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NOVEMBER 2020

Residential Development of
72 Apartments, Oozewood
Road, Royton

Residential Travel Plan

Prepared on behalf of:



BLACKMORES
PLANNING & DEVELOPMENT CONSULTANTS

Blackmores (D) Limited



Pentland House,
Village Way
Wilmslow, SK9 2GH
Company no: 11465973

0161 8264631
www.focusTP.co.uk

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Blackmores (D) Ltd are committed to the delivery of the Travel Plan at the Oozewood Road apartment site and will work with the future developer to provide all necessary funding and management support to deliver the initiatives and monitoring requirements set out within this document.

Signed on behalf of Blackmores (D) Ltd

Name: Position:

1.0 INTRODUCTION

1.1 Development Scheme and Planning Context

1.1.1 This Travel Plan has been prepared by Focus Transport Planning Ltd on behalf of Blackmores (D) Ltd to support new residential apartment development at the former Thornham Mill site, Oozewood Road, Royton, Greater Manchester.

1.1.2 Plans of the location of the development site are illustrated in **Figure TP1 & Figure TP2** to this Travel Plan document, with details of the residential scheme layout included as **Appendix TP1**. The scheme includes for 72 new residential apartments (11 * 1-bedroom units, 55 * 2-bedroom units & 6 * 3-bedroom units) and supporting internal highway infrastructure, car parking (87 spaces, made up of 69 basement spaces & 18 ground floor space) and landscaping. Vehicle access to the development is to be taken via a new two-way access connection to Oozewood Road to the south-western corner of the site frontage, along with other pedestrian access points to the main apartment building and surrounding grounds.

1.1.3 This document sets out the approach to be pursued for the delivery and operation of a Residential Travel Plan for the development, including the main sustainable development principles and those measures to be implemented to encourage trips to / from the site to be undertaken by alternative travel modes to the private car.

1.2 General Travel Plan Objectives

1.2.1 A Travel Plan is a general term for a package of measures and initiatives tailored to the requirements of individual sites and aimed at promoting more sustainable travel choices and reducing reliance on the private car. It involves the development of a set of mechanisms, initiatives and targets that together enable organisations and individuals to reduce the impact of their travel and transport on the local environment.

1.2.2 Travel Plans are about helping to achieve equity. They are not anti-car, but rather seek to ensure access opportunities for all - whether a person is disabled, has no access to the private car, or would simply prefer to travel on foot, cycle or public

transport. Travel Plans can be developed either specifically to address issues associated with individual buildings or development sites, or to form part of a wider strategy involving Local Authority initiatives and other surrounding developments. This Travel Plan concentrates on those measures that can be delivered specifically at the Oozewood Road residential site, with the principal aim being:

To minimise the need to travel to the site by private car, particularly single occupancy use and to provide opportunities for travel by alternative and more sustainable travel modes.

- 1.2.3 Blackmores (D) Ltd are committed to promoting sustainable transport solutions where appropriate and practical. It is within this context that this Travel Plan is produced. Any reduction in car trips achievable at the site should be viewed against the potential trip generation associated with the operation of the site without the support of Travel Plan measures.

1.3 Travel Plan Policy / Guidance

- 1.3.1 Travel Plans are secured through a policy framework that extends from the national through to local level when dealing with new development proposals.

National Policy / Guidance

- 1.3.2 The National Planning Policy Framework (NPPF) sets out the Government's broad policies and objectives for managing transport issues. Paragraph 111 of NPPF notes that all new development which generates a significant level of travel demand should be supported by a Travel Plan.
- 1.3.3 Specific guidance for the preparation of Travel Plans for new residential development has been prepared by the Department for Transport (DfT) and set out in the document "Making Residential Travel Plans Work: Guidelines for New Development". The DfT document identifies that should a Travel Plan be designed into the residential development from the beginning of the project, and if supported by a strong commitment to the measures and initiatives identified, then the Plan could be expected to deliver a wide range of benefits including:

- Reducing the need for car use, with benefits in terms of reduced traffic, congestion, air pollution and accidents;
 - Improving accessibility and travel choice for reaching local facilities;
 - Improving public transport provision / usage;
 - Complementing other nearby travel plans for local residential, commercial and employment schemes;
 - Improving access by the wider community to the residential development by sustainable modes of transport;
 - Representing good practice and providing a tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist;
 - Achieving more attractive environments that contribute to regeneration and renewal initiatives;
 - Increasing marketability of the development as more households seek to change their travel behaviour.
- 1.3.4 The DfT guidance notes that Travel Plans for larger residential developments (i.e. over 100 dwellings) are likely to achieve the greatest impact.

Local Policy / Guidance

- 1.3.5 Oldham Council encourages all businesses, organisations and residential developers to investigate the delivery of Travel Plans to support new and existing development schemes, with Policy 5 of the Joint Core Strategy ‘Promoting Accessibility & Sustainable Travel Choices’ identifying that substantive new development should be supported by both a Transport Assessment and a Travel Plan. The Core Strategy identifies that the primary aim of a Travel Plan is to shift trip making away from the need for car use, thereby reducing congestion, as well as promoting the benefits of active travel.
- 1.3.6 Guidance with respect to the design and delivery of Travel Plans identifies the following key elements to a successful Residential Travel Plan.
- Management and delivery of the Travel Plan being clearly identified.
 - The Travel Plan to be in place prior to occupation of residential dwellings.

- The Travel Plan to incorporate a package of suitable measures including appropriate site layout and design and the provision of public transport information at the outset.
- The Travel Plan to include for travel advice to residents on an ongoing basis if there is a management body.

1.4 Travel Plan Structure

1.4.1 In light of the relevant national and local Travel Plan policy / guidance outlined above, it is proposed that this Travel Plan is developed via a pyramid framework of measures and actions. The principles of this Travel Plan pyramid approach are illustrated in **Figure TP3**, with DfT guidance noting that the process should be built ‘from the ground up’, with each new layer building on the last.

