

Oldham Leisure Centre
Final Framework Travel Plan
Report



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Final Framework Travel Plan

Report

JMP Consultants Limited
Blackfriars House
Parsonage
Manchester
M3 2JA

T 0161 831 5600
F 0161 831 5601
E manchester@jmp.co.uk

www.jmp.co.uk

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Prepared by Michael Raynor

Verified Sam Denby

Approved by Sam Denby

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Contents

1	INTRODUCTION	1
	Background.....	1
	Travel Plan Approach	1
	Scope of the Report.....	2
2	POLICY CONTEXT	3
	Overview.....	3
	National Policy.....	3
	Local Policy.....	3
	Summary	5
3	OVERVIEW OF EXISTING CONDITIONS.....	6
	Site Description	6
	Public Transport	6
	Cycling and Pedestrian Access	8
	Conclusions	8
4	DEVELOPMENT PROPOSALS	9
	Introduction	9
	Development Proposals	9
	Car Parking Facilities.....	9
	Cycle Facilities.....	9
5	TRAVEL PLAN OBJECTIVES AND MEASURES.....	10
	Introduction	10
	Travel Plan Objectives.....	10
	Travel Plan Targets	10
	Travel Plan Coordinator.....	11
	Travel Plan Measures – To Reduce Car Use.....	12
	Travel Plan Measures - To Promote Public Transport.....	12
	Travel Plan Measures - To Promote and Facilitate Cycling and Walking	12
	Provision of Travel Information.....	13
6	TRAVEL PLAN MANAGEMENT, DEVELOPMENT AND MONITORING.....	14
	Management.....	14
	Development.....	14
	Monitoring	15
7	CONCLUSION.....	1

Tables and Figures

Table 3.1	Local Buses serving Middleton Road.....	7
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Table 3.2 Local buses serving Manchester Street bus stop	7
Table 6.1 Travel Plan Action Plan	1

Figure 1.1 Site Location Plan

Figure 3.1 1km and 2km Site Isochrones

Figure 3.2 5km Cycling Isochrones

1 Introduction

Background

1.1 JMP Consultants Limited [JMP] have been commissioned by Oldham Council to prepare a framework travel plan [FTP] to support a planning application relating to the development of a new leisure centre in Oldham, Greater Manchester. The proposed site location is presented in **Figure 1.1**.

1.2 The leisure centre will consist of:

- 25m 8 lane Swimming Pool;
- Learner Pool;
- Cafe;
- 8 court sports hall;
- Fitness gym;
- Exercise/Dance studios;
- Changing rooms; and
- 4 rink indoor bowls.

The total GFA of the site = 6,489m²

1.3 The site is located in Oldham town centre and is accessible from Eagle Street off Middleton Street. This provides a link to Chadderton and Middleton in the West and entry onto the A62 which provides access to Manchester in the south.

1.4 The site was previously occupied by:

- A foodstore;
- Youth centre;
- Health Centre;
- 2 x public houses; and
- Central Clinic.

1.5 All of the above sites have now been demolished and cleared to make way for future development. The above land uses were operational up to 2012.

Travel Plan Approach

1.6 Travel plans are an increasingly important tool in order to facilitate sustainable development. Together with transport assessments, they provide the mechanism for assessing and managing access to sites.

- 1.7 The benefits of a travel plan will include an increased choice of transport mode, reduced journey times, and money savings for residents and visitors. The local environment will benefit from improved air quality, and less congestion and noise.
- 1.8 Developing and implementing a travel plan should be a dynamic process, subject to a continuous cycle of action monitoring review. To help give it direction and focus, it is important to set out objectives and targets for both the developer and the occupiers.

Scope of the Report

- 1.9 This travel plan has been produced in 7 sections including this introduction.
- Section 2 highlights the policy background to this travel plan;
 - Section 3 provides an overview of the existing conditions at the site;
 - Section 4 details the development proposals;
 - Section 5 details the travel plan objectives and measures;
 - Section 6 discusses the management, development and monitoring of the travel plan; and
 - Section 7 contains the conclusions.

