

MIX Manchester

Framework Travel Plan

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Glossary

Term	Definition
ASL	Advanced Stop Lines
CIHT	Chartered Institute of Highways and Transportation
GIA	Gross Internal Area
GMAL	Greater Manchester Accessibility Levels
GMATL	Greater Manchester Accessible Transport Limited
GMCA	Greater Manchester Combined Authority
GTI	Ground Transport Interchange
MAG	Manchester Airport Group
MCC	Manchester City Council
TfGM	Transport for Greater Manchester
SMART	Specific; Measurable; Achievable; Realistic and Time-bound

1 Introduction

1.1 Background

- 1.1.1 Buro Happold has prepared this Framework Travel Plan on behalf of Airport City Limited Partnership (the Applicant) to support a hybrid planning application for a new science, innovation and manufacturing campus at MIX Manchester M90 5AZ (the Site).
- 1.1.2 The planning application will be submitted to Manchester City Council (MCC) who are the planning and highway authority for the site.
- 1.1.3 The location of the site is shown on Figure 1.1.

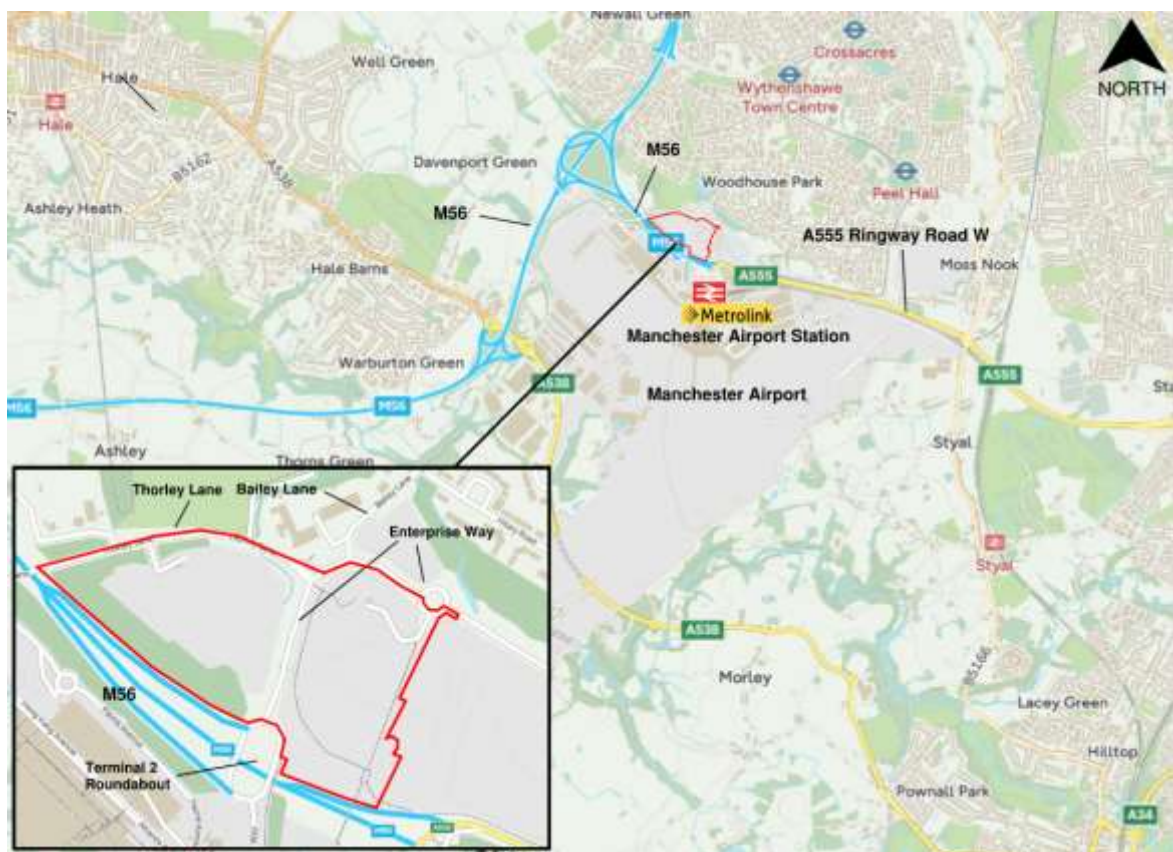


Figure 1.1 Site Location

- 1.1.4 The site is located to the north of Manchester Airport and the M56 spur and to the south of Wythenshawe.
- 1.1.5 The site is bounded to the north by Enterprise Way and Thorley Lane, and the site is separated into two parts by Enterprise Way. The eastern part of the site is previously developed (brownfield) land, which is currently vacant.
- 1.1.6 A long stay airport car park (JetParks 1) with 1,152 car parking spaces is located on the western part of the site, which is being removed as part of the Proposed Development.

1.2 Proposed Development

1.2.1 The planning application will be made for:

A hybrid planning application seeking:

- 1) *Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.*
- 2) *Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.*

1.2.2 The planning application boundaries are indicated below on Figure 1.2 together with the plot numbers.

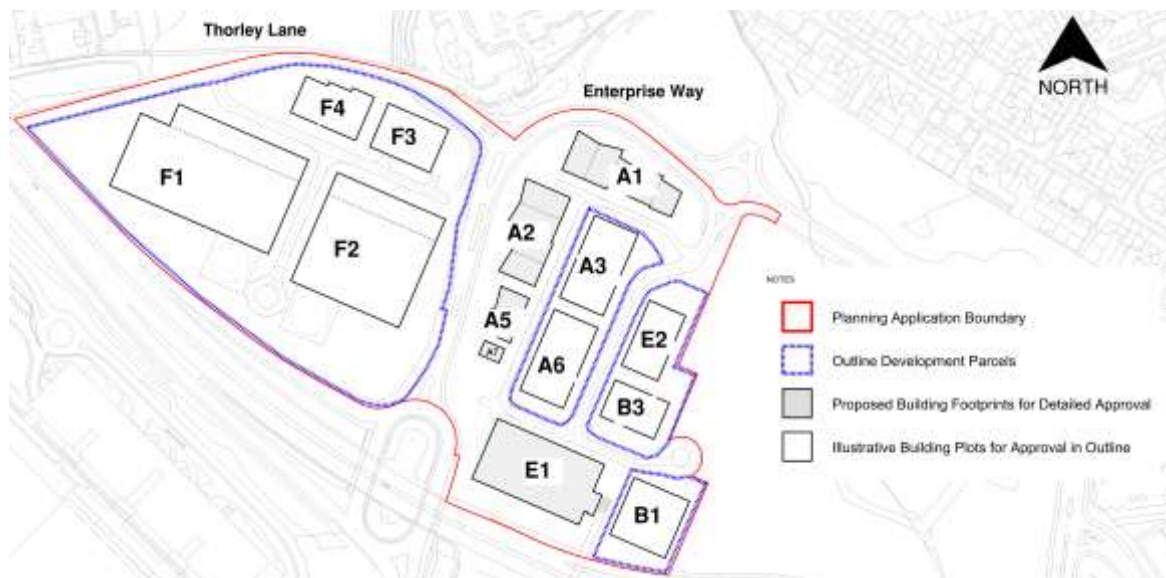


Figure 1.2 MIX – Planning Application Boundaries

1.2.3 The landscape masterplan is shown on Figure 1.3.



Figure 1.3 Proposed Landscape Masterplan

- 1.2.4 Construction of the mid-tech units is expected to commence Q4 2026 with completion of the detailed element in 2030 and the outline element in 2035.

1.3 General Strategy

- 1.3.1 This Framework Travel Plan outlines the general strategy for managing multi-modal access at the site, with a particular focus on promoting access by sustainable modes.
- 1.3.2 It has been informed by the general contents of the Manchester Airport Group (MAG) Travel Plan (dated July 2019) and the Updated Travel Plan Action Plan (dated May 2023), which seeks to reduce the impact of staff travel through reducing the proportion of staff travelling by single-occupancy car and to encourage a mode shift towards active travel and public transport uses wherever feasible. The 2019 MAG Travel Plan includes targets to reduce the proportion of staff travelling by single-occupancy car to 57% by 2030, and to increase public transport use to 35% and active travel to 8% by 2030.
- 1.3.3 The Applicant will be responsible for taking this Framework Travel Plan forward and will highlight the requirements of the Framework Travel Plan to all occupiers at the site through their lease arrangement, or similar. Occupiers will be responsible for making sure their staff are aware of the Framework Travel Plan requirements.
- 1.3.4 The aim of this Framework Travel Plan is to provide occupiers and their staffs with all the information they need to make sustainable travel choices easier from the outset, before travel habits become entrenched.
- 1.3.5 The Framework Travel Plan is a 'living document', which will be reviewed and revised over time in consultation with MCC. It will be a continuous process for improvement requiring monitoring, review and revision to ensure it remains relevant to those using the site.
- 1.3.6 Interim baseline mode split estimations have been made for the site and are set out in Chapter 5, which will be compared and reviewed against the actual modal split obtained from the baseline travel survey that will be

undertaken once the site is occupied (described in Chapter 7).

