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FRAMEWORK TRAVEL PLAN

Renaker Build Limited

Trinity Islands, Manchester

VN211913

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Contents

1 INTRODUCTION 1

Background 1

Planning History 2

Travel Plan Scope 2

2 DEVELOPMENT PROPOSALS 3

Proposed Development 3

Parking 3

External Areas 4

3 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL 5

Introduction 5

Accessibility by Walking 5

Accessibility by Cycle 5

Accessibility by Rail 9

Accessibility by Metrolink 9

Car Club 10

Greater Manchester Accessiblity Level (GMAL) 10

Summary 11

4 TRAVEL PLAN GUIDANCE & AIMS 12

Introduction 12

Travel Plan Guidance 12

Travel Plan Aims 13

Plan Administration 14

Role of the Travel Plan Coordinator 14

5 TRAVEL PLAN MEASURES 15

Introduction 15

New Occupier / Employee Travel Information Pack 15

Travel Awareness 16

Travel Surveys / Database 17

Cycle Facilities 17

Cycle User Group 17

Walking Measures 18

Car Sharing Scheme 18

Initiatives by Others 18

Sustainable Travel by Visitors 19

6 TRAVEL SURVEYS 20

7 TARGET SETTING 21

Travel Targets 21

8 TRAVEL PLAN IMPLEMENTATION, ADMINISTRATION & MONITORING 23

Introduction 23

Plan Administration 23

Travel Plan Implementation 24

Monitoring the Travel Plan 25

Annual Travel Plan Progress Report 25

Drawings

VN211913-D103	- Trinity Way and Water Street Highway Improvements
VN211913-G101	- Pedestrian Accessibility Plan
VN211913-G102	- Cycling Catchment

Appendices

Appendix A	- Proposed Site Layout
Appendix B	- Example Travel Information Brochure
Appendix C	- Example Travel Questionnaire

1 INTRODUCTION

Background

1.1 Renaker Build Limited has commissioned Vectos to prepare a Framework Travel Plan (FTP) in support of the proposed development of Trinity Islands, Manchester.

1.2 This latest iteration of the FTP has been updated to account for a non-material amendment to the scheme regarding the car and cycle parking provision within Site D. The changes in this iteration are as follows:

- An additional cycle space in Site D, and therefore a new total cycle parking provision of 1,951 spaces for the development;
- A reduction of 14 car parking spaces in Site D, and therefore a new total car parking provision of 542 spaces for the development; and
- A clarification on the % of electric vehicle charging spaces to be offered, which has now been confirmed to be 10% (7kw each) provided upon first occupation with a further 10% being provided on a demand-led basis.

1.3 The aforementioned changes will not have an impact on the conclusion provided in the Transport ES Chapter.

1.4 The site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority. MCC are supported by Transport for Greater Manchester (TfGM) in their capacity as regional transport authority.

1.5 An aerial image showing the approximate boundaries of the two development parcels is shown in **Figure 1.1** overleaf, and this figure also shows a road / footway link under Castlefield Bridge connecting the two Sites in yellow.



Figure 1.1: Proposed Development Site Location

1.6 Each Site can be developed independently, and it is quite possible that Sites C1 and D1 would be occupied while Sites C2 or D2 are being constructed.

Planning History

1.7 The development site was previously subject to a planning application for a series of residential towers providing up to 1,390 residential units and other ancillary uses (Planning Reference: 111507/FO/2017).

Travel Plan Scope

1.8 This Framework Travel Plan has been prepared specifically for Trinity Islands.

1.9 This report presents the framework for the Travel Plan Strategy. In the following sections the report presents the following:

- Development Proposals;
- Accessibility by Sustainable Modes of Travel;
- Travel Plan Policy Guidance and Aims;
- Travel Plan Measures;
- Travel Surveys; and
- Target Implementation, Administration and Monitoring.

2 DEVELOPMENT PROPOSALS

Proposed Development

2.1 The development of Trinity Islands involves the comprehensive redevelopment of the site to provide a residential development with supporting commercial uses.

2.2 The Trinity Islands proposals include:

- 1,951 residential apartments across four towers:
  - Site C1 414 apartments
  - Site C2 521 apartments
  - Site D1 532 apartments
  - Site D2 484 apartments
  - Circa 361sqm commercial floorspace
- A total of 542 car parking spaces; and
- A total 1,951 cycle spaces for residents plus 70 cycle spaces for visitors in the public realm.

2.3 The general layout of the proposed development site is shown in **Appendix A**.

Parking

2.4 Residential car parking is being provided at a ratio of approximately 29% to the residential units. To support the site, cycle parking is to be provided at an approximate 1:1 ratio with the proposed apartments. A summary of parking provision is provided below:

- Site C:
  - 261 car parking spaces including 27 disabled bays
  - 935 secure cycle parking spaces
- Site D:
  - 281 car parking spaces including 28 disabled bays
  - 1,016 secure cycle parking spaces
- **Total:**
  - **542 car parking spaces including 55 disabled bays**
  - **1,951 secure cycle parking spaces**

2.5 The parking provision will be provided in underground facilities below the Site C and Site D towers which are shown in the Basement Plans in **Appendix A** of this report.

2.6 Of the proposed parking provision, Renaker will provide 10% Electric Vehicle Charge (EVC) provision (7kw each) from the first occupation. A further 10% will be provided on a demand-led basis. Spaces will be future proofed with containment channels that enable cable connections to be installed as and when demand dictates.

External Areas

2.7 The external areas are also subject to this application, and a plan of the external layout of the site at ground floor level is included as **Appendix A** of this report which also shows the wider connectivity of the site. It can be seen that there is a high-quality public realm considering the needs of all users including those that are visually or mobility impaired.

2.8 At the ground floor level, there are pedestrian crossings across Trinity Way. In addition to this, a new riverside walkway linking Site D and Site C under the Castlefield Bridge will be provided which will offer a high quality riverside frontage.

2.9 The high-quality public realm within the site itself will be complemented by further works on the highway to improve provision for cyclists and pedestrians. These include an improved footway / cycleway route along Water Street and widening of the footway around Site D where the crossings land. These works are incorporated into the highway improvements shown in **Dwg VN211913-D103.**

3 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

Introduction

3.1 The Trinity Islands development is well located for access by all modes. Manchester City Centre offers many amenities and attractions within a short walk. The site is also located within a short distance of major public transport routes.

Accessibility by Walking

3.2 Firstly, the development itself will offer the residents on the site convenient facilities so that they do not need to travel. Amenity floors of the proposed towers will provide health and well-being facilities whilst the commercial units with provide convenience retail and leisure uses.

3.3 Where residents wish to walk to access local amenities, the Chartered Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. The document states that the acceptable maximum walking distance for commuting trips is 2km which equates to about a 25-minute walk, while an 800m walking distance is stated as being the preferred maximum distance for shopping trips. A 2km walk covers the entire City Centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield.

3.4 Given the location of Trinity Islands, pedestrian accessibility to the surrounding facilities is very good. Existing pedestrian links are present along the A6042 and Water Street, both of which border the sites, and lead to the primary routes towards the centre of Manchester along Liverpool Road. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.

3.5 Many local facilities are situated within a short walk of Trinity Islands. There is the Regent Road Retail Park anchored by Sainsbury's, a Sainsbury's Local and Tesco Express store on Quay Street, banking facilities and a wide range of retail, cafes and restaurants allowing residents to access a wide range of services and amenities without the need to drive elsewhere. **Dwg VN211913-G101** shows the amenities that are available within a short 10-minute walk of the site.

3.6 The development of St Johns in close proximity to the site will offer a variety of retail, leisure and employment opportunities for local residents on their doorstep. This mix of uses means that most activities can be enjoyed without the need to travel elsewhere.

3.7 The area will benefit from quality signage to direct pedestrians on the most appropriate route.

Accessibility by Cycle

3.8 Cycling has the potential to replace short car journeys, particularly those under 5km. As part of the development 1,922 cycle parking spaces will be provided in secure cycle stores to support trips by this mode. For cyclists travelling at a leisurely cycle speed of 10 miles per hour, a journey of around 25 minutes would cover the whole of the City Centre and much of the surrounding conurbation. The isochrones showing this extent is provided in **Dwg VN211913-G102.**

3.9 There are a number of designated cycle routes and facilities in the area which are shown in **Figure 3.1**.

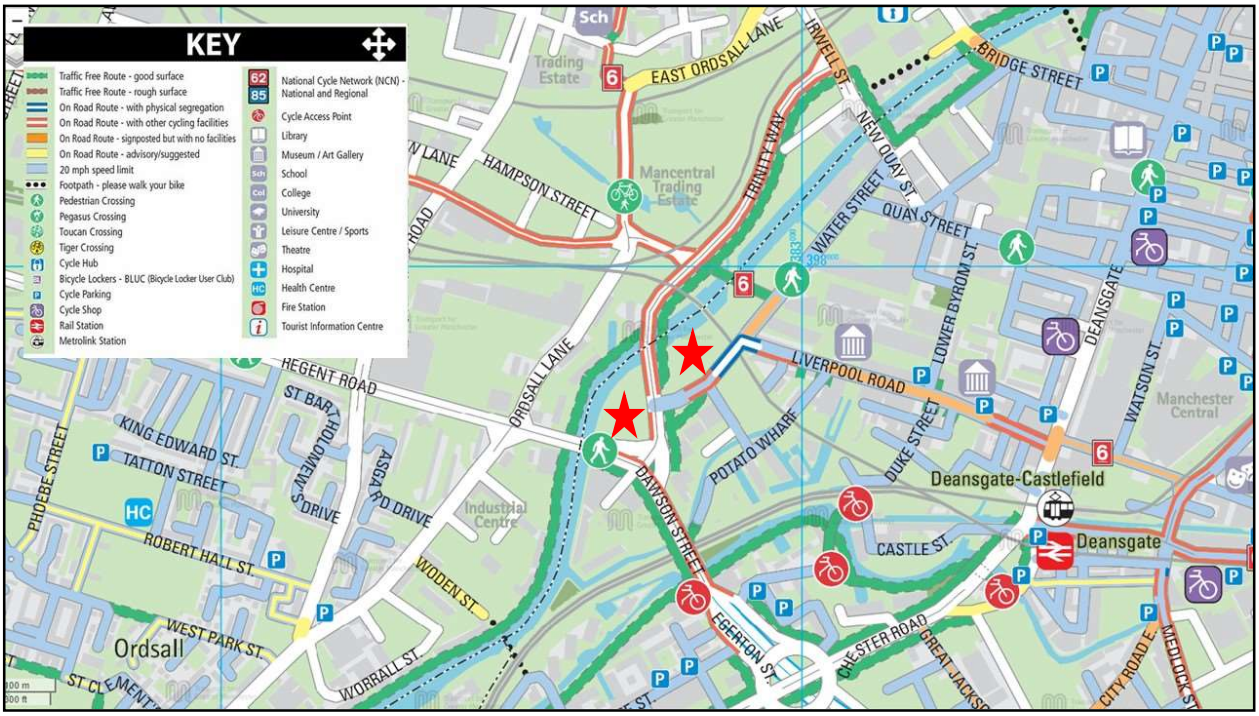


Figure 3.1: Local Cycle Infrastructure

3.10 As shown in **Figure 3.1**, National Cycle Route 6 passes close to the site, crossing the River Irwell and then crossing Water Street before heading along Liverpool Road. A cycle bridge runs parallel to Trinity Way and lands next to Site C offering a cycle route alongside the Inner Relief Road.

3.11 TfGM is also developing cross city cycleways and the nearest scheme is the Bridgewater Canal scheme that follows the canal and arrives at Deansgate close to the Station just south of Liverpool Road. This is shown in **Figure 3.2** overleaf.

