



Proposed Dakota Hotel, Manchester Airport

Travel Plan

For Evans Dakota Hotels Limited

Date	3 June 2024
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1. Introduction

1.1 Commission

Hydrock Fore has been commissioned by Evans Dakota Hotels Limited to provide transport advice in relation to a forthcoming planning application for the proposed development of a Dakota Luxury Boutique Hotel on land at Manchester Airport.

The commission includes the preparation of a Travel Plan to accompany the planning application.

1.2 The Site

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 on Figure 1, provided to the rear of this report.

1.3 The Proposed Development

The proposed development is as follows:

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.

The proposed site layout plan is provided to the rear of this report at Appendix A.

1.4 Purpose of this Document

This document communicates the Travel Plan for the proposed hotel. A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with the building users about their options and the initiatives available, promoting sustainable transport, providing incentives, gathering data about the travel habits of building users and reporting on this in order to identify potential room for improvement.

The aim of the Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives in connection with the proposed development and, through this, encourage travel by more sustainable modes of travel.

The Travel Plan is to be viewed as a dynamic working document that will grow and develop with time and in accordance with the changing circumstances of the development. It is a continuous improvement for all travel-related activities at the development.

1.5 Document Structure

This Travel Plan is structured as follows:

- » Section 2 provides details of the proposed management and development of the Travel Plan, including the overarching objectives of the Travel Plan and details of monitoring and review.
- » Section 3 describes how the proposed hotel can be accessed by all available modes of travel and provides details on planning journeys by sustainable modes.
- » Section 4 provides details of the measures that are to be implemented at the proposed hotel to encourage staff and visitors to travel to the hotel by sustainable modes.
- » Section 5 provides summary tables of the proposed actions and measures.

2. Travel Plan Management

2.1 Introduction

This Section provides details of the proposed management and development of the Travel Plan, including the overarching objectives of the Travel Plan and details of monitoring and review.

2.2 Objective

The objective of the Travel Plan is to ensure that hotel 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.

2.3 Travel Plan Coordinator Role

The key role in delivering the Travel Plan is that of the Travel Plan Coordinator. Post planning approval, an independent Travel Plan Coordinator will be appointed by the hotel operator.

The Travel Plan Coordinator will have the following responsibilities:

- » Delivering the actions in Table 2 and measures in Table 3 which have "TPC" in the responsibility column.
- » Being a point of contact to discuss the Travel Plan measures.
- » Liaising with Manchester City Council to discuss the Travel Plan, including the results of monitoring via the submission of monitoring reports.

The contact details of the Travel Plan Coordinator will be provided to Manchester City Council (MCC) three months prior to the opening of the hotel. If a new Travel Plan Coordinator is appointed, their contact details will be provided to MCC within two weeks of the change.

2.4 Funding and Responsibility

The Travel Plan will be funded by the hotel operator. This will cover the Travel Plan coordinator role, the identified actions in Table 2, the provision of measures in Table 3 which have "Hotel Operator" as the responsible party, and the cost of monitoring and reporting.

2.5 Liaison with Manchester City Council

The content of this Travel Plan will be agreed with MCC through the planning application process. The appointed Travel Plan Coordinator will liaise with MCC to discuss the Travel Plan, including the results of monitoring via the submission of monitoring reports.

2.6 Mode Share Targets

As part of the Travel Plan process, a target will be set to reduce the proportion of hotel employees and guests travelling alone by car to the hotel. This will be achieved by increasing the proportion of hotel employees/guests travelling to the hotel by walking, cycling, public transport and by car share.

The initial mode share targets will be determined through a baseline travel survey, to be undertaken following the opening of the hotel (see Section 2.7, below). The initial aim will be to achieve the initial mode share target by Year 5 of the Travel Plan process. The Travel Plan Coordinator will agree the targets with MCC through the monitoring process.