1.4 Travel Plan Management

- 1.4.1 It is envisaged that the Applicant will appoint a site management company prior to occupation at the site who will also take on the role of the site-wide Travel Plan Co-ordinator to manage and implement this Framework Travel Plan.
- 1.4.2 The Applicant will ensure that the site management company appoint a representative to take on the Travel Plan Co-ordinator role and will provide MCC with their contact details three months prior to first occupation at the site (travel plan management is described in more detail in Chapter 4).
- 1.4.3 To ensure MCC have a point of contact in the interim, the Head of Agency and Development for MIX will be the named representative until the Travel Plan Co-ordinator is appointed (Helen Ratcliffe, Email: helen.ratcliffe@magairports.com).
- 1.4.4 Occupiers at the site will each appoint a Travel Plan Representative to work closely with the site-wide Travel Plan Co-ordinator to ensure a co-ordinated approach to travel planning for the site as a whole. The occupier will ensure that the contact details for their appointed Travel Plan Representative are sent to the site-wide Travel Plan Co-ordinator within 3 months of first occupation at the site.

1.5 Policy Overview

- 1.5.1 This Framework Travel Plan has been prepared with reference to the adopted national, regional and local policy and planning guidance shown in Table 1.1.

Table 1.1 Policy Overview

Policy Level	Document Reference
National	National Planning Policy Framework (NPPF) (December 2024)
	National Planning Practice Guidance (PPG) on Travel Plans, Transport Assessments and Statements (March 2014)
Regional	Greater Manchester Transport Strategy 2040 (January 2021)
	Places for Everyone Joint Development Plan 2022 to 2039 (2014)
Local	Manchester's Local Development Plan - Core Strategy (2012)

2 Benefits and Objectives of the Travel Plan

- 2.1.1 Travel Plans are a long-term management strategy, which support sustainable and active travel.
- 2.1.2 The Travel Plan is focused on staff and workplace travel and includes a package of practical measures tailored to the needs of individual sites and aimed at promoting more sustainable travel choices and reducing reliance on the car.
- 2.1.3 Travel Plans are an effective tool to increase the accessibility of a development, particularly by sustainable modes, to reduce the impact of a development on the surrounding road network and to manage the use of car parking.
- 2.1.4 The benefits of a Travel Plan include:
- Demonstrating a commitment from the organisation to incorporate sustainability initiatives, building a better reputation with staff and across the local community
 - Local environmental improvements from reduced congestion, carbon emissions, pollution and noise
 - Less congestion and therefore improved safety on local roads by promoting alternatives to the car
 - Reduced highway capacity problems by promoting sustainable travel choices
 - Improved travel choice, quality and affordable access to services for all users
 - Increased opportunities and potential cost savings for active healthy travel, such as walking and cycling
 - A business/organisation can benefit from increased productivity generated by a healthier, more motivated workforce
 - Reduced demand for car parking spaces enabling land to be put to more cost effective or commercially beneficial use and freeing space for active travel initiatives
- 2.1.5 Through a range of initiatives, the Travel Plan will help the Applicant and occupiers to manage the travel needs of staff and visitors and to increase the range of travel options by which the site can be accessed. Moreover, the promotion of walking and cycling initiatives will bring environmental and health benefits.
- 2.1.6 The primary objective of the Travel Plan is to reduce unnecessary vehicular trips to and from the site, primarily single occupancy car travel, where suitable alternative modes of travel are available.
- 2.1.7 The objectives of the Travel Plan include:
- Implement measures to encourage staff and visitors to use travel modes other than the car, especially travel in the car alone
 - Promote the use of public transport, car sharing, walking and cycling when getting to and from the site
 - Ensure the site is accessible to all and respects the needs of vulnerable groups such as those with disabilities or mobility problems

- Where appropriate, reduce the need for unnecessary travel and ensure that those that do have to travel do so in a way that is sustainable
- Reduce the environmental impact of travel demand by raising awareness amongst staff and visitors and by encouraging environmentally conscious behaviour

3 Baseline Conditions

3.1 Pedestrian and Cycle Accessibility

- 3.1.1 There is an extensive network of pedestrian footways and shared use pedestrian/cycle routes surrounding the site, as illustrated on Figure 3.1. The infrastructure in the vicinity of the site is in good state of repair, of good quality and well-lit.



Figure 3.1 Pedestrian Infrastructure Surrounding the Site

- 3.1.2 The residential area of Wythenshawe to the north is within acceptable walking distance of the site with good infrastructure in place to encourage walking and cycling. Footways are present on both sides of Bailey Lane and shared use pedestrian/cycle routes are also present along both sides of Enterprise Way, providing links to Manchester Business Park to the east and to the Airport to the south via Terminal 2 Roundabout.
- 3.1.3 There are uncontrolled pedestrian crossings with dropped kerbs and tactile paving across all arms of the Enterprise Way roundabout, which is the eastern site access situated approximately 130m east of Bailey Lane.
- 3.1.4 Whilst there are no dedicated cycle lanes on Bailey Lane and the residential streets to the north, the area is low-traffic in nature, with a 20mph speed limit along Bailey Lane between Enterprise Way and Hilary Road. This speed limit extends to a number of streets to the east via Hilary Road in the vicinity of the two primary schools at this location (refer to Figure 3.1). The remaining streets have a 30mph speed limit, which provides a good cycling environment.

- 3.1.5 Pedestrian User-Friendly Intelligent (Puffin) crossings with tactile paving and dropped kerbs are provided at the Enterprise Way/Thorley Lane signal junction, which uses smart sensors to detect pedestrians and adjust traffic signals for a safer, more efficient crossing. There are also cycle Advanced Stop Lines (ASL) provided at this junction, which allow cyclists to position themselves ahead of vehicles.
- 3.1.6 Approximately 130m south of the Enterprise Way/Thorley Lane signal junction, an additional puffin crossing facility is provided on Enterprise Way providing a safe crossing point east-west across Enterprise Way in addition to the crossing facilities at the junction with Thorley Lane.
- 3.1.7 A shared use pedestrian/cycle route is present along the southern side of Thorley Lane for approximately 100m, where it then continues northwards via Painswick Park towards Painswick Road/Portway located approximately 400m further north. It then continues further north for approximately 700m to Simonsway where an off-road shared use route is provided along its southern side connecting westwards towards Newall Green and eastward towards Heald Green.
- 3.1.8 To the west of the Painswick Park entrance, a footway is provided along the southern side of Thorley Lane to the existing Jet Parks 1 car park access located approximately 120m further west, which is the western site access point. This footway continues further west across the bridge over the M56 spur where it then becomes a shared use route connecting with Wilmslow Road approximately 1.7km further south. This footway connection also extends westwards approximately 740m south-west of the site over the Thorley Lane Bridge towards Davenport Green.
- 3.1.9 A continuous shared use route is also provided along both sides of Enterprise Way and along the eastern side of Terminal 2 Roundabout and World Way/Chicago Avenue providing good connections to the bus and rail interchange at Manchester Airport.
- 3.1.10 An alternative pedestrian route is also available via the pedestrian and cycle bridge over the M56 spur, which connects the eastern part of the site at its southern side, with Manchester Airport and the Ground Transport Interchange (GTI) to the south, which provides a stop for train, Metrolink, bus and coach services. This pedestrian and cycle bridge is intended to serve as a valuable pedestrian and cycle link between the Woodhouse Park area of Wythenshawe and the airport site, benefitting local people who work there.
- 3.1.11 All airport terminals are easily accessible from the GTI using the covered Skylink walkways, which includes both lift and escalator access.
- 3.1.12 Figure 3.2 shows the proposed access points for pedestrians and cyclists and routes through the site.