2 Policy Context

Overview

- 2.1 This section of the report looks at the principles of the development proposal within the context of relevant transport and planning policy at national and local levels. It sets a framework within which development should be delivered, with the promotion of sustainable modes over single occupancy use of the private car.

National Policy

- 2.2 The National Planning Policy Framework [NPPF] identifies that travel plans are a key facilitator in ensuring that new developments encourage the use of sustainable travel modes for the movement of goods and people.
- 2.3 The NPPF states that local planning authorities should support development that encourages the use of sustainable transport modes. This is especially the case with developments generating significant movements, where the need to travel should be minimised and the opportunities to use sustainable transport modes should be maximised.
- 2.4 New developments should be located and designed so that cycling and pedestrian movements should be prioritised and there is access to a high frequency public transport service.
- 2.5 Planning policies for large scale developments should promote a mixture of land uses to reduce journey lengths to key sites of employment, education, retail and leisure.

Local Policy

City of Manchester Core Strategy

- 2.6 The City of Manchester Core Strategy was adopted in July 2012. The following policies are relevant in considering the application proposals:

Policy T 1 Sustainable Transport

- 2.7 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
 - Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
 - Improve pedestrian routes and the pedestrian environment.
 - Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

2.8 Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

- pedestrians and disabled people,
- cyclists, public transport,
- commercial access,
- general off peak traffic,
- general peak time traffic.

Policy T 2 - Accessible areas of opportunity and need

2.9 The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Greater Manchester Third Local Transport Plan

2.10 The Greater Manchester Third Local Transport Plan [LTP] was developed by Transport for Greater Manchester [TfGM] in 2011 and encompasses the entire Greater Manchester area. The document provides a plan of how local transport will be developed and improved within the Greater Manchester area over the period 2011 to 2016.

2.11 Greater Manchester is an important driver of economic development within the region, accounting for 40% of the North West's total productivity. An extensive, safe, integrated transport network is therefore essential to support and encourage economic development within the region; the LTP therefore contains both a long term strategy and short-term implementation plan to ensure this development continues and is undertaken in the most sustainable way.

2.12 One of the key objectives in relation to sustainable development is identified as:

“developing an integrated approach to the transport network and travel demand management that helps to support lower carbon travel across Greater Manchester.”
(Page 12)

2.13 This will, in part, be achieved through supporting the development of travel plans and encouraging travel by more sustainable modes by informing users of the range of options available to access.

2.14 Where possible, initiatives will be undertaken to ensure that all new developments make best use of walking, cycling and public transport routes. Cycle and pedestrian infrastructure will be provided at new developments, including leisure facilities, to support this objective. Initiatives to encourage the use of public transport to new developments will also be undertaken.

2.15 The plan goes on to identify that the main town centres are well placed to benefit from the existing concentration of activity and good accessibility. This should make any development in these locations ideally situated to benefit from these good transport and accessibility links.

Summary

- 2.16 The above policy review identifies that the proposed development on the former supermarket site is compliant with the main objectives and policies outlined within both national and local transport policies.
- 2.17 The proposed development satisfies the key objectives within NPPF by being able to promote more sustainable transport choices to access the site, thus reducing the reliance on the use of the private car.
- 2.18 Access on foot, cycle and public transport is discussed in detail later in this report.

3 Overview of Existing Conditions

Site Description

- 3.1 The site occupies a prominent location, which is visible from the highway connections of the A669 Middleton Road.
- 3.2 The eastern site boundary is formed by Eagle Street. The southern boundary is delineated by a Manchester Road. The western boundary to the site is formed by Booth Street. The northern boundary is marked by the A669 Middleton Road.
- 3.3 The A669 Middleton Road provides links to both Oldham Town Centre and the A627 Oldham Way. These linkages connect the site to the surrounding residential areas of Chadderton, Featherstall, Hathershaw etc. as well as further north/south to the outlying areas of conurbation. The A669 is of a high standard, single lane all-purpose construction.
- 3.4 The two vehicular access points to the site are available from the A669 via existing priority controlled all-movements junctions. These are available from the A669's junctions with Cannon Street and Eagle Street.

