

## Report to OVERVIEW AND SCRUTINY BOARD

# GM2040 Delivery Plan Update

### **Portfolio Holder:**

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### **Purpose of the Report**

The purpose of this report is to update Overview and Scrutiny on progress in delivering the GM2040 Transport Strategy Delivery Plan 1 and the development of draft Delivery Plan 2.

### **Executive Summary**

Section 1 of the report gives the background to the development of the GM2040 Transport Strategy and the first GM2040 Delivery Plan as well as the development of Delivery Plan 2.

The report then falls into two main parts:

- Sections 2 and 3 consider the first GM2040 Delivery Plan, with section 2 detailing the content of the GM2040 Progress Report, a document published in November 2018, and section 3 giving examples of where implementation of the Delivery Plan has had an impact in Oldham.
- Section 4 then turns to the content of Draft Delivery Plan 2, which is currently out for public consultation, and section 5 sets out what Draft Delivery Plan 2 could mean for Oldham.

### **Recommendations**

The report is presented for information only.

## **GM2040 Delivery Plan Update**

### **1 Background**

1.1 In 2017, GMCA published the Greater Manchester 2040 Transport Strategy (2040 Strategy) which sets out a long-term approach to planning for the transport needs and aspirations of the GMCA, the ten individual GM Districts and the Greater Manchester Local Enterprise Partnership (GMLEP). The main statutory documents comprising Greater Manchester's fourth Local Transport Plan (LTP4) are:

- Greater Manchester Transport Strategy 2040 - a document setting out the transport strategy for Greater Manchester giving details of policies, interventions and schemes to support delivery of a vision for transport in 2040, but with more detail provided for the period to 2025; and
- A single five-year Greater Manchester Transport Delivery Plan – setting out more detailed delivery proposals, a spending plan and monitoring of the performance of transport delivery programmes, to be updated on an annual basis.

1.2 The first GM2040 Delivery Plan covered the period 2016/17-2021/22. A Progress Report was published in November 2018 and provides an update on progress made in developing and delivering the schemes identified as part of Delivery Plan 1 over the period February 2017 – October 2018. This is summarised in the context of changes to the external environment and governance arrangements in Greater Manchester. The Progress Report also includes an assessment of whether the interventions and policies are supporting delivery of the vision set out in the 2040 Transport Strategy in the form of an assessment against a series of key performance indicators (KPIs).

1.3 The Progress Report is attached at Appendix A.

1.4 A second draft Delivery Plan for 2020–2025 has been developed in conjunction with the Greater Manchester Spatial Framework (GMSF) and is a statement of Greater Manchester's transport investment and reform priorities for the next 5 years. It has been published alongside GMSF for consultation purposes. The closing date for responses, which can be made by email to [2040@tfgm.com](mailto:2040@tfgm.com) or by making comments on the GMSF at [www.gmconsult.org](http://www.gmconsult.org), is 18<sup>th</sup> March 2019.

1.5 Together the GMSF and the Delivery Plan documents demonstrate an integrated approach to transport and land use planning, which identify the strategic transport interventions required to deliver growth. Following consultation on the GMSF and the draft Delivery Plan 2, a final version of Delivery Plan 2 will be prepared for publication later in 2019. It will ultimately form part of the GMSF evidence base.

1.5 A copy of the draft Delivery Plan 2 Executive Summary is attached at Appendix B and the full version can be viewed at <https://www.tfgm.com/2040>.

### **2 Progress Report - Summary**

2.1 This Progress Report begins by outlining GM's current transport priorities and providing an overview of how new governance structures, policies and plans will influence and support them.

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- 2.2 Subsequently, the Report details work undertaken to date on major national and local policy agendas, including: GM's Clean Air Plan, GMSF, national and local industrial strategies, bus reform, HS2 and Northern Powerhouse Rail (NPR) and strategic studies undertaken by Transport for the North and Highways England.
- 2.3 The Progress Report then provides details of work on new infrastructure, services and maintenance/renewals completed and significantly progressed since February 2017.
- 2.4 Delivery Plan 1 schemes outlined in the Report include: the Cross City Bus Priority Package, Bolton Interchange, the Ordsall Chord, the A6 to Manchester Airport Relief Road and the Salford-Bolton Network Improvements Programme. GM-wide programmes detailed in the Report include: safety and security programmes across the city-region's transport networks; Travel Choices measures; access to employment schemes; active travel initiatives and innovation projects.
- 2.5 Alongside this, the Progress Report describes the main infrastructure and revenue funding sources made available to enable the continued delivery of GM's transport priorities, especially the elements of funding which have emerged since the publication of the 2040 Strategy.
- 2.6 The Progress Report also reports on performance against Key Performance Indicators (KPIs) in comparison to the 2015/16 baseline position. However, due to the short time frame, many of the KPIs will not have altered significantly from the 2015/16 baseline as they are intended to monitor longer term outcomes.