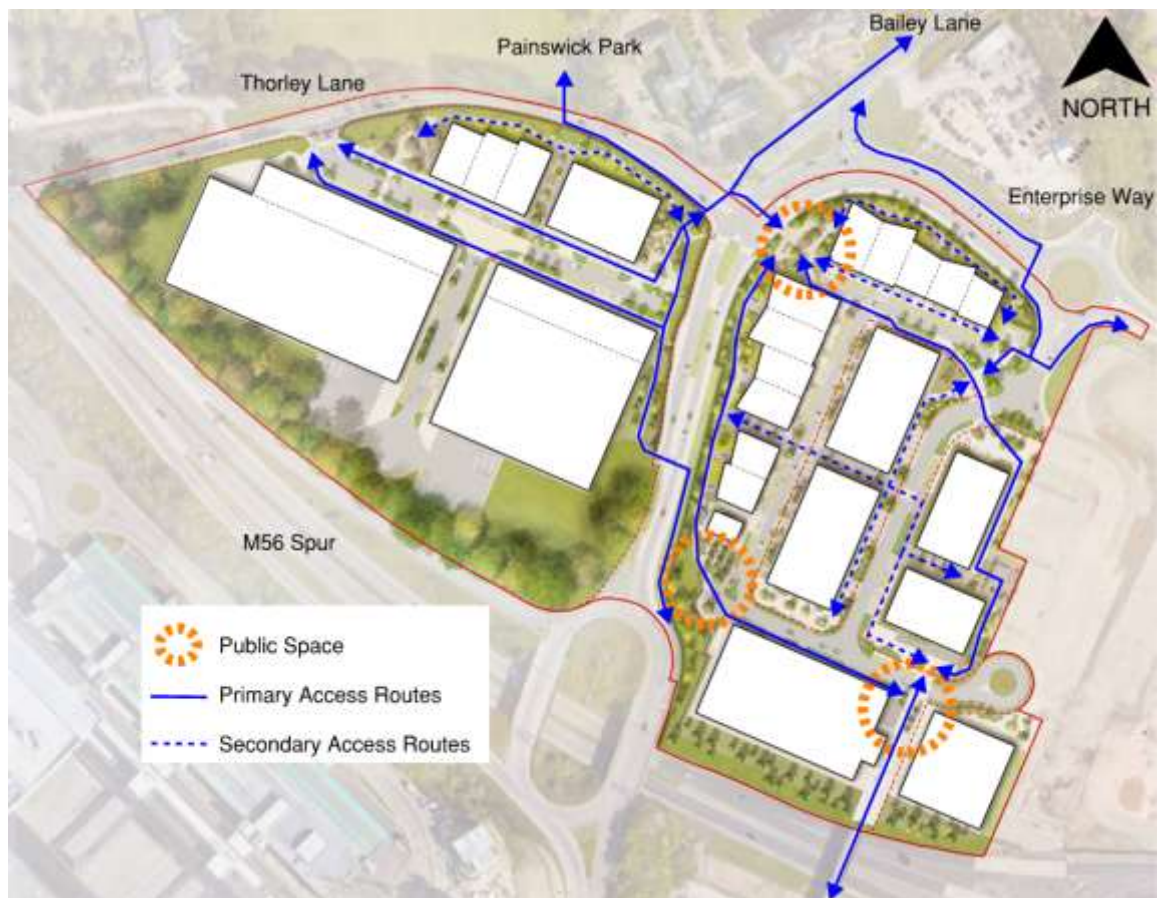


Figure 3.2 MIX – Pedestrian and Cycle Access

3.1.13 Figure 3.3 shows the areas that can be reached within a 10, 20, and 30-minute walk based on typical walking speeds.

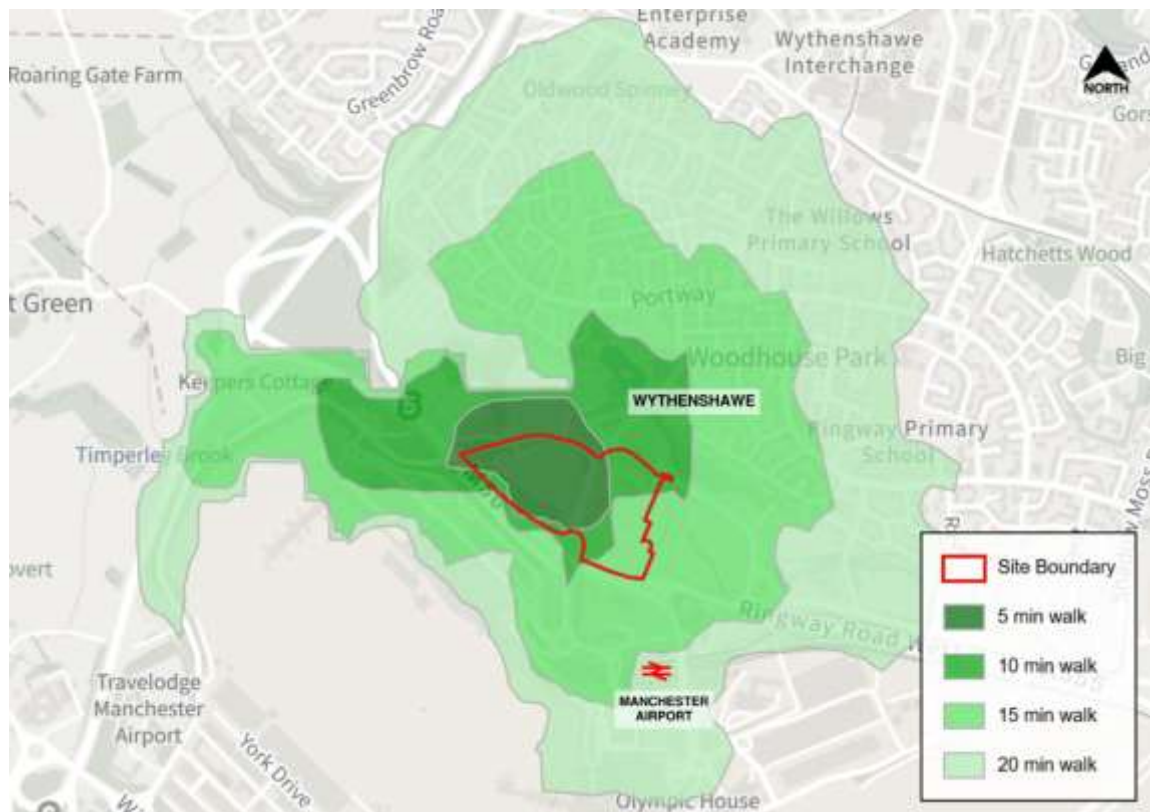


Figure 3.3 Walking Accessibility

- 3.1.14 The suggested maximum walking distance for journeys by foot to/from commercial developments is 2km (20-minute walk time), indicated by guidance from the Chartered Institute of Highways and Transportation (CIHT) but there may be some people willing to walk further.
- 3.1.15 The residential areas of Wythenshawe and Woodhouse Park to the north are within a 10 to 15-minute walk time, and the station to the south is also within a 10 to 15-minute walk of the site. Wythenshawe town centre is around a 25-minute walk of the site, which provides access to a range of amenities including food stores, coffee shops, banks and restaurants.
- 3.1.16 The cycle network in the vicinity of the site is shown on Figure 3.4 extracted from TfGM's (BEE network) cycle map.