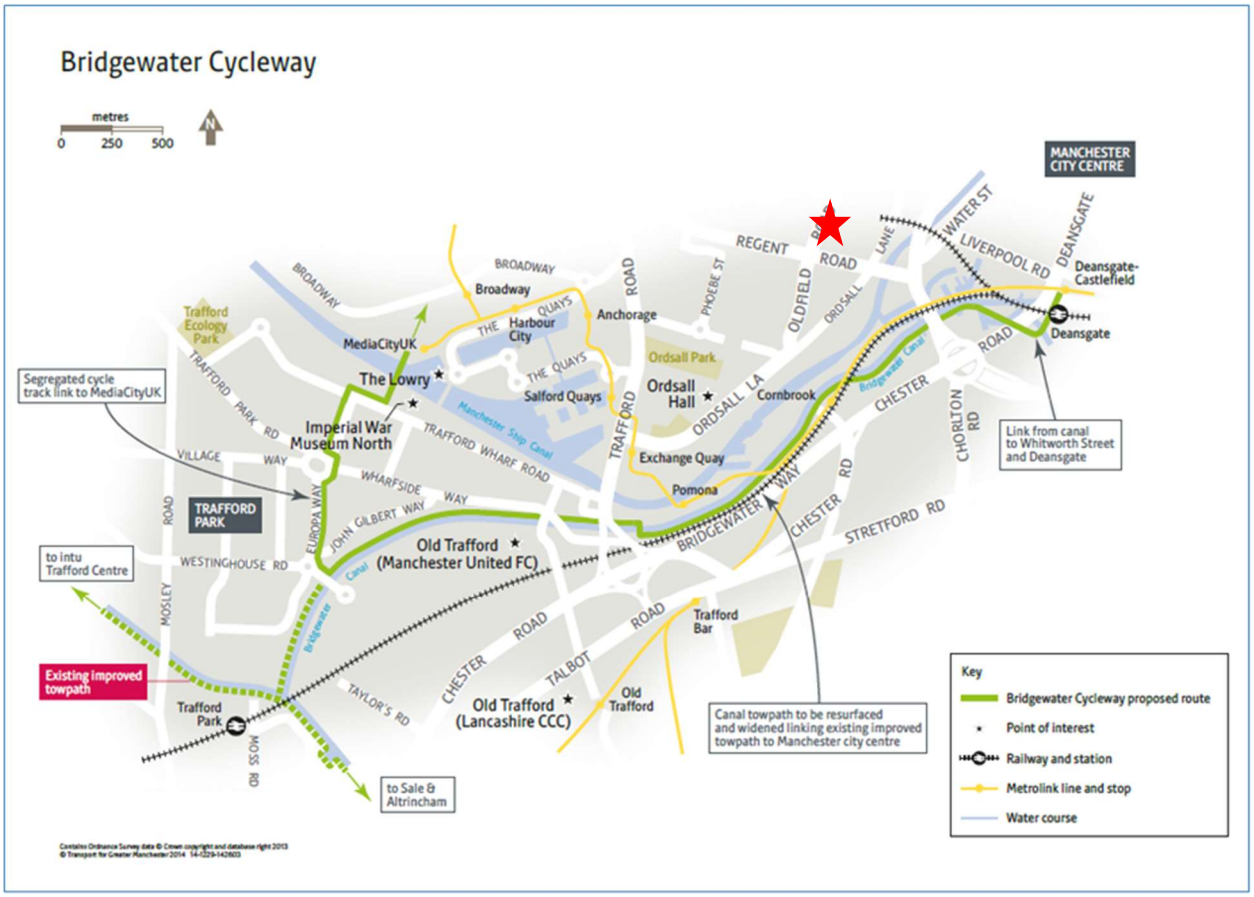


Figure 3.2: Proposed Bridgewater Cycleway

3.12 These cycle facilities will offer quality cycle routes from both Salford and Trafford to offer a quality route to Trinity Islands whereupon cyclists will benefit from the excellent cycle facilities.

Accessibility by Bus

3.13 There are standard bus services passing immediately past the site. The 33 bus service connects the site with Manchester, Eccles, Brookhouse and Wigan. Other services are available within a short walk of the site.

3.14 The site is within a 450-700m walk of the Free Bus Service on Liverpool Road / Lower Byrom Street (depending on the Site / Stop). As illustrated in **Figure 3.3** overleaf, the Free Bus service covers the vast majority of the city centre and provides convenient access to major activity centres in the city. In particular, it completes the City's integrated public transport service and gives the site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.

3.15 Free Bus buses are highly branded and are instantly recognisable to workers and visitors. High quality stops are provided along the service routes with clear branded images on bus stop plates to enable instant recognition.

3.16 There are three Free Bus routes, all of which come close to Trinity Islands, and these are:

- Service 1: Spinningfields circular – this includes route extensions during Monday – Friday peak hours and on Saturdays (Magenta route);
- Service 2: Deansgate circular (Light blue route); and
- Service 3: Deansgate circular – Evening service only (Light green route).

3.17 Free Bus is complimentary to all, runs on a 10 to 20-minute frequency and has been promoted in a unique joint venture by Manchester City Council, National Car Parks (NCP), Greater Manchester Passenger Transport Executive (GMPTE) and Allied London Properties Ltd. During peak hours of the day, Service 1 and Service 2 operate in close proximity to both buildings along either Quay Street or Lower Byrom Street.

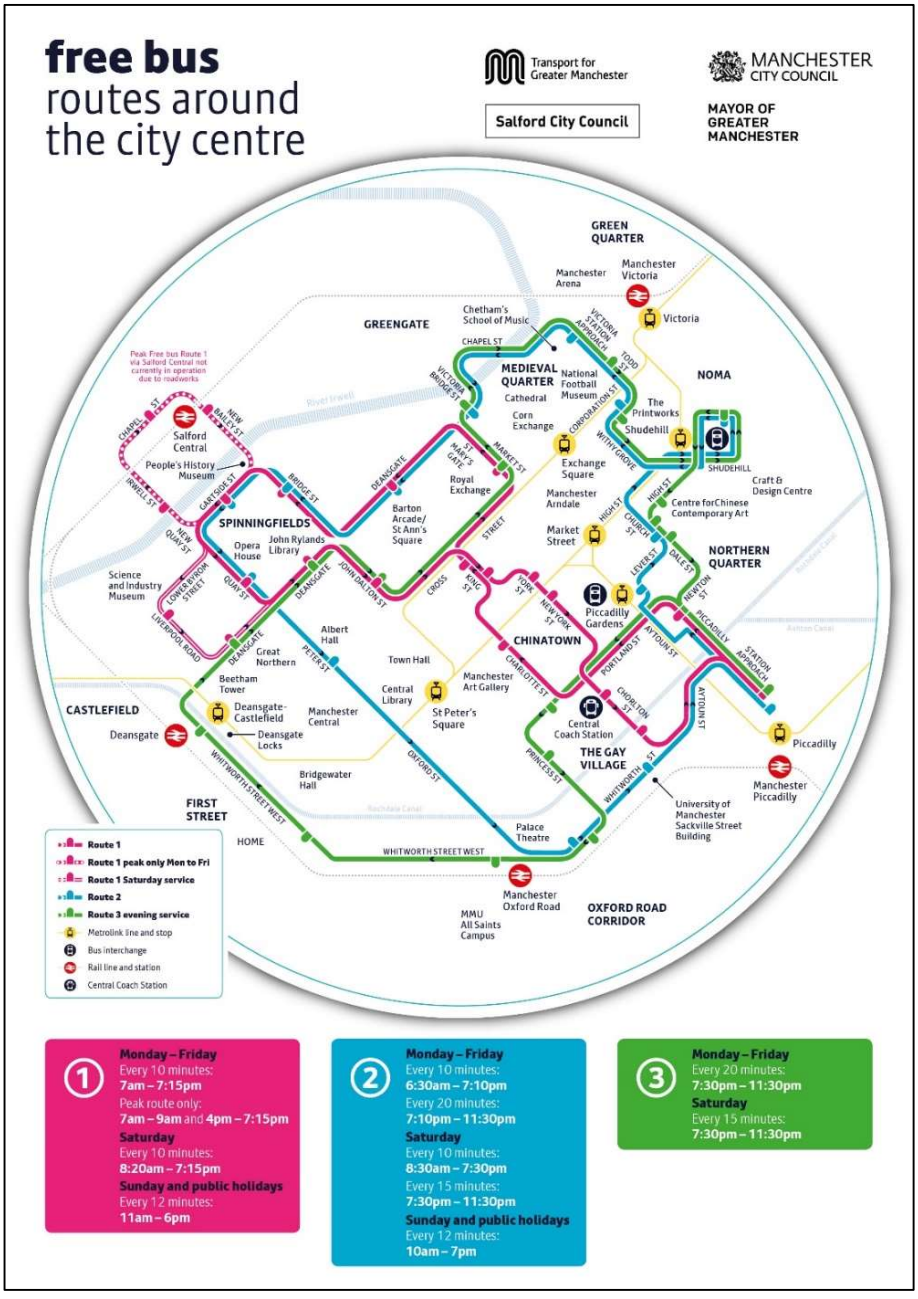


Figure 3.3: Free Bus Route Map

Accessibility by Rail

3.18 The site is conveniently located for access by a number of railway stations. Salford Central railway station is located immediately to the northwest of the development, and it is a 10-15 minute walk away. This station has been improved to provide a main commuting station for the western part of the conurbation.

3.19 Investment in the rail industry includes the Ordsall Chord in recent years and this work has led to a change in the TransPennine Express services. It has led to a greater variety of services using Salford Central including services to Liverpool and Leeds in particular.

3.20 Deansgate Railway Station is located to the south, a 10 minute walk away. Both of these nearby stations offer access to frequent services to Lancashire, Merseyside and Bolton.

3.21 Manchester Victoria and Piccadilly Stations are accessible by a longer walk but both are readily accessible by Free Bus and provide links both nationally and across the conurbation.

Accessibility by Metrolink

3.22 Deansgate-Castlefield is the closest Metrolink stop for residents, and this is about a 10-minute walk away. Metrolink services currently cover a broad area of Manchester and its outlying residential districts. A plan showing the destinations and Metrolink stops is shown in **Figure 3.4**.

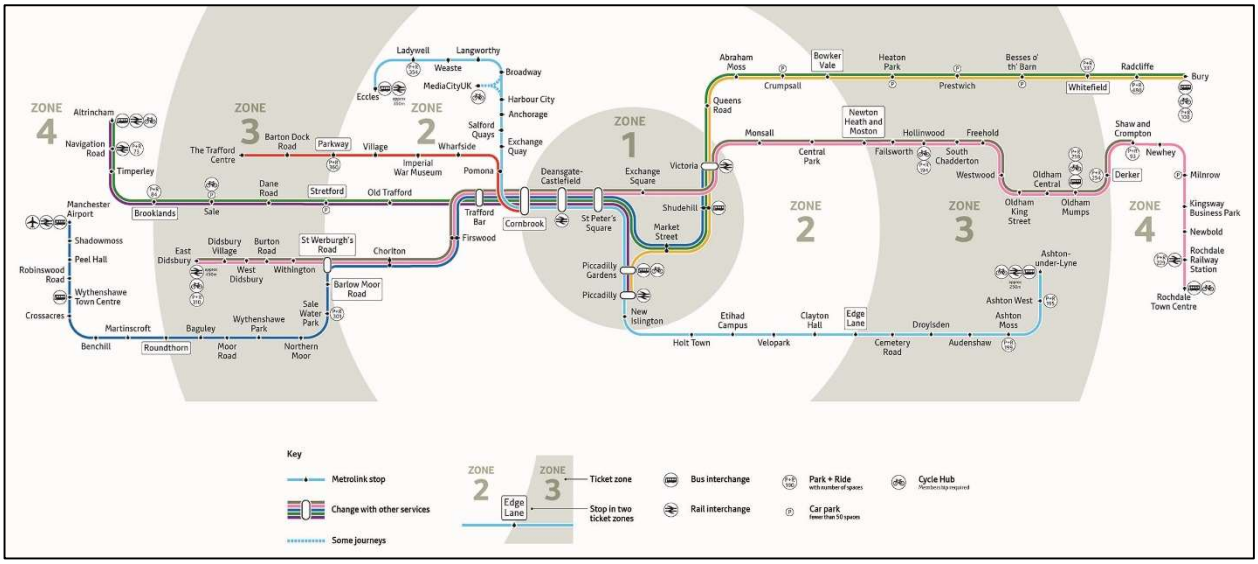


Figure 3.4: Metrolink Coverage and Stops

3.23 **Table 3.1** shows the destinations which can be accessed via Metrolink from Deansgate Castlefield and the frequencies at which the services operate during peak times (07:15 – 19:30 Monday to Friday, 09:30 – 18:30 Saturday):

Table 3.1: Metrolink Services from Deansgate Castlefield

Destination	Frequency (Peak times)
Altrincham	10 per hour
Ashton-under-Lyne	5 per hour
Bury	5 per hour
East Didsbury	10 per hour
Eccles	5 per hour
Etihad Campus	5 per hour
Manchester Airport	5 per hour
MediaCityUK	5 per hour
Piccadilly	5 per hour
Rochdale Town Centre	5 per hour
Shaw and Crompton	5 per hour
The Trafford Centre	5 per hour
Victoria	5 per hour

Car Club

3.24 As part of the wider St John's Transport Strategy, it is expected that several Enterprise Car Club (previously City Car Club) spaces and cars would be provided at convenient locations on the St John's Estate. Enterprise Car Club operates all over Manchester and offers a low-cost alternative to owning a car. Users pay a modest up front annual fee then an hourly charge from as low as £4.60 per hour plus a fuel charge (as low as 5p per mile for electric cars). There are other discounts available subject to age usage and type of vehicle required.

Greater Manchester Accessiblity Level (GMAL)

3.25 As the site is located in Greater Manchester, its GMAL rating has been investigated. GMAL is an accurate measure of the site's accessibility towards the public transport network. It is essentially a way of measuring the density of public transport provision at any location within the Greater Manchester region.

3.26 The site's location is indicated by the red star in **Figure 3.5** with an Accessibility Level 8 which translates as an area of very high public transport accessibility and is the highest possible GMAL rating.

