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mobility solutions through design and innovation

Commercial Development

at St Michaels, Manchester for St Michaels UK Propoco Framework Travel Plan

April 2024

Quality Management

St Michaels, Manchester Document Ref: 23109/Framework Travel Plan				
File reference	highways/St Michaels, Manchester - 23109/TEXT/REPORTS/240204 St Michaels Employee FTP.docx			
Issue/revision	**Initial Issue**	**Revision 1**	**Revision 2**	**Revision 3**
Remarks				
Date	April 2024			
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1. Introduction

1.1.1 This Framework Travel Plan (FTP) has been prepared on behalf of St Michaels UK Propco for the commercial and employment aspect of the St Michaels development located off Bootle Street in Manchester City Centre.

1.1.2 This Framework Travel Plan (FTP) is an update of the previously submitted Framework Travel Plan by WSP in November 2022, and should be read in conjunction with the Transport Assessment (TA) dated December 2022 prepared by WSP.

1.1.3 This FTP is in response to the Pre-Occupation Planning Condition on the St Michaels Phase 1 (Office Building), which requires a Framework Travel Plan to be prepared.

1.1.4 This update of the FTP provides further details of a range of measures which have been incorporated into the overall design of the entire Site to encourage employees to use sustainable transport. Any individual tenant or developer Travel Plans will be required to conform to this FTP – with implementation being through their tenant Travel Plan Co-Ordinators (TPC)'s.

1.1.5 This FTP contains a package of measures tailored to the needs of the Site and is aimed at promoting greener, cleaner travel choices and reducing reliance on the car. It involves the development of a set of mechanisms and initiatives that together can enable employees and visitors to reduce the impact of travel and transport on the environment, whilst also achieving a number of other direct benefits.

1.1.6 Following the introduction, this FTP contains the following elements:

- Objectives and scope of the plan including preliminary mode split targets;
- An assessment of existing conditions for access to the site by a range of modes;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and reduce the level of single occupancy vehicle trips;
- Implementation and communication; and
- Monitoring and evaluation, including schedules of progress against objectives.

1.1.7 This report is intended to detail the obligations on the Management Company (MC) team and the individual tenants of the development to fulfil the principles of the strategy. It is structured to provide a toolkit approach to the development, listing travel management measures that are applicable to the Site as a whole.

1.1.8 In submitting their Travel Plan the tenant is obligated to deliver on the commitments within it which are secured by their planning permission.

1.1.9 This process places a clear legal requirement upon the applicant to implement the range of measures identified within the Travel Plan and is directly linked to the delivery of the specific measures within this FTP.

1.1.10 This document comprises of a variety of measures i.e., initiatives aimed at the occupying tenants who will be responsible for encouraging their own employees, management and visitors, supply and distribution to use more sustainable means of transport.

1.1.11 It should be noted while reading this report that there is reference to two types of Travel Plan Coordinator a brief description is provided below for clarity:

- LTPC – The LTPC role is likely to be filled by an external (to St Michael UK Propco) Sustainable Travel specialist. However, as this name is as yet not known Chris Taylor of Mosodi is responsible for ensuring that the measures set out herein are implemented. Email: Chris@mosodi.co.uk Tel: 07450 548 434
- The LTPC (LTPC) will be in position in perpetuity and will ensure that the tenant (see below) TPC's are fully appraised of their responsibilities and have the information required to manage their own individual travel plans. Details of the LTPC responsibilities are set out in subsequent chapters of this report.
- Tenant TPC – Each individual occupier will appoint an existing member of employees as their Travel Plan Coordinator. The tenant TPC is responsible for the day to day running of the TP and acts as the first point of contact for the employees of the occupier and the LTPC.