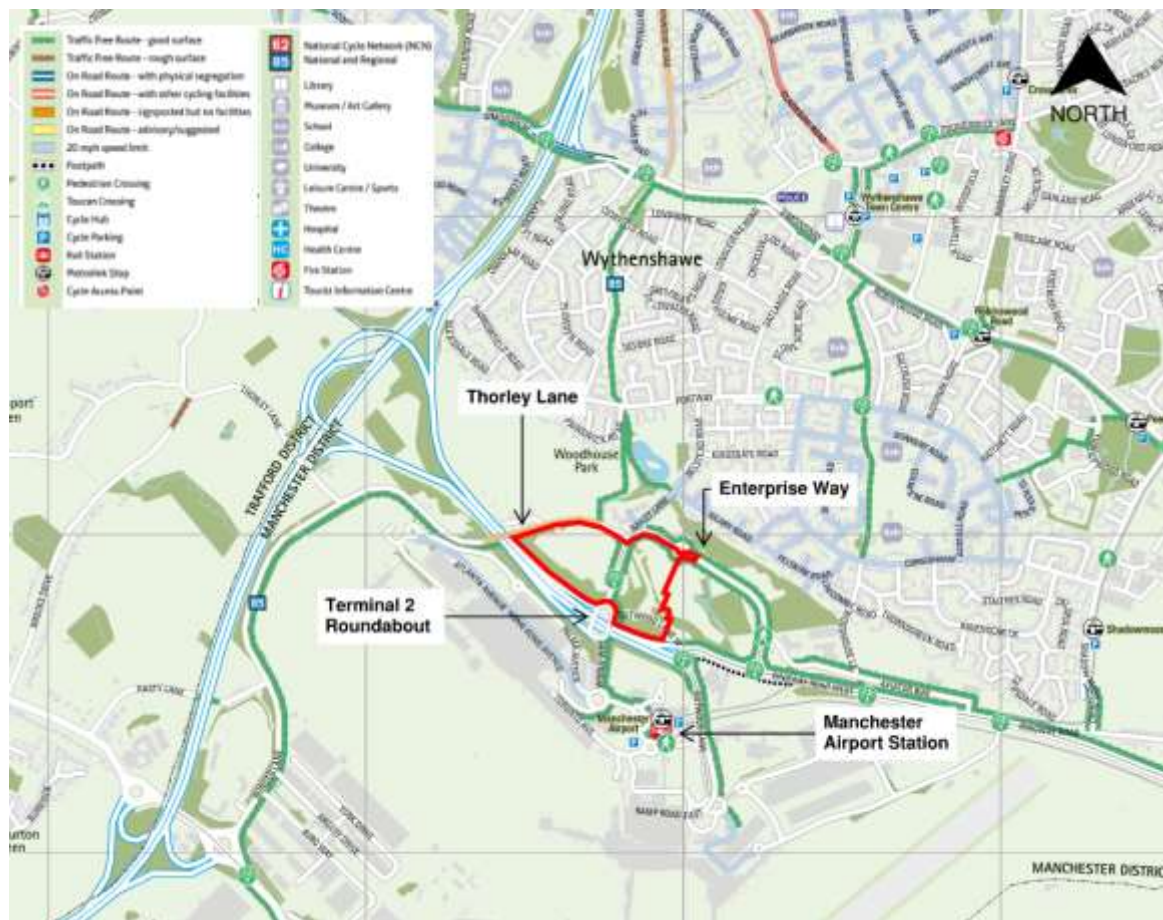


Figure 3.4 Local Cycle Network

- 3.1.17 It can be seen that there is a good network of shared use pedestrian/cycle routes provided in the vicinity of the site on Enterprise Way with good connections to Manchester Airport GTI to the south. The pedestrian and cycle bridge over the M56 spur also provides an additional traffic free connection to the Airport.
- 3.1.18 The residential streets to the north in Wythenshawe and Woodhouse Park are low-traffic in nature with restricted speed limits providing quiet routes for cyclists.
- 3.1.19 The shared use pedestrian/cycle route via Painswick Park from Thorley Lane forms part of the Regional and National Cycle Network (NCN) Route 85, which provides access for commuters to/from the north via Wythenshawe towards Alexandra Park and the city centre. Route 85 also provides a connection to the east-west shared route along Simonsway, providing connections to the residential areas to the west of the M56 and eastwards towards Heal Green.
- 3.1.20 Route 85 continues southbound along Thorley Lane forming part of the Airport Orbital Cycleway, which is c.13km long with a series of quiet lanes, cycle paths and off-road routes around the perimeter of the Airport via Wilmslow Road to the south and Altrincham Road and Moss Lane to the east.
- 3.1.21 Cycling is recognised to have the potential to replace short car journeys, particularly those under 5km (20 to 30-minute cycle), and/or to form part of a longer journey by public transport. Some commuter cyclists are willing to cycle much further.

- 3.1.22 Figure 3.5 shows the areas that can be reached within a 10, 20 and 30-minute cycle based on typical cycling speeds.

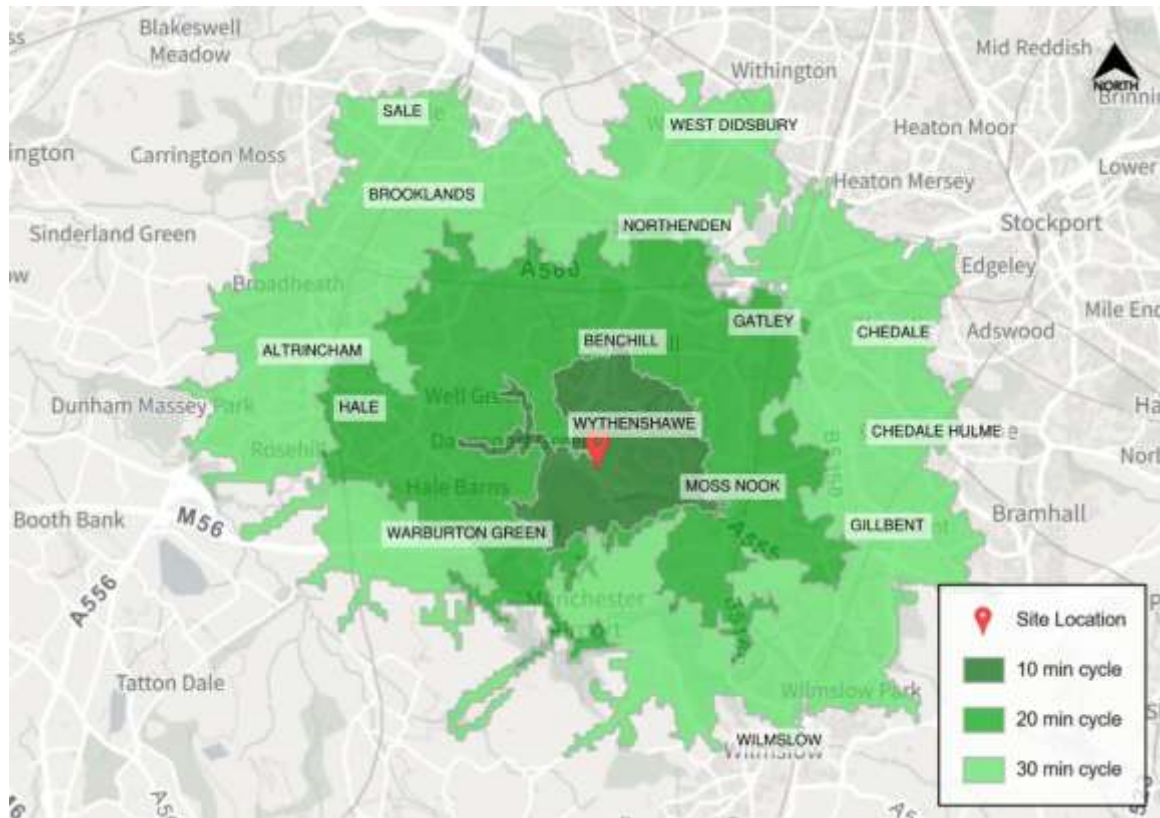


Figure 3.5 Cycling Accessibility

- 3.1.23 Manchester Airport GTI and Wythenshawe town centre are located within a 10-minute cycle from the site.
- 3.1.24 Walking and cycling therefore provides a viable alternative to the car for shorter distances.

3.2 Public Transport Accessibility

- 3.2.1 The site is well connected to public transport. TfGM's Greater Manchester Accessibility Levels (GMAL) model is used to measure public transport accessibility in Greater Manchester. The accessibility index score is categorised into eight levels, from 1 to 8, with 1 representing very low accessibility and 8 representing the highest level of accessibility.
- 3.2.2 The GMAL output for the site is shown on Figure 3.6. It shows the western part of the site has a GMAL of 6 and the eastern part of the site has a GMAL between 6 and 7, demonstrating a high level of public transport accessibility.