### 3 **Progress in Oldham**

- 3.1 Some examples of changes and progress that are impacting directly on Oldham are listed below:
- The election of the GM Mayor in May 2017, which has resulted in a number of new transport initiatives and priorities such as:
    - the appointment of the UK's first ever Cycling and Walking Commissioner, and the launch of the Made to Mover Report in December 2017;
    - the publication of the first version of the Bee Network map, an aspirational network for cycling and walking, for public consultation last summer. The public's comments are being analysed and a revised version of the map is being produced;
    - the publication of the Greater Manchester Congestion Deal which identifies 14 of the busiest routes in Greater Manchester for special focus, including:
      - the A62 between Manchester City Centre and Oldham Town Centre; and
      - the short stretch of A663 Broadway between the A62 and the M60 under local authority control.
    - The appointment of dedicated Corridor Managers who are now working with the GM local authorities to develop and implement measures that will keep routes moving;
    - The allocation of £15,000 to all the GM local authorities to be spent by the end of March 2019 on measures to address congestion. We are using ours to refresh yellow box junction markings at a number of locations across the borough (12 in total).
  - The introduction of the Bus Services Act in April 2017, which has given Mayoral authorities like Greater Manchester powers to improve bus services. Work is ongoing to assess options for reform, while in the meantime TfGM are looking at the existing bus network to identify what gaps or deficiencies exist and what they might be able to do in the short term to address some of those.
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- The purchase of 27 additional Metrolink trams to increase capacity on the network, including on the Shaw-Didsbury line, with funding from GM's Transforming Cities Fund allocation of £243 million allocation.
  - Investment in additional security support on the Metrolink network by the new operator, including additional activity on the Oldham-Rochdale line through Operation Infinity, the multi-agency operation which targets the Rochdale-Oldham line with a high visibility uniformed presence in response to the levels of Anti-Social Behaviour along the route. The initiative ran over a three week period in August 2018: over 30,000 passengers were checked, 1,500 standard fares issued and 8 arrests made including for drug possession, public order offences and a male on warrant for thefts from the ticket machines. Positive feedback has been received from residents and customers who have reported feeling safer as a result of a heightened police presence and partnership deployment strategy.
  - The introduction of an new simplified zonal fares system on the Metrolink network in January 2019.
  - The opening of two new cycle hubs in Oldham at Hollinwood and Oldham Mumps Metrolink stops.
  - Ongoing delivery by TfGM of a £10 million programme of investment on the Key Route Network through the Growth Deal minor works programme, including:
    - Bus Stop Accessibility Improvements to ensure that existing bus infrastructure complies with current accessibility standards by, for example, raising kerb heights, the provision of clearway and bus stop markings, and replacement of bus stop poles and plates (where necessary), including at a number of stops across Oldham.
    - Traffic signal upgrades to ensure that junctions are operating as efficiently as possible and delays are minimized through the use of adaptive technology (MOVA at isolated junctions or SCOOT as part of a co-ordinated network of signals) including:
      - Two junctions in Oldham upgraded to operate with MOVA technology - A663 Shaw Road / High Barn Road, Royton and Oldham Road / Ashton Road West, Failsworth: and
      - The following corridors/area signals upgraded to operate under SCOOT: A671 Oldham Road, Royton, A627 Ashton Road Corridor, King Street Roundabout and A663 Crompton Way.
    - As part of the development of the individual junction improvements, additional works are being identified where these would enhance the signal technology work, such as pedestrian and cyclist enhancements. Oldham has been allocated £43,000 to invest in such works on the A627 Ashton Road Corridor.
  - Ongoing development of our Growth Deal 3 Major Scheme *Oldham Town Centre Regeneration and Connectivity* which has been allocated £6 million of Devolved Funding by GMCA. Stakeholder engagement, including public consultation, on design options around the Civic Hub and Tommyfield Market is scheduled for March 2019.
  - Ongoing development and delivery of our Growth Deal minor works programme of schemes including:
    - Completion of design work and preparation of a business case to release £800,000 Growth Deal grant towards the delivery highway infrastructure within the Albert Street, Hollinwood site in 2019/20;
    - Completion of design work and preparation of a business case to release £3.5 million Growth Deal grant towards the cost of works at Mumps, including costs previously incurred in relocating the Metrolink Park and Ride to release land for development at Mumps and connectivity and public realm works at Mumps to be delivered in 2019/20;
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- Completion of a £450,000 scheme in Oldham Town Centre comprising improvements to Yorkshire Street, Queen Street and Retiro Street;
  - Completion of a £220,000 programme of sustainable access improvements that included:
    - Shaw Road Cycle Track;
    - Rochdale Canal – cycle facility improvements;
    - Egerton Street Cycle Tracks;
    - Featherstall Road North / Ellen Street Cycle Tracks Connectivity;
    - Royal Oldham Hospital Cycle Access Scheme;
    - Upgrade of a pelican to toucan crossing on Rochdale Road, south of Sheepfoot Lane; and
    - Pedestrian/cyclist safety improvements on Union Street West / St John Street close to Oldham 6th Form College.
  - Investment of £230,000 by Highways England on Broadway Trunk Road, which was designed and delivered on their behalf by Oldham Council and Unity Partnership. This included:
    - improvements to tactile paving, road markings and cycle signage at various locations;
    - improvements to the cycleway/footway surfacing, segregation of cycleway and provision of a new green area at Middleton Road North;
    - a raised crossing to assist non-motorised users and slow drivers entering and exiting the Thatch Leach/ Broadway junction; and
    - improvements to the cycleway/footway surfacing, the subway and provision of a new green area at Burnley Lane.
  - Completion of the Middleton Road Bridge scheme.