1.1.12 All information included within this TP is correct at the time of preparation (April 2024).

2. Baseline Conditions

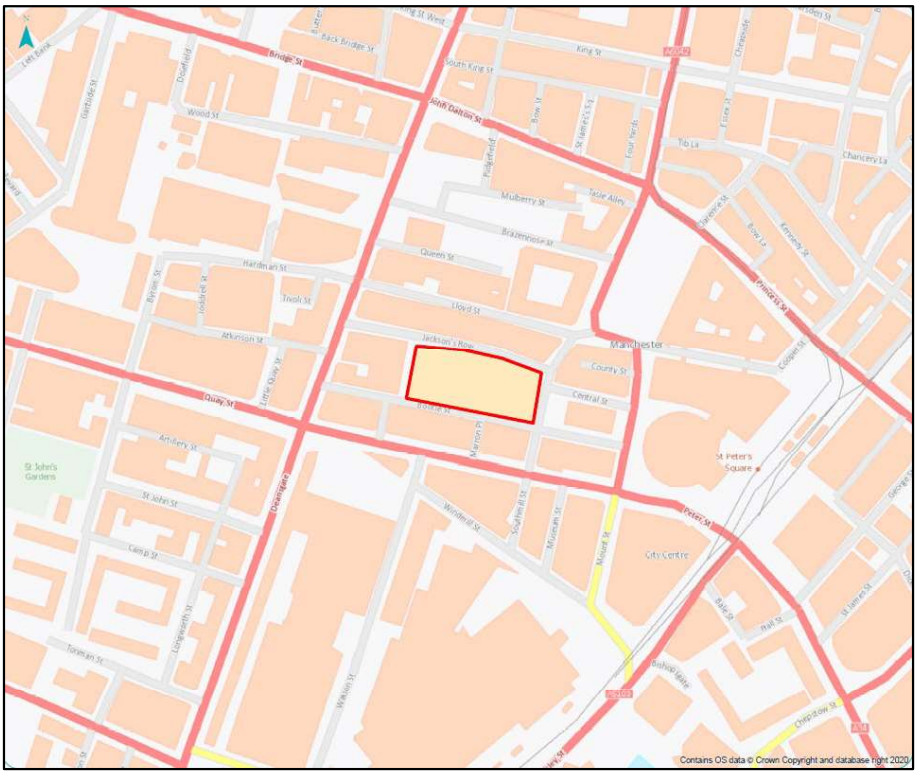
2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes.

2.2 Existing Site

2.2.1 The Site is located in the central district of Manchester City Centre, approximately 190m southwest of Albert Square.

2.2.2 The Site in relation to the strategic and local highway network is shown on Figure 1. An extract of Figure 1 is shown in Image 2.1.

Image 2.1 Site Location



2.2.3 The Site is bound to the north by Jackson's Row, to the east by Southmill Street, to the south by Bootle Street and to the west by b the Onward Buildings, a mixed-use development.

2.3 Existing Local Highway Network

Bootle Street

2.3.1 Bootle Street extends in an east-west direction along the southern edge of the development from a priority-controlled junction with Deansgate west of the Site to a priority junction with Mount Street east of the Site.

2.3.2 Bootle Street is a two-way road 270m in length with an existing carriageway width of approximately 4.2m within close vicinity of the Proposed Development. Signage is provided upon entering Bootle Street from Deansgate which indicated that vehicles are entering the 20mph City Centre zone.

Jackson's Row

2.3.3 Jackson's Row extends on an east-west axis from Deansgate in the west to Southmill Street in the east along the northern boundary of the Site. Jackson's Row is approximately 180m in length with a carriageway width of 4.2m adjacent to the Site.

2.3.4 Jackson's Row forms a simple priority-controlled junction with Deansgate and Southmill Street. Jackson's Row is currently two-way between Southmill Street and the access to the old police station and one way westbound from the old police station access to Deansgate. No entry signage is provided at the Jackson's Row junction with Deansgate to indicate that vehicles are not permitted to enter Jackson's Row.

2.3.5 Partially lit, continuous footways are provided along both sides of the carriageway to a minimum width of 4m. The road is currently contained within the 20mph City Centre Zone.

Southmill Street

2.3.6 Southmill Street extends on a north-south axis from Windmill Street in the south to Albert Square to the north of the Site and it is approximately 220m in length. It is currently a two way carriageway between Peter Street and Albert Square, with lit footways present on both sides of the carriageway to a minimum width of 3m.

2.3.7 Signage is provided upon entering Southmill Street form Peter Street indicating that vehicles are entering the 20mph City Centre Zone.

Syers Court

2.3.8 Syers Court is approximately 18m in length and extends on a north-south axis from a priority-controlled junction with Bootle Street. It is located within the proposed development between the old police station building and the Site Abercromby public house.

2.3.9 It is currently two-way with no footways existing on either side of the carriageway. The road is currently within a 20mph City Centre Zone.

2.3.10 It should be noted that the street currently extends in a northerly direction off Bootle Street between The Sir Ralph Abercromby and Bootle Street Police Station.