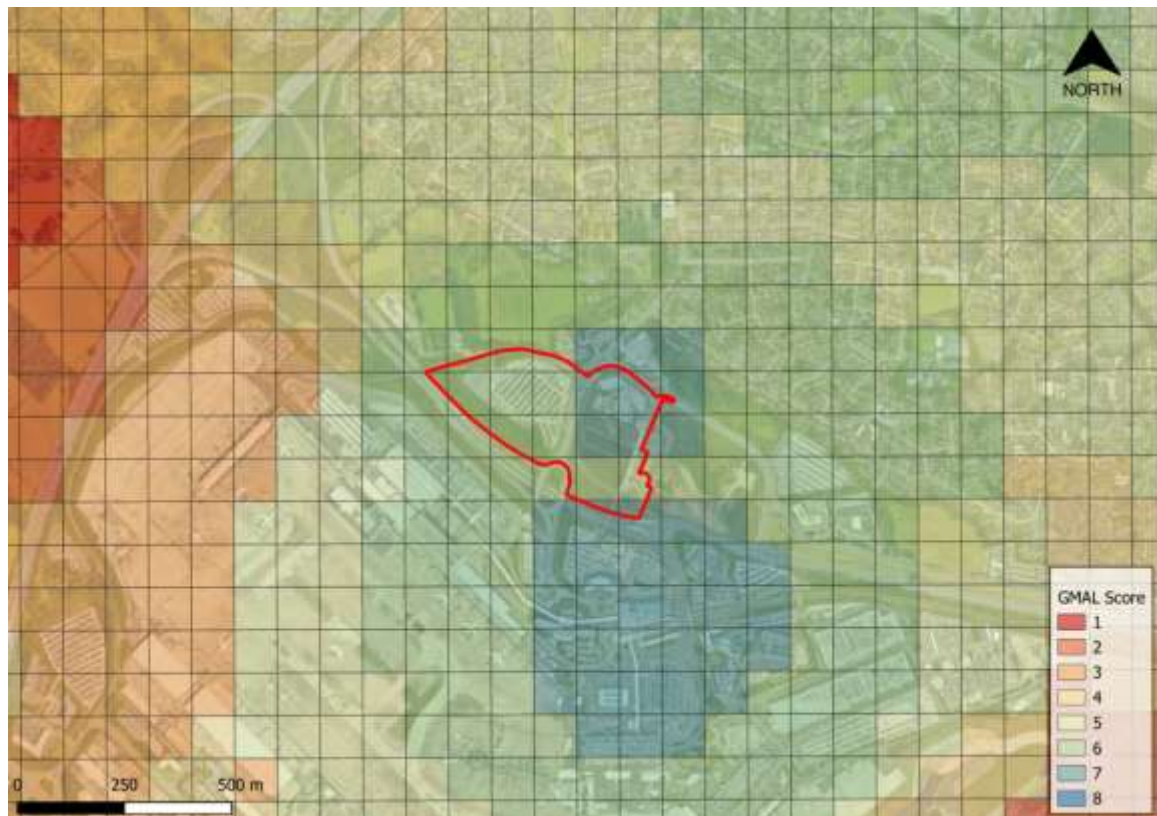


Figure 3.6 Public Transport Accessibility

Bus Services

- 3.2.3 Bus services operate from the airport GTI, the integrated transport hub at the heart of the airport.
- 3.2.4 The closest bus stops to the site are located on Bailey Lane and Thorley Lane, with additional services available via the stops at the GTI. Walking distances to these bus stops are shown below:
- To/from the western part of the site: Bailey Lane (480m), Thorley Lane (640m) and Manchester Airport bus station (1.1km)
 - To/from the eastern part of the site: Bailey Lane (350m), Thorley Lane (800m) and Manchester Airport bus station (480m)
- 3.2.5 These bus stops are shown on Figure 3.7.



Figure 3.7 Nearest Bus Stops in the Vicinity of the Site

- 3.2.6 A summary of these bus routes and peak service frequencies is set out in Table 3.1. All these bus services operate via the airport GTI and provide low-floor buses with ramps for disabled access and dedicated space onboard for wheelchairs and pushchairs. Notably bus service 43 is a 24-hour bus service providing frequent connections to/from the airport.

Table 3.1 Summary of Bus Routes and Service Frequencies

Bus Service	Bus Route	Typical Peak Frequency (buses per direction per hour)		
		Weekday	Saturday	Sunday
43	Manchester Airport–Wythenshawe–West Didsbury–Manchester Picadilly Gardens	6	6	4
103	Manchester Airport–Wythenshawe– Moss Side–Manchester Picadilly Gardens	2	2	1
130	Manchester Airport–Wythenshawe–Wilmslow–Macclesfield	1	1	1
199	Manchester Airport–Stockport–Whaley Bridge–Buxton	2	2	1
248	Manchester Airport– Wythenshawe–Sale–Trafford Centre–Eccles	1	1	Every 2 hours
288	Manchester Airport–Hale Barns–Altrincham	1	1	Every 2 hours
313	Manchester Airport–Cheadle Hulme–Adswood–Stockport	2	2	2
368	Manchester Airport–Wythenshawe–Cheadle Hulme–Stockport	2 No. early morning services only	4 No. early morning services only	No service

National Rail

- 3.2.7 The nearest train station to the site is Manchester Airport and the walking distances to the station are shown below:
- To/from the western part of the site: 1.1km
 - To/from the eastern part of the site: 480m
- 3.2.8 The train station is operated by the TransPennine Express, which operates services along with Northern and Transport for Wales, providing connections to Manchester city centre, Salford, Preston, Crewe, Liverpool, Bolton, Blackpool, the Lake District and North Wales.
- 3.2.9 There are train services every 5 minutes approximately between Manchester Airport and Manchester Piccadilly station in the city centre, which has a journey time of just under 20 minutes.
- 3.2.10 A summary of the key destinations and peak service frequencies is set out in Table 3.2.

Table 3.2: Manchester Airport – Key Train Destinations and Peak Hour Frequencies

Destination	Weekday	Saturday	Sunday
Manchester Picadilly	12	12	9
Manchester Oxford Road	12	12	9
Deansgate	7	7	5
East Didsbury	4	4	3
Heald Green	4	4	4
Newton-le-Willows	5	5	3
Bolton	3	3	3
Preston	3	3	3
Liverpool Lime Street	2	2	2
Salford Crescent	2	2	1
Styal	1	1	1
Earlestown	1	1	-
Runcorn East	1	1	-

Metrolink

- 3.2.11 Metrolink services are also available at Manchester Airport station via the 'Airport/Navy Line', which operates north-south from Manchester Victoria in the city centre via St Peter's Square, Deansgate, Chorlton, Sale Water Park and Wythenshawe town centre. From the city centre there are frequent onward connections to the rest of the network towards Altrincham, Bury, Ashton-under-Lyne, East Didsbury, Eccles, Rochdale and the Trafford Centre.
- 3.2.12 Metrolink services via Manchester Airport operate between around 06:00 to midnight Monday to Saturday (every 12 minutes) and 07:00 to midnight on Sundays (every 15 minutes).
- 3.2.13 Typical journey times from the airport are shown below:
- Wythenshawe town centre – 10 minutes
 - Wythenshawe Park – 25 minutes
 - St Werburgh's Road – 35 minutes
 - Chorlton – 38 minutes
 - Deansgate-Castlefield – 49 minutes
 - Victoria – 1 hour
- 3.2.14 The Metrolink trams and stops are accessible for all users including wheelchairs and mobility scooters, with ramps or lifts and step free access at all stations with tactile edges for the visually impaired. Dedicated space is also provided onboard all trams for wheelchairs, mobility scooters and pushchairs.

Ring & Ride Local Link Services

- 3.2.15 Ring & Ride services are managed by a charity called Greater Manchester Accessible Transport Limited (GMATL) and provide a 24-hour door-to-door accessible minibus service for journeys within a Local Link area in Greater Manchester for people of all ages who find it difficult to use ordinary public transport.
- 3.2.16 The Wythenshawe 'Local Link' area encompasses the residential areas of Wythenshawe and Woodhouse Park,

as well as Manchester Airport.

3.3 Proposed Improvements to the Public Transport Network

- 3.3.1 As set out in the Draft Greater Manchester Rapid Transit Strategy (July 2024), it is intended in the longer term for the area in and around Manchester Airport to become a second rapid transit hub in Greater Manchester to cater for expected growth of employment and housing in the area.
- 3.3.2 This includes proposals for the completion of the 'Western Leg' of the full Metrolink Airport line, which could serve a number of key growth areas including Wythenshawe Hospital, Davenport Green and the expanded Terminal 2 to provide additional services on the Airport line and a substantial reduction in journey times compared to the existing Eastern Leg via Wythenshawe Town Centre.
- 3.3.3 This is intended to include a new Terminal 2 station and several options are still being considered for the location of this station. The route alignment currently being considered by TfGM is for a new Terminal 2 station to be provided in the landscaped area between Palma Avenue and the M56 Airport Spur with a footbridge connection from the new station across the M56 Spur to the site to provide easier pedestrian access between the station, the site and the surrounding areas and to encourage greater use of the Metrolink. Discussions between the Applicant and TfGM are ongoing in this respect.

4 Travel Plan Management

4.1 Travel Plan Co-ordinator

- 4.1.1 Allocated time will be needed to set up and run the Travel Plan. This is best achieved by appointing a Travel Plan Co-ordinator who will be responsible for the management and maintenance of the Travel Plan.
- 4.1.2 The Travel Plan Co-ordinator will act as the promoter of the Travel Plan to secure its implementation, as well as being the key contact for staff and visitors at the site.
- 4.1.3 The Applicant will appoint a site management company prior to occupation at the site who will also take on the role of site-wide Travel Plan Co-ordinator. In this way, they can become a familiar face, and someone known to 'champion' the sustainable measures of the proposed development.
- 4.1.4 The Applicant will ensure that the site management company appoint a representative to take on the Travel Plan Co-ordinator role and will provide MCC with their contact details three months prior to first occupation at the site.
- 4.1.5 To ensure MCC have a point of contact in the interim, the Head of Agency and Development for MIX will be the named representative until the Travel Plan Co-ordinator is appointed (Helen Ratcliffe, Email: helen.ratcliffe@magairports.com).
- 4.1.6 Occupiers at the site will each appoint a Travel Plan Representative to work closely with the site-wide Travel Plan Co-ordinator regarding travel planning measures and initiatives and to ensure a co-ordinated approach to travel planning for the site as a whole. The occupier will ensure that the contact details for their appointed Travel Plan Representative are sent to the site-wide Travel Plan Co-ordinator within 3 months of first occupation at the site.
- 4.1.7 The Travel Plan Co-ordinator and Representative roles do not need to be full time and can be carried out alongside an employee's existing job. It could be a nominated representative within the organisation accommodated alongside their other duties, or an appropriate consultant appointed by the Applicant/occupier. It should ideally be someone located either on-site or making regular visits to the site. In this way, they can become a familiar face, and someone known to 'champion' sustainable measures.
- 4.1.8 The site-wide Travel Plan Co-ordinator is responsible for:
- Ensuring the successful delivery of the Travel Plan through implementation of measures and effective monitoring
 - Designing and implementing effective site-wide marketing and awareness raising campaigns to encourage staff and visitors to use more sustainable means of transport
 - Acting as a point of contact to all staff and visitors requiring information in relation to sustainable travel as well as for exchanging ideas and best practice with other organisations, including MCC and local public transport operators
 - Obtaining and maintaining commitment and support from senior managers, staff etc
 - Ensuring that the most up to date information relating to the Travel Plan is available to all Occupiers and site users