1.4.2 The remaining sections of this report therefore consider the following matters, which are designed to build towards the identification of an effective Travel Plan approach for the residential site:

- Review of site location & accessibility audit;
- Key action framework for the delivery of the Travel Plan;
- Details of plan administration;
- Travel Plan initiatives to be implemented;
- Monitoring and enforcement measures.

2.0 SITE LOCATION AND ACCESSIBILITY AUDIT

2.1 Overview

2.1.1 The location of a development site underpins all aspects of accessibility, in particular its proximity to employee and community facilities, relationship with complementary land uses and the range of practical travel mode options available to site users.

2.1.2 This section of the Travel Plan report effectively examines Tier 1 of the DfT Travel Plan Pyramid, i.e. 'Site location and proximity to existing facilities and services'.

2.2 Site Location

2.2.1 The location of the residential site at Oozewood Road is illustrated in **Figures TP1 & TP2** to this report. These plans identify the site location in relation to the A671 Rochdale Road distributor road route and the existing surrounding mature residential areas of north-western Royton. The site itself, is an irregular shaped parcel of land bounded to the south by the alignment of Oozewood Road, the access road and car park to Thornham Works Business Centre to the east and existing residential properties, gardens & parking areas to the north and west.

2.2.2 Ultimately the residential site is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from residential development to be made by a range of sustainable alternative travel options to the private car. The site is located within a short walk of existing public transport connections and a range of everyday local facilities such as employment, shopping, education and leisure facilities are available within an appropriate walking and cycling distance.

2.2.3 The nature of local sustainable transport connections available within the immediate catchment of the site are summarised in the sections below.

2.3 Audit of Available Sustainable Transport Connections

Public Transport Accessibility

- 2.3.1 Closest available formal bus stops to residential site are located on A671 Rochdale Road to the east. The northbound bus stop is located circa 190m from the proposed main site vehicle and pedestrian access, with the southbound stop being circa 230m walking distance, i.e. well within the Chartered Institution of Highways and Transportation (CIHT) preferred maximum walk catchment to a local public transport stop from new development. Both of these local bus stops benefit from covered passenger shelters, bus boarder kerbs and service information boards / maps.
- 2.3.2 A plan of the available bus route connections serving these bus stops is illustrated in **Figure TP4** to this report, with details of service frequency summarised in **Table TP2.1** below.

Table TP2.1 - Available Bus Connections from Local Bus Stops on A671 Rochdale Road

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
402	Royton - Royal Oldham Hospital - Oldham - Derker	Hourly / Hourly / Every 2 hours (1030 - 1630)
409	Rochdale - Royton - Oldham - Ashton	Less than 10 minutes / 10 minutes / 20 minutes

- 2.3.3 The 402 service additionally operates as a 'hail & ride' service in a westbound direction along Oozewood Road to the residential site frontage before turning right into Kingston Drive & Kensington Avenue and forming a local 'loop' back onto the A671 Rochdale Road.
- 2.3.4 Review of the available bus services within a short walk of the residential site identifies regular high frequency connections to key destinations such as Rochdale, Ashton and Oldham, where connections can be made to other strategic destinations such as Manchester city centre. Furthermore, bus service 409 connects with the Metrolink service at the Oldham King Street Metrolink Stop, where regular frequent trams (every 10 minutes) to Rochdale / Shaw & Manchester can be accessed.

2.3.5 In addition to the above regular commercial bus services, the 795 (Middleton to High Crompton), 830 (Royton & Crompton School to High Crompton) and 831 (Thornham to North Chadderton School) school bus services also operate from the bus stops on Rochdale Road. The site is also located within the service area covered by Local Link demand responsive buses associated with the nearby Kingsway employment area.

Walking & Cycling Accessibility

2.3.6 In addition to the above identified local public transport connections, the site also provides the opportunity for easy access to a range of local services by foot or cycle. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an ‘acceptable’ walking distance to community facilities and shops, with 1.2km representing a ‘preferred maximum’. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to / from school.

2.3.7 **Figure TP5 and Figure TP6** illustrate suitable walking catchments from the site and demonstrate that a range of ‘everyday’ type destinations lie within a convenient and practical walking distance, including:

- Royton local centre,
- Local convenience food shopping,
- Take-aways;
- Medical facilities;
- Primary and secondary schools;
- Leisure facilities, parks and countryside.

2.3.8 National Planning Guidance also notes that cycling has the potential to substitute for short car trips - particularly those journeys of less than 5km or which could form part of a longer journey by public transport. The location of the residential site allows for good cycling access to a range of local areas including Shaw, Oldham, Chadderton and southern parts of Rochdale (**Figure TP7**).

2.3.9 A plan of available dedicated local cycle infrastructure to the site (as identified by TfGM) is illustrated in **Figure TP8**. The site frontage section of Oozewood Road is identified as a ‘advisory / suggested on-road’ cycle route and provides links to further local cycle friendly roads such as Fir Bank Road and Kingston Drive for onward cycle connections.

3.0 IMPLEMENTATION OF THE TRAVEL PLAN - KEY ACTION FRAMEWORK

3.1.1 The development and operation of a Residential Travel Plan at the Oozewood Road site will be delivered over a number of key stages. These stages are described in the remaining sections of this document and cover the identification of base travel trends to the site (from the analysis of resident questionnaire data following occupation of the site), to the implementation of Travel Plan measures / initiatives, and the monitoring of the effectiveness of the Plan.