Public Transport

Bus

- 3.5 Department for Transport guidelines (*Planning for Public Transport in Developments, IHT, 1999*) state that for a bus to be a viable option for most people, a bus stop or station must be located within 400m of the site.
- 3.6 There are several bus stops located within this threshold. The nearest bus stop is on Middleton Street, 60m from the site. Other nearby bus stops include Manchester Street (240m) and King Street (200m).
- 3.7 The Middleton Street and Manchester Street bus stops travelling out of Oldham have access to shelter with associated seating. The King Street bus stops have bus shelters with seating and timetable information. Furthermore Oldham bus station is located only 250m away and acts as a key transport hub in the local area for bus services to areas throughout Greater Manchester.
- 3.8 **Table 3.1** and **3.2** shows the services from Middleton Road and Manchester Street bus stops, the origins and destinations and the frequency of service during weekday morning and evening peaks as well as Saturday and Sunday peak periods.

Table 3.1 Local Buses serving Middleton Road

Service	Origin	Destination	Weekday Frequency			Saturday Peak (12-1pm)	Sunday Peak (12-1pm)
			AM Peak	Afternoon (12-1pm)	PM Peak		
58	Rochdale	Middleton	3	3	3	3	-
59	Rushcroft	Manchester	4	4	4	4	-
415	Middleton	Oldham	3	3	3	3	1
Total			10	10	10	10	1

3.9 The frequency of services operating from Manchester Street bus stop can be seen in **Table 3.2**.

Table 3.2 Local buses serving Manchester Street bus stop

Service	Origin	Destination	Weekday Frequency			Saturday Peak (12-1pm)	Sunday Peak (12-1pm)
			AM Peak	Afternoon (12-1pm)	PM Peak		
81	Derker	Manchester	3	3	3	3	2
81A	Holts	Manchester	3	3	3	3	2
83	Sholver	Manchester	6	6	6	8	4
Total			12	12	12	14	8

3.10 As can be identified from **Table 3.1** and **Table 3.2**, there are a significant number of bus services that provide access to the site from the surrounding areas. As these routes permeate the local residential areas, as well as providing opportunity to interchange for services that access other areas, the bus can be considered a viable alternative to car use for many people within the surrounding conurbations.

Metrolink

3.11 To the east of the site, approximately 1.3km away (approximately 16 minutes walking distance) is Oldham Mumps Metrolink station. This is a temporary stop whilst Phase 3B of the Metrolink expansion plan is carried out. The project is expected to be completed in 2014 and will provide Oldham with 3 central tram stops (Oldham Central, Oldham Mumps and Oldham King Street). The services from the current temporary station extend the connectivity of the site by providing a direct connection to Manchester Victoria and Rochdale.

3.12 The direct services to Rochdale and Manchester Victoria offer 4 trams an hour, whilst connections to other destinations across Greater Manchester including East Didsbury, Altrincham and Droylsden are easily accessible in central Manchester.

Cycling and Pedestrian Access

Pedestrian Facilities

- 3.13 **Figure 3.1** displays 1km and 2km walking isochrones which details the areas located within these distances from the site. These clearly show the large residential catchment areas which can be accessed easily by most people on foot including Chadderton and Featherstall.
- 3.14 The surrounding areas have relatively good quality footways provided along Manchester Street and along the A668 Middleton Street leading onto Eagle Street and Cannon Street. They have with dropped kerbs however the pavements lack tactile paving at crossing points. Eagle Street possesses narrow footways to access the site however Cannon Street offers more generous footways and are in good condition.
- 3.15 The footways provide a link from the development to Oldham bus station where there is access to additional bus services that serve destinations across the Greater Manchester region.