- Arranging regular 'Travel Plan Steering Groups' with the occupiers, which will open to all staff to discuss and share information relating to travel planning
- Co-ordinating the necessary data collection required to develop the Travel Plan, which includes arranging the Travel Surveys to establish travel patterns (discussed in more detail in Chapter 7) and devising possible incentives for staff to complete and return their questionnaires through discussions with the Applicant and Travel Plan Representatives
- Collation of all the Travel Survey information and entering it onto a database to identify the mode split of travel by staff, any specific travel requirements and to set targets for reducing single occupancy car trips and increasing sustainable travel modes
- Offer Personal Travel Planning guidance to all staff at the site
- Liaising with the Applicant to discuss agree any measures, initiatives and targets, and
- Co-ordinating the monitoring programme of the Travel Plan and producing Monitoring Reports (as discussed in Chapter 7)

4.1.9 The Occupier's appointed Travel Plan Representative will be responsible for:

- Obtaining the most up-to-date travel and marketing information from the site-wide Travel Plan Co-ordinator relating to site-wide measures and initiatives and relaying this information to all staff
- Highlighting the objectives and philosophy of the Travel Plan and acting as a point of contact to all staff
- Distribution of the Travel Survey questionnaires to all staff and co-ordinating the necessary data collection for submission to the site-wide Travel Plan Co-ordinator.

4.1.10 Contact details for the site-wide Travel Plan Co-ordinator will be posted on staff notice boards and/or through web-based informational material, as well as being provided in the Travel Information Pack that will be issued to staff prior to occupation at the site (described in Chapter 6).

4.2 Securing the Travel Plan and Funding

4.2.1 This Framework Travel Plan will be secured through a Section 106 Agreement to ensure the Applicant and the occupiers at the site are committed to the Travel Plan strategy.

4.2.2 The Applicant will ensure that sufficient funding and resources are provided to enable the site-wide Travel Plan Co-ordinator to manage and implement this Framework Travel Plan.

5 Mode Split and Targets

- 5.1.1 The key users at the site will include staff and visitors making trips to the site for the purpose of business.
- 5.1.2 The exact occupancy figures for the site are currently unknown and will depend on the occupiers and the nature of their work. Occupancy details will be included in the baseline Travel Plan Monitoring Report that will be issued within 3 months of the baseline Travel Survey being undertaken (described in more detail in Chapter 7).

5.2 Baseline Mode Split

- 5.2.1 In order to estimate the mode split of trips at the site prior to occupation, reference has been made to the mode split that has been used in the Transport Assessment submitted with the planning application, which is set out in the following Table.

Table 5.1 Baseline Mode Split

Mode	Workplace * Baseline Mode Split	Hotel Baseline Mode Split
Car driver	66.8%	13.6%
Car passenger	3.3%	6.8%
Taxi	0.6%	10.9%
Motorcycle	0.9%	0.4%
Bus	13.0%	4.7%
Metrolink	0.5%	4.7%
Rail	5.3%	12.4%
Walking	7.5%	45.2%
Cycling	2.1%	1.3%
Total	100%	100%

** This applies to all uses proposed at the site other than the hotel*

- 5.2.2 It is acknowledged that the workplace mode split for the Metrolink may be higher since the Metrolink to the airport was opened in 2014 but in the absence of other sources of information, this baseline mode split has been adopted for the purpose of this Framework Travel Plan, which will be reviewed against the actual mode split obtained following occupation at the site (the baseline Travel Survey is described in Chapter 7).

5.3 Targets

- 5.3.1 Modal split targets provide the Transport Co-ordinator and MCC means to measure the performance of the Travel Plan and to adjust the range of initiatives accordingly.
- 5.3.2 Table 5.2 shows the workplace interim targets for Years 1, 3 and 5, which seeks to reduce single occupancy car driver trips by 10% over the 5-year timeframe of the Travel Plan and an equivalent increase in public transport and active travel trips.
- 5.3.3 Table 5.3 shows the interim targets for Years 1, 3 and 5, which seeks to reduce single occupancy car driver trips

by 5% over the 5-year timeframe of the Travel Plan and an equivalent increase in public transport and active travel trips.

- 5.3.4 It is noted that these are interim targets, which would be subject to review with MCC once the baseline travel surveys have been undertaken.
- 5.3.5 Whilst it may be appropriate to encourage locally-based staff to walk and cycle, the full potential for this would be determined once home postcode information has been analysed for staff as part of the baseline Travel Survey data (survey details are described in Chapter 7).
- 5.3.6 These targets are considered to be SMART (Specific; Measurable; Achievable; Realistic and Time-bound) in accordance with national travel plan guidance and are in line with the primary objectives of the Travel Plan.

Table 5.2 Interim Mode Split Targets - Workplace

Target	Mode Split			
	Year 0 (Baseline)	Year 1	Year 3	Year 5
Reduce Car Driver (Single Occupancy) trips by 10%	66.8%	63.3%	59.8%	56.8%
Increase Active Travel by 5%	9.6%	11.1%	12.6%	14.6%
Increase Public Transport by 5%	18.8%	20.3%	21.8%	23.8%

** This applies to all uses proposed at the site other than the hotel*

Table 5.3 Interim Mode Split Targets - Hotel

Target	Mode Split			
	Year 0 (Baseline)	Year 1	Year 3	Year 5
Reduce Car Driver (Single Occupancy) trips by 5%	13.6%	12.1%	10.6%	8.6%
Increase Active Travel by 2.5%	46.5%	47.5%	48.5%	49%
Increase Public Transport by 2.5%	21.8%	22.8%	23.8%	24.3%

6 Initiatives and Measures

- 6.1.1 This chapter outlines the measures and initiatives that will be implemented to encourage a reduction in car driver trips, particularly single occupancy car driver trips, and a mode shift towards more sustainable and active travel.
- 6.1.2 The Travel Plan Co-ordinator can draw upon a wide range of supporting initiatives offered by MCC, public transport operators, charities and community support groups, some of which have been included in this Travel Plan. The Travel Plan Co-ordinator will be responsible for reviewing and updating these measures as part of their ongoing role.
- 6.1.3 The Travel Plan Co-ordinator is responsible for the marketing and publicity of all the travel information and Travel Plan initiatives in discussion with the Applicant, occupiers and other key stakeholders.

6.2 Travel Information Pack

- 6.2.1 The Travel Plan Co-ordinator will prepare a Travel Information Pack to be given to all occupiers at the site for distribution to staff prior to occupation. This pack will highlight the objectives of this Travel Plan and include details relating to sustainable travel, as described in this chapter.
- 6.2.2 The production of the Travel Information Pack will be funded by the Applicant and will be prepared and issued to occupiers 3 months prior to occupation. The Travel Plan Co-ordinator will encourage occupiers to distribute the pack to all staff prior to starting work at the site.
- 6.2.3 A key role of the Travel Information Pack is to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:
- **Access initiatives:** A map showing local cycling, walking and public transport routes to/from the site, together with the location of any key local facilities and amenities (such as shops, cashpoint etc) within walking distance. Sources of further information will also be included such as details of useful travel apps and Manchester Cycle Streets journey planner (<https://manchester.cyclestreets.net/>), Cycling UK's cycle route planner (<https://www.cyclinguk.org/journey-planner>) and public transport journey planners (<https://tfgm.com/plan-a-journey> and <https://www.traveline.info/>)
 - **Promotion of key services and facilities:** Details of key services and facilities will be provided within the pack, including a map indicating the location of cycle parking, cycle maintenance facilities, electric vehicle charging spaces etc
 - **Benefits available for staff to encourage sustainable travel:** Details regarding interest free season ticket loans, bus taster tickets, cycle vouchers, cycle to work scheme etc.
 - **Promotion of car share clubs:** Details of car sharing websites such as Enterprise car share and Co-Wheels (<https://www.enterpriseclub.co.uk/gb/en/home.html> and <https://www.co-wheels.org.uk/>) will be included
- 6.2.4 The Travel Information Pack will be reviewed annually by the Travel Plan Co-ordinator and updated and re-distributed where appropriate.