3.1.2 The identified key stages for the development of the Travel Plan are as follows:

- A. Preliminary assessment of travel behaviour of residents (to be undertaken following occupation of 45 dwellings at the site);
- B. Plan administration through the selection and appointment of the Travel Plan Co-ordinator, i.e. Tier 3 of the DfT Travel Plan Pyramid ‘Implementation and development of the Travel Plan’;
- C. Identification of a range of measures and initiatives to encourage sustainable travel, i.e. Tier 4 of the DfT Travel Plan Pyramid ‘Services and facilities’;
- D. Monitoring of the effectiveness of the Travel Plan and revision where appropriate on a regular basis, i.e. Tier 5 of the DfT Travel Plan Pyramid ‘Marketing & promotion, awareness raising, monitoring and review’.

3.1.3 **Figure TP9** to this report further illustrates the key intermediate stages of this implementation programme.

4.0 RESIDENTIAL TRAVEL PLAN ADMINISTRATION

4.1 Introduction

4.1.1 The development and implementation of a Residential Travel Plan for the site will be the responsibility of the final site developer.

4.1.2 Management of the Travel Plan process will be achieved through the early identification of a suitable person as the Travel Plan Co-ordinator (TPC). The TPC role will be key to the delivery of a successful Travel Plan at the site. In the first instance and prior to construction of the site, the initial site TPC role will be carried out by Ian Sharrock of Blackmores (D) Ltd (ian@blackmores-d.co.uk), as promoting agent for the scheme. Responsibility for the final delivery of the Travel Plan will ultimately be transferred to the final site developer or an appropriate Transport Planning Consultancy, with the details of this formal change in responsibility provided to the Oldham Council Travel Plan officer and Transport for Greater Manchester (TfGM) at the appropriate time.

4.1.3 Once appointed, the site TPC will act as the main contact for the Travel Plan and will be responsible for organising the delivery of Travel Plan measures, involving new residents in plan initiatives and monitoring the effects of plan implementation. A review of the duties and responsibilities of the TPC are set out below.

4.2 Duties and Responsibilities of the Travel Plan Co-ordinator

4.2.1 The TPC will act as the main liaison between the residents of the development and Oldham Council Travel Plan officer with respect to travel and transport matters at the site. The TPC will also act as the first point of contact for residents in all matters regarding travel and the management of physical travel measures within the development curtilage and connecting to the site.

4.2.2 The key roles and responsibilities of the TPC will be as follows:

- Manage the implementation of the Travel Plan.

- Review physical infrastructure provision on site and ensure that it is fit for purpose and delivered to an adoptable standard.
 - Liaise with public transport operators and the Oldham Council Travel Plan officer to ensure up-to-date transport information is available.
 - Monitor travel patterns at the site.
- 4.2.3 The TPC will be able to delegate some duties to other suitable nominated persons or organisations, as required, but would retain overall responsibility for all matters relating to the operation of the Travel Plan. A schedule of duties is provided in **Appendix TP2** to this framework document. This schedule effectively represents an ‘Action Plan’ for the delivery of the Travel Plan to support the development.

4.3 Key Travel Plan Administration Tasks

- 4.3.1 As part of the on-going operation of the Travel Plan the following key administrative tasks will be undertaken by the TPC:
- Informing the Oldham Council Travel Plan officer of the contact details of the TPC at the formal inception of the Plan and the updating of this information should the TPC role be transferred to an alternative staff member or consultancy service during the lifetime of the Plan.
 - Manage a key contacts file of appropriate personnel at other organisations such as Oldham Council, TfGM, relevant Public Transport Operators, etc.
 - Develop a suitable ‘New Buyers Welcome Pack’ to be supplied to all new residents at the site (see illustrative example included as **Appendix TP3**). This Welcome Pack should be available to be supplied to new residents at or before their moving-in date and the contents reviewed on a six-monthly basis to ensure that information is appropriate and up to date.

- Maintain a travel noticeboard at the site to include up-to-date travel information, public transport timetables, maps and details of travel initiatives such as National Cycling Week, healthy living information, etc.

- Manage the Travel Plan budget and prepare regular Travel Plan Performance reports in line with the monitoring / reporting schedule set out in section 6 to this document.

5.0 RESIDENTIAL TRAVEL PLAN OPERATION

5.1 Introduction

5.1.1 The aims of Tiers 4 and 5 of the Travel Plan Pyramid seek to establish the measures and initiatives to be implemented on site to reduce the level of dependency on the private car and to determine how their operation / effectiveness can be promoted and monitored. The following section of this document outlines those Travel Plan measures to be promoted and implemented at the residential site.

5.1.2 The Travel Plan is proposed to be delivered as part of a three-stage process:

- ‘Physical’ site works which would be provided on site as part of the delivery of the Lowton residential development (section 5.2).
- ‘Operational’ measures which would be introduced to improve accessibility / encourage sustainable travel patterns (section 5.3).
- Monitoring of the implementation and success of Travel Plan initiatives (section 6).

5.2 ‘Physical’ Travel Plan Measures

5.2.1 The core ‘physical’ elements of this Residential Travel Plan are as follows:

- The provision of suitable walking & cycling routes within the development site area and connections to the immediate local highway network and surrounding footways. The main vehicle access to the site from Oozewood Road includes for formal security gates to the site driveway and a parallel pedestrian access gate. Other pedestrian access points (with security features) will be available linking to Oozewood Road.
- A number of dedicated secure and covered resident cycle parking areas located around the site (including basement zone), providing for a minimum combined cycling parking supply of 74 bikes (representing 1 cycle parking space per

apartment). Additional visitor cycle parking spaces to be provided to the Oozewood Road frontage of the site, adjacent to key building access points.

- The provision of a travel noticeboard / carousel within the main development public vestibule area providing details of local public transport timetables, local connections, walking / cycle maps, etc. It is anticipated that a noticeboard would also be provided during the site construction / management phases at the sales / site office to demonstrate to prospective residents the locational advantages of the development and available opportunities for use of alternative travel modes to the private car.

