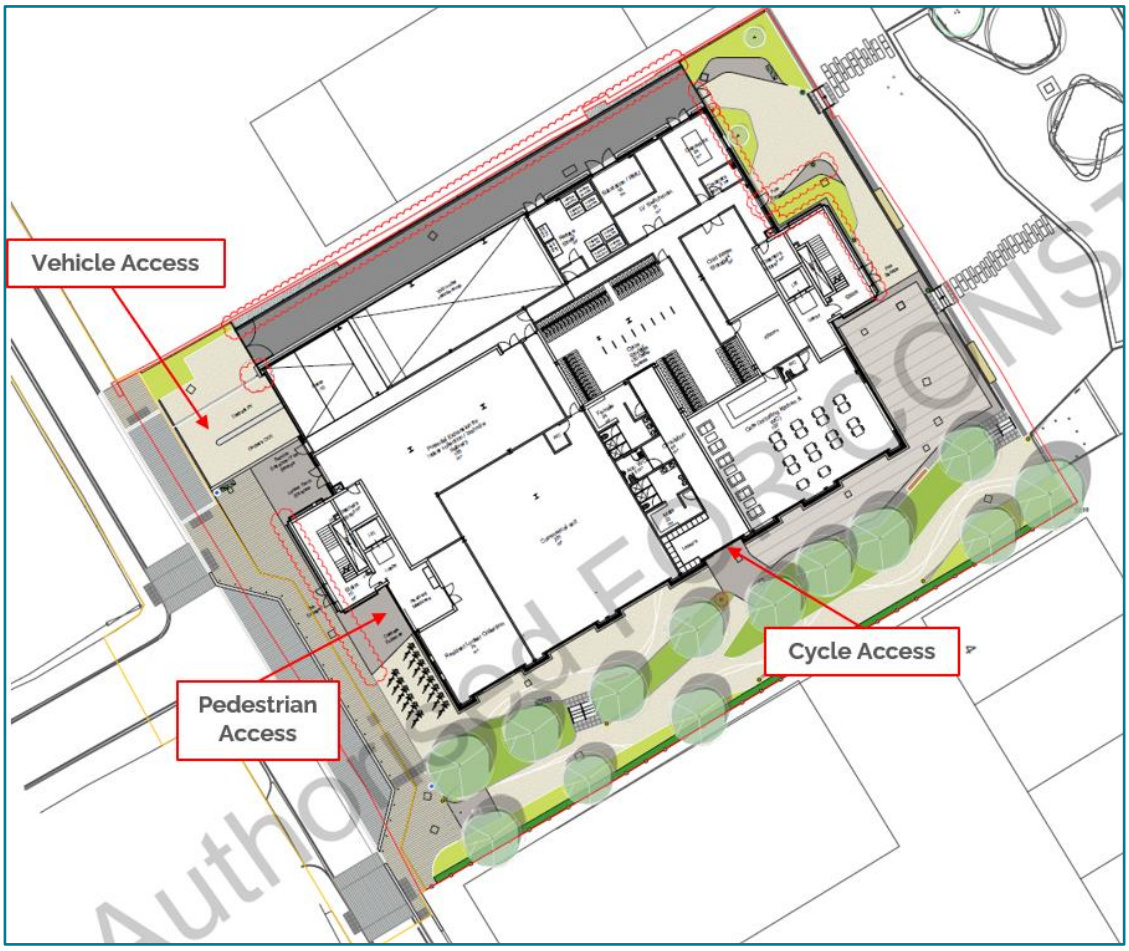


Source: Buttress

4.2 Access Arrangement

4.2.1 The access arrangements for the site are shown below in **Figure 4.2** with a copy of the full plan located at **Appendix C**.

Figure 4.2: Site Access Arrangements



Source: Planit I.E. Limited, modified by Hydrock

Vehicle Access

4.2.2 It is proposed that vehicle access to the site will take place from Poland Street, along the western boundary of the development plot.

4.2.3 The proposed vehicle access includes a two-way car park access measuring 7.0m wide (2 x 3.5m wide lanes) leading to a ramped configuration within the car park structure. The access also provides vehicle height restriction barriers to prevent any vehicle larger than 3m entering the site.