6.3 Walking and Cycling

- 6.3.1 Encouraging staff and visitors to walk and cycle gives opportunities to build healthy exercise into daily life. It also reduces reliance on cars and taxis for local travel.
- 6.3.2 The site is well located in relation to pedestrian and cycling routes and its proximity to key public transport services.
- 6.3.3 To further encourage cycling the Applicant will provide cycle parking facilities at the site for staff and visitors located close to the building and are covered.

Table 6.1 Proposed Cycle Parking at the Site

Plot	GIA/No. hotel rooms	Parking Standard Applied	Minimum Number of Cycle Parking Spaces	Proposed Split	
				Long Stay (Staff)	Short Stay (Visitor)
Detailed Element					
A1	2,835sqm	B1 Business Park	14	10	4
A2	2,785sqm		14	10	4
A5.1	950sqm		5	4	2
A5.2	180sqm	A1 Retail	4	2	2
E1	475sqm	A1 Retail	3	2	2
TOTAL for Detailed Element			40	28	14
Outline Element					
A3	12,100sqm	B1 Business Park	61	45	16
A6	11,000sqm		55	41	14
B1	300 rooms	Class C1	30	21	9
B3	8,910sqm	B1 Business Park	45	33	12
E2	8,910sqm		45	33	12
F1, F2 and F3	35,200sqm	B2	78	53	25
TOTAL for Outline Element			314	221	88
TOTAL for whole site			354	249	102

- 6.3.4 Cycle parking will be provided in accordance with LTN 1/20 Cycle Infrastructure Design Guidance (2020) as set out below:
- Staff (long stay) parking will be provided within the building and/or will be available in the cycle hub (sheltered enclosure) being provided on-site within the MSCP. This cycle hub will have secure access (key fob or similar) and will be available to all staff across MIX.
 - Visitor (short stay) parking will be provided close to building entrances providing good passive surveillance and will be sheltered with additional CCTV coverage for security.
 - Positioning and layout of the cycle parking will be provided in accordance with LTN/20.
 - Where 2-tier cycle rack parking is proposed, this will be combined with some cycle stand provision to allow for users who may struggle to use the cycle racks and/or to allow for 'non-standard' cycles (three-wheelers, tandems etc).

- Changing, shower and locker facilities are proposed in the cycle hub and/or will be provided within the buildings dependant on specific use and tenant requirements
- Cycle maintenance facilities will be provided in the cycle hub on-site.

6.3.5 The location of the cycle hub and the cycle parking is indicatively shown on Figure 6.1. The type of cycle parking will be agreed with MCC at the detailed design stage through a suitably worded planning condition.



Figure 6.1 MIX – Cycle Parking

- 6.3.6 The Travel Plan Co-ordinator will include a plan in the Travel Information Pack showing the on-site cycle parking facilities.
- 6.3.7 The Travel Plan Co-ordinator will monitor the cycle parking provision in discussion with the occupiers to ensure that there are adequate cycle parking facilities provided, including for any future increases anticipated over the lifetime of the Travel Plan.
- 6.3.8 The Travel Plan Co-ordinator will investigate the creation of a site-wide Bicycle User Group (BUG) at the site for staff to provide the opportunity for cyclists to meet informally and discuss cycling related issues. This will include provision of free cycle health checks at 'bike doctor' sessions (by appointment only) and will advertise details to staff.

6.3.9 The Travel Plan Co-ordinator/Representatives will encourage walking and cycling through promoting and providing information on the following:

- 'Bike Week' (www.bikeweek.org) - Bike Week in 2026 is 9 to 15 June
- Details regarding FREE cycle training and Dr Bike maintenance sessions provided by Bikeability (<https://www.bikeability.org.uk/>), which is a modern version of the cycle proficiency training programme providing on-road and off-road training to groups or individually. The training takes the cyclist through a comprehensive programme aimed at equipping them with skills and knowledge for safe cycling
- Information on cycle training and bike maintenance available through Greater Manchester's Bee Network (<https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>)
- National Walking Month (usually every May), which includes 'walk to work' and 'walk to school' weeks (www.livingstreets.org.uk)
- Sustrans (SUStainable TRANSport) - a national charity working to encourage people to use modes of sustainable transport, focussing on cycling. Sustrans co-ordinates the National Cycle Network amongst its other services. They have an interactive online map showing all cycle routes across the UK (<https://www.sustrans.org.uk/>)
- Modeshift TravelWise Week, which coincides with European Mobility Week to promote active travel, public transport, and other cleaner and healthier transport choices, where everyone is encouraged to walk, wheel or ride – events are usually run in September each year (<https://modeshift.org.uk/travelwise-week/>)
- Local amenities within easy walking/cycling distance
- The location of nearby cycle shops together with relevant contact information and weblinks

6.3.10 Travel Plan Co-ordinator/Representatives will encourage occupiers to join a cycle to work scheme, which is encouraged by the Government's green transport plan, which introduced a tax exemption allowing employers to loan cycles and cyclists' safety equipment to staff as a tax-free benefit. Details of this are set out in the Department for Transport's (DfT) 'Cycle to Work Scheme implementation Guidance', which can be found on the DfT's website www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance.

6.4 Public Transport

6.4.1 The Travel Information Pack will include details on where to obtain current timetable information for local bus and rail services, including the following:

- <https://tfgm.com/ways-to-travel/bus>
- <https://tfgm.com/plan-a-journey>
- <https://tfgm.com/travel-updates>

6.4.2 The Travel Information Pack will also include details about the Ring & Ride Local Link service managed by Manchester Accessible Transport Limited (GMATL), which provides a 24-hour door-to-door accessible minibus service for people of all ages who find it difficult to use ordinary public transport.

6.4.3 The Travel Plan Co-ordinator/Representatives will encourage occupiers to display travel and community

information in prominent locations, including information on any new travel initiatives or events organised as part of the Travel Plan. Maps of the immediate local area will also be displayed identifying public transport services. This information will be regularly reviewed by the Travel Plan Co-ordinators/Representatives to ensure it remains up to date and update where appropriate.

- 6.4.4 The Travel Plan Co-ordinator/Representatives will encourage staff to download the TfGM Bee Network phone app, which provides information on various ticketing options for bus, rail, and tram travel (<https://tfgm.com/tickets-and-passes/ways-to-pay/bee-network-mobile-app>).
- 6.4.5 The Travel Plan Co-ordinator will liaise with MCC, TfGM, and local public transport operators, to discuss potential discounted public transport tickets and/or bulk ticket models for staff to assist in incentivising the use of public transport for travel to and from work. This could include provisions for hybrid workers, rather than just time-limited traditional weekly/season tickets. Any discounts or incentives would be promoted in the Travel Information Pack.
- 6.4.6 Where appropriate, the Travel Plan Co-ordinator/Representatives will encourage occupiers to consider providing interest free season ticket loans for staff using public transport and will actively promote these staff benefits.
- 6.4.7 The Travel Plan Co-ordinator will offer personalised travel planning guidance to all staff and this will be promoted through the Travel Information Pack. This personalised travel planning guidance will include help in providing localised, simplified travel information on their best options for sustainable transport modes as an alternative to private vehicles. This will be combined with information regarding any incentives available at the site such as public transport and cycle vouchers, discounts etc.

6.5 Car Sharing and Car Clubs

- 6.5.1 Initiatives like car sharing and car clubs can provide a great alternative to car ownership. They save on the associated running costs of a car and can also save on parking charges.
- 6.5.2 Car clubs work by giving member's access to a car on a short-term rental basis and charging by the hour or by the day. Members pay a membership fee, which entitles them to have access to a car when they need it.
- 6.5.3 Car sharing schemes aim to encourage individuals to share private vehicles for particular journeys. It includes informal arrangements for sharing trips between individuals at neighbourhood, workplace and even household level, as well as formal schemes with elaborate arrangements for trip matching, often focused on commuting journeys.
- 6.5.4 The Travel Plan Co-ordinator/Representatives will encourage occupiers to provide a 'guaranteed lift home' scheme for staff should it be required in the event of an emergency or if their car share partner let them down.
- 6.5.5 Car sharing will be promoted in the Travel Information Pack to minimise single occupancy vehicle trips and the Travel Plan Co-ordinator/Representatives will encourage staff to join a car-sharing /car club scheme.

6.6 Electric Vehicles

- 6.6.1 To encourage the take up of electric vehicles and reduce carbon emissions, 20% of car parking spaces will be provided with electric vehicle charging infrastructure within the proposed MSCP at Plot E1. This will include 5% active provision and 15% passive provision, providing the necessary infrastructure to enable installation and

activation in the future should demand require it.