5.3 Operational Travel Plan Measures

5.3.1 For ease of reference, operational travel plan measures to be implemented to support the residential site have been grouped under the following key sub-headings:

- Encouraging efficient car use;
- Encouraging increased use of public transport;
- Encouraging increased use of walking; and
- Encouraging increased use of cycling.

5.3.2 Available initiatives under each heading should be promoted to residents via the contents of the “New Buyers Welcome Pack”. It is anticipated that this pack will be a useful tool in promoting the goals of the Travel Plan and encouraging sustainable travel options and should comprise:

- Information on the objectives of the Travel Plan;
- Short introductory note to explain why the Travel Plan has been produced and detailing key contacts, including the details of the Travel Plan Coordinator role; and,
- Demonstration of site accessibility and available local sustainable connections to local shops and services within promotional information supporting the development of the site, e.g. websites, development PR material, etc.
- Details of local bus service timetables.

- A map showing local cycle routes.
 - Links to a 'car cost calculator', providing information on the full cost of car use.
 - Details of links to other information sources to allow efficient journey planning and ticketing information.
- 5.3.3 An illustrative example of this Welcome Pack is included as **Appendix TP3** to this report.
- 5.3.4 Personalised Journey Planners can be one of the most effective way of reducing car travel and encourage use of sustainable modes. This initiative is most effective for those who currently travel by car and have no constraints to travel by sustainable modes. Traveline can provide support with personal journey planning to and from the site (www.traveline.info), with details of links to this website resource being promoted via the Welcome Pack.

Encouraging Efficient Car Use

- 5.3.5 Provide a copy of the book 'Cutting Your Car Use - Save Money, be Healthy, be Green' (Semlyen, A. & Scheffler, A., 2012) in support of the New Buyers Welcome Pack. This book can be bulk purchased by the site TPC through Green Books (01803 863260 or www.cuttingyourcaruse.co.uk).
- 5.3.6 Promote information encouraging residents to explore free car sharing / lift sharing schemes such as liftshare.com. Depending on the results of future site travel surveys, where the potential demand for car sharing will be further investigated, it may be appropriate for the site TPC to consider the setting up of a specific car share scheme for residents of the residential site.
- 5.3.7 Almost every type of goods are now available through online retailers, including 'everyday' requirements such as food shopping. In addition, bulky household goods are available to purchase online from electrical retailers which typically already require home delivery. Home shopping allows competitive price comparison, potentially saving car journeys to a variety of retail / outlets. It is known that Tesco & Asda operate delivery schemes in the Royton area. The internal site design

of the residential scheme provides a dedicated short-stay delivery vehicle parking area within the site for use for authorised delivery trips.

Encouraging Increased Use of Public Transport

5.3.8 Provide details of website links where public transport maps or timetables can be viewed and downloaded:

- www.tfgm.com/public-transport/bus
- www.tfgm.com/public-transport/network-maps-region.

5.3.9 Promote information relating to websites for access to online public transport information such as (www.tfgm.com/public-transport/bus), online bus journey planners (e.g. www.my.tfgm.com/plan-a-journey/ & www.traveline.info) and the National Rail website for on-line rail journey planners (www.nationalrail.co.uk).

5.3.10 Provide further information to residents regarding the Traveline phone service (0871 200 22 33) for up to date ‘real time’ travel information and advice.

5.3.11 Details of local taxi firms will be provided within the Welcome Pack (e.g. Royton Cars 0161 652 7373, Borough Taxis 0161 624 2448).

Encouraging Increased Use of Walking

5.3.12 Provide information / maps about the local footpath network and the range of local shops and services available within a suitable walking catchment of the residential site.

5.3.13 Promote information regarding the health benefits of walking, such as details of the ‘Walking the Way to Health’ scheme.

Encouraging Increased Use of Cycling

- 5.3.14 Provide a copy of the book 'Cycling to Work: A Beginners Guide' (McMullen, M., 2007) in the New Buyers Welcome Pack. The site TPC will source a pdf copy of the book for inclusion (see **Appendix TP4** to this document).
- 5.3.15 Provide a copy of the TfGM Oldham & Rochdale area cycle maps to new residents or details of website links where such maps can be downloaded. (www.tfgm.com/cycling/cycle-maps)
- 5.3.16 Promote events such as National Bike Week where families, students and commuters are encouraged to leave their cars at home and try cycling for local journeys.

5.4 Plan Implementation

- 5.4.1 The development and operation of the residential Travel Plan for the residential site will be funded by the final site developer.
- 5.4.2 All measures identified within sections 5.2 & 5.3 to this report will be demonstrated to be available at the date of first occupation of apartments at the site.
- 5.4.3 A suitable Travel Plan operating budget will be set aside by the site developer to assist the delivery of the Travel Plan over the initial five-year period post opening of the scheme. This budget will be utilised to fund initiatives which relate to the residential site, and could include typical travel plan administration tasks such as the design and production of publicity material, maintenance of on-site sustainable travel infrastructure (Travel Plan Noticeboard, walking routes, signage etc.) and the production of site-specific travel information.

6.0 MONITORING PROGRESS

6.1 Introduction

6.1.1 In order to gain an understanding of the influence of the Travel Plan and to measure the Plan's progress in encouraging sustainable travel patterns, monitoring of resident travel trends at the site will be undertaken at regular intervals, with a view to the site meeting appropriate voluntary Travel Plan targets.

6.1.2 **Section 1** to this report identifies that the key objectives of a Residential Travel Plan are to reduce car journeys to / from development and to encourage increased use of a wider range of more sustainable travel modes. Targets for the Travel Plan at Lowton are therefore focussed on this key objective, and have been designed to be 'SMART', i.e.

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

6.2 Schedule of Monitoring

6.2.1 Information on mode choice, car occupancy, etc. will be regularly surveyed by the TPC as part of a programme of data collection exercises. It is proposed that regular surveys are undertaken over the next five years to identify any changes in travel trends as a result of the implementation and continued running of the Travel Plan when compared to the baseline position at site occupation.