Cycle and Pedestrian Access

4.2.4 The site's proposed pedestrian / cycling access is from the new pedestrian and cycle route directly south of the building connecting Poland Street and Ancoats Green. This has been designed to ensure safe segregation of pedestrians and vehicles.

4.2.5 The new route proposed along the southern boundary of the site includes a segregated pedestrian and Cycle Infrastructure Design LTN 1/20 compliant cycle route and public realm comprising hard and soft landscaping.

4.2.6 The cycle hub is located in the centre of the development site. The proposed commercial unit is situated along the southern boundary and is well situated to contribute to an active frontage which will enhance the amenity offering in the area.

5. Travel Plan measures

5.1 Introduction

5.1.1 It is acknowledged that the development site is located within a sustainable location and has access to good public transport and active travel links.

5.1.2 The aim of the Travel Plan is to promote the accessibility of the proposed development site by alternative modes to the private car. The location of the development and the current infrastructure in place is conducive to encouraging travel by non-car modes, through the excellent provision of walking and cycling routes and the availability of high frequency bus services. The initiatives may benefit staff at the development by promoting sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the development; and
- An improved pedestrian / cycle friendly environment.

5.1.3 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the development to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from staff for the Travel Plan; any 'sticks' will be implemented later.

5.1.4 This section provides a summary of the key initiatives contained in this Travel Plan which the building owner is committed to providing. The initiatives reflect previous experience of Staff Travel Plans along with national and local government guidelines.

5.2 Marketing and Promotion

5.2.1 From the outset, sustainable travel will be promoted to staff at the development site. The Travel Plan will be launched as soon as possible at the commencement of occupation and operation of the residential development and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.

5.2.2 The Travel Plan and the reasons for implementing it will be communicated to ensure that staff are provided with information on the alternatives to car travel before they establish car-based travel habits.

5.2.3 The following describes the marketing tools and initiatives that may be used. It is important that there is a central source of information for all queries relating to sustainable travel for staff at the development. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the development.

5.2.4 An annual budget will be allocated to assist the full TP and will be paid for by the developer. The budget will be used to promote the full TP and to organise events to coincide with national initiatives, the total budget allocated cost will be agreed with Manchester City Council prior to the completion of the full TP.

5.2.5 Travel notice boards will be set up in the developments' communal areas, which will include:

- Real time travel time/updates including any bus, tram and train times;
- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details for local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

5.2.6 All staff will also be issued with travel 'Welcome Packs' promoting alternative transport modes which will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities.

5.2.7 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will be provided on the notice boards and a travel calendar will be developed for inclusion within the welcome packs. The Travel Plan Coordinator will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

5.2.8 The Travel Plan Coordinator will also provide staff with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

5.3 Initiatives to Promote Walking

5.3.1 The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the development, in order to ensure that staff are aware of the facilities available to them.

5.3.2 Staff will be encouraged to participate in national events, such as Walk to Work Week. These events will be promoted on the notice board and within the Welcome Packs.

5.3.3 Details of local walking shops will also be provided to the staff of the site. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for staff at these stores. If secured, these details will be provided to all staff by the Travel Plan Coordinator.

5.3.4 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot. Any school and residential Travel Plan initiatives relevant to the development, will be promoted and staff encouraged to participate.

5.4 Initiatives to Promote Cycling

5.4.1 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities. Copies of local cycling maps will be provided within the Welcome Packs and notice board. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map.

5.4.2 There are also cycling related information on Transport for Greater Manchester (TfGM) website https://beeactive.tfgm.com/cycling/, plus information on cycling activities on The Active Wellbeing Society website www.theaws.co.uk. British Cycling has a programme of led (Lets Ride) which can be found on www.letsride.co.uk.

5.4.3 Details of local cycling shops and mobile cycle repairs will be provided to staff of the development within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to staff via the Welcome Pack.

5.5 Initiatives to Promote Travel by Public Transport

5.5.1 Information on the cost, timetables and services available which could be used by staff will be provided within the Welcome Pack and on the notice board. This will include details and links to online journey planning websites.

5.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the development and staff of the development will be encouraged to apply.

5.5.3 Information about public transport routes and ticketing can be found on the Transport for Greater Manchester (TfGM) Bee Network website https://tfgm.com/. This map shows existing public transport stops with further links to timetables.