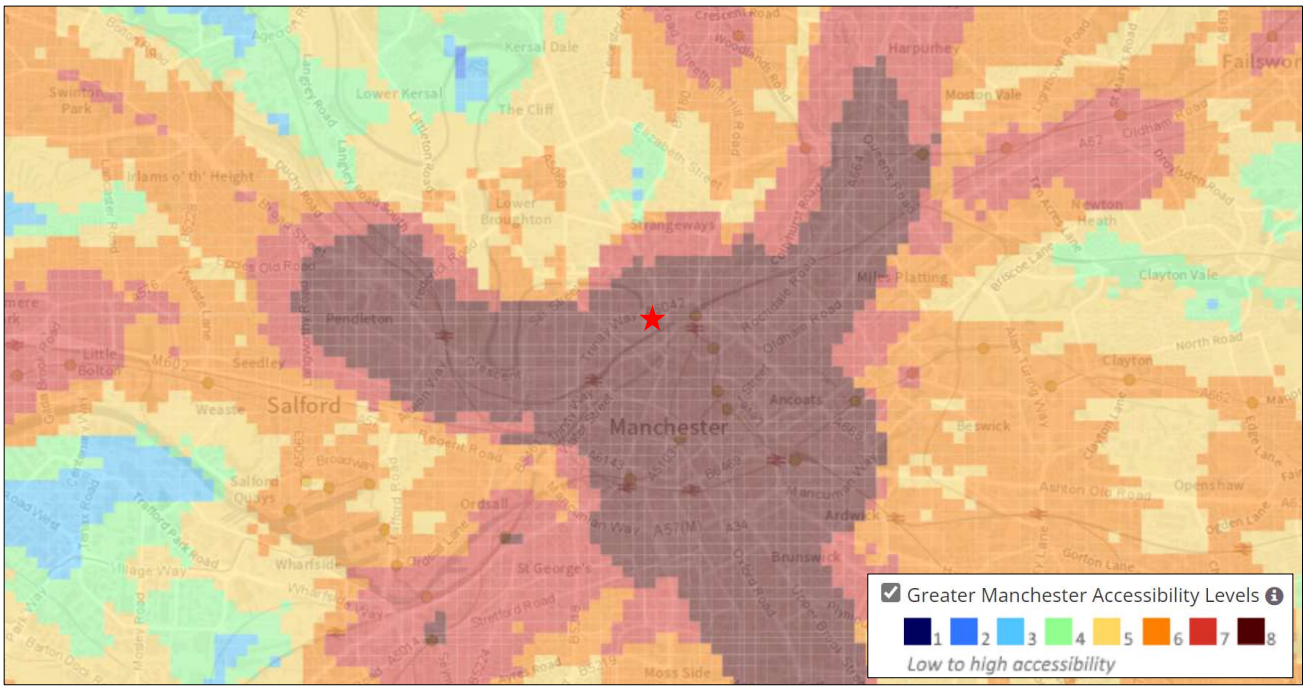


Figure 3.5: GMAL Extract

Summary

3.27 It has been demonstrated that the site will be highly accessible by both public transport and active travel alternatives. It is therefore concluded that such existing infrastructure is in place to make it easy to live at the site without reliance on single-occupancy car use.

3.28 The site is close to key transport nodes that offer a variety of regular public transport services to a wide range of destinations. The site will also provide high quality, convenient walking and cycle links which is considered a sizable benefit.

3.29 When considering the above, it can also be seen that the site complies with both the national and local policy guidance in regard to encouraging sustainable travel.

4 TRAVEL PLAN GUIDANCE & AIMS

Introduction

4.1 The Travel Plan aims to build upon the sustainable travel credentials that the site has been shown to already have in order to further improve the management of travel to and from the site and provide a clear strategy towards the use of sustainable modes of travel.

Travel Plan Guidance

4.2 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents, staff and visitors. The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

4.3 To this end, the National Planning Policy Framework (NPPF) document (March 2012) highlights the role that Travel Plans can play in facilitating sustainable travel, stating that *"All developments which generate significant amounts of movements should be required to provide a Travel Plan".*

4.4 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in April 2009.

4.5 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life".*

4.6 The document sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*

4.7 The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use…"* and *"a Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review".*

4.8 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. For a Travel Plan it advises "needs to address all the journeys that may be made to and from a site".

4.9 The guidance also specifies that *"It is important to note that Travel Planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks".*

4.10 In order to do so, specific aims have been allocated to the Plan which are now set out.

Travel Plan Aims

4.11 This Travel Plan will represent a long-term strategy for reducing the dependence of residents, staff and visitors on travel by private car to the site. The aims of the strategy are:

- Informing occupiers of the offices and visitors to the hotel on the options available;
- Promoting sustainable travel on journeys to school;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;
- To encourage staff and visitors to use alternatives to the private car.

4.12 The aforementioned aims have been outlined in conjunction with the following series of principle measures:

- New Resident and Employee Travel Information Packs;
- Improving Travel Awareness;
- Creation of a Travel Database;
- Provision of Cycle Facilities and Cycle User Groups;
- Walking Measures;
- Public Transport Display Areas;
- Car Sharing Schemes; and
- Promoting Sustainable Travel to Visitors.

4.13 As the development is not yet built and operational this document will be a Framework Travel Plan which provides an outline for the preparation of a Full Travel Plan. A Travel Plan document will be prepared for the residential element of the development while commercial occupiers of Trinity Islands will also develop their own bespoke Travel Plan under the umbrella of this Framework Travel Plan.

4.14 Once built, a separate school-based Travel Plan will also be produced for the educational facility on site which will be in line with guidance contained within Manchester City Council's 'Manchester Sustainable Modes of Travel Strategy: Promoting Sustainable Travel on the School Journey'. This Travel Plan will include initiatives to tackle travel issues in schools, taking account of sustainability tips contained on the Council's 'Sustainable School Doorways' website.

Plan Administration

4.15 The developer will be required to appoint a site wide Travel Plan Coordinator to oversee the implementation of the umbrella Travel Plan. The Travel Plan Coordinator will also act as the contact for residents and outside organisations regarding all issues with the Travel Plan.

4.16 Each commercial occupier will also be required to designate an internal Travel Plan Coordinator which could be a senior member of staff. Essentially this occupier Coordinator will liaise with the site wide Coordinator who can provide information and initiatives and then engage with staff.

4.17 The site wide Travel Plan Coordinator will be the first point of contact with outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from residents and staff relating to the Travel Plan.

4.18 At this stage of the development process, Vectos will act as the site wide Travel Plan Coordinator for the various Travel Plans and the key contact will be:

Gareth Davis Director Vectos

gareth.davis@vectos.co.uk 0161 228 1008

4.19 Administration of the Travel Plan is discussed in greater detail in Section 8. Before that is discussed, the general role of the Travel Pan Coordinator is now outlined.

Role of the Travel Plan Coordinator

4.20 Various tasks will be undertaken by the Travel Plan Coordinator. Initially, the appointed Travel Plan Coordinator will carry out an annual review of the Travel Plan including recognition of successful/unsuccessful travel target measures and the following:

- Check Travel Information Packs have been distributed amongst residents;
- Check information provided in the Travel Information Packs regarding pedestrian, cycle and public transport is up-to-date and any timetable information provided is current; and
- Action any feedback received.

4.21 Public transport operators will also be liaised with and marketing the Travel Plan to residents and the Local Authority. Travel advice and guidance to residents in the early stages of occupation will be sought and throughout the development process. The Travel Plan Coordinator will also collect and monitor information as well as presenting it to the Local Authority, ensuring effective long-term management arrangements are constantly in place.

4.22 The Travel Plan Coordinator will support, oversee and implement the requirements of the plan upon first occupation of the development and through the life of the plan. The Travel Plan Coordinator duties will therefore support, oversee and implement the requirements of the Travel Plan upon first occupation of the development and through the life of the plan.

5 TRAVEL PLAN MEASURES

Introduction

5.1 This section of the Travel Plan Framework outlines the specific physical and management measures to be undertaken as part of the Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, as set out earlier, is the core of this framework plan.

5.2 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the site wide Travel Plan Coordinator and commercial Travel Plan Coordinators should investigate other potential initiatives which could be beneficial based on circumstances at the time.

5.3 The following sections will review the possible package of measures applicable for Trinity Islands, unless stated otherwise.

New Occupier / Employee Travel Information Pack

5.4 As the development is occupied, a Travel Information Pack will be provided to all residents and staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Framework Travel Plan.

5.5 The Travel Information Pack will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the site wide Travel Plan Coordinator. For the commercial element it will be announced who will act as the internal Travel Plan Coordinator. The packs will include current information on walking and cycling routes in the area and information on public transport (e.g. timetables, destinations and offers).

5.6 In addition, residents and staff will be offered personalised journey planners. As an on-going part of the monitoring process, the Travel Information Pack will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate residents and staff via an appropriate form of communication. This will be the responsibility of the site wide Travel Plan Coordinator.

5.7 The Travel Information Pack will be easily accessible for residents via a hard copy or online Travel Information Packs building on the information provided in Section 4 within a walkable distance. Such information will be supported by live Google Maps and travel websites such as ‘Get Me There’ for ease of use amongst residents. Information will also include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Coordinator. Up to date information on walking and cycling routes in the area and information on current bus and rail services near the development will be provided.

5.8 Information provided will remain reviewed and updated. It is an important principle in the implementation of this information to make sure residents and staff are aware of the variety of public transport and active travel options available to them from the very start.

5.9 An example Travel Information Brochure has been provided as **Appendix B** of this report.

Travel Awareness

5.10 Promotional events to encourage residents to explore alternative modes of transport will be advertised throughout the operation of the Travel Plan. This will also include the introduction of a calendar placed in communal areas and on what is sometimes described as 'Welcome Walls' where residents and staff are made aware of upcoming sustainable travel events and local Metrolink and bus services.

5.11 Residents and staff will be provided with a link to TfGM's 'Journey Planner' Tool, *https://tfgm.com/plan-a-journey* that will allow them to plan trips and map out potential alternatives using sustainable modes and how to pay contactless.

5.12 Residents and staff will also be made aware of the location of cycle parking facilities in order to encourage use of this mode. Such information will also be provided on the 'Welcome Walls' and based on the TfGM cycle mapping; *https://tfgm.com/cycling/cycle-maps.*

5.13 Travel Information will be given in numerous forms, such as useful websites, cycle and walking maps for the surrounding areas and the Welcome Wall will include recommendations for apps to aid travel by sustainable modes including:

- *https://tfgm.com/.*
- *https://www.traveline.info/.*
- *https://www.nationalrail.co.uk/.*
- *https://citymapper.com/manchester.*
- *https://transitapp.com/region/manchester.*

5.14 Residents will be kept informed of updates in public transport information or promotions etc by a suitable form of media. At this stage it is assumed that email would be the most effective tool.

5.15 Members of staff within the commercial space will be made aware of the existence of their company Travel Plan and a copy of the plan will be forwarded to the relevant persons at TfGM/MCC. The Travel Plan Coordinators for these occupiers will be responsible to ensure that members of staff are aware of the Travel Plan. Information on the Travel Plan can potentially be provided on Transport Display boards situated in staff rooms or other prominent positions, by newsletters or company intranet. The feasibility of doing so will be investigated by the Travel Plan Coordinator.

5.16 There are local and national organisations that promote sustainable walking and cycling, often campaigning and organising walks and rides. Events that would be promoted include Bike Week and National Walking Month amongst others. It would be the responsibility of the Travel Plan Coordinator to provide residents information of these events using displays on notice boards.

5.17 Further information of these are provided via the following links:

- *https://www.cyclinguk.org/bikeweek*
- *https://www.letsride.co.uk/groups/eccles-salford-cycling*
- *https://www.livingstreets.org.uk/*
- *https://gmwalkfest.co.uk/*
- *https://gmwalking.co.uk/walking-groups/*

Travel Surveys / Database

5.18 In order to establish the travel patterns of the residents and employees at the Trinity Islands development, a travel survey will be carried out within 3 months of occupation which will form the basis of the Implementation Travel Plans. This Travel Plan will be submitted to Manchester City Council within 6 months of occupation of the development.

5.19 The results of this survey will be compiled into a travel database for the development as a whole and will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the Travel Plans.

5.20 The management and updating of the travel database for Trinity Islands will be undertaken by the site wide Travel Plan Coordinator.

Cycle Facilities

5.21 To encourage sustainable travel, quality and easily accessible cycle storage will be onsite to encourage the use of cycling as a suitable means of transport to access the wider area of Manchester.

5.22 It will be ensured that cycle parking will be and covered by CCTV. Cycle usage will be monitored and residents will be allocated specific cycle parking. It is also noted that a high percentage of available cycle parking in order to encourage the use of cycles by residents.

5.23 The Travel Information Pack will also promote the cycle facilities available within Trinity Islands and the wider St John's area.

5.24 The commercial occupiers would be informed of the financial incentives to their employees through the Cycle to Work Scheme as well as promotion of the health benefits of cycling.