6.2.2 A travel survey of residents (questionnaire) will therefore be organised by the TPC at set intervals following Travel Plan implementation, with results being submitted to the Oldham Council Travel Plan officer within two months of survey completion - as part of the preparation of a Travel Plan Performance Report (see Section 6.4).

6.2.3 It is proposed that the first Travel Survey exercise is undertaken following occupation of 45 apartments on site and comprise of a Travel Questionnaire, similar to the template questionnaire provided in **Appendix TP4**. The final format of the Travel Questionnaire would ultimately be agreed with the Oldham Council Travel Plan officer prior to the carrying out of the survey exercise.

6.2.4 Further Travel Surveys would be undertaken post the initial site survey in line with the timetable set out below:

- Every two years following the initial annual review.

6.3 Travel Plan Targets

6.3.1 As baseline residential travel trends for the development are not available at the time of preparation of this Travel Plan, a temporary target to seek to reduce car use at the site at a level 5% below existing background travel trends for the immediate local area (based on 2011 census travel trends) has been set. 2011 census travel trends for ‘journey to work’ movements with a home origin within the immediate vicinity of the site (i.e. Oldham Census Super-Output Area 004), identifies the following mode share:

Table TP6.1 - Recorded Journey to Work Modal Split Proportions from the 2011 Census

Travel Mode	Mode Share
Work mainly at or from home	8.6%
Train	0.6%
Bus, minibus or coach	9.4%
Taxi	0.3%
Motorcycle, scooter or moped	0.6%
Driving a car or van	67.5%
Passenger in a car or van	5.4%
Bicycle	1.0%
On foot	6.4%
Other method of travel to work	0.2%

6.3.2 Review of the 2011 Census data suggests that an initial target for this Travel Plan would be to reduce car driver levels to circa 64% of work-related travel requirements - with a corresponding increase in walking, cycling and public transport use.

6.3.3 Following the completion of the first Travel Survey exercise, it is proposed that this preliminary target is reviewed and that appropriate SMART targets are set in liaison with the Oldham Council Travel Plan officer and based upon the recorded site-specific baseline data. Any revised target will be referenced in subsequent Travel Plan Performance Reports.

6.3.4 Progress towards targets will be monitored via regular update surveys (see para 6.2.3), with short term targets acting as a guide to the general progress of Travel Plan initiatives.

6.3.5 Should it become clear that targets will not be achievable, or indeed have already been achieved, then they should be reviewed in conjunction with the Oldham Council Travel Plan officer and new objectives set.

6.4 **Review Procedure**

6.4.1 Review of the operation of the Travel Plan will be undertaken by the site TPC every year in discussion with the Oldham Council Travel Plan officer and based on the results of the identified monitoring (travel survey) programme where relevant. The review shall assess the progress of the Travel Plan with respect to targets and consider the take up / effectiveness of individual measures. This annual review may identify areas within the Travel Plan which require changes or modification.

6.4.2 To assist the review process, the site TPC will prepare a short Travel Plan Performance Report for submission to Oldham Council. It is envisaged that this report would be prepared annually for the first three years and every two-years thereafter and would comprise the following:

- The results of the most recent travel surveys (where relevant) with respect to targets;
- Review of the general effectiveness of current initiatives within the Travel Plan;
- Those measures within the Travel Plan which are proposed to be continued into the next year / those measures to be dropped; and,
- Details of any new travel initiatives to be pursued at the site.

- 6.4.3 The results of relevant travel surveys and the key findings of the Travel Plan Performance Report will be summarised for presentation to site residents via the Travel Noticeboard.