Marron Place

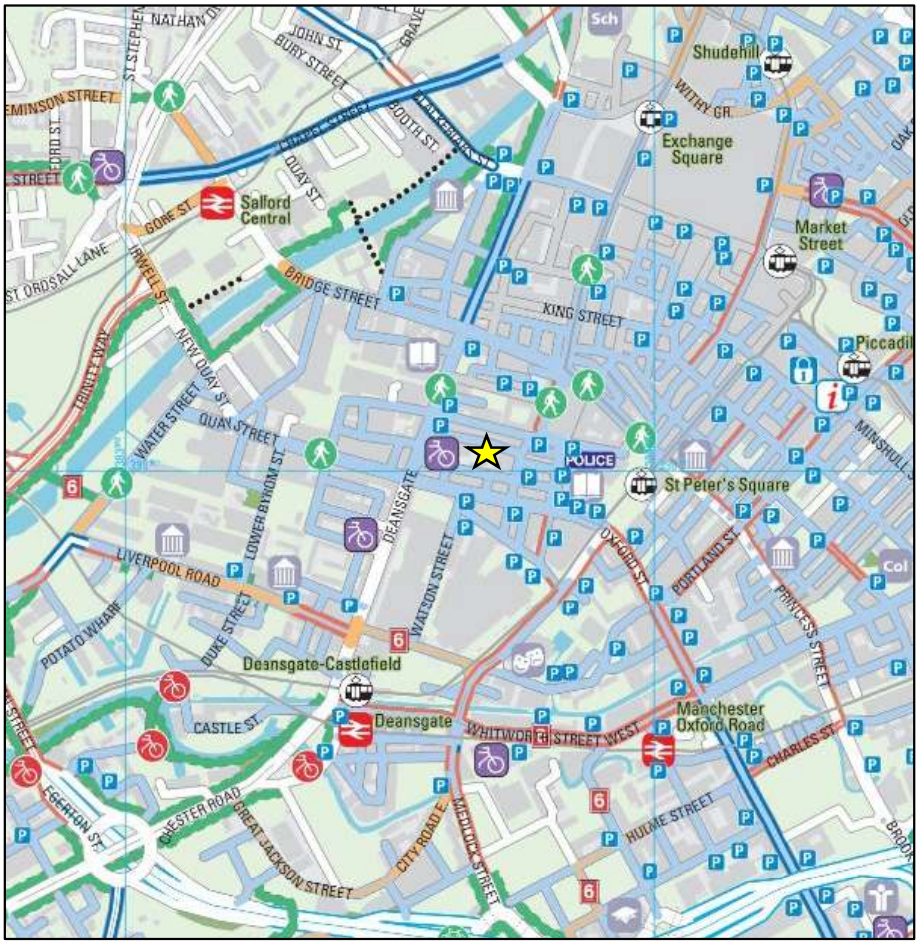
2.3.11 Marron Place is approximately 37m in length and 3.5m wide with footpaths on both sides varying in width form 0.5m – 1m. It extends on a north-south axis from a priority-controlled junction with Bootle Street to a priority-controlled junction with Peter Street. It is located approximately 50m west of Southmill Street.

2.3.12 It is currently two-way with no footways on either side of the carriageway. The road is currently contained within the 20mph City Centre Zone.

2.4 Cycle Infrastructure

2.4.1 The Site location benefits from local cycle connections as is shown in Image 2.4, which is an extract from the TfGM Cycling Map and shows the Site (yellow star) in relation to the existing national cycle network.

Image 2.2 Extract of Manchester Cycling Map



2.4.2 The thick pale blue lines depict where the 20mph speed limit is in force, and as is shown this is on all the roads surrounding the Site. A number of cycle parking locations are also shown within close proximity to the Site.

2.4.3 The green lines show where traffic free routes are available to the north and south of the Site, and the thin dark blue lines show on road routes where physical cycle segregation is provided.

2.4.4 As is shown in image 2.2 the Site is located within an area that has a large number of cycle facilities and infrastructure available.

2.5 Existing Bus Services/Facilities

2.5.1 The Site is located in the heart of Manchester City Centre and is therefore in a highly sustainable location. Numerous bus stops are provided within 500m as shown in Figure 4.