5.25 Information on cycling in Manchester is available through the links below and would be made available through the Travel Information Pack:

- *www.cyclingmapsonline.co.uk*
- *http://cycling.tfgm.com/*
- *http://www.ctc.org.uk/*
- *http://www.sustrans.org.uk/*

Cycle User Group

5.26 The residents and staff travel survey will identify the potential for cycling to be taken up amongst the residents and the workforce. The Travel Plan Coordinators will produce information relating to suitable cycling routes in the area within the Travel Information Pack.

5.27 The site wide Travel Plan Coordinator will establish contact with the cycling officers of TfGM/MCC to establish a relationship to ensure contact about future improvements to the cycling network and cycling maps.

5.28 TfGM offer cycle support for businesses including bike and equipment loans, grants, cycle training and guided cycle rides.

Walking Measures

5.29 The Travel Information Packs will include information on suggested walking routes from the surrounding areas, including local public transport services.

5.30 The health benefits of walking will be particularly promoted to residents and staff. Information on walking in Manchester is available through the *www.walkit.com* website.

5.31 This website enables pedestrians to plan their walking routes in and around areas Manchester. The Travel Plan Coordinators will promote these websites and the benefits of walking to residents and staff.

5.32 The provision of mapping showing local walking and cycling routes in relation to local facilities will be provided to both residents and employees at the development.

Car Sharing Scheme

5.33 The Travel Plan Coordinator will promote the use of a car sharing scheme on Trinity Islands. They will be encouraged to join the Greater Manchester Car Share Scheme http://www.carsharegm.com. It is felt that utilising an existing scheme will be the most effective method of encouraging residents and employees to car share.

5.34 Prominent display areas will be provided in convenient locations within the buildings to allow potential car sharers to register an interest. As part of the travel database the Travel Plan Coordinator will be required to maintain a list of residents and employees who register an interest in car sharing and will be required to facilitate the success of the scheme.

5.35 City Car Club will offer several cars on the St John's estate for use by registered users. In summary with an annual registration fee this offers a car to be available at short notice paid with a mileage and hourly rate. This allows occupiers to travel to St John's without the need for a car but gives them confidence that a car can be available if needed.

Initiatives by Others

5.36 TfGM offer a range of initiatives which would support the Travel Plan principally through the Travel Choices programme. These include advice to Travel Coordinators, personalised travel planning, grants for sustainable transport measures and Bike Loans to businesses that have developed a Travel Plan.

5.37 There are also local and national events that promote sustainable travel including Bike Week, Walk to Work week or National Liftshare Week. It would be the responsibility of the Travel Plan Coordinators to provide residents and employees information of these events using displays on notice boards and via emails/intranet.

5.38 The offering of a visit from a personal travel adviser for residents will also be explored. This could help provide information about sustainable travel in a personalised manner.

Sustainable Travel by Visitors

5.39 As part of the Travel Plan, it is also important to consider the ways in which visitors travel to the site.

5.40 As stated earlier, emphasis will be made on the ease of travelling to the site by sustainable forms of transport. Visitors can be encouraged to use alternative modes of travel if they were informed of local tram /rail / bus services as they organised their journey, through measures such as;

- Details of pedestrian routes to the site.
- Up-to-date details of bus services, including route information, bus stop locations, service frequencies and costs of certain journeys.
- Up-to-date details of train and tram services including information on service frequencies.

5.41 Such travel information could be disseminated to visitors and patrons in a variety of ways, most easily through individual occupier websites as well as promotional literature.

6 TRAVEL SURVEYS

6.1 To enable the success of the Travel Plan, the Travel Plan Coordinator will be responsible for ensuring that on-going monitoring and regular residents and staff travel surveys are undertaken.

6.2 At this stage it is envisaged that the residential travel surveys will be undertaken and analysed 'in house' by the commercial occupiers to give them ownership of the process, although it may transpire that the occupier opts to appoint a third party to do so. The first travel survey will be undertaken within 3 months of occupation.

6.3 The results of the travel survey once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to mirror the findings of the travel survey when this is repeated.

6.4 The results of the first residents and staff travel survey will be compiled into a travel database which will be used as a baseline to identify travel targets.

6.5 Thereafter in order to assess the travel habits of residents and staff, travel surveys will be completed on an annual basis for a 5 year period (or a period to be agreed with TfGM/MCC). The travel database will be updated following the compilation of the results of each survey.

6.6 The Travel Plans for the development, including targets, will be reviewed annually with a Travel Plan Progress Report then submitted to TfGM/MCC. The Travel Plan will be assessed based on the performance of the plan against defined targets over the preceding year.

6.7 An example Travel Questionnaire has been provided in **Appendix C** of this report.

7 TARGET SETTING

Travel Targets

7.1 For the Travel Plan to be effective it should set targets specifying the aims of the plan to reduce vehicular traffic and more specifically, single occupancy vehicle trips.

7.2 To keep the Travel Plan process simple and straight forward the Plan is a simple list of Actions to be undertaken. These Actions need to conform to the **SMART** criteria so that they are Specific, Measurable, Achievable, Realistic and Time bound.

7.3 It is considered that for realistic, but challenging, targets to be set they should be based upon existing travel patterns.

7.4 If the Travel Plan targets are to be maintained at an achievable level, it may be that they need to be reviewed in the light of the travel survey findings.

7.5 For the purposes of this Framework Travel Plan the specific target areas and specific aims can be summarised as follows:

- Reduce the number of single occupancy car journeys to and from the site primarily by residents and staff but also visitors;
- Increasing pedestrian and cycle trips by residents working within an agreed distance of the site while also doing the same for staff working within the commercial element of Trinity Islands;
- Increasing car sharing between staff who either live in similar areas or those who reside on a similar route to work while facilitating the same approach for residents as they commute;
- Increasing bus, rail, and tram usage of those residents and staff that currently live/work within a short walk of existing and proposed public transport infrastructure;
- Increasing the use of sustainable transport modes for visitors to Trinity Islands.

7.6 Final targets will be established based upon the results of the first travel surveys conducted for the development and will then be amended if required based upon the results of subsequent surveys. Final targets for both the site will be determined in consultation with TfGM/MCC and will be detailed in the individual Travel Plan documents.

7.7 The above objectives can be monitored by completing a travel survey update on an annual basis. This will highlight areas where the targets are being achieved as well as allowing revision to parts of the plan which can be improved further, i.e. if a new bus service becomes available.

7.8 The Travel Plans should also include targets with regard to visitors which will be applicable to both developments, although it is recognised that trips made by visitors will be more difficult to monitor and also effect positive change to sustainable transport modes. Consequently, these targets will likely be less detailed than those for residents and staff.

7.9 The final Travel Plan documents will be submitted within 6 months of the occupation of the development. If it is agreed between the occupier and TfGM / MCC that it would not be representative to undertake the first travel survey in line with this timescale, first year travel targets should be established from census data or information from Travel Plans of other organisations in the area that are available.

8 TRAVEL PLAN IMPLEMENTATION, ADMINISTRATION & MONITORING

Introduction

8.1 A programme of monitoring and reviewing will be designed to generate information by which the success of each Travel Plan can be evaluated. Monitoring and reviewing will be the responsibility of the Travel Coordinator(s).

Plan Administration

8.2 The administration of the Travel Plan will be the responsibility of the developer. The developer will be required to designate a site wide Travel Plan Coordinator for Trinity Islands. This appointment must occur at least 1 month prior to development occupation and upon appointment the Travel Plan Coordinator must provide their contact details to TfGM / MCC. In-house Travel Plan Coordinators for each of the commercial units will be appointed at occupation.

8.3 The final Travel Plans prepared in accordance with the approved Travel Plan Framework will be submitted to TfGM / MCC for approval within 6 months of occupation. The Travel Plans will be in operation for the life of the development and any changes in ownership or contact details must be sent to the relevant bodies.

8.4 The Travel Plan Coordinator will be the first point of contact for residents and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence relating to the Travel Plans.

8.5 For the educational/commercial developments the first point of contact will be the nominated in-house Travel Plan Coordinators who will liaise with the site wide TPC if required.

Travel Plan Implementation

8.6 **Table 8.1** below provides a framework and guidance as to timescales for the Travel Plan for Trinity Islands.

Table 8.1: Travel Plan Framework Timescales

Before Trinity Islands is occupied	Appoint Site wide Travel Plan Coordinator and provide details of Travel Plan Coordinator (TPC) to TfGM/MCC at least 1 month before occupation. TPC to organise a Travel Plan working group with TfGM / MCC. Update the website with additional links to Travel Choices, City Car Club, Car Share and Walking sites (those discussed in Section 4).
0 - 6 Months	Identify occupier TPCs. They would undertake travel surveys within 3 months of occupation. TPC to Review travel survey results and set targets. Establish modal user groups (such as car share clubs, bike user clubs, taxi share clubs) and; Snapshot surveys of car parking, cycle parking and car share take up completed. Formal Travel Plan documents for both developments to be submitted to and agreed with MCC within 6 months of occupation.
6 - 12 Months	Continuous updating of car share database. Continuous updating of all public transport information. Undertake travel survey (for a 5 year period). Travel Plan Progress Report to be submitted annually to TfGM / MCC.

12 - 60 Months	Update and monitor travel survey on an annual basis for a 5 year period.

Monitoring the Travel Plan

8.7 The success of measures outlined in the commercial Travel Plans will be monitored on a regular basis by the occupiers Travel Plan Coordinators and overseen by the site wide Travel Plan Coordinator while the residential Travel Plan will be monitored by the site wide Travel Plan Coordinator.

8.8 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the respective developments. Suggested monitoring actions are:

- Monitor demand for additional cycle and motorcycle parking for residents and staff;
- Monitor demand for facilities, which are to be provided within both developments (Site C and D), for those staff travelling by foot or by cycle;
- Monitor take up of public transport incentives e.g. discounted tickets;
- Monitor the participation in car sharing schemes for residents and staff; and
- Record comments received from residents and staff relating to the operation and implications of the Plans so that improvements/alterations can be made should this be deemed necessary.

8.9 Information gathered through the monitoring process will be recorded and included in the Travel Plan Progress Report. The information will also be sent to the planning authority on an annual basis.

8.10 Other less direct objectives of the Plans will be to increase the awareness of residents and staff about the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plans, measured by the volume and type of feedback, both at the outset and as the strategy evolves.

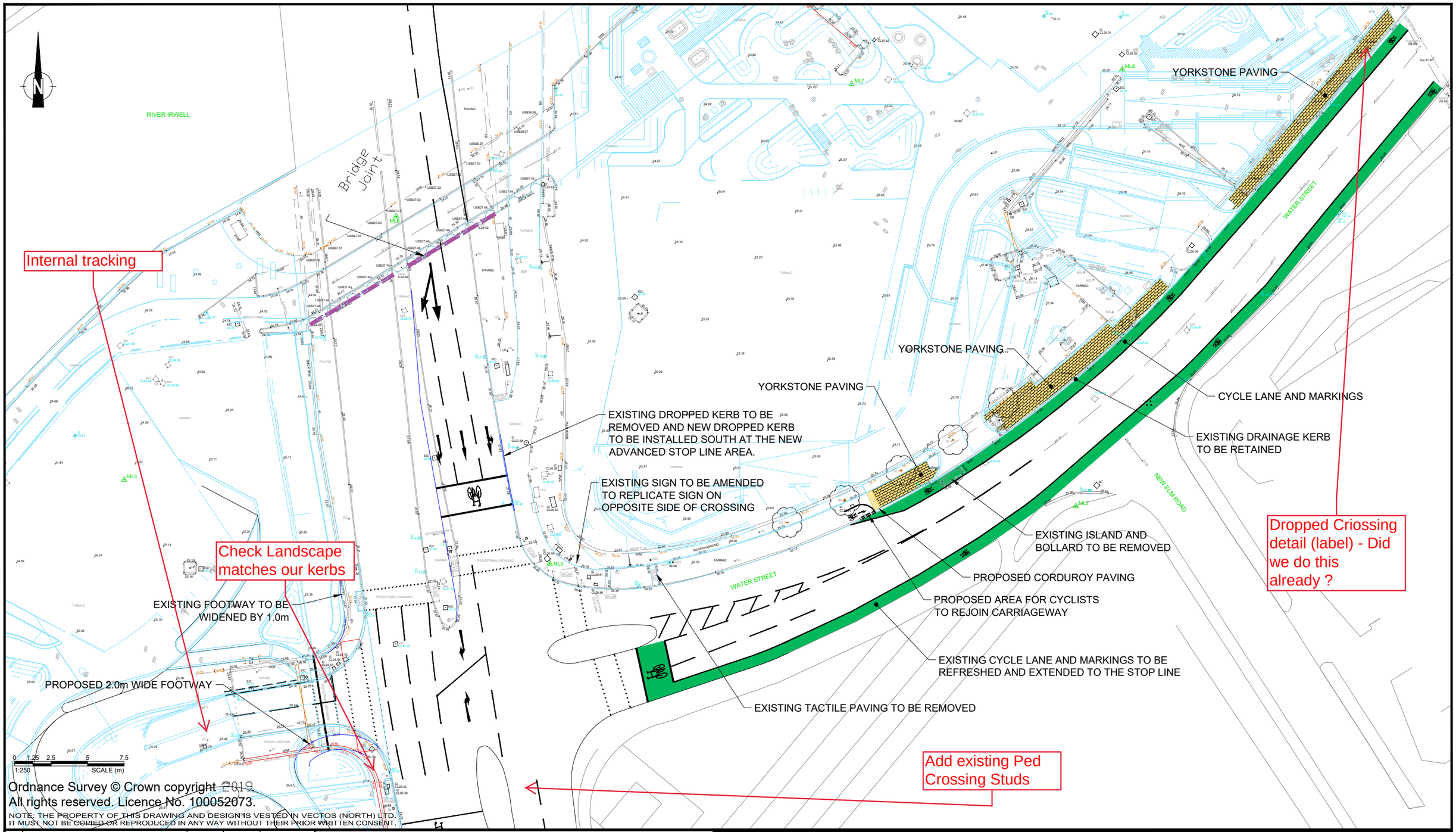
Annual Travel Plan Progress Report

8.11 Each year, on the anniversary of the adoption of the Travel Plan, the site wide Travel Coordinator for the development will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement.