- 6.6.2 This provision will be reviewed over time by the Travel Plan Co-ordinator in discussion with the Applicant to ensure this provision meets the demand and to consider the provision of additional charging infrastructure should there be a demand for it.
- 6.6.3 To further encourage the take up of electric vehicles and reduce carbon emissions, occupiers will consider the provision of a salary sacrifice scheme to encourage staff to replace petrol vehicles with electric cars.
- 6.6.4 The Travel Plan Co-ordinator will promote the use of electric vehicles in the Travel Information Pack and will include a plan showing the location of electric vehicle charging spaces.

6.7 Reducing the Need to Travel

- 6.7.1 The Travel Plan Co-ordinator/Representatives will encourage occupiers to adopt 'Smart Working Practices' wherever practical with a view to reducing the need to travel. This could include:
- The use of IT in place of face-to-face meetings, e.g. MS Teams
 - The use of IT to enable staff to work from home or remotely where possible
 - Raising awareness of the benefits of flexible working hours and arranging shift patterns to fit in with car sharing arrangements and public transport timetables. By its very nature, flexible working makes an organisation more environmentally sustainable. Staff working from home for just one day per week for example would reduce the emissions associated with their commuter travel and the carbon footprint of the business
 - Providing visitors with sustainable travel information prior to visiting the site
 - Employing local based staff members where practical, where sustainable modes of travel are a viable alternative for travel to work

6.8 Measures to Reduce Car Use

- 6.8.1 The Travel Plan Co-ordinator/Representatives will ensure that any travel information available through websites and other marketing material will encourage the use of sustainable travel modes above the use of the car. The Travel Plan Co-ordinator will ensure that all the sustainable travel information available online is easy to find and accessed directly from the home page.
- 6.8.2 The Applicant will manage the use of the MSCP at the site by issuing parking permits to occupiers on a restricted basis where staff and visitors will be expected to utilise sustainable travel alternatives where feasible. This will be managed through discussions with the Travel Plan Co-ordinator/Representatives and their analysis of the data obtained as part of the Travel Survey (described in more detail in Chapter 7).
- 6.8.3 The Travel Plan Co-ordinator/Representatives will promote National Car Free Day to all staff, which is generally on (or around) the 21 September each year and encourages people to ditch their car for a day. Further information can be found at <https://www.livingstreets.org.uk/get-involved/world-car-free-day/>.
- 6.8.4 The Travel Plan Co-ordinator/Representatives will encourage occupiers to provide a 'guaranteed lift home' scheme for staff who walk, cycle or use public transport to travel to work should it be required in the event of an emergency or if their car share partner let them down.

- 6.8.5 As part of the Travel Survey, the Travel Plan Co-ordinator will provide personalised travel planning guidance to all car drivers with a view to promoting alternative sustainable travel modes that may be available to them. Albeit that a proportion of staff may live considerable distance from the site and alternatives travel modes may not always be immediately available, the Travel Plan Co-ordinator will provide details of possible alternatives where possible.

6.9 Accessible Parking

- 6.9.1 Accessible parking spaces will be provided in close proximity to each of the buildings at each plot at the site, which will incorporate the 1.2-metre-wide safety zone at the rear and side of each bay.

6.10 Vehicle Deliveries

- 6.10.1 The servicing activity at the site will be monitored by the site management company to ensure that service vehicles park at the appropriate location and do not create congestion. They will also seek to minimise deliveries during highway peak periods wherever possible.

7 Monitoring and Review

7.1 Monitoring Surveys

- 7.1.1 A Travel Survey is an essential part of a Travel Plan. It is carried out to establish travel patterns at the site and to ascertain what would encourage staff and visitors to travel in a sustainable way.
- 7.1.2 The Travel Survey, which is generally undertaken online by means of a self-completion questionnaire, helps to identify the proportion of staff travelling by each mode of transport i.e. the modal split. An online survey tool could be used for this purpose, such as Microsoft Forms or Survey Monkey.
- 7.1.3 The Travel Plan Co-ordinator will arrange for the baseline Travel Survey to be undertaken within 6 months of first occupation at the site, or at 75% occupancy, whichever comes sooner. The Travel Plan Co-ordinator will arrange these Travel Surveys in collaboration with the Travel Plan Representatives.
- 7.1.4 Following the baseline Travel Survey, the Travel Survey would be repeated at Years 3 and 5. The Travel Survey will be undertaken at a similar time each year for consistency.
- 7.1.5 The Travel Plan Co-ordinator will be responsible for setting up the online survey questionnaire and for sending the Travel Plan Representatives a weblink for distribution to all staff. The Travel Plan Representatives will be responsible for encouraging staff to complete and return their questionnaire within the requested timeframe.
- 7.1.6 The Travel Plan Co-ordinator will be responsible for co-ordinating the necessary data collection and entering it onto a database.
- 7.1.7 The Travel Survey will establish the mode split for the 'main mode' of travel being used to travel to work and this is defined as the mode which the respondent uses for the longest distance on their journey to the site. Modes to be included on the questionnaire are as follows:
- Walk
 - Cycle
 - Mainline Rail / Train
 - Bus
 - Metrolink
 - Car Driver (single occupancy)
 - Car Share (as a driver)
 - Car Share (as a passenger)
 - Taxi
 - Scooter/Motorcycle (below 125cc)
 - Motorcycle (above 125cc)
 - Other (please specify)
- 7.1.8 The Travel Plan Co-ordinator will ensure that the Travel Survey questionnaire enables the respondent to confirm

the travel mode that has been used if they select 'Other' for the 'main mode' question so that this can be reviewed as part of the mode split analysis.

- 7.1.9 The Travel Plan Co-ordinator will also collect other data as part of the Travel Survey such as home postcodes, working hours, reasons for travel choice and identification of any barriers to travelling, which will assist with providing a personalised travel planning service and help determine the number of locally-based staff that may have the potential to consider walking and cycling. Similarly, additional questions may need to be considered to determine the potential for an increase in the use of public transport.
- 7.1.10 The Travel Plan Co-ordinator can develop a tailor-made questionnaire as long as the 'main mode' question described above is included.
- 7.1.11 The Travel Plan Co-ordinator will seek a minimum Travel Survey response rate of 30% in order to give a representative survey sample.
- 7.1.12 The Travel Plan Co-ordinator and the Applicant will agree a suitable incentive to encourage staff to complete and return their questionnaires and help maximise the response rate, such as a prize draw for a retail voucher for example. The Travel Plan Co-ordinator/Representatives will ensure that any incentives being offered are suitably advertised to all staff to maximise the response rate.
- 7.1.13 In the event that a minimum response rate of 30% has not been achieved, the Travel Plan Co-ordinator will arrange for interview (face-to-face) surveys to be carried out at the site where staff entering the site will be asked the 'main mode' question on a particular day.
- 7.1.14 At the same time as the Travel Survey, the Travel Plan Co-ordinator/Representatives will also monitor the utilisation of cycle parking.
- 7.1.15 The baseline Travel Survey will be checked against the interim mode split targets set out in Chapter 5 to determine if they are reasonable.
- 7.1.16 The Applicant and the Travel Plan Co-ordinator will be responsible for co-ordinating the monitoring programme of this Travel Plan.

7.2 Reporting

- 7.2.1 The Travel Survey results will be used to formulate and monitor the implementation of the Travel Plan and to set and review targets.
- 7.2.2 The monitoring programme starts with the initial baseline Travel Survey (to be undertaken within 6 months of first occupation, or at 75% occupancy, whichever comes sooner).
- 7.2.3 The Travel Plan Co-ordinator will prepare a Travel Plan Monitoring Report each year in discussion with the Applicant and the Travel Plan Representatives, which should include the following:
 - Travel Survey results with comparison to previous surveys and progress made against the agreed targets
 - Detailed information on the measures implemented and its objectives
 - The take-up of measures
 - Challenging but achievable targets to be met for each future time period

- An Action Plan for the following year setting out an annual programme for measures to achieve these targets

- 7.2.4 The Travel Plan Co-ordinator will agree the format of the Monitoring Report with MCC prior to submission.
- 7.2.5 The Travel Plan Co-ordinator will submit the Monitoring Report to MCC for approval within 3-months of the Travel Survey.
- 7.2.6 After the initial five-year cycle of the Travel Plan, monitoring will continue on a voluntary basis every two years thereafter. At the completion of each five-year cycle, a review of the targets should take place with MCC, before new objectives, targets and appropriate measures are set, and a new five-year cycle begins.
- 7.2.7 Where targets are not met, the Travel Plan Co-ordinator will discuss and agree a plan of action with MCC, which will indicate how any deficiencies in the operation of the Travel Plan will be met. As a minimum, this would include a review of the travel plan measures and an extension to the monitoring period. The appointment of the Travel Plan Co-ordinator/Representatives would be extended to suit.

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