Cycling

- 3.16 As illustrated on **Figure 3.2** the site is accessible by cycle from a number of key destinations.
- 3.17 Although there's no dedicated cycle routes in the immediate vicinity of the site, JMP is of the opinion that the A669 will be the main gateway for cyclists accessing the site due to the road being relatively cycle friendly.
- 3.18 National Cycle Network Route 66 is approximately 2.5 miles (4 km) from the site and 12-15 minutes away by bicycle. This route passes through destinations such as Chadderton and Rochdale in the north and Failsworth to the south. It also provides a direct route into Manchester City centre to the south west.

Conclusions

- 3.19 This site can be accessed via a number of sustainable modes and due to the nature and location of the proposal; it is felt that sustainable travel to and from the site is viable, particularly by bus.
- 3.20 Therefore, this existing provision offers an attractive and viable alternative to the use of the private car for visitors to the development.

4 Development Proposals

Introduction

- 4.1 This section provides an overview of the development proposals, including the proposed car parking arrangements.

Development Proposals

- 4.2 The proposals outline plans to convert a former supermarket site into a new leisure centre with associated car parking. The facility will include:

- 25m 8 lane pool;
- learner pool;
- sports hall;
- changing rooms;
- dance/exercise studio and
- bowls hall.

- 4.3 The primary access for car parking facilities will be via Eagle Street off Middleton Street. The development site provides good access to local amenities as it is located within Oldham Town Centre.

Car Parking Facilities

- 4.4 Under the development proposals, a new car park will be provided with a total of 122 car parking spaces available, including 8 wheelchair accessible spaces. The car park will be accessed from Middleton Road.

Coach car parking

- 4.5 Oldham Council has confirmed that school coaches travelling to the leisure centres operate by dropping off a group of pupils and then waiting for a previous class to come out.
- 4.6 The turnaround time for this process is circa 15/20 minutes. It is anticipated that, during the course of a week 26 coach drop offs will occur at this site.
- 4.7 We also understand the LA are investigating a coach drop off bay to either Manchester Street or St Domingo Street to service the development'.

Cycle Facilities

- 4.8 There will be provision for 26 cycles and 7 motorcycles as part of the development proposals.

5 Travel Plan Objectives and Measures

Introduction

- 5.1 Objectives are required in order to give the plan direction and provide focus. Targets are measurable goals that are set in order to assess whether the objectives have been achieved. It is also useful to identify a number of indicators which can be monitored to determine whether the targets have been met and thus if objectives have been achieved.
- 5.2 The travel plan recognises that there is not one specific mode of transport suitable for all users of the site and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it. This section includes the developer and occupier objectives and targets.

Travel Plan Objectives

- 5.3 The main objectives of the travel plan are as follows:
1. To reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the travel plan;
 2. To promote healthy lifestyles and sustainable, vibrant communities;
 3. To encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements.
- 5.4 Some of these objectives may carry more weight than others; in this case, where the development location is within easy access of key destinations and sustainable transport modes, it may be necessary to give first priority to maximise sustainable travel which would hence manage the demand for car parking and minimise traffic generation.
- 5.5 The objectives and targets can be prescribed to both developer and occupier (although in this case, the occupier objectives will become the responsibility of the travel plan coordinator), as summarised below:

Developer Objectives

- 5.6 The developer objectives can be summarised as the following:
1. To provide a secure and attractive environment for pedestrians and cyclists;
 2. To ensure that appropriate infrastructure is in place to enable use of alternative modes of transport to the car; and
 3. To provide safe access to the site.

Travel Plan Targets

- 5.7 Travel plan targets should be specific, measurable, achievable, realistic and time-bound ("SMART"). A timescale for delivery that can be measured at specific milestones should be set, in accordance with deliverable targets to be agreed with Oldham Council.