8.12 The major element of the review will involve the re-issue of the Travel Survey. The re-issue of the questionnaire offers the opportunity to gather new information about wider staff attitudes to travel. Analysis of the questionnaires will also yield up-dated mode-split information for comparison with previously collected data, free of seasonal bias.

8.13 The site wide Travel Coordinator will compile a Travel Plan Progress Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be filed for record, with copies sent to TfGM / MCC.

Drawings



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REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	--.--.--

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2. White lining is indicative only.

Trinity Islands, Manchester

Trinity Way and Water Street Highway Improvements

Renaker Build Ltd

vectos.
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
JD	GD	07.09.21	1:500 at A3	VN211913-D103	-

Regent Road Retail Park

New Windsor

Sainsburys Superstore

River Irwell

MANCHESTER

City Centre

St George's

Cornbrook

Museum

Tourist Info

Library

Art Gallery

Police Station

Education Facility

Legend

- Site Boundary
- Bus Stop
- Car Parking
- Metrolink
- Train Station

Amenties

- Dentist
- Gym
- Medical Centre
- Pharmacy
- Post Office
- Supermarket

Walking Catchment

- 0 - 5 minutes
- 5 - 10 minutes

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CLIENT:

Renaker Build Limited

PROJECT TITLE:

Trinity Islands, Manchester

DRAWING TITLE:

Pedestrian Accessibility Plan

SCALE: N.T.S

DRAWN:	CHECKED:	DATE:
CJ	OM	Oct 2021

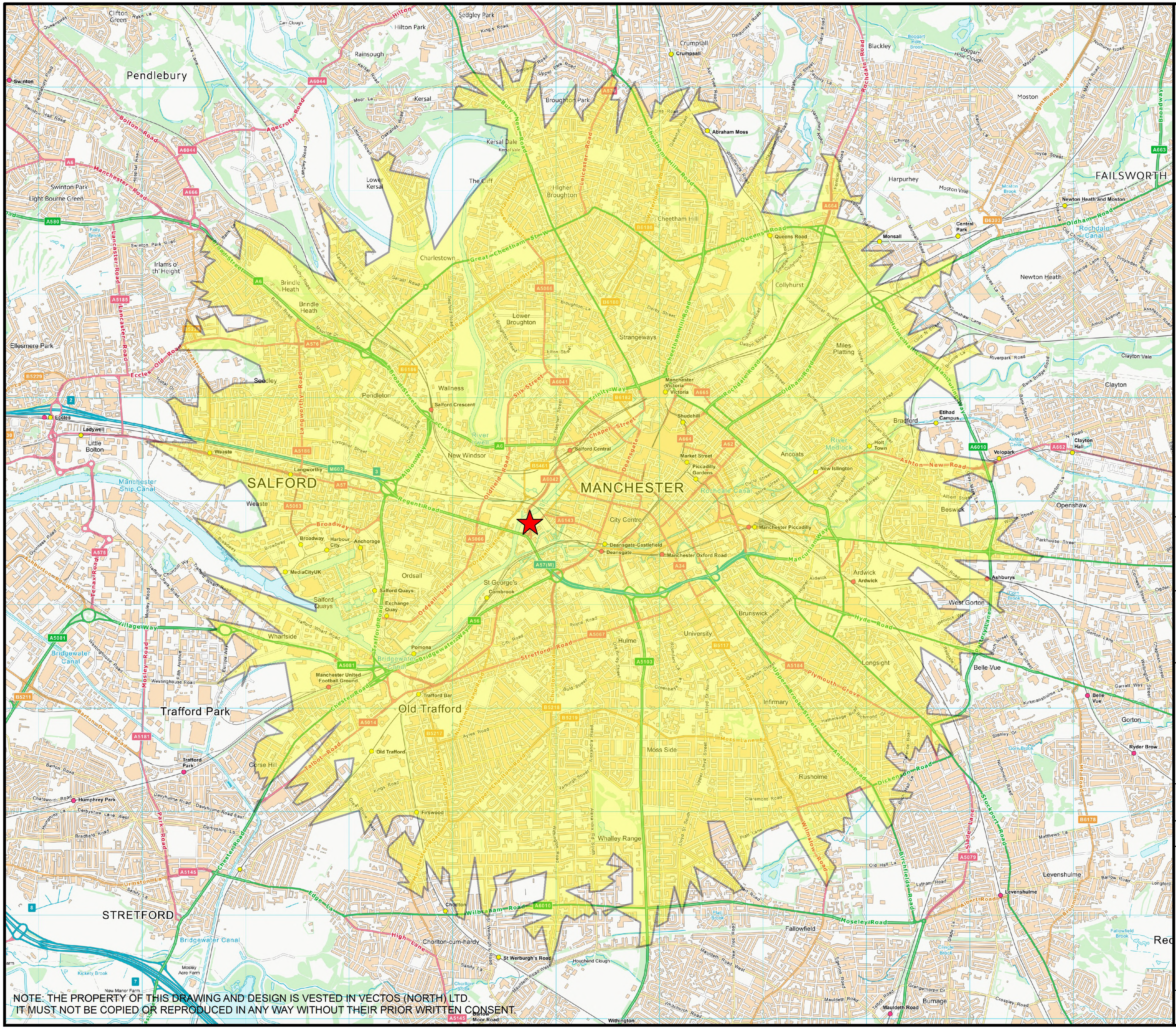
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Legend

Site Location

Cycling Catchment

0 - 5km

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PROJECT TITLE:

Trinity Islands, Manchester

DRAWING TITLE:

Cycling Catchment

SCALE:		
N.T.S		
DRAWN: CJ	CHECKED: OM	DATE: Oct 2021

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Appendix A

Proposed Site Layout



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Do not scale off dimensions.

All dimensions to be checked on site by contractor.

Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

- Residential FOH
- Commercial
- Staff
- BOH
- Refuse
- Amenity
- Terrace

C1 C2 D1 D2

NORTH

Rev	Date	Description
D01	2021-06-14	BAPA Drawings
D02	2021-07-02	Update to internal layout
D03	2021-07-26	BAPA Drawings - updated to include 10m zone from boundary and revised external levels
D04	2021-09-30	Generator and stair position amended
D05	2021-09-30	Baseline topo amended
D06	2021-09-30	Tracking amended
D07	2021-09-30	Note added
D08	2021-10-07	Updated tracking
D09	2021-11-08	Stage 3 Issue

TRINITY ISLANDS

Project Title
Trinity Islands
Trinity Way
Manchester

Drawing Title
Site C
Site Plan
Ground Floor Plan

Project No
10364

Scale
1 : 250@ A1

Status
FOR INFORMATION

10364-ZC-SHP-G100-PL-GRD-0001

Revision
D09

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LEGEND

HARDWORKS

Proposed Adopted Footway (MCC Ownership)
Product: Local Pennant Stone Flag and Bloc Trim to match existing on Water Street
Plan Size: To adoptable standards
Laying Bond: Staggered

Proposed High Quality Block Paving
Plan Size: 200x65 (depth tbc)
Colour: Buff
Finish: Flamed
Laying Bond: Herringbone

Proposed High Quality Cube Blocks
Plan Size: 100x100x80mm
Colour: Light buff
Finish: Flamed
Laying Bond: Stack Bond

Proposed Porous Resin Bound Gravel
Homogenous porous paving treatment
Colour: Light buff

Proposed Resin Bound Gravel
Homogenous impermeable paving treatment
Colour: Light buff

Proposed Asphalt
To Engineers specification

Proposed Plank Paving
Plan Size: 0.2 wide x length varies
Colour: Silver Grey
Finish: Flamed

Proposed Pimple Tactile Paving
To adoptable standards

Proposed Corduroy Tactile Paving
Product: High quality stone
Plan Size: 400x400mm
Colour: Silver grey
Laying Bond: Stack Bond

Proposed Solid Stone Steps
Plan Size: 300mm wide x length varies
Unit Depth: height varies
Colour: Silver Grey
Finish: Flamed
Other: Contrast nosings

Proposed Solid Stone Kerbs
Plan Size: 300mm wide x length varies
Unit Depth: height varies 0 -120mm
Colour: Silver Grey
Finish: Flamed

Proposed Metal Edge
Product: Aluexcel by Kinley (or similar approved)
Material: Aluminium alloy
Height above ground: 0-150mm
Other: To form edge between grass and resin bound gravel

Proposed Metal Edge
Product: Aluexcel by Kinley (or similar approved)
Material: Aluminium alloy
Height above ground: varies
Other: To form edge between planting beds and resin bound gravel

FURNITURE

Proposed Cycle Racks

Proposed Step Seat

Proposed Monolithic Seat

Proposed Feature Seat

Proposed Large Picnic Table

Proposed Medium Picnic Table

Proposed Feature Swing

Proposed Bin

Proposed Feature Lighting Column

Proposed Handrail

Proposed Balustrade

Proposed Height Barrier / Gateway Structure

Indicative Locations of Water Safety Info / Ring
Details: tbc

SOFTWORKS

Existing Tree / Group Removed
Refer to arboricultural reports

Existing Tree / Group Retained
Refer to arboricultural reports

Proposed Tree in Soft Landscape
Clear Stem specimen parkland tree
Height: 6m

Proposed Tree in Soft Landscape
Clear Stem tree
Height: 4.5m

Proposed Tree in Hard Landscape
Clear Stem specimen parkland tree
Height: 6m

Proposed Tree in Hard Landscape
Clear Stem tree
Height: 4.5m

Proposed Instant Hedge
Height: 1, 1.5 & 2m refer to planting plans

Proposed Ornamental Planting
Mixed shrub and herbaceous planting
5-7ltr pots with 10ltr specimens
Planting beds to receive 75mm depth ornamental bark mulch.