5.6 Initiatives to Promote Car Sharing

5.6.1 It is likely that a proportion of staff may work 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. Therefore, there is potential for these individuals to share their car journey with a fellow resident of the development.

5.6.2 All staff will be encouraged to sign up and register their journey with national online car sharing services.

5.7 Initiatives to Reduce the Need to Travel

5.7.1 Details of journey planning websites, such as Traveline, and the aforementioned travelsmartmap will be promoted at the development to make sure staff are aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use.

5.8 Initiatives to Promote Car Club / Peer to Peer Car Share

5.8.1 In order to encourage the use of car club vehicles within the Mobility Hub, the following initiatives will be actioned and monitored as part of the Travel Plan:

- Siting of the initial 2 car club bays in a visible ground floor location to advertise and maximise usage;
- Marketing of the car club offer within the mobility hub on display boards / digital screens to encourage use; and
- Designation of a further 18 car club bays to be converted as and when demand for new car club bays are required. The 20 bays will take precedent over commuter / residential parking.

5.8.2 In terms of peer-to-peer car share, the car share platform operates on a third-party platform and as such can be utilised by all Mobility Hub users with access to a private car. This will allow residents in the locality to hire cars that are parked within the Mobility Hub on a longer-term basis and reduce the wider requirement for car ownership. The use of the peer-to-peer car share will be encouraged and there will be no limit on peer-to-peer car share usage within the Mobility Hub.

5.8.3 The use of car share will be monitored as part of the annual travel plan process

5.8.4 The above initiatives will be focused on encouraging users to join the car club / car share platform and reduce the reliance on car ownership.

6. Travel Plan Management

6.1 Introduction

6.1.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the development's Travel Plan Coordinator, the Council's Highway Development Management Team and other sustainable travel groups.

6.2 Travel Plan Coordinator

6.2.1 The responsibility for managing and implementing the Travel Plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority. The person responsible for appointing the TPC contact details is as follows:

- Stuart Avery
- Stuart.Avery@manchester.gov.uk
- Address: Manchester City Council, Town Hall, Albert Square, Manchester, M60 2LA
- Telephone: 07976 910169

6.2.2 The roles and responsibilities of the Travel Plan Coordinator include:

- Implementing and promoting various Travel Plan initiatives at the development to promote sustainable travel;
- Promoting the Travel Plan to staff;
- Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel survey following the adoption of each travel plan for each phase; and
- Reviewing the Travel Plan's success and preparing action plans.

6.2.3 The Travel Plan Coordinator will be in place six months prior to the occupation and will remain in place for a period of 5 years. After this time, the responsibility for the Travel Plan will be passed over to the sustainable travel steering groups.

6.2.4 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator role will be incorporated into the responsibilities of one of the on-site members of staff based at the development (such as the concierge). However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a full-time role. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

6.3 Stakeholder Engagement

6.3.1 Stakeholders including the Council's Highway Development Management Team and local transport operators also play an important role in the successful implementation of the Travel Plan at the development. The Council's Highway Development Management Team will be kept up-to-date with the progress of the Travel Plan. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific Travel Plan initiatives at the development. The Travel Plan Coordinator will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7. Aim, Objectives and Targets

7.1 Overview

7.1.1 A travel plan is a long-term strategy for a site to reduce the dependence of staff on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

7.2 Travel Plan Aim

7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.

7.2.2 The overall aim of this travel plan is to achieve a reduction in the number of single occupancy vehicle journeys to the development.

7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objectives

7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.

7.3.2 As this stage, it is not possible to derive specific objectives for staff of the development which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in industrial and employment developments:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of transport to the car;
- Minimise car travel in the area surrounding the development, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

7.3.3 Travel plan guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the development. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the development.

7.4 Travel Plan Targets

7.4.1 Specific targets will be set for the development using the results of the initial travel survey, which will provide the baseline travel behaviour of staff. These will allow mode share targets to be established for the development. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the development. This information is provided earlier within this report, in sections 3 and 4.

7.4.3 Travel plan guidance recommends that 'SMART' targets are set that are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

7.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with the council as part of the full travel plan's development and will be inputted into the Council's database to ensure effective ongoing monitoring.

7.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the development. The targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.