2.5.2 The services available at the nearest stops are summarised in Table 2.1.

Table 2.1 Local Bus Services

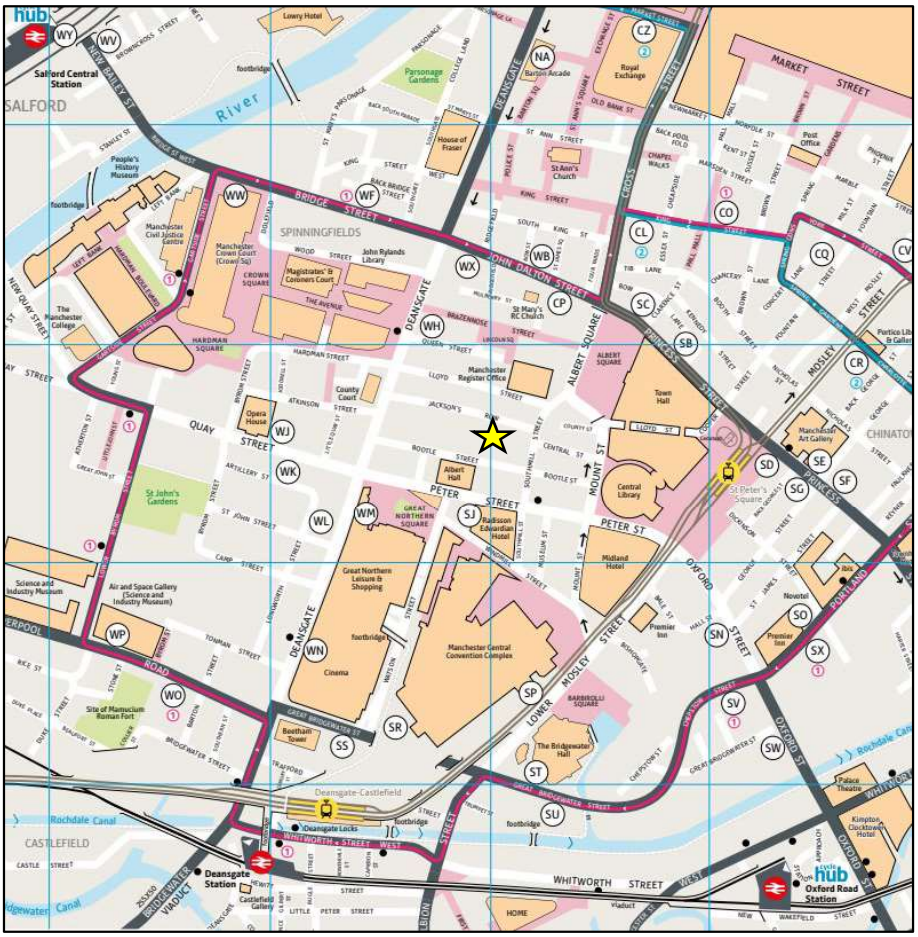
Location	Distance (from centre of site)	Facilities	Regular Destinations	Service Numbers	Approx. Frequency per hour
John Dalton Street	200m	Timetable and Pole	Leigh, Logistics North, The Lowry, Bolton, Atherton	35, 36, 37, 38, 50, 51, V1, V2, V4	35
Princess Street (Southbound)	270m	Seating, Shelter, Timetable	Piccadilly Gardens, East Didsbury, Manchester Royal Infirmary, Manchester City Centre	35, 38, 50, 113, 114, V1, V2, V4, X41, X43	24
Princess Street (Northbound)	280m	Pole and Timetable	Atherton, The Lowry, Leigh	35, 50, 51, V1, V2, V4	16
Quay Street	370m	Pole and Timetable	Manchester City Centre	1 Free Bus	6
Deansgate (South)	490m	Pole and Timetable	Spinningfields	1 Free Bus	6
Deansgate (North)	495m	Pole and Timetable	Bolton, Trafford Centre, Warrington, Hollins Green, Manchester City Centre, Glaze Estate	8, 67, 67A, 100, X41, X43	16
Bridgewater Hall	420m	Pole and Timetable	Shudehill, Piccadilly Gardens	33, 33B, 255, 256, X50	10

2.5.3 In addition to the above, Manchester Bus Station is located approximately 720m to the east of the Site at Piccadilly Gardens. There are approximately 72 bus services per hour that operate from the Bus Station to a number of locations, including (but not exhaustive of) Didsbury, Trafford Centre, Manchester Airport, Bolton, Chorlton, Logistics North, Wythenshawe, Stockport, Leigh and Altrincham.

2.5.4 The bus services from the stops shown in Table 2.1 provide access to most towns in Greater Manchester in less than 40 minutes at an average frequency of every 1-2 minutes.

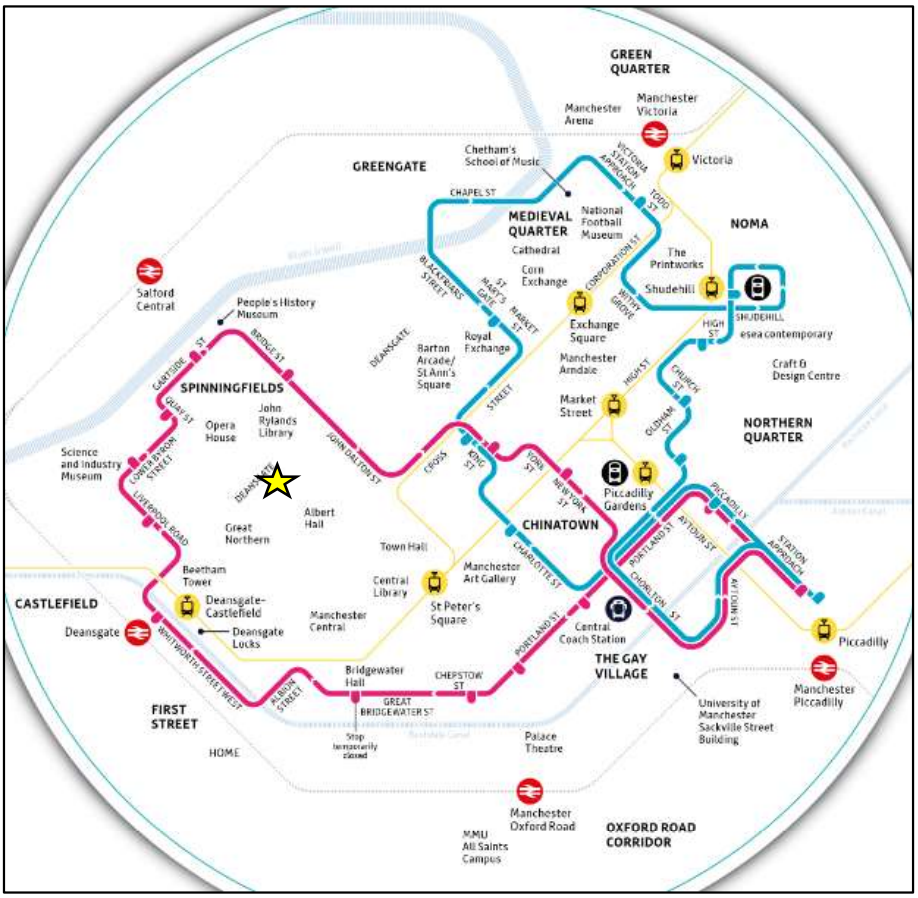
2.5.5 A plan showing the bus services in close proximity to the Site are shown in Image 2.5.