Proposed Turf
Hard wearing turf

Proposed Green Wall
Ornamental Wall with inbuilt irrigation system

Proposed Sedum Roof
Typical specification: Bauder XF301

Proposed Community Grow Zones
Promoted for herb gardens etc as part of the healthy walk along the river corridor

Proposed Vertical Climbers
Located on podium wall along river edge to provide valuable wildlife habitat

Offsite Proposal - Ornamental Planting
Subject to agreement with land owner

Offsite Proposal - Wildflower Planting
Subject to agreement with land owner

Offsite Proposal - Grass
Subject to agreement with land owner

BAFFLES

Proposed Feature Entrance Baffles
Height: 4.5m

Proposed Landscape Baffles
Height: 3m (3.5m by generators)

Proposed Car Park Acces Ramps Baffles
Height: 1.5m

Proposed Building Corner Baffles
Height: 8.55m / 4.275m

Proposed Temporary Baffles
(to be removed on completed of D1 and D2)
Height: 5m
Width: 2.5m

Offsite Proposal - Hard Surfacing (Network Rail Land)
Subject to agreement with private land owner

+26.26 EXISTING LEVEL

+27.20 PROPOSED LEVEL

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REVISION NOTES

Rev	By	Description	Date
P4	KH	Fourth Formal Issue	19.10.2021
P3	KH	Third Formal Issue	14.10.2021
P2	KH	Second Formal Issue	07.10.2021
P1	KH	First Formal Issue	08.09.21

Client
Renaker Build LTD

Project
Trinity Island

Description
Site C - Landscape Layout

Status
For Information

Scale @ A1	Drawn	Checked	Date
1:250	KH	KH	08.09.21

Drawing number
ZC-TPM-G710-PL-XX-3852 101

Revision
P4

N

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Cycle Store	**C1**	
Plant - Water Tanks	Parking Spaces -	**109**
Plant - Commercial	Cycle Spaces -	**414**
Plant - Smoke Vents	**C2**	
	Parking Spaces -	**152**
	Cycle Spaces -	**521**



NORTH

Rev	Date	Description
D01	2021-05-28	First Issue
D02	2021-06-14	BAPA Drawings
D03	2021-07-16	Revised to Client and SE Information
D04	2021-08-02	Revised to Client and SE Information
D05	2021-09-03	Revised to Client and SE Information
D06	2021-11-08	Stage 3 Issue

TRINITY ISLANDS

Project Title
Trinity Islands
Trinity Way
Manchester

Drawing Title
Site C
Site Plan
Basement Level 01

Project No
10364

Scale
1 : 250@ A1

Status
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10364-ZC-SHP-G100-PL-B1-0001

Revision
D06

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Cycle Store
Plant - Water Tanks
Plant - Commercial
Plant - Smoke Vents

C1
Parking Spaces - **109**
Cycle Spaces - **414**

C2
Parking Spaces - **152**
Cycle Spaces - **521**



NORTH

Rev	Date	Description
D01	2021-05-28	First Issue
D02	2021-06-14	BAPA Drawings
D03	2021-07-16	Revised to Client and SE Information
D04	2021-08-02	Revised to Client and SE Information
D05	2021-09-03	Revised to Client and SE Information
D06	2021-11-08	Stage 3 Issue

TRINITY ISLANDS

Project Title
Trinity Islands
Trinity Way
Manchester

Status
FOR INFORMATION

Drawing Title
Site C
Site Plan
Basement Level 02

Project No
10364

Scale
1 : 250@ A1

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Residential FOH
Commercial
Staff
BOH
Refuse
Amenity
Terrace

C1
C2
D1
D2

NORTH

Rev	Date	Description
D01	2021-07-05	First Issue
D02	2021-08-02	Landscape & structure revised
D03	2021-08-02	Wind screens shown
D04	2021-11-08	Stage 3 Issue

TRINITY ISLANDS

Project Title
Trinity Islands
Trinity Way
Manchester

Status
FOR INFORMATION

Drawing Title
Site D
Site Plan
Ground Floor Plan

Project No
10364

Scale
1 : 250@ A1

10364-ZD-SHP-G100-PL-GRD-0001

Revision
D04

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HARDWORKS

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Product: Local Pennant Stone Flag and Bloc Trim to match existing on Water Street
Plan Size: To adoptable standards
Laying Bond: Staggered

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Plan Size: 200x65 (depth tbc)
Colour: Buff
Finish: Flamed
Laying Bond: Fish Scale

Proposed High Quality Cube Blocks
Plan Size: 100x100x80mm
Colour: Light buff
Finish: Flamed
Laying Bond: Stack Bond

Proposed Resin Bound Gravel
Homogenous impermeable paving treatment
Colour: Light buff

Proposed Asphalt
To Engineers specification

Proposed Play Surface
Typical specification: Wet pour play surface

Proposed Pimple Tactile Paving
To adoptable standards

Proposed Corduroy Tactile Paving
Product: High quality stone
Plan Size: 400x400mm
Colour: SIlver grey
Laying Bond: Stack Bond

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Height above ground: varies
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Proposed Step Seat

Proposed Monolithic Seat

Proposed Feature Seat

Proposed Large Picnic Table

Proposed Medium Picnic Table

Proposed Feature Pebble Stone Seat

Proposed Bin

Proposed Feature Lighting Column

Proposed Handrail

Proposed Balustrade

Proposed Height Barrier / Gateway Structure

Indicative Locations of Water Safety Info / Ring
Details: tbc

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Refer to arboricultural reports

Existing Tree / Group Retained
Refer to arboricultural reports

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Clear Stem specimen parkland tree
Height: 6m

Proposed Tree in Soft Landscape
Clear Stem tree
Height: 4.5m

Proposed Tree in Hard Landscape
Clear Stem specimen parkland tree
Height: 6m

Proposed Tree in Hard Landscape
Clear Stem tree
Height: 4.5m

Proposed Instant Hedge
Height: Height: 1, 1.5 & 2m refer to planting plans

Proposed Ornamental Planting
Mixed shrub and herbaceous planting
5-7ltr pots with 10ltr specimens
Planting beds to receive 75mm depth ornamental bark mulch.

Proposed Turf
Hard wearing turf

Proposed Green Wall
Ornamental Wall with inbuilt irrigation system

Proposed Vertical Climbers
Located on podium wall along river edge to provide valuable wildlife habitat

Proposed Low Maintenance Planting
Mixed shrubs and native stock to create buffer

BAFFLES

Proposed Landscape Baffles
Height: 3m (3.5m by generators)

Proposed Car Park Acces Ramps Baffles
Height: 1.5m

Proposed Building / Landscape Baffles
Height: to alignment with architects First Floor

+26.26 EXISTING LEVEL

+27.20 PROPOSED LEVEL

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4. The insertion of any firm or proprietary brand on this drawing is an indication of the class or quality required and does not exclude the use of alternative materials that are equal in performance, quality and appearance, provided that they have been approved in writing by the Landscape Architect.
5. The Contractor is responsible for accurately ascertaining the position of underground services and responding to all relevant service easement requirements.
6. All dimensions are in millimetres unless stated otherwise, for the purposes of construction this drawing must not be scaled and only written dimensions used. Written and scaled dimensions to be checked on site, any discrepancies reported prior to work commencing. IF IN DOUBT PLEASE ASK.
7. All work and materials are to be in accordance with the relevant British Standards and Code of Practice.
8. All Proprietary products are to be used strictly in accordance with the manufacturer's instructions and details.



REVISION NOTES

Rev	By	Description	Date
P4	KH	Fourth Formal Issue	19.10.2021
P3	KH	Third Formal Issue	14.10.2021
P2	KH	Second Formal Issue	07.10.2021
P1	KH	First Formal Issue	08.09.21

Client
Renaker Build LTD

Project
Trinity Island

Description
Site D - Landscape Layout

Status
For Information

Scale @ A1	Drawn	Checked	Date
1:250	KH	KH	08.09.21

Drawing number
ZD-TPM-G710-PL-XX-3852 102

Revision
P4

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tel: 0161 235 0600 fax 0601 email info@tpmlandscape.co.uk

PARKING SPACES

D1

PLANNING - 154
CURRENT - 146

D2

PLANNING - 141
CURRENT - 135



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All dimensions to be checked on site by contractor.
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NOTE:
DO NOT SCALE OFF DRAWING REFER TO INDICATED DIMENSIONS ONLY.

DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION.

CONTRACTOR TO REPORT ANY DIMENSIONAL DISCREPANCIES, ERRORS OR OMISSIONS PRIOR TO COMMENCING ON SITE.

ALL CONSTRUCTION DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE/ ME ENGINEERS DETAILS.

Key

- Boundary line
- Basement Split line
- PF — Provision for Electric Vehicle. Agreed location for Future EV Point install.



Rev	Date	Description
P12	2022-06-14	Capping Beam Extent Updated. Liner wall detail amended. Columns around Cranes & hoists coordinated
P13	2022-08-05	Issued for coordination
P14	2022-09-12	Coordination Update
P15	2022-09-29	Issued for coordination
D10	2022-10-21	Updated to design development
P16	2022-11-21	Issued for coordination
P17	2022-11-25	Issued for coordination
P18	2022-12-05	Issued for coordination
D11	2023-02-08	Updated to Design Development
D12	2023-06-06	EV spaces updated
D13	2023-06-06	EV spaces amended

Project Title
Trinity Islands
Trinity Way
Manchester

Drawing Title
Site D
Site Plan
Basement Level 02

Status
Design Development

Job No	Scale
10364	*1:500 @ A3* 1 : 250@ A1

SHP Drawing Code (PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC- SEQ)
10364-ZD-SHP-G100-PL-B2-0001

Revision
D13

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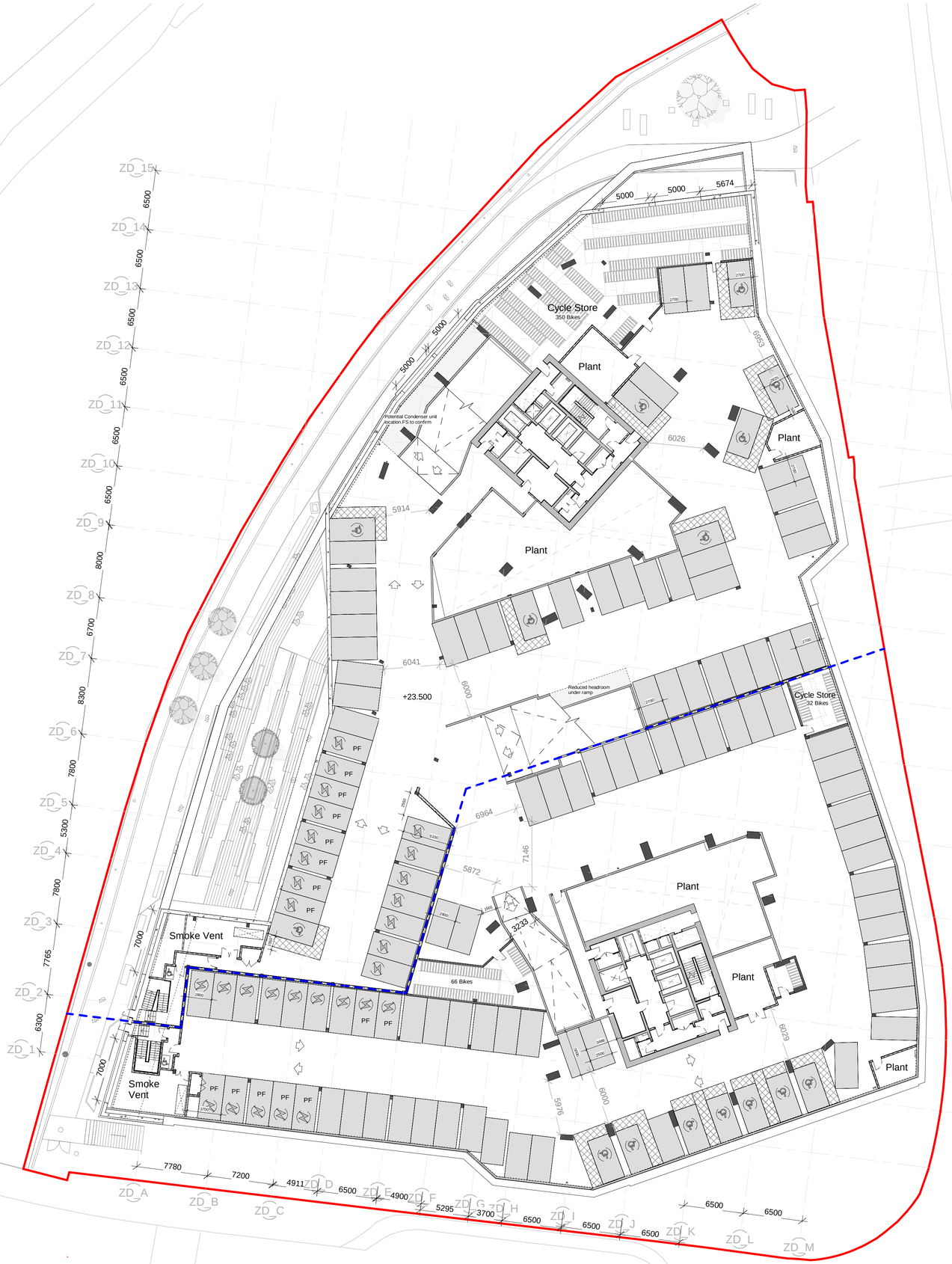
PARKING SPACES

D1

PLANNING - 154
CURRENT - 146

D2

PLANNING - 141
CURRENT - 135



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Key

- Boundary line
- Basement Split line
- PF — Provision for Electric Vehicle. Agreed location for Future EV Point install.