7.4.6 **Table 7.1** presents the indicative travel mode targets for the staff working at the Mobility Hub. These targets are consistent with the Travel Plan objectives and the main mode commute trips obtained from 2022 Greater Manchester Travel Diary Survey (TRADS) for Manchester.

Table 7.1: Travel Plan Targets

Mode	Percentage	Target
Car or van driver	46%	41% (-5)
Walk	16%	18% (+2)
Bus, minibus, coach	16%	18% (+2)
Bicycle	11%	12% (+1)
Car or van passenger	4%	3% (-1)
Metrolink	2%	3% (+1)
Motorcycle, scooter, moped	2%	2%
Taxi, minicab	2%	2%
Train	1%	1%
Other	0%	0%
Total	100%	100%

7.4.7 These targets aim to be achieved within the first five years of occupation of the development. Should the targets be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level or reduced further by an agreed percentage each year thereafter.

7.4.8 A Travel Plan is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan. This monitoring process may include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a maximum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.

7.4.9 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.

7.4.10 Staff will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

7.5 Monitoring

7.5.1 As previously identified, annual travel surveys of all staff at the development will be carried out on an annual basis for a maximum of 5 years. These surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the development.

7.5.2 All survey data will be submitted to Manchester City Council within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the Council identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.

7.5.3 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will reported to the Council's Highway Development Management Team and public transport operators where applicable.

7.5.4 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Surveys

7.6.1 An initial travel survey questionnaire will be undertaken with staff, following full occupation to allow for a sufficiently large sample size. This survey will be used to

ascertain the current travel behaviour of at the development, as well as the reasons for modal choices and opinions towards alternative modes of transport.

7.6.2 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all staff of the commercial space, with a link provided to the electronic copy of the survey.

7.6.3 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.

7.6.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all staff of the commercial space to encourage participation in the survey.

7.6.5 Prior to undertaking the initial survey, a copy of the survey will be sent to the Council's Highway Development Management Team to gain agreement on the format and structure of the survey. Once agreed, this travel survey will provide a standardised approach to travel surveys at the development. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.

7.6.6 The results of the workplace travel survey will be passed to the Council's Highway Development Management Team within 3 months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

8. Travel Action Plan and Marketing Strategy

8.1 Staff Action Plans

8.1.1 The purpose of this document is to develop and deliver a Staff Travel Plan [STP] for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the Travel Plan will be reviewed in co-operation with the Council's Highway Development Management Team and an Annual Action Plan prepared and agreed.

8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the development. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the development.

8.1.3 The Action Plan will contain an annual programme of measures designed to help achieve the Travel Plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Marketing Strategy

8.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact Manchester City Council and their Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the development. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.

8.2.2 Staff at the development will be provided with information on how to access the development by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and notice board for the development. Where possible, written materials (e.g. timetables and maps) will be gained from the Council.

8.3 Evaluation and Review

8.3.1 This Travel Plan has been prepared in accordance with current guidance and transport policy. The objective of the Travel Plan is to promote the established sustainable transport options for staff at the site in turn reducing reliance on the private car.