- 5.8 The framework for setting targets will be informed by a staff and visitor travel survey. Once this has been undertaken, the travel plan coordinator will agree a target(s) with Oldham Council.
- 5.9 As there is no single solution to deal with all of travel plan objectives, a combination of measures are required in order to allow people to 'pick and mix' according to what complements their own day to day requirements and lifestyle.
- 5.10 It is important that the travel plan measures include both "carrots" and "sticks" to encourage changes in travel behaviour. However, the focus should be on the incentives for sustainable travel, rather than lots of disincentives to travel by car.
- 5.11 Experience has suggested getting the incentives in place first in order to make people more supportive of the travel plan and to encourage a change in behaviour, and then to put any disincentives in place later on. It is also worthwhile to go for the most 'popular' measures first, as revealed by the travel survey.
- 5.12 In order to set out the objectives, measures and targets within a full travel plan for the site, a travel plan coordinator (TPC) will need to be appointed approximately 3 months before the site is occupied and be in place for at least a 5 year period.

Travel Plan Coordinator

- 5.13 It is anticipated that a member of staff from Oldham Leisure Centre will perform the role of Travel Plan Co-ordinator [TPC]. This role will not require full time involvement and could therefore be combined with the individuals other day to day activities. At this stage however the name of the TPC has not been confirmed.
- 5.14 The TPC will be the main driving force behind the travel plan and will be responsible for:
- Liaison with staff and visitors on site as well as external organisations, stakeholders and operators;
 - Gaining commitment and support from staff and visitors for the travel plan;
 - The first point of contact for travel advice;
 - Marketing of measures and initiatives;
 - Data collection, surveys, monitoring and report production; and
 - Championing the travel plan in order to secure funding to achieve the objectives and targets.
- 5.15 The TPC will become responsible for the full travel plan, when it is formally agreed by the council following the granting of planning permission. The TPC will be the key decision maker on day-to-day matters of implementation of the travel plan.
- 5.16 Prior to the introduction of the travel plan it is difficult to estimate the resource requirement for the TPC and what proportion of their working time will be required for the management of the travel plan, as much of the input will be required on an intermittent basis.

- 5.17 Therefore, for the first year of the plan's operation it is proposed that the TPC will review and programme necessary travel plan work in conjunction with their other responsibilities on a monthly basis.

Travel Plan Measures – To Reduce Car Use

Car Sharing

- 5.18 Car sharing is a proven method of reducing trips to a site, and has a positive influence on peak time congestion. It proves popular on account of the cost-benefits to users and the reduction in stress from shared driving responsibility.
- 5.19 There may be an opportunity for informal car sharing, due to the nature of the proposed development. A car sharing scheme should therefore be set up. One potential source for advancing this would be utilising Greater Manchester's own Car Share database-
<http://www.carsharegm.com/>
- 5.20 A basic scheme using notice boards could be adopted in the first instance, with reviews undertaken within the repeat staff surveys. Should demand be present, a formal car share database could be set up and run by the TPC.
- 5.21 Whilst the benefits of car sharing may be incentive enough for some users, it may also be necessary to provide further inducements to encourage participation, and subsequent success of the scheme. Therefore, the following optional measures could be implemented to increase the attractiveness of car-sharing, and will be investigated, upon occupation:
- Incentives to regular visitors such as discount vouchers; and
 - Dedicated 'car-sharer' parking spaces.

Travel Plan Measures - To Promote Public Transport

Information

- 5.22 Public transport timetables and route maps would be provided on request or in communal areas. Information should also be provided to all new visitors/staff.
- 5.23 The developer will liaise with local public transport providers to explore possibilities of providing discounted tickets for staff and visitors.
- 5.24 Maps showing routes to the nearest bus stops / the rail station could be provided on notice boards.