Figure TP1

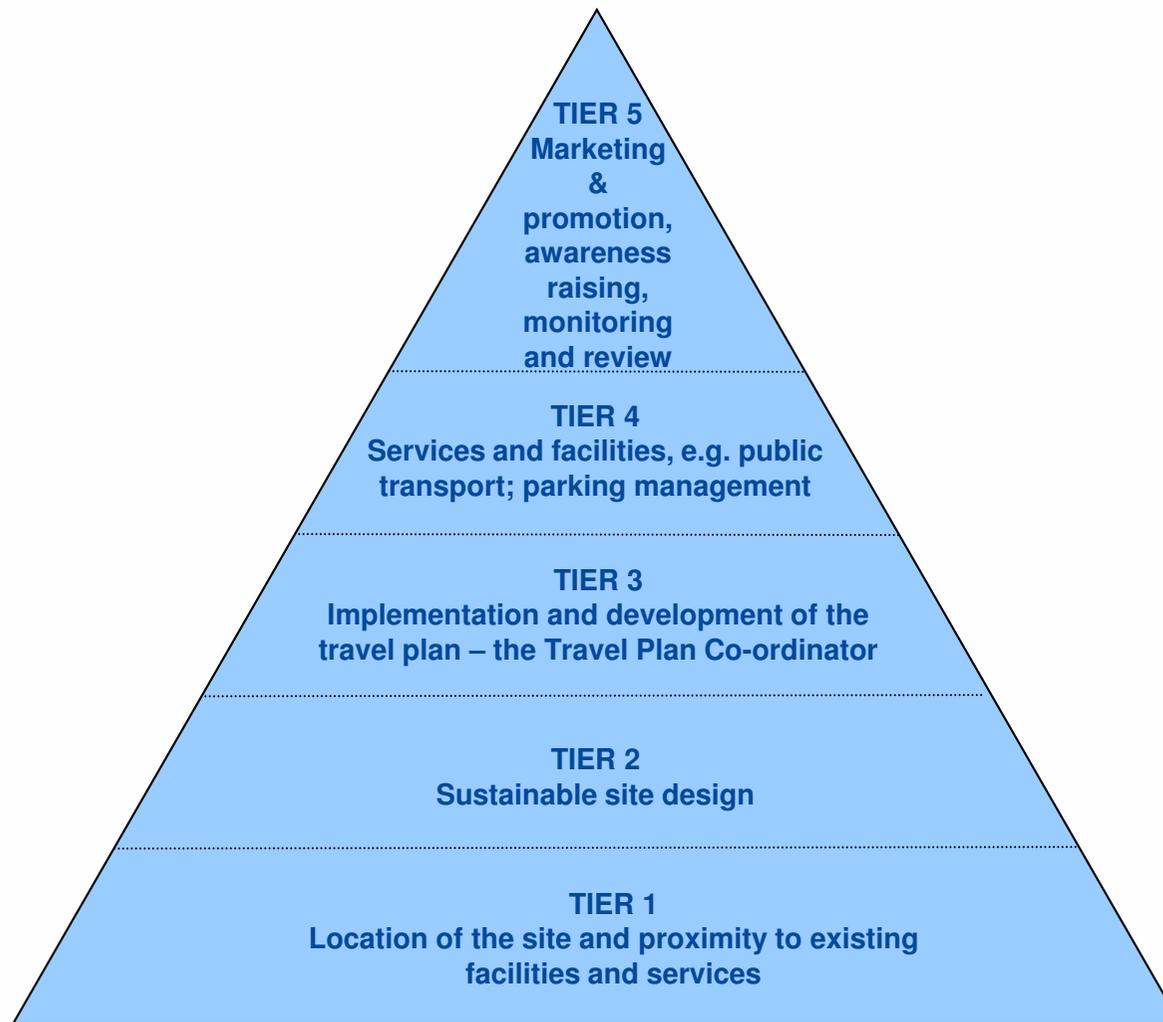
Site Location: Wider Context

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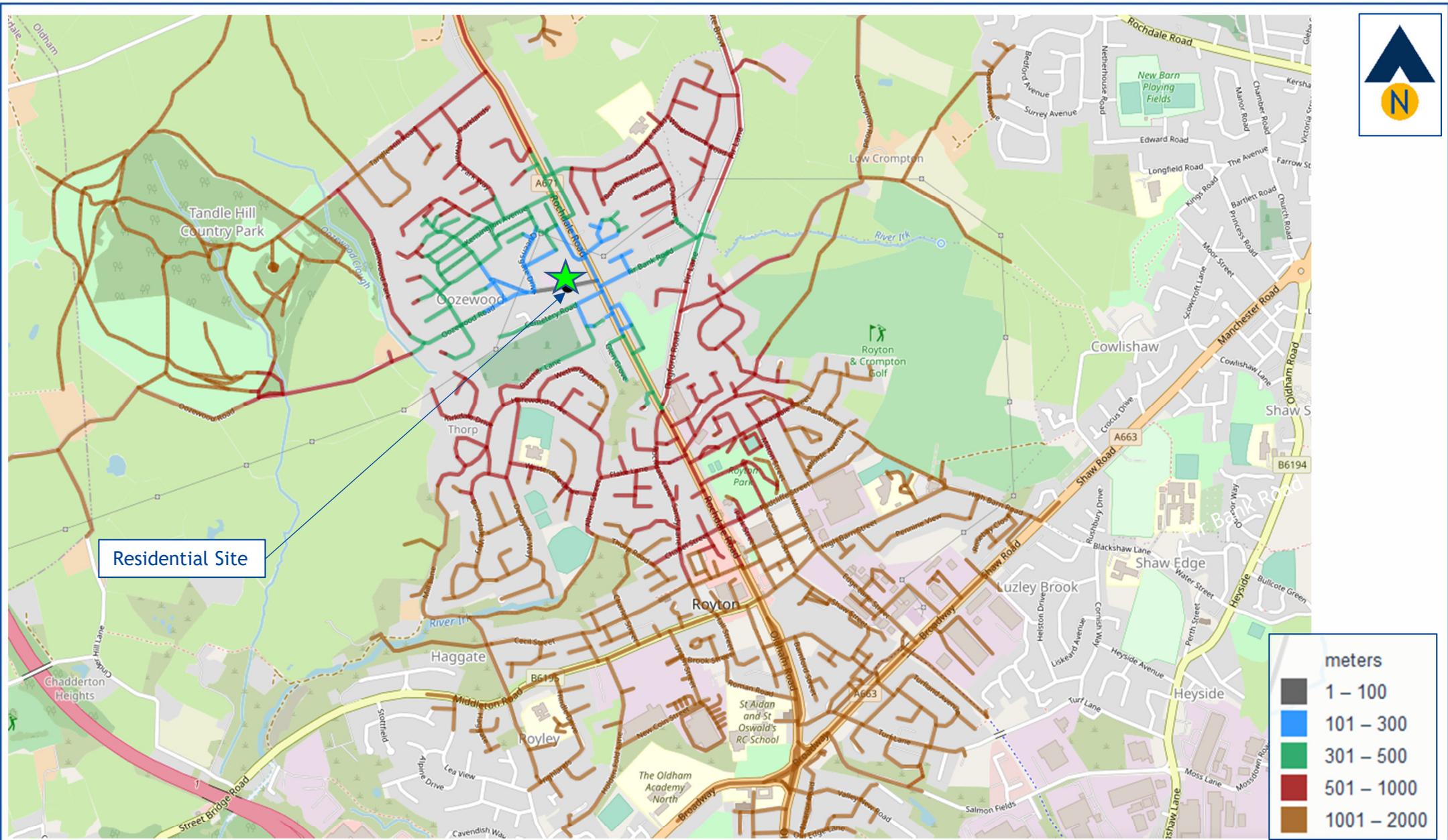
72 Residential Apartments, Oozewood Road