8.3.2 The monitoring of the Travel Plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.

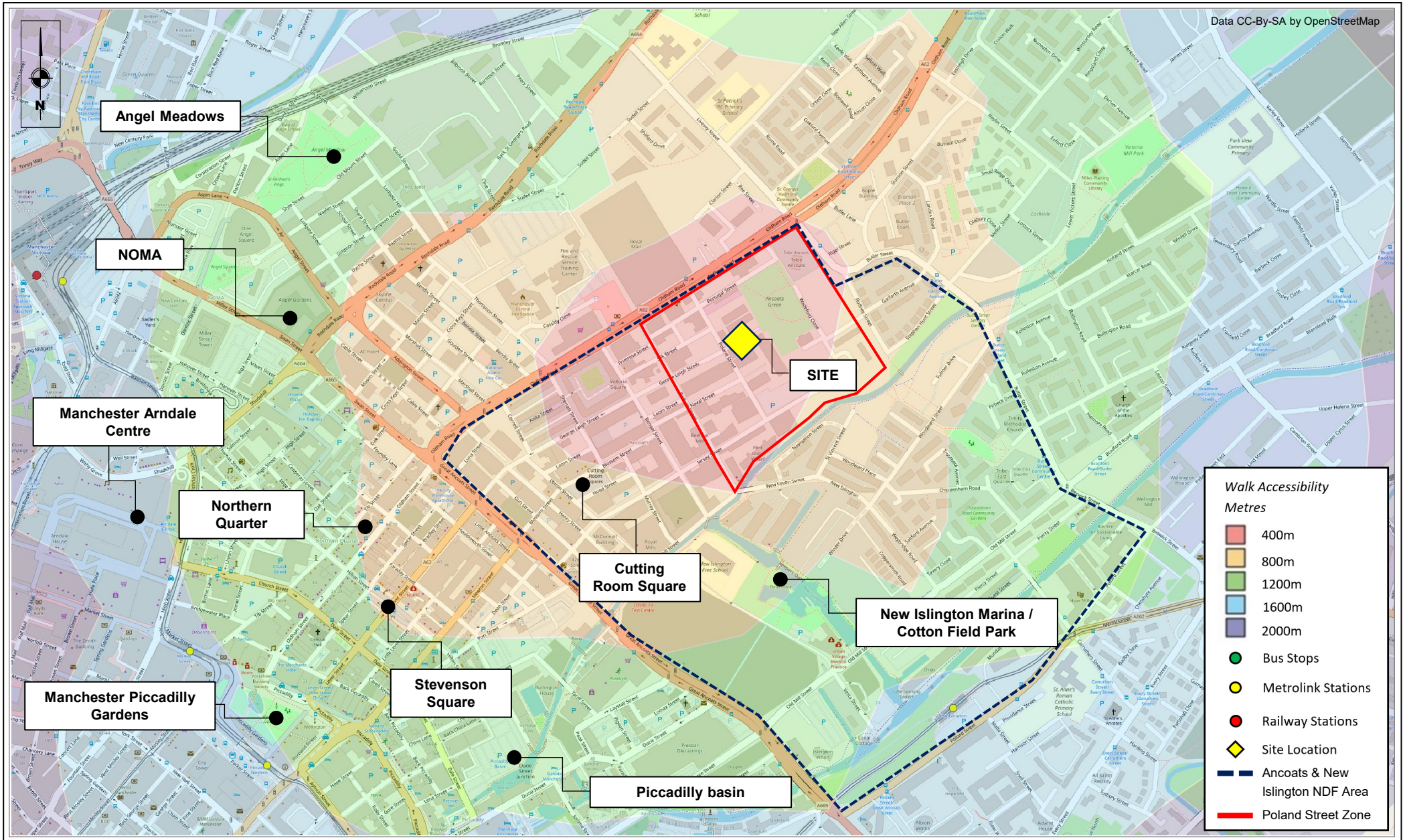
8.3.3 The Travel Plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the Travel Plan will take place annually following completion of the travel survey, in conjunction with the Council's Highway Development Management Team. A copy of the agreed, revised Travel Plan will be submitted to the Council.

8.3.4 An outline action plan for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 8.1: Travel Plan Action Plan

Action	Timescale
Implement travel notice boards in communal areas of the development	Prior to occupation
Develop a travel Welcome Pack	Within 3 months of occupation. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of the development.
Produce baseline travel information	3 months after initial travel survey
Develop full Travel Plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt Travel Plan	6 months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan

Appendix A *Accessibility*

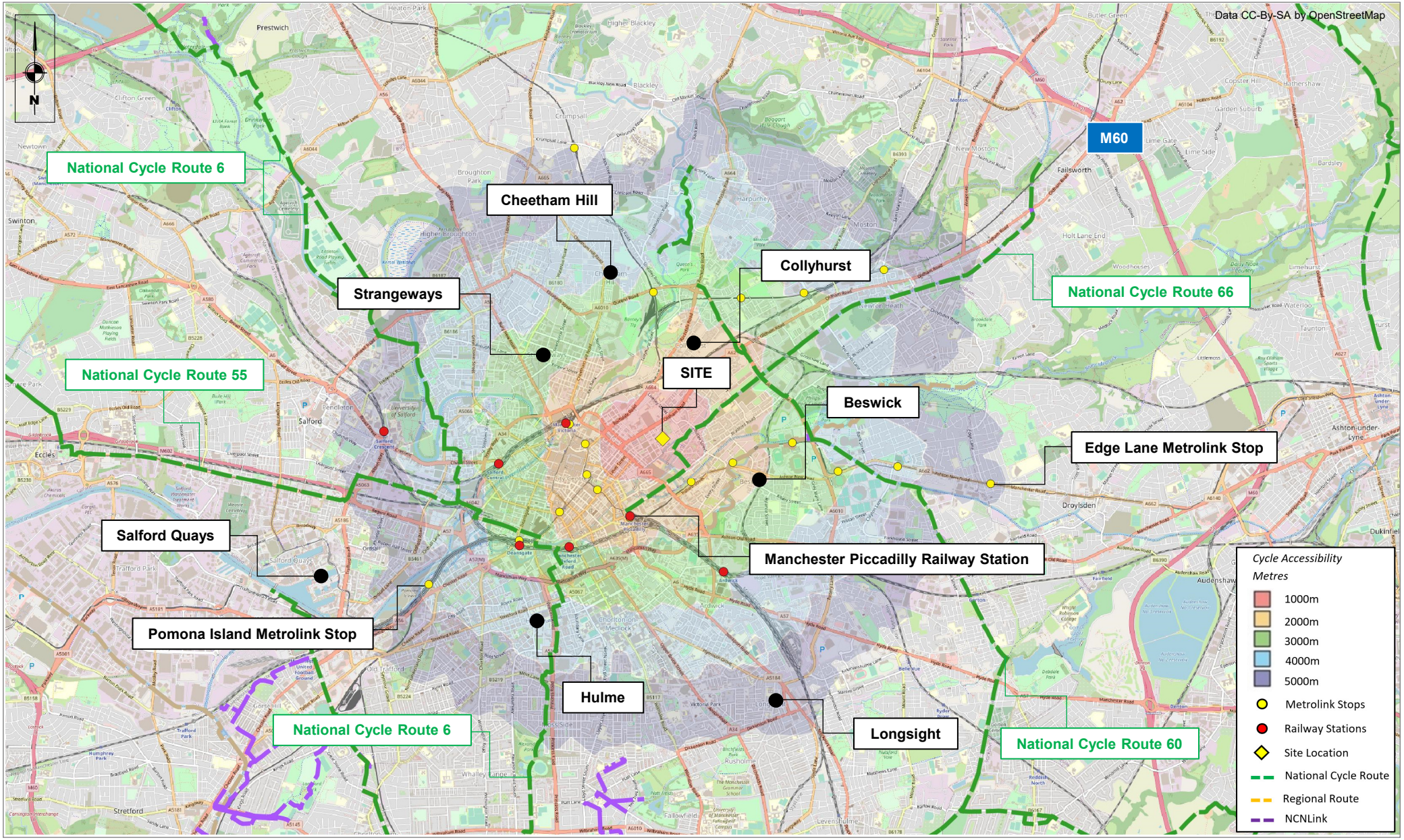


Hydrock

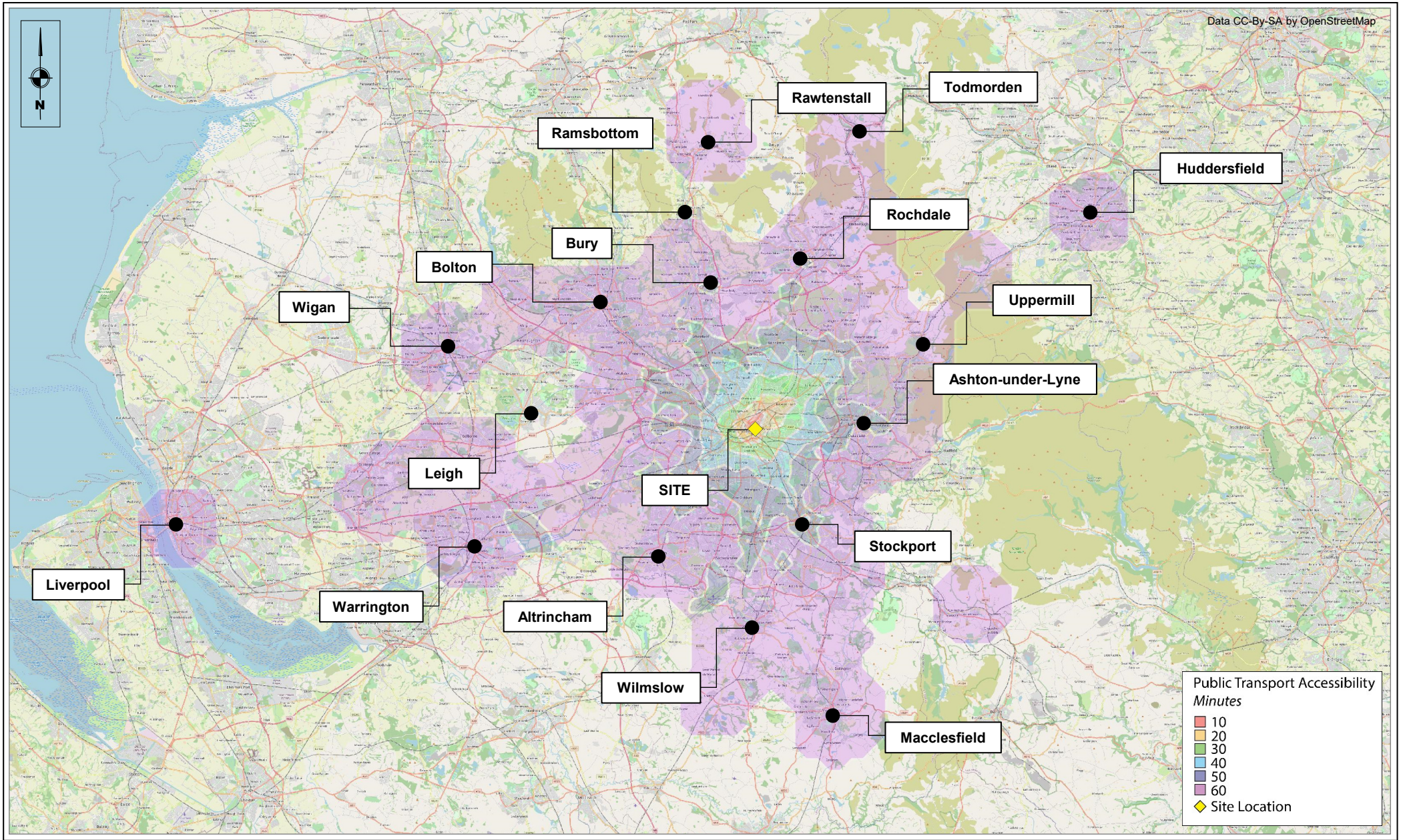
Project Title	Manchester Life, Ancoats Mobility Hub
Drawing Title	Accessibility: 800m Walking Catchment
Job Number	C16857
By	SG
Date	21.10.2020
Checked	CR
Scale	NTS
Status	-

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	APPENDIX D
Figure	2



Hydrock	Project Title: Manchester Life, Ancoats Mobility Hub	Drawing Title: Accessibility: 5km Cycling Catchment	Job Number: C16857	By: SG	Rev	Description	Date	By	Drawing No.: APPENDIX D
			Date: 11.09.2020	Checked: CR	-	-	-	-	
			Scale: NTS	Status: -	-	-	-	-	Figure: 3
					-	-	-	-	
					-	-	-	-	



Hydrock

Project Title	Manchester Life, Ancoats Mobility Hub
Drawing Title	Accessibility: 60minute Public Transport Catchment
Job Number	C16857
By	SG
Date	11.09.2020
Checked	CR
Scale	NTS
Status	-

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	APPENDIX D
Figure	4

Appendix B *Ground Floor Layout*

Note:
All drawings to be read in full colour at full size, in conjunction with the Building Specification, Engineers drawings, fire strategy, acoustic report and Secured by Design report.

All construction shall be undertaken and completed in strict accordance with all drawings, specifications, statutory Building and Planning regulations, Health and Safety regulations, all relevant codes of practice requirements and manufacturers' recommendations and instructions.

Any discrepancies in constructional information should be reported immediately to the contract administrator prior to commencement of any work.