Travel Plan Measures - To Promote and Facilitate Cycling and Walking

Travel Information

- 5.25 Notice boards located in the communal areas of the development should include details of safe walking routes and cycling routes within the vicinity of the site.

Bicycle User Group / Walking Buddy Scheme

- 5.26 The TPC using notice boards as a forum for information could set up a bicycle user group and/or a walking buddy scheme at the development, depending on demand.
- 5.27 Cycle training for staff and visitors could be promoted, according to demand, through advertisement of local cycle training classes.

Provision of Travel Information

- 5.28 Promotional material and awareness-raising are considered to have the most potential for encouraging sustainable travel. Since good public transport facilities are already in place, promoting the use of these facilities is essential if the aim of reducing car usage is to be achieved. The following measures should be considered in order to help promote sustainable travel to residents:

- A summarised copy of the travel plan should be made available to all new staff and visitors as part of a welcome pack; and
- A promotion and awareness raising package should be provided, including several necessary components.

Necessary components:

- Notice boards should hold information about the travel plan and the reasons behind it. They should also display details of the car share, bicycle user group and walking buddy schemes if applicable and provide feedback from travel reviews and should publicise related social events and incentives as appropriate;
- Travel welcome packs;
- Cycling / walking maps;
- Public transport information (including timetables, route maps and approximate pricing);
- Telephone numbers of taxi companies operating in the area;
- Car sharing information;
- Information about access to services, facilities and local amenities e.g. supermarkets within walking distance, post offices, cash machines; and
- Bicycle user group / buddy scheme.

6 Travel Plan Management, Development and Monitoring

Management

6.1 It is important to establish a clear structure for the ongoing management of the plan, and put arrangements in place for the handover of the plan to the occupiers of the site. The following mechanisms are central to the successful management of the plan:

- The TPC role – the TPC will implement and promote the travel plan measures and be a key contact point for staff and visitors. Until the site is occupied and the TPC is known, the managing agent of the site is responsible for the travel plan. The role of the TPC should therefore be well defined and publicised. The TPC will also liaise with Oldham Council on a quarter-yearly basis.
- Mechanisms for managing different stages of the travel plan: two stages of the plan exist:
 - Stage One is in the early period of travel plan development and implementation covering the construction period, when the travel plan is the responsibility of the managing agent.
 - Stage Two occurs once the development is occupied, and the responsibility for managing and developing the plan is passed on to the appointed TPC as appointed by the occupiers of the development. It is envisaged that the help and guidance of Oldham Council will be sought to identify an effective future management arrangement and also help to ensure coordination with other travel plan initiatives in the area.
- Long-term sustainability – at an appropriate point in the future, to be determined following liaison with Oldham Council, a review of the travel plan objectives and targets should be conducted. This would include a review of any surveys of staff and visitors that should be compiled and analysed.

6.2 The TPC would liaise with Oldham Council on a regular basis. Such meetings would allow a flow of ideas from the travel plan officers, which could be incorporated into the site travel plan.

Development

6.3 Having provided a framework for the travel plan, it is important to provide further guidance on how this strategy should be developed and implemented once the site becomes occupied. Thus, we have set out below a recommended phased implementation programme to assist in the development of the final strategy.

At Occupation:

1. Assign a Travel Plan Co-ordinator;
2. Define a budget for the travel plan;
3. Review travel plan framework to discuss what is relevant and feasible for the site's operational needs;

4. Liaise with Oldham Council and public transport operators to discuss public transport information provision;
5. Discuss car parking management, and car sharing, in order to discourage single occupancy car travel from the outset;
6. Establish travel notice boards throughout the site, providing cycle / walk / car sharing / public transport information through the site; and
7. Provide a Transport Pack for new starters, including travel information for all modes within publicity material.