November 2020

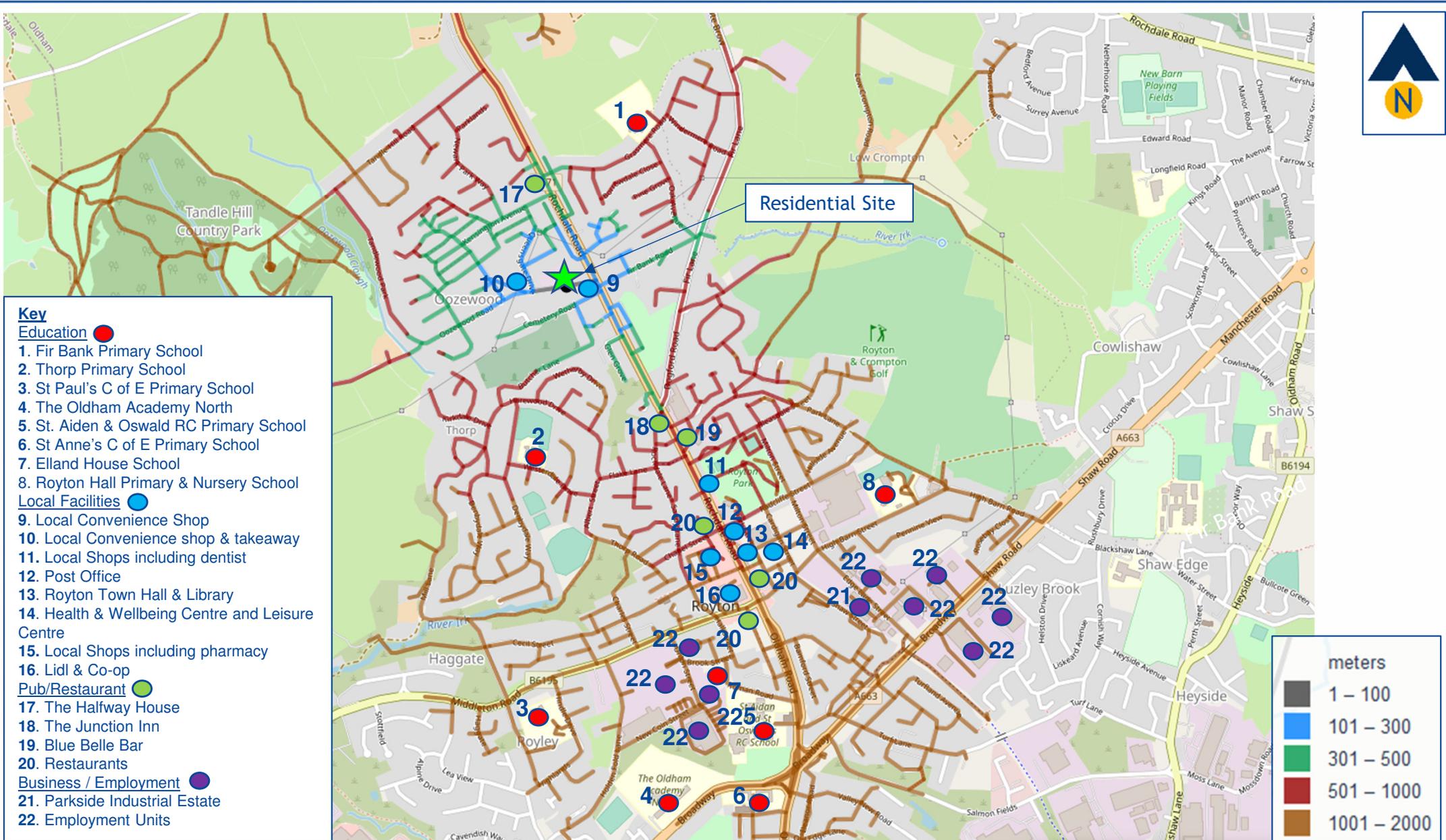








Residential Site



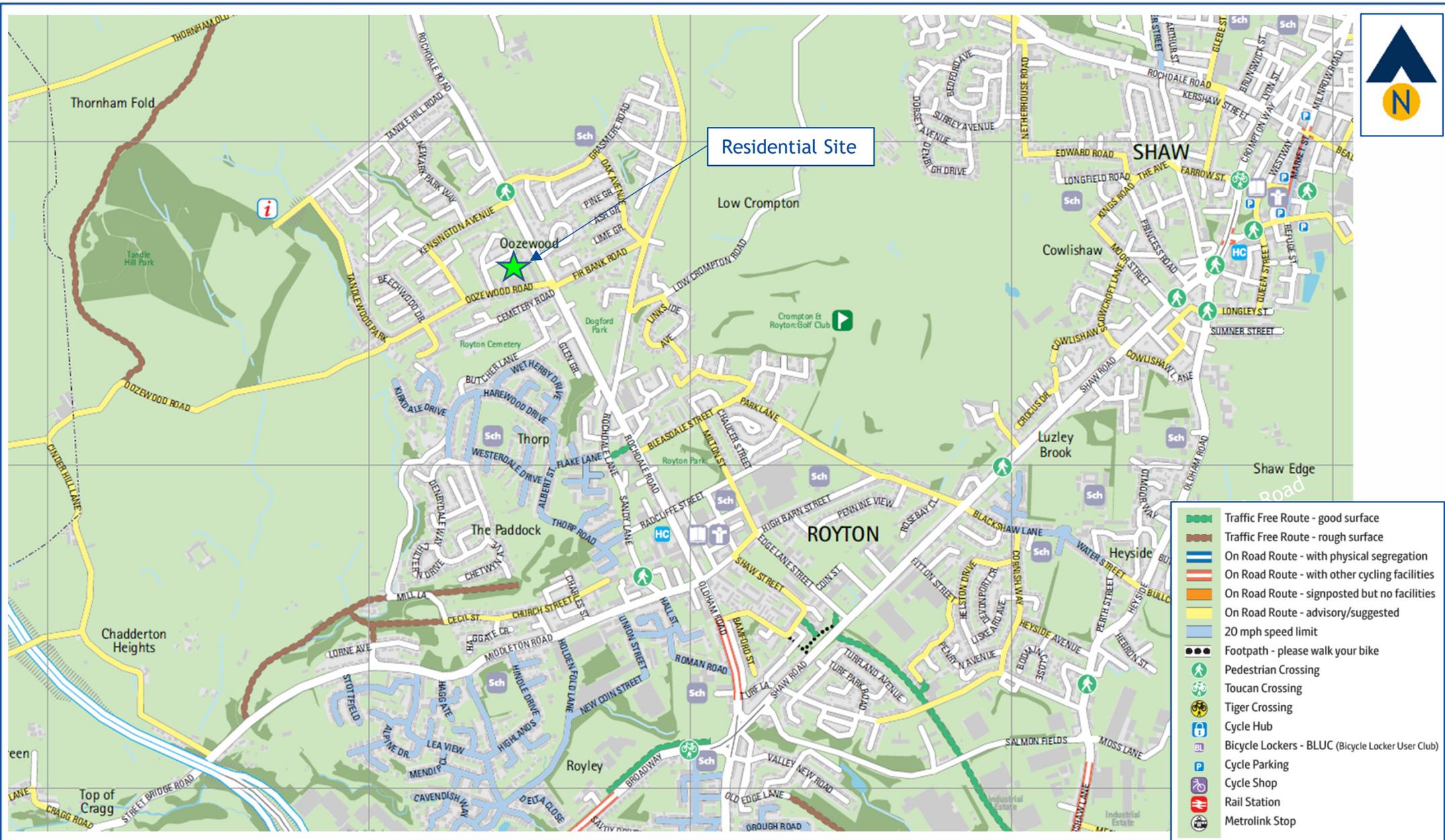


Figure TP8

Available Local Cycling Infrastructure and Identified Quiet Cycle Routes to the Site