Image 2.3 Extract of TfGM Town Centre Map



2.5.6 The Manchester free bus routes also operate around the City Centre, all of which are wheelchair accessible. Two free routes are provided throughout Manchester City Centre, as shown in Image 2.4 below (the Site is depicted by a yellow star).

Image 2.4 Extract of TfGM Free Bus Map



2.5.7 As is demonstrated above, the existing bus services will provide future employees and visitors of the Site with high frequency access across Greater Manchester.

2.6 Existing Metrolink Services/Facilities

2.6.1 The nearest Metrolink stop is located on St Peters Square, approximately 340m from the Site. St Peters Square tram stop benefits from approximately 1 service every 1-2 minutes.

2.6.2 The locations accessible via these services are Bury, Altrincham, Piccadilly, Ashton-under-Lyne, Eccles, Trafford Centre, Cornbrook, Rochdale, Didsbury, Shaw and Crompton.

2.7 Existing Rail Services/Facilities

2.7.1 Four train stations are within close proximity of the Site, Deansgate Station is located 560m to the south of the Site(as the crow flies), Manchester Oxford Road is located 620m south east of the Site (as the crow flies), Manchester Victoria is located 1.05km to the north of the Site (as the crow flies) and Manchester Piccadilly is located 1.1km to the west of the Site (as the crow flies).

2.7.2 Table 2.2 below shows a summary of the available services and facilities at the stations.

Table 2.2 Local Rail Services

Station	Facilities	Regular Destinations	Approx. Combined Frequency
Deansgate Station	Ticket machines, Step-free access, seating, 6 cycle storage spaces	Manchester Airport, Blackpool. Southport, Barrow-in-Furness	10
Manchester Oxford Road	Ticket machines, Ticket office, Step-free access, Toilets, Seating, Shelter, Refreshment facilities, 72 cycle storage spaces	Blackpool, Cleethorpes, Liverpool, Saltburn, Llandudno, Barrow-in-Furness, Nottingham, Leeds	20
Manchester Victoria	Ticket machines, Ticket office, step-free access, refreshment facilities, 38 cycle storage spaces	Manchester Airport, Clitheroe, Rochdale, Leeds, Liverpool, Blackburn, Southport, Chester, Wigan	20
Manchester Piccadilly	Ticket machines, Ticket office, Staff available, step-free access, waiting rooms, seating, shelter, 860 car parking spaces, 38 accessible spaces, 254 cycle storage spaces.	Bournemouth, Edinburgh, Manchester Airport, Hull, Cleethorpes, London, Chester, Liverpool, Crewe, Blackpool, Saltburn, Hadfield, Carmarthen, Alderley Edge.	40

2.8 Pedestrian Accessibility

2.8.1 The residential design guide "Manual for Streets" (MfS) advises that "walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas…" (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering "the greatest potential to replace short car trips, particularly those under 2km". The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document 'Providing for Journeys on Foot'.

2.8.2 Using GIS Network Analyst software typical walk times (up to 30 mins) to specific local facilities situated near the proposed Site are shown on Figure 2. This figure demonstrates that the entire city centre is accessible within a 25 minute walk. This provides employees with access to:

- Over 15 supermarkets are within a 10 minute walking distance from the Site;
- Three stations are within a 15 minute walking distance from the Site;
- A large number of residential units are within a 15 minute walking distance of the Site;
- Three GP surgeries are within a 15 minute walking distance of the Site;
- Six opticians are within a 15 minute walking distance of the Site;
- Six primary schools are within a 20 minute walking distance from the Site;
- The entirety of Manchester City Centre is within a 25 minute walking distance of the Site, which has a large number of residential developments and retail and leisure facilities;
- One secondary School is within a 25 minute walking distance from the Site;

2.8.3 It is therefore concluded that the Site is accessible for employees on foot. It is also considered that the more active employees will choose to walk further than this guideline distance.