Within 3 months of opening:

1. Undertake a travel survey of staff and visitors;
2. Review framework travel plan objectives and set mode share targets on the basis of this information;
3. Undertake car park and cycle parking surveys to assess level of use of parking facilities;
4. Meet with Oldham Council to agree final travel plan strategies, revised objectives and targets.

Within 6 months of opening

1. Produce full travel plan document which will include associated targets.

Annual Review

1. Monitor success of travel plan on an annual basis;
2. Undertake parking surveys every year;
3. Undertake questionnaire surveys after 12 months and annually after opening - should be checked and verified by an independent 3rd party to guarantee validity of results;
4. Meet with Oldham Council and public transport operators on an annual basis to discuss travel plan progress and the need to review any elements of the strategy.

6.4 These guidelines should provide a focus for the TPC when developing the full travel plan document in more detail and when implementing the strategy itself. The Travel Plan should be in place after a minimum of 6 months after the site opens, with annual review occurring from thereon. Results of the annual reviews will be processed and reported within a three week timeframe.

6.5 Clearly this only provides an overview of the process, and there are likely to be other elements of the strategy that will evolve over time.

Monitoring

6.6 In order to ensure the travel plan's ongoing success, it will be important for the TPC to monitor the outcome of implemented measures. A review of the baseline travel survey will take place annually for a period of five years after the opening of the development.

6.7 The main areas of monitoring would encompass the following:

- Uptake of car sharing;

- Uptake / use of pool bikes and / or cars (if implemented);
- Total mode share of staff and student travel habits;
- Use of cycle parking; and
- Use of car parking spaces within the development.