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72 Residential Apartments, Oozewood Road

November 2020

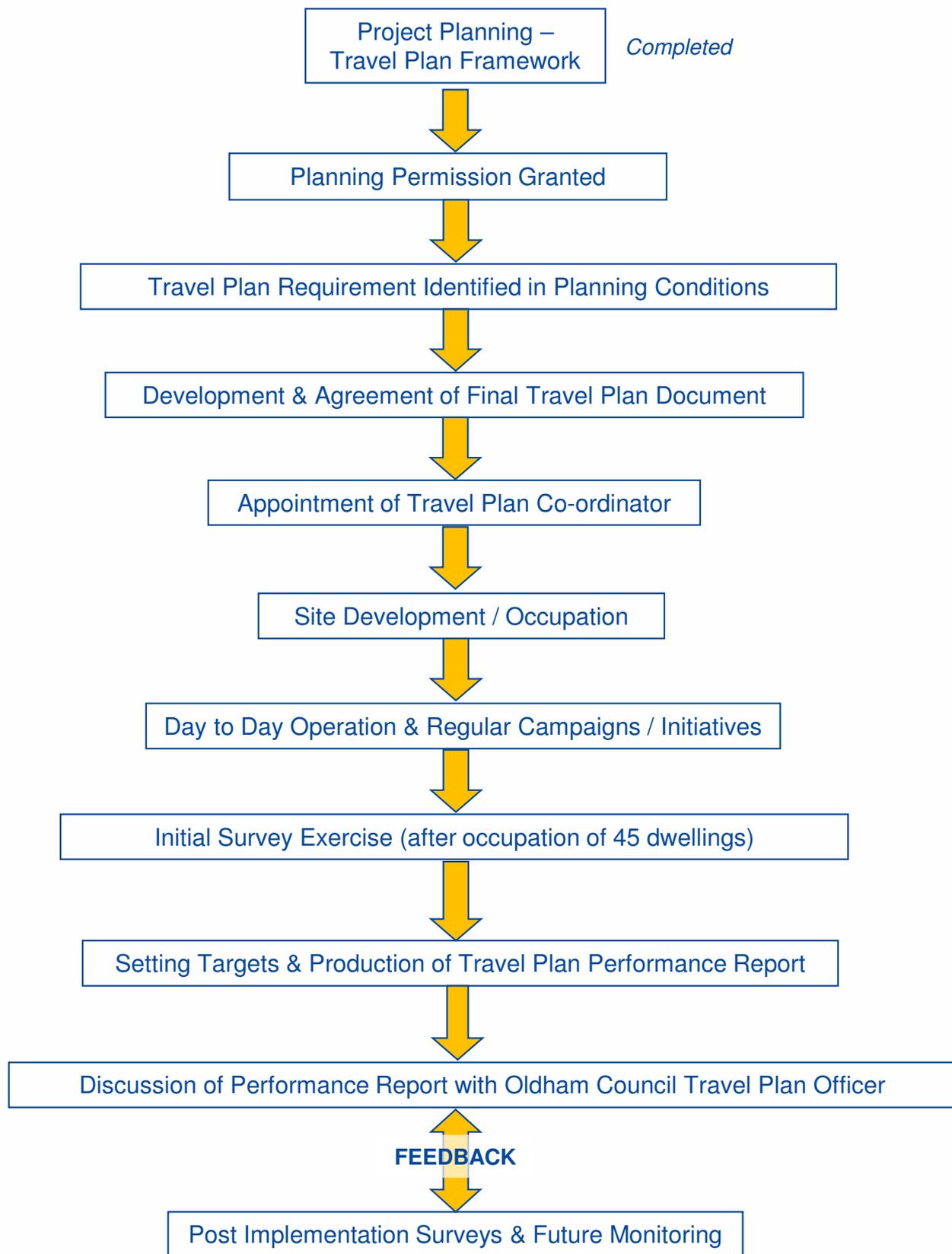


Figure TP9 Travel Plan Implementation Programme