2.8.4 Furthermore, the travel planning measures proposed in the travel plan will have a positive influence on the sustainable travel choices made by employees of the Site.

2.9 Cycle Accessibility

2.9.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km. Using GIS Network Analyst software typical cycle times from the Site are shown on Figure 3. This figure shows that:

- The Site is within a 5 minute cycle ride to Manchester Road, Oxford Rd, Deansgate and Victoria Rail Stations, which provide connections to locations further afield including York, Edinburgh, Cardiff, Leeds and London;
- The NCN Route is within a 5 minute cycle ride from the Site;

- Shudehill and Piccadilly Interchanges are located within a 5 minute cycle distance of the Site, providing more than 30 bus and coach stands with connections locally and nationally;
- The entirety of the City Centre is within a 10 minute cycle ride from the Site;
- The residential areas of Salford, Old Trafford, Cheetham Hill, Higher Broughton, Moss Site and Beswick are within a 15 minute cycle ride from the Site;
- The residential areas of Clayton, Levenshulme, Withington, Stretford, Eccles and Sedgley Park are within a 20 minute cycle ride from the Site;
- The residential areas of Prestwich, Failsword, Charlestown, Droylsden, Swinton and Pendleybury are within a 25 minute cycle ride from the Site; and
- International sporting venues Old Trafford and Ethiad Stadiums are within a 25 minute cycle ride from the Site;

2.9.2 It is also considered that the more active employees and will choose to cycle further than this guideline distance.

2.10 Accessibility by Bus

2.10.1 As is demonstrated above, the Site is located in the heart of Manchester City Centre within close proximity to a number of high frequency bus services including the bus station at Piccadilly Gardens.

2.10.2 Local bus stops and their accessibility are shown in Figure 4.

2.10.3 It is therefore concluded that the proposed Site, will provide excellent bus accessibility to a variety of local services, residential and retail opportunities for future employees and visitors within and surrounding Greater Manchester.

2.11 Accessibility by Rail

2.11.1 Four train stations are within 1.1km of the Site, providing a combined frequency of 90 services per hour to locations across the UK and more locally within Greater Manchester.

2.11.2 It is therefore concluded that the proposed Site will provide an attractive opportunity for both local, national and international employees and visitors to travel by rail and assist in reducing the need to travel by car.

3. Policy, Objectives and Targets

3.1 Transport Policy

3.1.1 Travel Plans are management tools that bring about co-ordinated transport strategies to organisations. National, regional, and local Governmental policies have been reviewed as these put in place a framework that is believed capable of delivering Government Transport Policies.

3.1.2 The Travel Plan has been prepared in accordance with local and national guidance which include:

- National Planning Policy Framework. 2023 Department for Communities and Local Government
- DETR publication 'Travel Plans - Developing a Transport and Travel Management Strategy for your Organisation' and other appropriate guidance
- The Energy Efficiency Best Practice Programme Travel Plan Resources Pack
- DETR publication 'Green Transport Plans, the Benefits of Green Transport Plans: The Guide'
- DfT publication 'Making Travel Plans Work: Lessons from UK Case Studies'
- DfT publication 'The Essential Guide to Travel Planning'
- DfT publication 'Smarter Choices – Changing the Way we Travel'

3.1.3 The Government's Decarbonising Transport – A Better, Greener Britain Transport Plan (Transport 2020) creates the following vision of a transport system that provides the following benefits:

- Improved air quality;
- Reduced emissions from road transport; and
- Reduction in levels of inactivity amongst UK employees.

3.1.4 Key principles which are applied to this Site by means such as Travel Plans are also included in the adopted Greater Manchester Travel Strategy 2040 and the supporting 5 Year Transport Plan

3.2 Objectives and Scope of the Plan

3.2.1 This FTP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by the private single occupancy car. All visitors and employees shall be made aware of the measures included within the FTP in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling area increased.

3.2.2 In order to ensure that the measures contained within the FTP are capable of delivering a sustainable travel demand pattern for the development it is important to identify and adhere to some key objectives.