2.7 Monitoring and Reporting

As above, on the first anniversary of the opening of the hotel, a baseline travel survey will be undertaken to determine how hotel employees and guests travel to the hotel. The surveys will be repeated annually for 5 years. Following this, the responsibility for monitoring and reporting will cease. The form of the travel survey will be agreed with MCC.

Within two months of each travel survey, the Travel Plan Coordinator will prepare a Monitoring Report which will contain the following:

- » Survey methodology and results.
- » Qualitative feedback.
- » An analysis on the effectiveness of the Travel Plan.
- » Proposals for future measures.

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

3. Travel to the Proposed Hotel

3.1 Introduction

This Section describes how the proposed hotel can be accessed by all available modes of travel 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.

3.2 Pedestrian and Cyclist Access

3.2.1 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 obviously 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 proposed 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 staff travelling to/from these areas, in line with the walking distances suggested by the CIHT.

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

3.3 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 proposed 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.

3.4 Pedestrian and Cyclist Infrastructure

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.

3.5 Public Transport Access

Information on travelling by public transport is available at <https://tfgm.com/ways-to-travel>. This includes bus, rail and tram timetable and ticketing information, as well as live journey updates.

Bus operator information is available as follows:

- » Arriva: <https://www.arrivabus.co.uk/north-west/bus-travel-in-manchester>
- » Stagecoach: <https://www.stagecoachbus.com/about/manchester>
- » D&G Bus: <https://www.dgbus.co.uk/>

Rail journeys can also be planned at www.nationalrail.co.uk or using the National Rail Enquiries app.

3.5.1 Bus

The nearest bus stops to the proposed Hotel are located adjacent to the site along Bailey Lane, as shown on Figure 4. The stops are served by the 18, 43, 103, 130, 768 and 769 bus services. The Table below provides a summary of the bus services available from Bailey Lane.

Table 1: Bailey Lane Bus Services

Bus Service	Route	Approximate Daytime Frequency (Each Direction)		
		Monday - Friday	Saturday	Sunday
18 (Arriva)	Eccles - Trafford Park - Sale - Wythenshawe - Manchester Airport	60 minutes	60 minutes	120 minutes
43 (Stagecoach)	Manchester - Withington - Northenden - Wythenshawe Manchester Airport	10 minutes	10 minutes	15 minutes
103 (Stagecoach)	Manchester - Moss Side - Wythenshawe - Peel Hall - Manchester Airport	30 minutes	30 minutes	60 minutes

Bus Service	Route	Approximate Daytime Frequency (Each Direction)		
		Monday - Friday	Saturday	Sunday
130 (D&G Bus)	Macclesfield - Henbury - Wilmslow - Manchester Airport	60 minutes	120 minutes	No service

Note: Bus services correct as of 21 May 2024

The number 43 bus service runs through the night at a reduced frequency of every 30 minutes in each direction, Monday to Sunday.

The above bus services travel to/from the Airport's integrated transport hub, Manchester Airport Station. Bus services operate from the Manchester Airport Station to/from a wide range of local, regional and national destinations.

3.5.2 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 proposed hotel and can be accessed via the pedestrian and cycle routes described in Section 3.4. The station can also be accessed by bus, as described in Section 3.5.1.

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.

3.6 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.

Car parking will be operated by a valet service, in line with that provided at other Dakota hotels. Concierge and valet staff 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.

3.7 Electric Shuttle Bus Service

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

4. Sustainable Travel Measures

4.1 Introduction

This Section provides details of the measures that are to be implemented at the proposed hotel to encourage staff and visitors to travel to the hotel by sustainable modes.

4.2 Communications Strategy

The Travel Plan Coordinator will be a point of contact for hotel staff and guests to discuss the Travel Plan measures. The Travel Plan Coordinator will actively communicate with hotel staff (and guests where it is possible to do so) about the Travel Plan which aims to promote and facilitate sustainable transport choice. The measures to communicate the Travel Plan are outlined below.