Rev	Date	Description
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P16	2022-10-21	Issued for coordination
P17	2022-11-21	Issued for coordination
P18	2022-11-25	Issued for coordination
P19	2022-12-05	Issued for coordination
D10	2023-02-08	Updated to Design Development
D11	2023-06-06	EV spaces updated
D12	2023-06-06	EV spaces amended

Project Title
Trinity Islands
Trinity Way
Manchester

Drawing Title
Site D
Site Plan
Basement Level 01

Status
Design Development

Job No	Scale	
10364	1:500 @ A3 1 : 250@ A1	
SHP Drawing Code: 10364-ZD-SHP-G100-PL-B1-0001		Revision: D12

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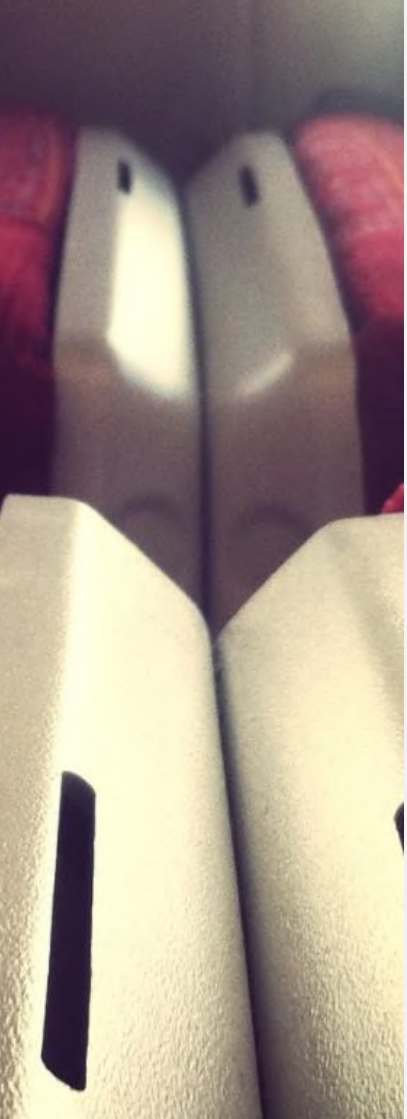
Appendix B

Example Travel Information Brochure

Example Resident Travel Information Brochure

Welcome to your new home





Introduction

Now is a great time to think about how you travel around your new home…

This Travel Information Brochure provides you with information to help travel with greater ease and to reduce your dependence on driving a private car. It includes information on how to get around using public transport and other environmentally friendly methods of travel.

Your home is located … The location of your home provides a great opportunity to travel by non-car modes, so why not see what is available?

This Travel Information Brochure is one of many measures included in a Travel Plan produced for this new community and is agreed with …

A Travel Plan is a document which sets out the strategies to encourage you to use alternatives to the private car and to increase your awareness of the advantages and potential for travel by more environmentally friendly modes.


FIRST STREET

Contents

1 Walking Information
3 Your Local Amenities
4 Cycling Information
5 5km Cycling Catchment
6 Cycling Schemes and Security
7 Cycle Initiatives
8 Cycle Map
10 Local Bus Services
11 Bus Map
12 Local Rail Services
13 National Railway Websites
17 Car Share Information
18 Moped/Motorbike Information
19 Other Travel Information

Walking

Walking is a low impact activity which doesn't require any specialist equipment. It is also one of the easiest ways to get more active and become healthier. Try to increase the amount of walking you do every week and enjoy the health benefits. Even if you live some distance from your destination you can make walking part of your journey by getting off your bus or train a stop earlier and walking instead.

Comprehensive pedestrian infrastructure is provided around your new neighbourhood, including street lighting along all roads surrounding you home, aiding security, and promoting road safety on…

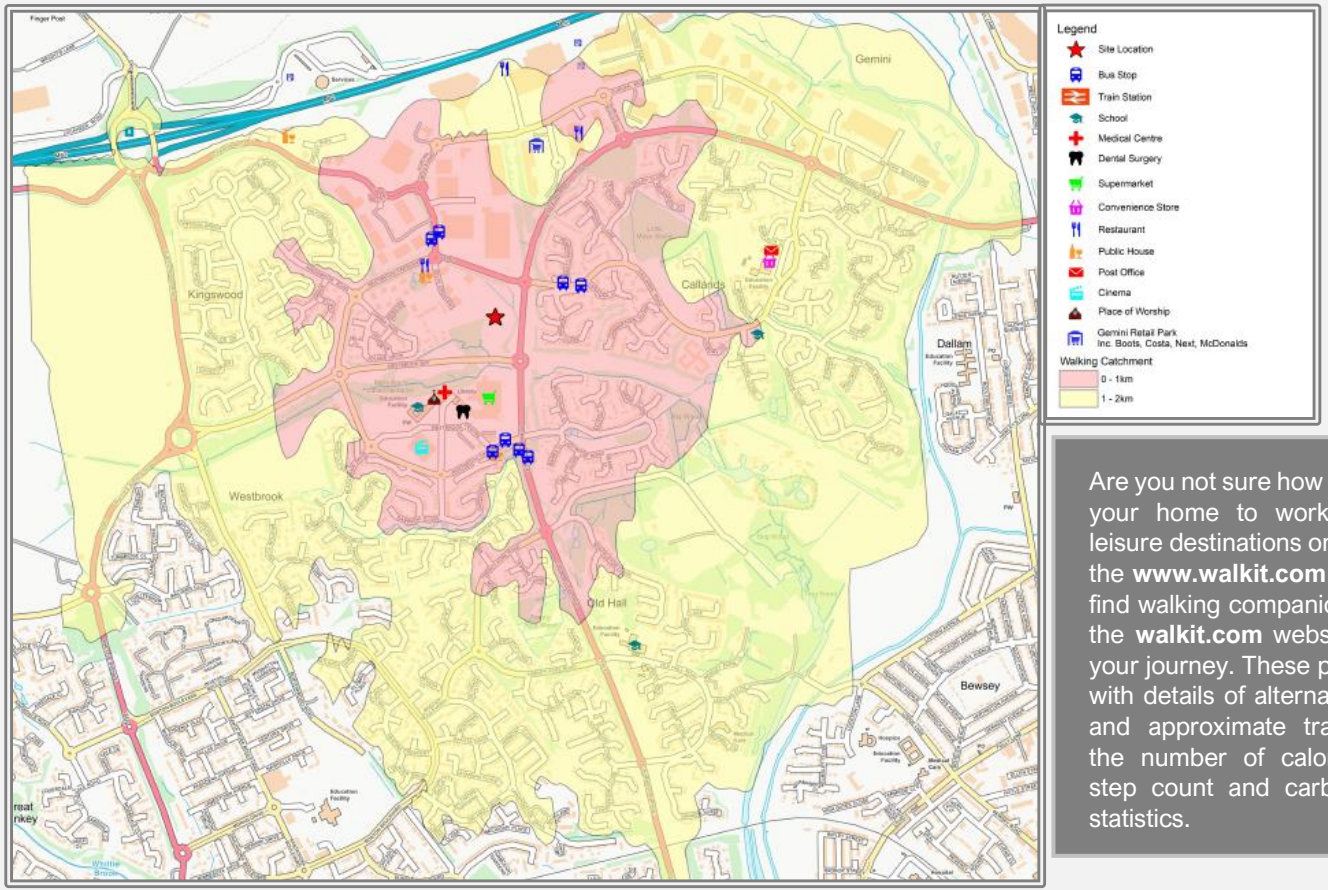
You can access a wide range of amenities within a 2km walking distance of your home, which means that it would take you no more than around 25 minutes to access the entirety of the local area. A plan illustrating the location of such amenities is provided overleaf.



Benefits of walking:

- *Walking is a great form of **exercise,** which keeps you fit.*
- *A half an hour brisk walk per day can **reduce the risk of heart disease** by half.*
- *Walking **costs nothing** and offers a wide range of benefits to you and the community.*
- *Walking is an **environmentally friendly** activity. Every time you choose to walk instead of driving, you are reducing the air pollution caused by traffic. By regularly walking, you are making a positive impact on the environment.*

For more information about walking visit: …



Are you not sure how to get from your home to work, retail or leisure destinations on foot? Use the **www.walkit.com** website to find walking companions, or use the **walkit.com** website to plan your journey. These provide you with details of alternative routes and approximate travel times, the number of calories burnt, step count and carbon saving statistics.



Cycling

Your new neighbourhood is suitable for cycling as it is reasonably flat and benefits from being in the vicinity of a number of cycle routes. Cycling is a great way for you to get regular exercise, with the added benefit of a guaranteed arrival time, cycling can be a healthy and safe way to travel. It's both quicker than walking and cheaper than driving a car.

… Cycle Map shows that the roads surrounding your new home are recommended to be used by cyclists of moderate experience, with other roads recommended to be used by cyclists with slightly more experience.

This Welcome Pack also provides you with a plan showing a 5km catchment for cycling. This encompasses areas such as… Cycling could be seen as a viable form of commutable transport for you if you work in and around your neighborhood's surrounding areas.

You can also cycle to nearby Railway Stations as part of a linked cycle-rail trip. It would take you approximately 15 minutes to reach… The journey time to this station is approximately 11 minutes.

Your Local Cycle Shops

Decathlon	**D&M Cycles**	**Cyclehouse**
…	…	…

Benefits of Cycling:

- *Cycling is **'green'** – you can feel good about doing your bit for the environment.*
- *Cycling is **quick** – for short journeys under 5-miles cycling is twice as fast as a car in traffic.*
- *Cycling is **cheap** – no bus, train or season tickets is required.*



If you would like to find people cycling on similar routes, try using online journey matching database:

CycleBUDI **www.bikebudi.liftshare.com**
Activity Junkie **www.activityjunkie.com/en/tag/4/cycling**

WalkBUDI and CycleBUDI schemes are part of the National Lift Share Network and are simple and free to use. They match individuals with others walking or cycling the same direction so they can do it together. The matches are displayed in both table and map format, allowing the users to easily find the most suitable match.

Did you know that …people who cycle regularly enjoy fitness level equal to that of a person who is 10 years younger?

An extract of the … Cycle Map focusing on your home location is provided overleaf. You can download the whole map by following this link: …

Wondering how to keep your bike secure? You can sign up to BikeRegister and get your bike security-marked. You can access BikeRegister by following this link: https://www.bikeregister.com/

When riding your bike in public, you should always make sure you lock it up in a dedicated cycle space. Ensure you lock your bike up at home too by not leaving it in hallways and sheds. Should your bike be of a high value, it's always worth adding it to your home insurance policy.

If your bike ever gets stolen, you should report this to the Police by calling 101.

BikeRegister®
The National Cycle Database

As a resident in at .., you should be aware that … offer free Bikeability level 2 cycle training to 10 year olds through their primary schools. The more advanced level 3 is also available to teenagers.

… also offer free training if you're over 16 and live, work or study in …. There are Bikeright Freewheeling cycling courses for everyone from beginners to experienced riders. This is ran by friendly instructors who are fully accredited, and courses are available during daytime, evenings, and weekends. So feel free to undertake a course that suits your lifestyle.

BikeRight offers one-to-one Cycle Skills lessons for children in …, at a cost of £60. The lessons usually last for two hours and you can make a booking by following the below link:

https://bikeright.co.uk/courses/family/

You can access both Bikeability and Bikeright by following these links:

https://bikeability.org.uk/
https://www.bikeright.co.uk/sponsors

To book a place on a cycle training course follow this link:

https://www.bikeright.co.uk/courses/individual/


MIND YOUR STEP

Public Transport

The nearest bus stops are located on …

The services available within an acceptable walking distance from your neighbourhood are shown in the table below. These bus stops provide flagposts and display timetable information. These provide access to a range of destinations for you to travel to for employment, retail, education or leisure purposes. Areas reachable by bus include…

This Welcome Pack also provides you with extract from (TfGM's) Public Transport Map displaying the routes of the bus services outlined in the below table.

Service No.	Route	Approximate Freq (services per hour)					
		Mon-Fri					
		AM Peak	Mid-day	PM Peak	Evening	Sat	Sun
17	…	2	2	0	0	2	1 service every 2 hours
17A		2	0	0	0	0	0
17C		0	0	2	1	0	0
254	…	1	0	0	0	0	0
263	…	2	0	0	0	0	0

The … bus services are operated by … You can save money with 'Touch & Go'.

You will need to pre-load the ticket of your choice, then every time you travel just show the driver the ticket on your phone or touch your smartcard on the card reader on the bus. There's no deposit and, not only would it save you money, it would give you unlimited travel on any regular bus.