All dimension to be site checked prior to manufacture

Drawing to be read in conjunction with:
GA Sections refer to : 2014 - 17
GA Elevations refer to : 2010 - 13
Details refer to : 2110 >& 2710 >
Refer to Door schedule for opening information

Rev	Date	Intls	Details
C10	03.09.24	HL	Stage 5 Issue - Client Change as clouded
C09	31.07.24	HL	Stage 5 Issue - Updates as clouded
C08	11.06.24	HL	Stage 5 Issue - Updates as clouded
C07	17.04.24	HL	Construction Issue - Updates as clouded and noted.
C06	01.03.24	HL	Construction Issue - Piers included to cycle store and BOH areas. Cavity wall to expansion locker space and minor adjustment to unit area.
C05	16.02.24	MW	Construction Issue - Updates to the Cycle store & Water Tank Room size & thermal line.
C04	15.05.24	MW	Construction Issue - Updates as clouded
C03	12.01.24	MW	Updates to internal doors following issue of 32 series drawings, 2no. MEP risers omitted north of each core, adjustments to blockwork setting out to suit installation of cavity barriers & minor adjustment to masonry wall setting out around WC's. Column encasements enlarged in locker storage room to conceal pipework. MEP model added.
C02	15.11.23	MW	Issued for Construction - See notes for updates
C01	05.10.23	MW	Construction Issue. See notes.
P05	25.08.23	HL	Stage 4B Issue. See notes. Upstands to Levele 1 perimeter columns included. Facade setting out updated.
P04	03.05.23	HL	Stage 4 Issue. Rev T prefix superseded. Room, door and window tags updated
T01	24.03.23	HL	Stage 4 Issue
P03	24.02.23	HL	See Notes
P02	17.02.23	HL	East lobby updated to client instruction. Detail tags added
P01	31.01.23	HL	First Issue

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BOWMER KIRKLAND

MANCHESTER CITY COUNCIL

Buttress

Manchester
41 Bengal Street
Manchester
M4 6AF
0161 236 3303

Leeds
Clockwise, Yorkshire House
Greek Street, Leeds
LS1 5SH
0113 539 7965

www.buttress.net

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Project Title	Ancoats Hub
Client	Bowmer and Kirkland
Location	Poland Street - Manchester
Drawing ref	Ground Floor Plan
Date	03/09/2024 20:27:10
Scale	1 : 100
Checker	MB
Size	A1
Job No:	9032
Status	

Project	Origin	Volume	Level	Type	Role	Number	Rev
45306	BUT	ZZ	00	DR	A	2000	C10

Level 00 GA Plan

1 : 100

SCALE 1:100

Appendix C *Ground Floor Access Plan*



A5 - Authorised FOR CONSTRUCTION

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NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimension to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

Planning Boundary

S278 Boundary

REFER TO INDIVIDUAL GA'S FOR SPECIFICATIONS

REVISION NOTES

1. North elevation boundary treatment updated.
2. Double row of setts added to building edge.
3. Planter straightened to improve fire escape egress.
4. S278 boundary added.
5. SP5 bollard added to car park entrance.

Revision	Date	Description	Drawn	Apprvd.
S4-C02	06-08-24	Construction	TF	AM
S4-P11	25-07-24	Planning conditions discharge	TF	AM
S4-C01	10-04-24	Construction	TF	AM
D2-P11	13-04-23	Tender update	TF	AM
D2-P10	24-03-23	Tender	TF	AM
S4-P09	08-02-23	Planning update	TF	AM
S4-P08	07-12-22	Stage 3 update	TF	AM
S4-P07	28-11-22	Stage 3 minor update	YH	AM
S4-P06	25-11-22	Stage 3	TF	AM
S4-P05	24-11-22	Stage 3 Draft	TF	AM
S2-P04	22-11-22	Draft issue	TF	AM
S2-P03	04-11-22	Stage 3 update - draft issue	TF	AM
S4-P02	16-03-21	Updated Public realm after change to building location	CS	KR
S4-P01	26-02-21	First Issue	CS	KR

Planit I.E. Limited

E: info@planit-ie.com **W:** planit-ie.com

MANCHESTER
2 Back Grafton St , Altrincham, WA14 1DY
T: 0161 928 9281

LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678

LIVERPOOL
Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT
T: 0151 363 1230

Client Manchester Life

Project Ancoats Mobility Hub

Drg Title Landscape General Arrangement

Created on	Created by	Approved by
26/02/2021	CS	KR

Scale	Size	Workstage
1:200	A1	Stage 5

Drg No.	Suitability	Revision
45306-PLA-00-00-DR-L-0001	S4	C02

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