- » Information on travelling to the proposed hotel by sustainable modes will be provided in any welcome packs for new hotel employees.
- » Information regarding travelling to the development by all modes will be provided on the hotel website and provided to guests as part of their booking confirmation.
- » Ongoing communication will take place throughout the year to highlight particular aspects of the Travel Plan to hotel employees, for example travelling on foot, by cycling, car share and public transport. This could include incentives, competitions and/or prizes and will be carried out by the Travel Plan Coordinator.
- » Ongoing communication will take place throughout the year to promote national and local sustainable travel events (e.g. Bike Week, National Liftshare Week and Walking Month).

4.3 Walking and Cycling

As set out in Sections 3.2 to 3.4, the proposed hotel is accessible on foot or by cycle for both hotel employees and guests.

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. The use of the cycle parking spaces will be monitored by the Travel Plan Coordinator and additional spaces will be provided, should demand warrant it. Measures to encourage and promote walking and cycling are outlined below:

- » Employee shower and changing facilities will be provided at the hotel.
- » Health benefits of walking and cycling will be promoted in any employee welcome packs and as part of ongoing Travel Plan communication.
- » 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>.
- » Access to the cycle to work scheme will be explored by the hotel operator, supported by the Travel Plan Coordinator. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. There are associated savings on tax and national insurance payments for both the employer and employee. There are a number of schemes to choose from, more information can be found here <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>.

4.4 Public Transport

As set out in Section 3.5, the proposed hotel is accessible by public transport, including bus, tram and rail. Measures to encourage and promote public transport use are outlined below:

- » 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>.
- » The hotel operator will consider offering annual season ticket loans to employees, allowing them to pay the ticket back through salary sacrifice.

4.5 Car Travel

In line with MCC's parking standards, a total of 130 car parking spaces (including 8 accessible spaces) will be provided. 8 of the spaces are to include electric vehicle charging points.

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.

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

Car parking will be operated by a valet service, in line with that provided at other Dakota hotels. Concierge and valet staff 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.

Measures to manage car use are outlined below:

- » Provide an appropriate number of car parking spaces, including accessible spaces and electric vehicle spaces, in line with MCC's parking standards. Car parking will be monitored by the Travel Plan Coordinator on an ongoing basis.
- » Car sharing and use of electric vehicles will be promoted by the Travel Plan Coordinator in employee welcome packs and in ongoing communication. The "Liftshare" website will be promoted by the Travel Plan Coordinator to encourage car sharing: <https://liftshare.com/uk>.
- » The Travel Plan Coordinator will promote www.energysavingtrust.org.uk/advice/efficient-driving to encourage and promote efficient driving.

5. Summary of Travel Plan Actions and Measures

Table 2 provides a summary of the actions required to deliver the Travel Plan.

Table 2: Travel Plan Actions

Action	Responsibility	Implementation
Appoint a Travel Plan Coordinator and provide MCC with their contact details.	Hotel Operator.	Post planning approval. Contact details provided to MCC three months prior to opening of the hotel. If a new Travel Plan Coordinator (TPC) is appointed, their contact details will be provided to MCC within two weeks of the change.
Deliver Travel Plan measures as per Table 3.	As per Table 3.	As per Table 3.
Agree form of travel surveys with MCC and undertake survey.	Travel Plan Coordinator (TPC)	One year after hotel opening. Repeat annually for five years.
Agree mode share targets with MCC after surveys in Year 1. Aim to achieve this by Year 5.	TPC.	via Monitoring Report process.
Prepare Monitoring Report and submit to MCC for discussion and agreement.	TPC.	Within two months of survey completion.