3.2 The Progress Report also refers to Network Rail's long-awaited Trans Pennine Rail Route Upgrade, which has been delayed again. The Department for Transport is currently considering two options for the Route Upgrade, as shown below, and a decision is expected in late February 2019. Option 1 is the preferred option as the necessary modifications to Greenfield Station would incorporate the provision of full disabled access.

- Option 1: Full electrification; or
- Option 2: Full electrification except for the section between Stalybridge and Huddersfield (on cost grounds) and the use of dual powered units.

3.3 We have also continued to deliver our own transport capital programme of works since February 2017, which contributes towards delivery of the GM2040 transport vision and outcomes. Our 3-year programme comprises many different funding streams and has a value of around £37 million. The 2018/19 programme includes over 20 different funding streams amounting to approximately £20 million and includes, for example:

- £1,973,000 devolved Local Transport Plan funding, which is being used to deliver a programme of highway maintenance, bridges and structures, road safety, traffic management and cycling and walking schemes;
- A £1,400,870 Pothole Fund allocation; and
- £411,000 from the Incentive Fund for highway maintenance, which is the maximum allocation available to Oldham awarded on the basis of an assessment of the quality of our highway maintenance service.

3.4 The programme also includes the £18 million Highway Improvement Programme that the Council is funding with Prudential Borrowing to improve the condition of the network over the period 2018/19 – 2021/22.

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3.5 We are also working closely with the Environment Agency to develop and deliver a programme of flood management schemes as part of their six-year programme to protect 300,000 homes from flooding by March 2021 which helps to deliver the GM2040 ambition around network resilience, and have:

- delivered a scheme at Pencil Brook and will be doing over £1 million of work at Broomes Park and Delph New Road over the next two years;
- Secured EA funding to prepare a business cases for a scheme at Grasmere Road, Royton and three schemes in Greenfield.

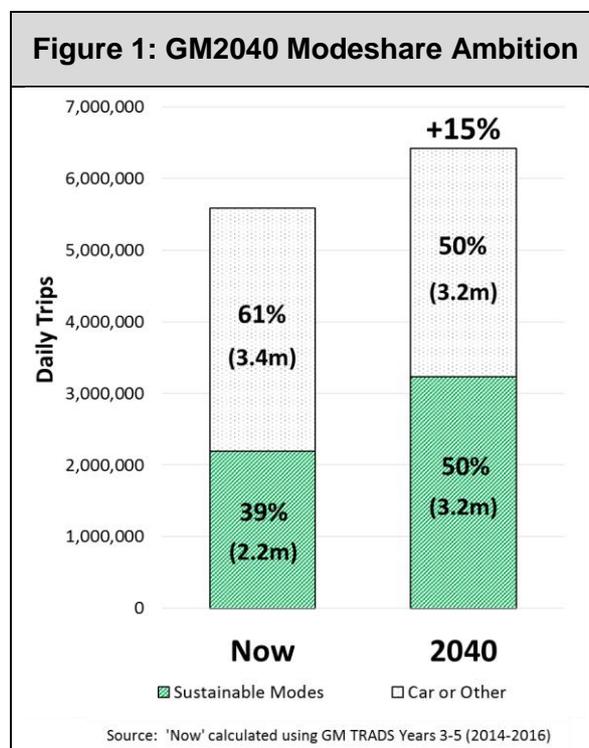
3.6 We have also secured a DfT Safer Roads Fund award for the A670 in Oldham and Tameside, where Oldham led on a joint bid of which our share will be £762,000 in 2019/20.