Take a look at this option by following this link: …

It's also worth using the Traveline website to get information on departure times, along with Bus Checker and Moovit. Links to these websites are provided below:

https://www.traveline.info/

http://www.buschecker.com/app/UK/

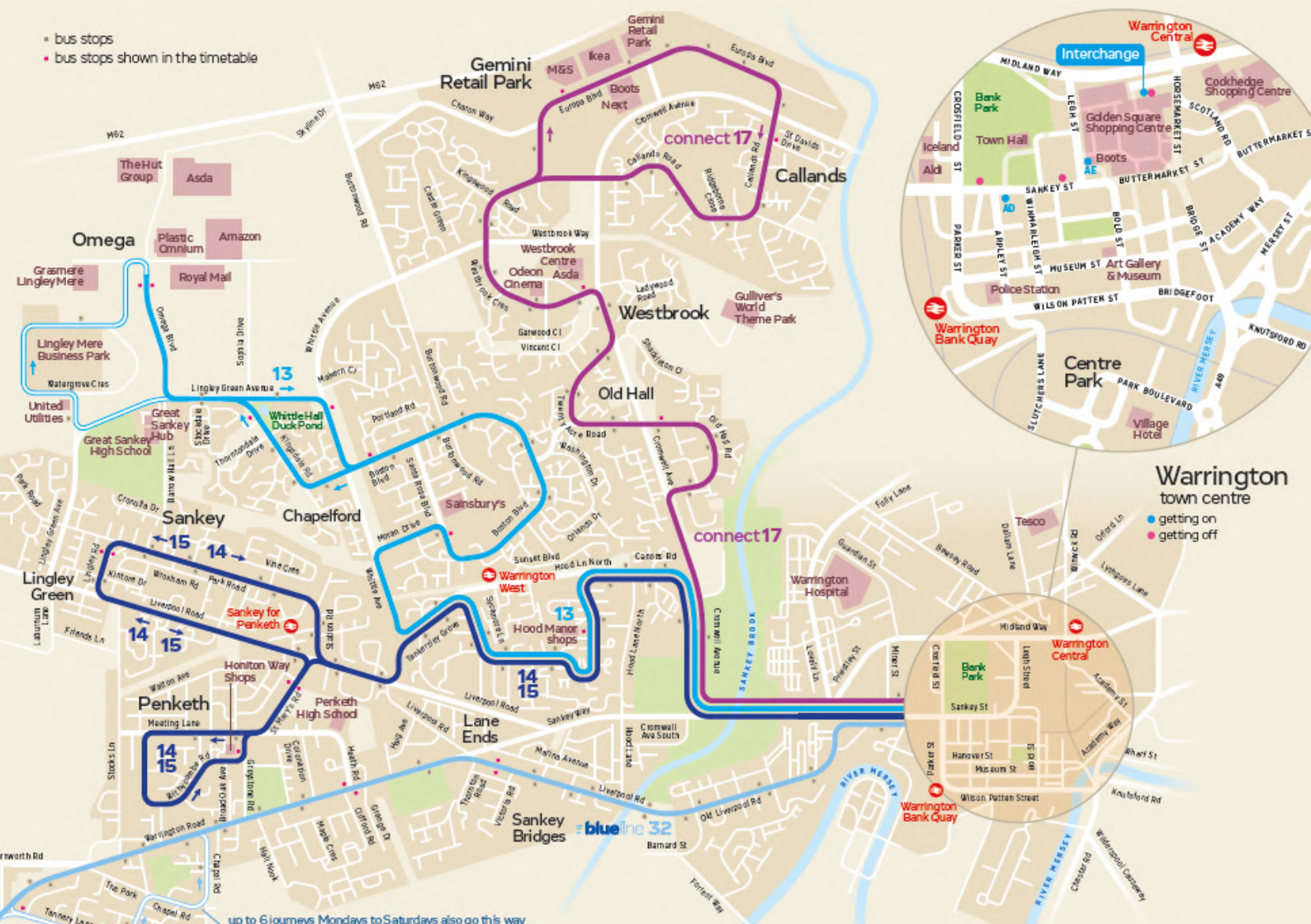
https://moovitapp.com/










bus stops
bus stops shown in the timetable
Gemini Retail Park
M&S
Ikea
Boots
Next
Europa Blvd
Charon Way
M62
Skyline Dr
connect 17
Callands
St Davids Drive
Callands Road
Ridgmont Close
Clipstone Avenue
Kingswood Road
Cattle Green
Burtonwood Rd
The Hut Group
Asda
Omega
Plastic Omnium
Amazon
Royal Mail
Grasmere Lingley Mere
Lingley Mere Business Park
Watergrove Cres
Omega Blvd
Sophia Drive
White Ave
United Utilities
Great Sankey High School
Great Sankey Hub
Whittle Hall Duck Pond
Lingley Green Avenue
13
Thorndale Drive
Ringdale Rd
Portland Rd
Burtonwood Rd
Boston Blvd
Santa Rosa Blvd
Moran Drive
Sainsbury's
Sankey
Chapelford
Cronella Dr
Park Road
Lingley Green Ave
Lingley Rd
Kintore Dr
Wrexham Rd
Park Road
Liverpool Road
Vine Cres
15
14
Lingley Green
Sankey for Penketh
Friends Ln
Lingley Ln
Station Rd
Honiton Way Shops
Penketh
Meeting Lane
Penketh High School
Watton Ave
St Mary's Rd
Birchenhall Rd
Stockton Ln
Greystone Rd
Corporation Drive
Heath Rd
Orford Rd
Grange Dr
Warrington Road
Chapel Rd
The Park
Tannery Ln
Old Hall
Tawny Acre Road
Washington Dr
Cromwell Ave
Grid Way Rd
Shadestone Cl
Gatwood Cl
Vincent Cl
Westbrook
Ladywood Road
Westbrook Cres
Westbrook Way
Westbrook Centre
Odeon Cinema
Asda
Gulliver's World Theme Park
Warrington West
Sunset Blvd
Hood Ln North
Canons Rd
13
Hood Manor shops
14
15
Lane Ends
Liverpool Road
Sankey Way
Cromwell Ave South
Hood Lane
Marina Avenue
Liverpool Rd
Sankey Bridges
blueline 32
Barnard St
Old Liverpool Rd
Victoria Rd
Thornfield Road
Forrest Way
up to 6 journeys Mondays to Saturdays also go this way
Warrington Central
Interchange
Midland Way
Bank Park
Town Hall
Iceland
Aldi
Boots
AE
AD
Golden Square Shopping Centre
Cockhedge Shopping Centre
Crosfield St
Leigh St
Horsemarket St
Scotland Rd
Buttermarket St
Sankey St
Wilmarleigh St
Parker St
Ripley St
Bold St
Broad St
St Academy Way
Mersey St
Museum St
Art Gallery & Museum
Police Station
Wilson Patten St
Bridgefoot
Warrington Bank Quay
Knutsford Rd
River Mersey
Centre Park
Park Boulevard
Sutherland Lane
A49
Village Hotel
Warrington town centre
getting on
getting off
Tesco
Foxy Lane
Dallam Lane
Orford Ln
Lythgoes Lane
Bewsey Road
Guardian St
Warrington Hospital
Loxley Ln
Priestley St
Mint St
Cromwell Avenue
Sankey Brook
Hood Lane North
Canons Rd
Sankey Bridges
River Mersey
Chester Rd
Winwick Road Cemetery

Rail Services

… stations are all located within 5km of your new home. As noted earlier in the Welcome Pack, the opportunity exists for you to cycle to these stations as part of a linked cycle/rail trip.

A summary of the cycle facilties at each of these railway stations is provided below.

Facility	Station Example Station	Example Station	Example Station
Bicycle Parking	Stands and Wheel Racks	Stands and Wheel Racks	Stands
Sheltered Storage	Yes	Yes	Yes
Storage Location	Cycle spaces are available outside the main entrance and on Platform 3/4	Storage located on Platforms 1 and 2	Storage within the cycle storage area
Storage Spaces	36	116	32

You can reach … by getting on the … bus service from near your home.

For more information and rail enquires, the following websites may be of help:

www.nationalrail.co.uk

www.thetrainline.com

Should you be over your state pension age, you are entitled to a Senior Rail Card/Bus Pass. You can purchase a Senior Rail Card from National Rail. Rail Cards are issued free of charge and are valid for 1 year.

When National Rail have received your completed application and supporting information, if you qualify, they will provide you with a code which can be redeemed on the National Rail website. A Senior Rail Card gives you 1/3 off a wide range of train fares, not free travel.

Should you be eligible, you can apply for a Senior Rail Card by following this link: **…**

National Rail trainline



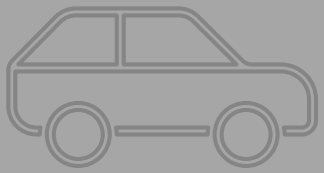
Car Share

Car Sharing, also known as Liftshare or carpooling, is a scheme where two or more people arrange to share a car journey. Car sharing has many financial, social and environmental benefits.

Travelling with other people by car is an easy way to cut your CO_2 emissions and save money. By splitting costs with your fellow passengers you will save on fuel and parking fees. You can use your time as a passenger to read or catch up on work, and of course you won't have to find a parking space.

Why not give car sharing a go? Given the location of your local community, there is great potential for you to car share. It may be with a neighbour who works close to you who you can split the cost of travel with. You may be able to explore the benefits of car sharing by attending a 'Personalised Travel Planning Day' where you can find out who in your local community travels in the same direction as you on a daily basis.

You can also register your details online in order to find potential car sharers in your area. The websites are provided below.



Benefits of car sharing:

- Reduces travel costs as you will spend less on petrol and car insurance.
- Reduces wear and tear on your own vehicle.
- Helps reduce congestion. Did you know that there are an estimated 10 million empty seats on the UK roads every day during peak hours? Car sharing helps to fill those empty seats and reduce congestion.

There are internet-based car sharing schemes available. Why not try one of the following websites:
www.liftshare.com

Or try one of the following local taxi firms:
...

Moped/Motorbike

Travelling by a motorcycle is cheaper than by car and is also a more environmentally friendly option. Motorcycles also take up less road space so help to reduce congestion.

If you would like to learn to ride a motorcycle or a moped, you need to pass Compulsory Basic Training (CBT), which remains valid for 2 years upon completion.

The CBT is not a test, but rather a 5-part modular training course run over the duration of one day.

You don't have to pass your motorcycle theory test before completing CBT. After successful completion of the CBT you can ride a moped or a motorbike up to 125cc and with a power output of up to 11kW on the road.

You must use L plates until you pass your full motorcycle test.

Your closest motorbike test centre can be found at: **http://www.dft.gov.uk/fyn/practical.php**

Your Travel Plan Coordinator is available to provide you with guidance in relation to the way you travel and provide further information about the sustainable transport methods available to you.

For information on **walking** visit
www.walkit.com

For information on **cycling** visit:
www.sustrans.org.uk
www.bikebudi.liftshare.com
www.activityjunkie.com/en/tag/4/cycling

For **bus timetables** visit:
…

For **rail enquiries** visit:
www.nationalrail.co.uk
www.thetrainline.com

For information about **car sharing** visit:
www.liftshare.com

Your local Travel Plan Coordinator is … on behalf of Vectos and should you have any questions regarding travel please contact: …

Appendix C

Example Travel Questionnaire

Resident Travel Survey

1. Your gender

2. Your age

- 18-24
- 25-34
- 45-54
- 55-64
- 65+

3. Your address

House No.

Street/Road

Postcode

4. In a typical week, what is your main mode of travel to these key destinations?

	Car (Driver)	Car (Passenger)	Walk	Cycle	Bus	Train
Work						
Education						
Shopping (Food)						
Shopping (Other)						
Leisure						
Health						
Financial Services						

Other (please specify)

5. If you drive as a main mode of travel, why do you do so?

- [ ] I have no other realistic way of getting to/from work
- [ ] Driving is my cheapest option
- [ ] I drop off/collect children when travelling to/from work during weekdays
- [ ] I'm concerned about personal safety when using public transport or cycling on local roads
- [ ] I have a mobility impairment meaning I have to use a car
- [ ] I'm not aware of any sustainable alternative travel modes
- [ ] Driving gives me a much shorter journey time
- [ ] Other (please specify)

6. How would you travel if you were unable to use your current main mode?

7. Have you changed your main mode of travel to work since you have moved to this address?

8. Does your household have access to the following?

- [ ] 1 Car
- [ ] 2+ Cars
- [ ] Bicycle
- [ ] Motorcycle/Moped
- [ ] Other (please specify)

9. If you drive a car as your main mode of travel, which of the following changes would help encourage you to carshare with a neighbour? (if you already travel this way, what would encourage your neighbours to do so)

- [ ] More help finding car share partners who have similar work patterns
- [ ] Free taxi home if let down by car share partners
- [ ] More information on car sharing, i.e the cost saving benefits
- [ ] Other (please specify)

10. Which of the following would encourage you to cycle for journeys in the local area? (if you currently travel this way, which would you like to see the most)

- [ ] Safer, better lit cycle paths
- [ ] Improved crossing facilities for cyclists
- [ ] The introduciton of cycle lanes in the local area
- [ ] Other (please specify)

11. Which of the following would encourage you to use public transport (if you already travel this way, which would you most like to see)

- [ ] More frequent public transport services
- [ ] Better public transport links to and from your place of work
- [ ] The provision of more public transport information
- [ ] Improved facilties on public transport services, e.g. better quality of seating.
- [ ] Other (please specify)

12. Which of the following changes would most encourage you to undertake journeys on foot in the local area? (if you already travel this way, what would you like to see the most)

- [ ] Slower speed limits around your neighbourhood
- [ ] Wider footways
- [ ] The introduction of pedestrian safety features, e.g. guard railings.
- [ ] More traffic-free walking routes in the local area.
- [ ] Other (please specify)

13. Did you know your neighbourhood has an adopted Travel Plan?

14. Did you find the information provided in your Welcome Pack useful?

15. Are there any initiatives that would encourage you to travel more sustainably?

- [ ] Less crowded public transport services
- [ ] Better waiting areas for public transport
- [ ] Improved lighting around your neighbourhood
- [ ] Help when cycling in the local area
- [ ] Other (please specify)

16. Do you have any comments regarding your current travel habits and sustainable travel alternatives in the local area?

Contact

London
Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol
5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff
Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter
6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham
Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester
Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds
7 Park Row, Leeds LS1 5HD
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