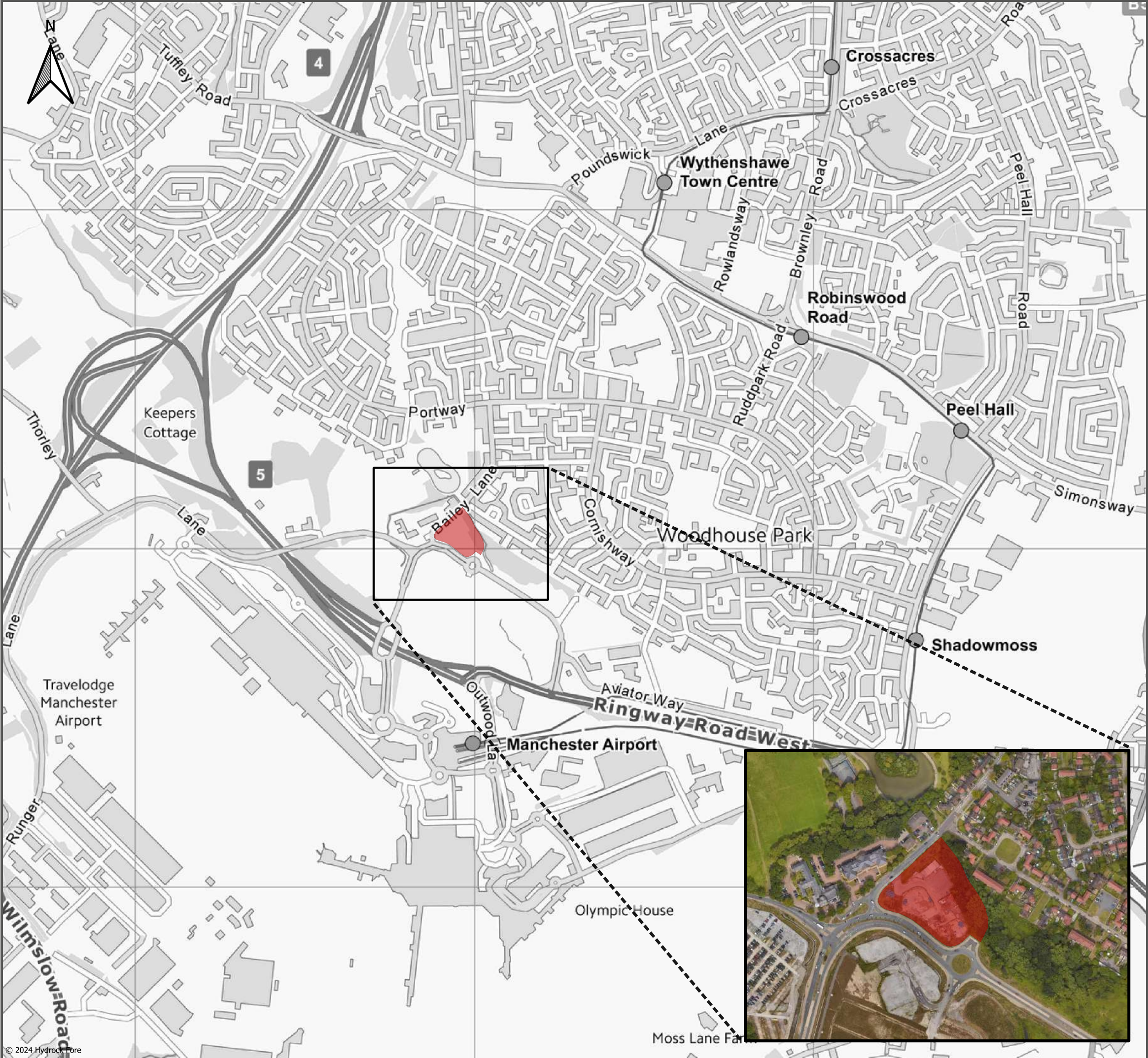
Table 3 provides a summary of the measures that are to be implemented at the proposed hotel to encourage staff and visitors to travel to the hotel by sustainable modes.