3.2.3 The overall travel management objectives are:

- Normalise and enable travel choice;
- Promote walking, running, scooting, wheeling, car share, cycling and public transport as the primary modes of travel for employees;

- To deliver agreed targeted mode shift from car journeys to alternative modes including multi-occupancy vehicle trips for employees;
- To facilitate the introduction by tenants of sustainable travel incentive schemes open to all employees;
- To ensure the implementation of the Cycle to Work Scheme for employees;
- To ensure all employees are aware of and have access to up to date information on sustainable travel; and
- The ongoing improvement of routes and augmentation of employee's facilities such as lockers, changing rooms and showers for cyclists, runners, walkers, wheelchair users and pedestrians to encourage means of sustainable transport usage.

3.3 Travel Plan Targets

3.3.1 This Travel Plan aims to promote travel choice for the employees and visitors to increase the use of sustainable transport means. Overarching objectives and targets for the site are based on the baseline 2021 census travel to work survey data.

3.3.2 Targets will be 'SMART' i.e., they must be:

- **S**ite-specific
- **M**easurable
- **A**chievable
- **R**ealistic and
- **T**ime related

3.3.3 In order to provide a set of Site specific modal split targets, detailed travel surveys are to be undertaken annually.

3.3.4 The baseline mode split set out below is taken from journey to work 2021 census information for the Manchester 054C Lower Super Output Area.

3.3.5 The mode share is set out below in Table 3.1

Table 3.1 Baseline Mode Split

Mode	2021 Census – Manchester 054C
Works Mainly at Home	51.4%
Pedestrians	21.7%
Cyclists	2.0%
Metro	4.5%
Bus	6.7%
Train	4.0%
Vehicle Occupants Car Driver)	8.2%
Car passenger / Car Share	0.6%
Taxi	0.0%
Powered Two-Wheeler	0.1%
Other	0.7%

3.3.6 The 2021 census data in Table 3.1 acts as an additional baseline and initial comparison for future surveys.

3.3.7 As is shown the mode share by sustainable modes is currently around 39%. This is a positive baseline to progress sustainable measures as it demonstrates that local access by sustainable modes is both available and in demand.

3.3.8 A target reduction in car and van trips of 5% - 10% within five years of full occupation of the Site is considered to be both aspirational and achievable. The modes that have a greater potential to realise an increase in demand will become more apparent from the results of the annual survey.

3.3.9 Any changes to the stated annual targets must be agreed with Manchester City Council.

3.3.10 The TPC will review progress of the FTP and the targets with Manchester City Council and St Michaels UK Propco on receipt of the results of the annual travel survey.

4. Roles and Responsibilities

4.1 Introduction

4.1.1 An important aspect of a successful FTP is the allocation of sufficient resources. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

4.2 Lead Travel Plan Co-ordinator

4.2.1 A LTPC will be appointed for the entire Site, who will be appointed by St Michaels UK Propco prior to occupation. The LTPC will then remain in place in perpetuity.

4.2.2 The LTPC reports directly to St Michaels UK Propco and Manchester City Council. Any changes to the FTP must be agreed by both parties. The meetings with St Michaels UK Propco and Manchester City Council are to identify successes of the FTP and identify any areas of improvement, the content of the annual surveys to agree the effectiveness of particular measures and alternatively the failures of other measures, identify any secondary measures as required – the LTPC will meet to discuss these issues within a calendar month of collation of the survey results.

4.2.3 The LTPC is also responsible for forming and chairing the Travel Plan Network Group. This Group will include the TPC, representatives from the Highways Agency (as they deem appropriate), Transport for Greater Manchester, Manchester City Council and the tenant TPCs.

4.2.4 The Steering Group will meet on a bi-annual basis. The purpose of the Steering Group is to ensure a coordinated approach across the delivery of the FTP, provide updates for the TPCs to disseminate to LTPC, identify successes of the FTP and identify any areas of improvement, issues or barriers faced by LTPC and opportunities for improvement.

4.2.5 The LTPC manages an email group made up of the tenant TPCs to ensure regular flow of communication, strengthen the identity of the Steering Group and prevent the escalation of any problems that arise between meetings.

4.2.6 The LTPC creates the annual travel survey and disseminates to all tenants. The employee travel surveys will capture details of individual circumstances, travel patterns and preferences etc. For new LTPC, completion of the survey would be part of the induction process – this will have the dual benefit of raising awareness of the Travel Plan whilst also collecting the baseline information. The surveys are carried out online through Survey Monkey.

4.2.7 The survey link will be embedded within a promotional leaflet detailing the reason for the survey and the associated incentive prize.