3.7 Securing additional funding to maintain and enhance our network and influencing other delivery partners such as TfGM, Highways England and public transport operators to invest in improving transport infrastructure and services across all modes in Oldham is, and will continue to be, a priority.

#### 4 Content of Draft Delivery Plan 2

4.1 The second Draft Delivery plan consists of an introduction and observations on the challenges and opportunities for transport in Greater Manchester. The background section is structured around the four ‘pillars’ of the 2040 Transport Strategy vision: economy, environment, quality of life, and innovation – and references the ambitions of the Greater Manchester Strategy, the GMSF, the Local Industrial Strategy, Congestion Deal, the Green Summit and the Clean Air Plan, amongst others.

4.2 The document sets out the 2040 transport mode share ambition for 50% of all journeys in Greater Manchester to be made by public transport, cycling and walking, especially the shorter journeys around local neighbourhoods. This will mean a million more sustainable journeys every day. The ambition is shown in figure 1 below.



4.3 The document sets out the link between the Draft Delivery plan and the GMSF, and the vision for 2040, along with the transport investments that support and are supported by the new housing and commercial development sites. The “delivery” section of the plan – which is structured around public transport, streets for all, and integration – outlines the interventions that, in the next five years, Greater Manchester:

- Is committed to delivering;
- aims to complete investment cases for early delivery; and
- will further develop in order to identify options and determine feasibility.

4.4 The plan also highlights those areas/interventions that will need to be investigated beyond 2025.

4.5 The final sections of the Draft Delivery Plan look at the funding and devolution ‘asks’ of government, and set out the current KPIs which will be used to measure success.

## 5 What the Draft Delivery Plan could mean for Oldham

5.1 The table below gives examples of some of the interventions that will benefit Oldham directly.

<b>Key interventions for Oldham</b>
<b>i) Committed to delivering by 2025</b>
Oldham Town Centre Regeneration and Connectivity Package Phase 1 (£6 million Growth Deal 3 programme to improve transport and the public realm).
Increased tram capacity on the Shaw – East Didsbury Metrolink line.
Cycling and Walking Infrastructure, including the refurbishment of King Street foot/cycle bridge and completion of Union Street West bridge refurbishment.
Trans-Pennine Route Upgrade to Leeds (pre-Northern Powerhouse Rail) (Network Rail).
Station accessibility improvements at Mills Hill Rail Station.
<b>ii) Investment cases for early delivery to be completed by 2025</b>
A new Metrolink Stop at Cop Road.
Quality Bus Transit on key bus corridors: Oldham-Rochdale.
Quality Bus Transit on key bus corridors: Oldham-Ashton.
Improved Metrolink capacity between Piccadilly and Victoria stations, including to address the GMCA’s intention to provide direct Metrolink services from Rochdale and Oldham into Piccadilly.
A663 Broadway / M60 J21 junction upgrade (Highways England).
<b>iii) Further work to be undertaken to identify options &amp; determine feasibility</b>
The Oldham Town Centre Regeneration and Connectivity Package Phase 2.
Oldham Mumps Interchange redevelopment.
<b>iv) To be investigated beyond 2025</b>
Rapid transit corridor Ashton-Oldham.
Rapid transit corridor Ashton-Stockport.

5.2 There are also many Greater Manchester-wide interventions in the Plan that have the potential to benefit Oldham, such as:

- Bus reform;
- Delivery of the GM Congestion Deal;

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- Streets for All; and
  - Expansion of the GMEV network (electric vehicle charging points).

5.3 Our aim is to achieve the maximum possible investment in, and benefits for, Oldham from any GM wide interventions.

### 3 **Key Issues for Overview and Scrutiny to Discuss**

3.1 The report is presented for information only and Overview and Scrutiny is invited to comment or request further information on any aspect of the update.

### 4 **Key Questions for Overview and Scrutiny to Consider**

4.1 The report is presented for information only.

### 5. **Links to Corporate Outcomes**

5.1 The GM2040 Delivery Plan contributes towards achieving the Oldham Vision and in particular to creating an Inclusive Economy where people and enterprise thrive.

### 6 **Additional Supporting Information**

6.1 None.

### 7 **Consultation**

7.1 The report is presented for information only.

### 8 **Appendices**

8.1 Appendix A Greater Manchester Transport Strategy 2040 Progress Report (February 2017 – October 2018); and  
Appendix B Draft GM2040 Delivery Plan 2 Executive Summary.

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