Table 3: Travel Plan Measures

Measure	Responsibility	Implementation
Communication Strategy		
Provide information on travelling by sustainable modes in any hotel employee welcome packs.	Hotel operator supported by TPC.	In employee welcome packs.
Provide information on travelling by all modes on the hotel website and to guests as part of their booking confirmation.	Hotel operator supported by TPC.	On hotel website upon opening of hotel.
Highlight aspects of Travel Plan to employees, e.g. sustainable travel – this could include incentives, competitions and/or prizes.	TPC.	Ongoing.
Promote national and local sustainable travel events e.g. Bike Week, National Liftshare Week and Walking Month.	TPC.	Ongoing.
Share TfGM's journey planning tool https://tfgm.com/plan-a-journey with employees and make them aware of the Bee Network app.	TPC.	In employee welcome packs and as part of

Measure	Responsibility	Implementation
		ongoing communication.
Walking and Cycling		
Provide employee shower and changing facilities.	Developer.	Construction.
Promote health benefits of walking and cycling.	TPC.	In employee welcome packs and as part of ongoing communication.
Explore providing employees with access to the cycle to work scheme.	Hotel operator supported by TPC.	Ongoing.
Public Transport		
Consider offering annual season ticket loans to employees, allowing them to pay the ticket back through salary sacrifice.	Hotel operator.	Ongoing.
Car Travel		
Provide an appropriate number of car parking spaces (including accessible and electric vehicle spaces).	Developer.	Construction.
Monitor car parking.	TPC.	Ongoing.
Promote car sharing and the use of electric vehicles https://liftshare.com/uk .	TPC.	In employee welcome packs and as part of ongoing communication.
Promote efficient driving www.energysavingtrust.org.uk/advice/efficient-driving .	TPC.	In employee welcome packs and as part of ongoing communication.

Figures



Key:

Indicative Site Boundary

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NE1 4DP

hydrock.com



Client:

Evans Dakota Hotels Limited

Project:

Proposed Dakota Hotel, Manchester Airport

Figure Title:

Site Location

Scale:

1:11,000

Figure Status:

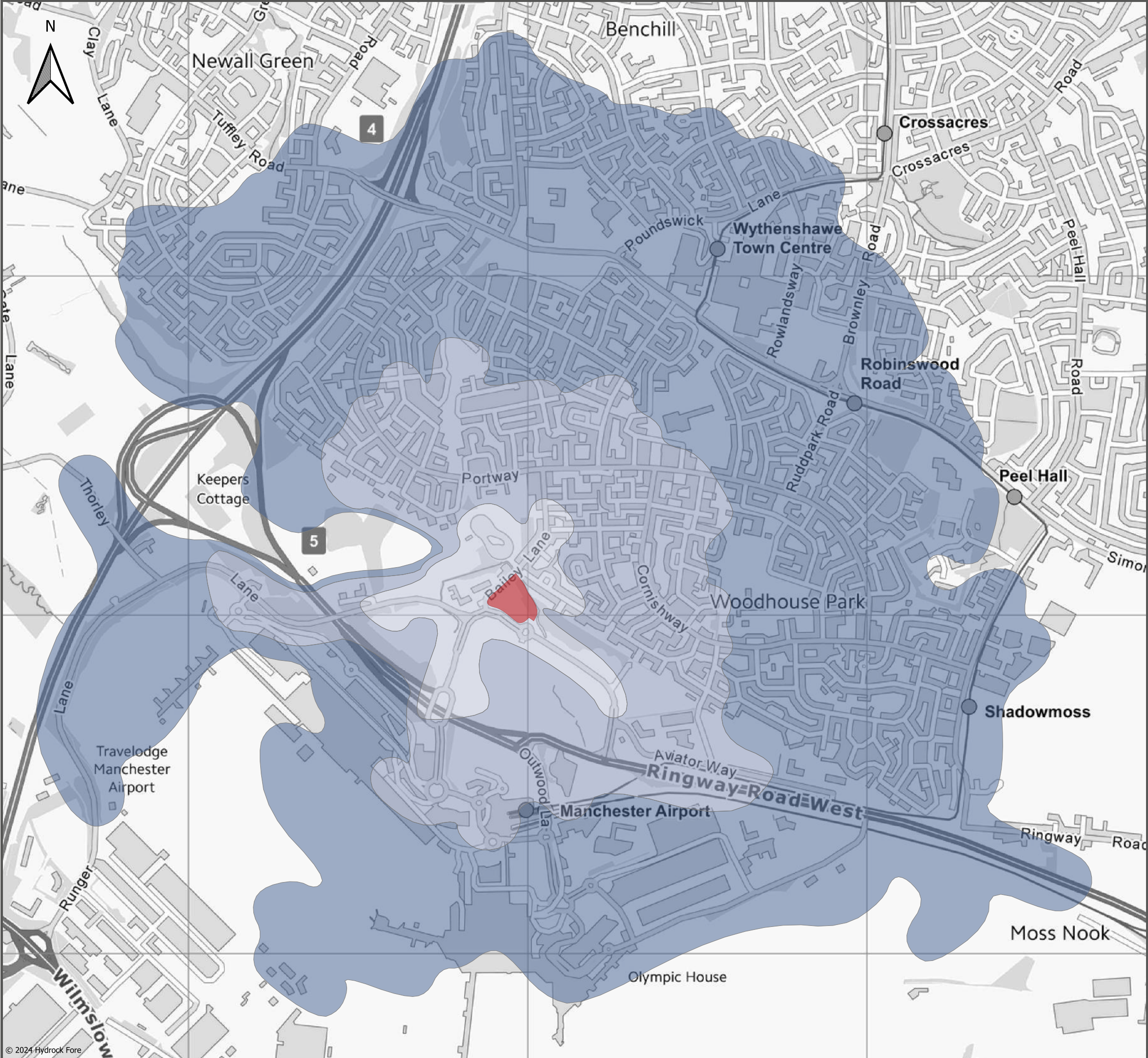
Issue

Job Number:

4131

Figure Number:

Figure 1



Key:

Indicative Site Boundary

Walking Catchment

- 500m
- 1.0km
- 2.0km

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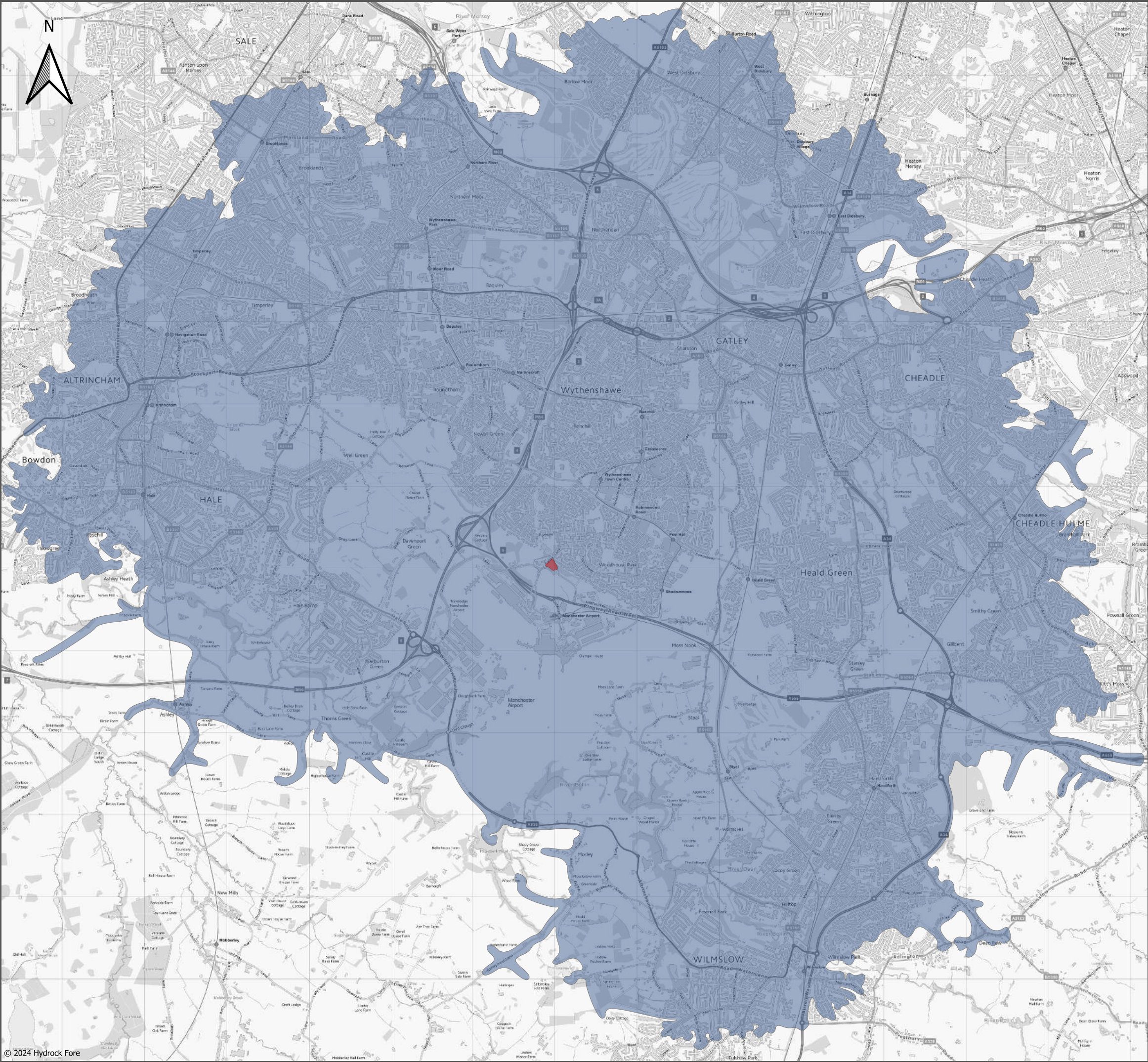
Client:
Evans Dakota Hotels Limited

Project:
Proposed Dakota Hotel, Manchester Airport

Figure Title:
Pedestrian Catchment

Scale: 1:11,000	Figure Status: Issue
Job Number: 4131	Figure Number: Figure 2

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Key:

- Indicative Site Boundary
- Cycling Catchment

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Client:
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Project:
Proposed Dakota Hotel, Manchester Airport

Figure Title:
Cycling Catchment

Scale: 1:45,500	Figure Status: Issue
Job Number: 4131	Figure Number: Figure 3



- Key:
- Indicative Site Boundary
 - Bus Stop
 - Manchester Airport Station (For Rail, Tram and Bus Services)

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Proposed Dakota Hotel, Manchester Airport