4.2.8 The wider duties of the LTPC include:

- Creating the survey and distributing to tenant TPCs. The LTPC will analyse the results of the survey and produce an annual monitoring report which will be provided to all stakeholders;
- Liaison with the individual tenant TPC's to explain the objectives and benefits of the FTP to ensure awareness of the Plan and to encourage participation;

- Acting as a focal point and main contact for all transport, access and travel related issues from all stakeholders;
- Actively encouraging and promoting LTPC to walk, run, wheel, car share, cycle or use public transport to travel to and from the Site. Working alongside the tenant TPCs, the LTPC will organise LTPC travel events on site.;
- Obtaining and implementing up to date details of the information required for the St Michaels website and Travel Plan as required;
- Liaise with TfGM and Manchester City Centre authorities to ensure that St Michaels is considered within strategy and policy developments;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the tenants TPC's through the steering group;
- Liaison with all stakeholders with respect to initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc; and
- Continually seek external funding to augment and improve on site facilities e.g., showers, drying facilities, additional cycle parking etc.

4.2.9 Travel management measures included in this FTP do not provide an exhaustive list and should be subject to on-going review.

4.3 Tenant Travel Plan Co-ordinator

4.3.1 In addition to the LTPC, one month prior to occupation of any of the new floor space, any prospective tenant will be required to provide details of their tenant TPC to the steering group/LTPC.

4.3.2 The co-ordinator for each individual tenant will be empowered to act on behalf of the company and should have senior management support. The TPC role is permanent but is not full time and will be carried out alongside an employee's existing job.

4.3.3 The tenant must provide details of their TPC and their Manager to the LTPC who will inform the relevant Local Authority and the Travel Plan Steering Group.

4.3.4 The tenant must ensure that the TPC has full support across the organisation including senior management.

4.3.5 The duties of the tenant Travel Plan Coordinator include:

- Oversee the gathering of information, e.g. the travel questionnaire. On receipt of the survey from the LTPC, the TPC will issue the survey to LTPC;
- The TPC will be required to coordinate the survey process ensuring that the survey link is circulated to all LTPC and that all LTPC complete it;
- Liaison with the LTPC through LTPC engagement events and or internal communication channels to explain the objectives and benefits of the TP to ensure awareness of the Plan and to encourage participation;
- Acting as a focal point for all transport, access and travel related issues for the business;
- Disseminate promotional material of the business and personal benefits of

sustainable travel. These will be provided by the LTPC or the LTPC can advise on content and design where appropriate;

- Assist the LTPC in organising employee events which encourage and promote LTPC to walk, cycle, run or use public transport to travel to and from the Site. LTPC will be encouraged and incentivised to be fully aware of different travel options which are available from the Site;
- Support the LTPC with any external grant funding bids;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the LTPC;
- Assist in the development of any business case for further investment by senior management into sustainable travel facilities and equipment as detailed in section 5;
- Liaison with LTPC regarding relevant stakeholders with respect to them attending relevant meetings and events on site, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc; and
- Arrange and promote incentives and discounts for active travel and public transport which are organised by LTPC.

4.4 Funding

4.4.1 St Michaels UK Propco will fund the role of the LTPC which is in place in perpetuity.

4.4.2 Tenants must be fully committed to the implementation of their Travel Plan and will provide all necessary funding required.

4.4.3 To further enhance the benefits to LTPC, further funding will be sought by the LTPC from stakeholders such as TfGM as when it becomes available.

4.4.4 From time to time the LTPC will offer the tenant the chance to be a recipient of sustainable travel related grant funding, equipment or an event. The tenant TPC must accommodate these whenever possible.

5. Travel Plan Measures - Infrastructure

5.1.1 The primary objective of the FTP and development proposals is to influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, scooting, wheeling, running, cycling and public transport is promoted, encouraged and enhanced.

5.1.2 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives e.g., good quality cycling facilities. For the Site the range of infrastructure improvements and transport related measures are described in this section.

5.2 Sustainable Travel Infrastructure

5.2.1 All of the infrastructure improvements and transport related measures proposed are either shown or delivered by one or more of the following drawings/documents:

- Site Masterplan;
- Transport Assessment; and
- Framework Travel Plan (this document).

5.2.2 To enhance the pedestrian environment surrounding and within the Site, the public realm strategy is proposed to provide a safe and attractive environment for pedestrians and to promote access to the Site by foot. A key objective will be to provide sufficient links to the surrounding pedestrian and cycle networks.

5.2.3 All public realm designs and materials are to be agreed with Manchester City Council's Capital Programmes and Property team and are subject to discussions with Manchester City Council officers.

5.2.4 The masterplan is contained in Appendix A and the key details are summarised as follows:

- A total of 494 secure cycle storage spaces are proposed within the basement;
- Additional visitor cycle spaces will be provided within the public realm areas; and
- Dropped kerbs and tactile paving are currently provided at crossing points to aid and facilitate the movement of pedestrians, especially those less mobile.

5.3 Awareness of the Benefits of the On Site and Local Sustainable Travel Infrastructure

5.3.1 The TPC will raise awareness of and benefits of all on Site infrastructure and local active travel routes through the following:

- Business travel packs;
- On Site events;
- Business and employee social media pages; and
- Development web travel page.