Table 6.1 Travel Plan Action Plan

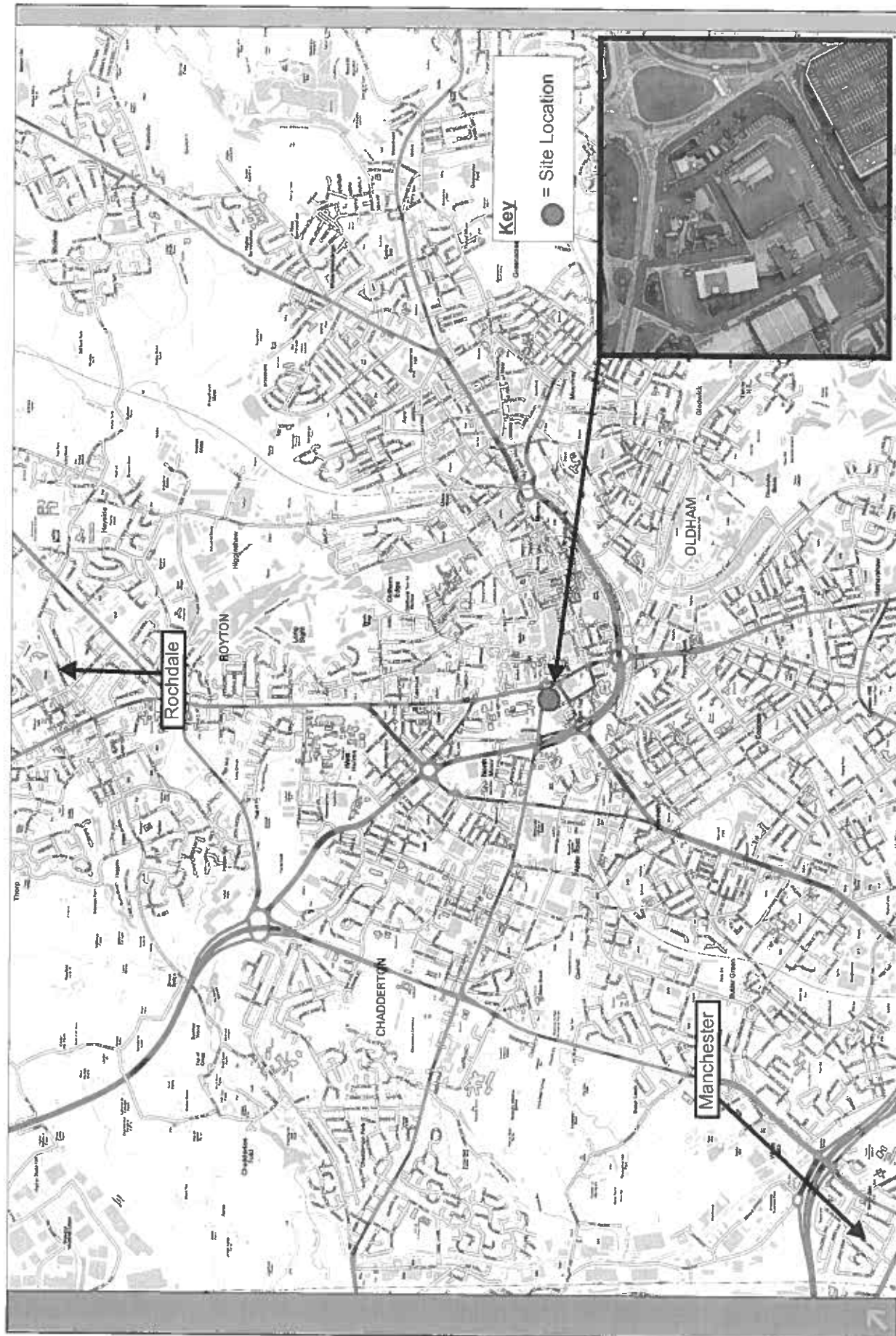
Initiative	Timescale	Responsibility
Management / Administration		
Appoint a Travel Plan Co-ordinator	On completion of the leisure centre	The Centre
Undertake baseline data collection (e.g. staff travel surveys, car park occupancy surveys)	Within 3 months of occupation	TPC
Develop a full travel plan and submit to Oldham Council	Within 6 months of occupation	TPC
Monitor the travel plan – undertake travel surveys; car and cycle parking surveys	Annually for 5 years; bi-annually thereafter, if agreed with the Local Authority.	TPC
Walking / Cycling		
Install appropriate cycle parking	Prior to occupation	The Centre
Provide information on walking / cycling routes surrounding site	Ongoing	TPC
Participation in Bike Week and other events	Annually	TPC
Car Share		
Promote car sharing	Within 6 months of occupation	TPC
Public Transport		
Provide details of services to staff and visitors	Ongoing	TPC
Develop a 'how to get to guide'. Distribute to staff and visitors	Within 6 months of occupation	TPC
Promotion		
Launch the travel plan	Within 6 months of occupation	TPC
Develop and distribute travel and parking related promotional material	Within 6 months of occupation	TPC
Develop and update travel notice boards	Within 3 months. Update as required	TPC
Add travel information to the Centre's website	Within 6 months of occupation	TPC

7 Conclusion

- 7.1 This travel plan reviews the existing transport facilities around the site and identifies a range of measures that can be implemented by the developer and the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes. Clearly, this report has only provided an overview of the process; other elements of the strategy will evolve over time.
- 7.2 Through the delivery of the measures discussed within this framework travel plan, the occupier objectives outlined in Chapter 5 should be fulfilled. These include:
1. To provide a secure and attractive environment for pedestrians and cyclists;
 2. To ensure that appropriate infrastructure is in place to enable use of alternative modes of transport to the car; and
 3. To provide safe access to the site.
- 7.3 It is concluded that this framework travel plan will provide a firm basis for the development of a full travel plan at the development and will ensure that the objectives, targets and delivery mechanisms outlined above are considered and implemented once the site has been occupied.

FIGURES

Job No	Report No	Issue no	Report Name	Page
NW90830	1	1	Proposed Leisure Centre Development; Oldham	i7



Ref: NW90830. Site Location
Contains Ordnance Survey data © crown copyright & database right 2010
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Site Location

Figure 1.1