Figure Title:
Public Transport

Scale:
1:3,000

Figure Status:
Issue

Job Number:
4131

Figure Number:
Figure 4

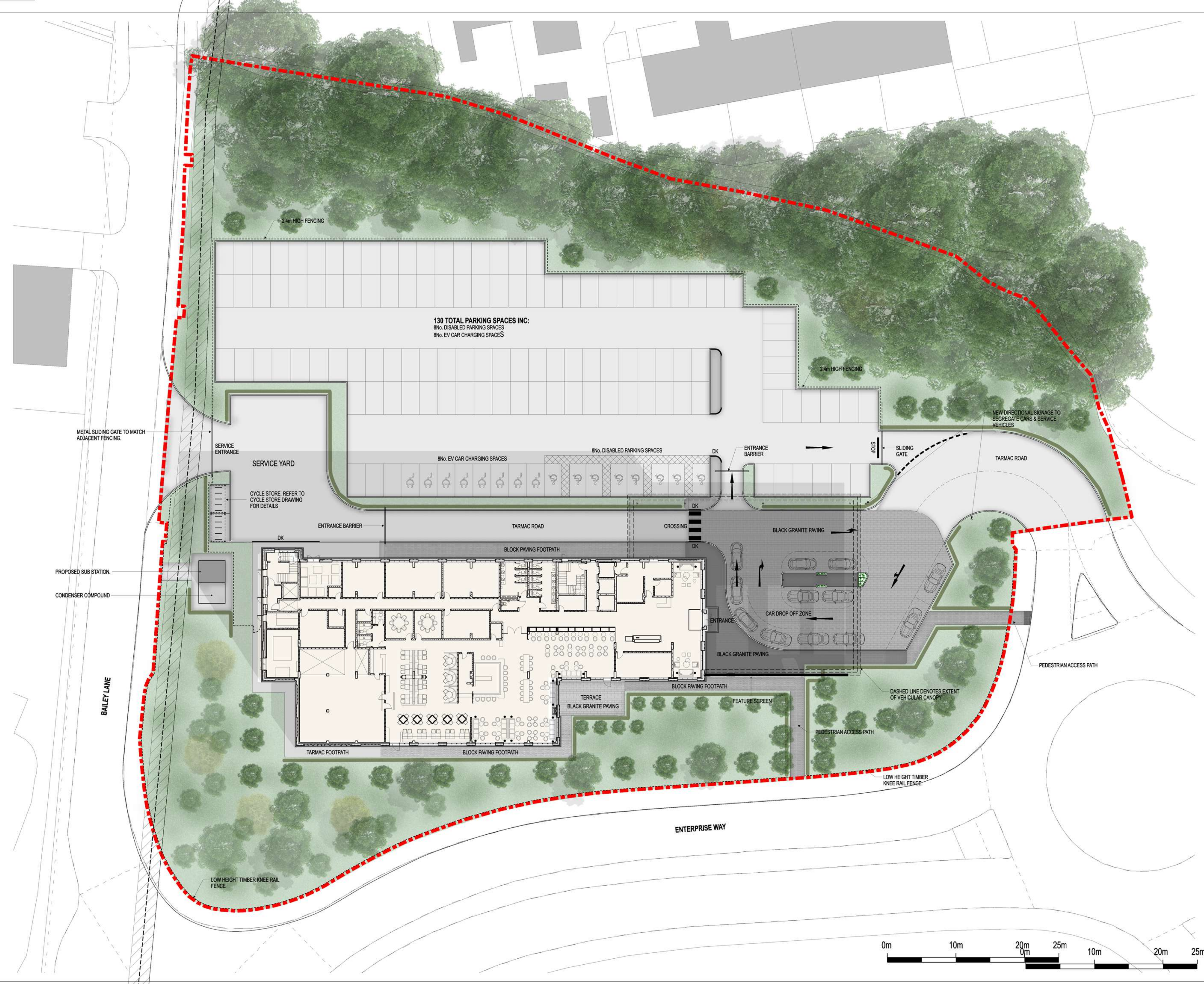
Appendix A

Proposed Site Layout Plan

Notes:
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Do not scale from this drawing. Any discrepancies on site should be brought to the attention of KPP Architects Ltd.
Work and materials must comply with the current building regulations and codes of practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



ALL LANDSCAPING SHOWN INDICATIVE. PLEASE REFER TO PWP REPORTS & DRAWINGS FOR FULL DETAILS.



Rev	Description	By	Chkd	Date

Client: EVANS DAKOTA HOTELS LTD.

Project Title: DAKOTA HOTEL
LAND OFF ENTERPRISE WAY
WYTHENSHAW

PROPOSED SITE PLAN

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Scale	Size	Date	Drawn	Checked
1:250	A1	MAY '24	JH	.

PLANNING

KPP Job No: 2019-08	Rev: P1
Number: 2001	