

**Present:** Councillor McLaren (in the Chair)  
Councillors Ghafoor, J. Hussain (Substitute for Councillor Ibrahim), Moores and Surjan (Substitute for Councillor Iqbal)

Also in Attendance:

Councillor Elaine Taylor – Deputy Leader of the Council and Cabinet Member for Housing and Licensing  
Paul Clifford – Director of Economy  
Peter Richards – Head of Planning  
Eleanor Sykes – Strategic Transportation Team Leader  
Peter Thompson – Constitutional Services

1 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Hince, Hindle, Ibrahim, Iqbal and Williamson (Councillors J. Hussain and Surjan attended the meeting as substitutes for Councillors Ibrahim and Iqbal respectively).

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions for the meeting to consider.

5 **MINUTES**

Resolved:

That the minutes of the meetings of the Place, Economic Growth and Environment Scrutiny Board held 31<sup>st</sup> August 2023 and 26<sup>th</sup> September 2023 be approved as correct records.

6 **STRATEGIC TRANSPORT UPDATE**

The Scrutiny Board received a report of the Director of Economy that provided an overview for Members of the work areas of the Strategic Transport Team, including how these fit into the Greater Manchester (GM) picture and progress and delivery against Oldham's Transport Strategy aims. Areas to be covered included:

- GM Local Transport Plan (LTP)
- The Bee Network
- Bus Franchising
- Oldham Transport Strategy – Progress & Delivery
  - Schools Active Travel Infrastructure Audit
  - Transport studies around large development sites (PfE)
  - Development of a Local Cycling and Walking Infrastructure Plan (LCWIP)
  - City Region Sustainable Transport Settlement (CRSTS)

- School Streets
- Electric Vehicle Charging Infrastructure (EVCI)
- Creating a Better Place
- Oldham Bee Network Committee
- Network Reviews
- Activation and Communication / Engagement



The Local Transport Plan (LTP) was a statutory document setting out long-term ambitions for transport. GM's current LTP is the Greater Manchester Transport Strategy 2040 (GMTS 2040), adopted in 2017 with a light refresh in 2021.

The LTP guides future investment and strategic policy decisions for transport across GM, demonstrating a clear rationale for intervention, high-level government funding and local investment for transport. All local and combined authorities need an up to date, LTP. GM were awaiting new LTP guidance to be issued by the Department for Transport (DfT). However, work to update the current LTP had already begun. GM2040 was highly regarded by the DfT, hence the intention to refresh rather than to fully revise the document.

Members were advised transport issues had significantly moved on and new policy areas had been identified since 2021, as well as wider factors such as inflation and the cost-of-living crisis. These issues and new policy areas would be a priority for consideration in the review and included: The Bee Network; Bus Franchising; Trailblazer deal with Government; Covid-19 Pandemic (impact and recovery from); Places for Everyone (PfE) and Growth Locations; and New funding models for transport.

TfGM were to coordinate work on the LTP on behalf of local authorities, GMCA and the Mayor of greater Manchester. GM local authorities were to be partners in the production of the refreshed LTP primarily through Transport Strategy Group (TSG) officers. TSG officers would be responsible for supporting engagement/consultation in their districts, briefing members, senior officers and BNC members to get local feedback and ensure 'buy-in' to the refreshed LTP vision, aspirations and policies that will eventually apply across GM.

Before the launch of bus franchising TfGM had developed the GM Bus Strategy. This set out a vision for the future bus network: to make the bus the first choice for more journeys. It established the ambition for a 30% increase in bus patronage by 2030 from 2022/23 levels This growth would be driven by improvements, including affordable fares, a more integrated, user-friendly and frequent network, and better infrastructure to provide more reliable bus journeys. This requires additional investment and the careful prioritisation of existing resources.

In addition, a rolling programme of area-based 'Network Reviews' was due to commence a few months after franchising is implemented to consider how different areas transport needs

can be better met. This was the Borough's chance to input and influence new routes, services and coverage for Oldham



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Bus franchising was supported by investment in the bus fleet (electric buses), infrastructure (bus priority measures – including bus lanes and signals, bus stop improvements, enhanced crossings and footway improvements) and technology (such as the Bee Network app and real-time information displays).

Oldham's Transport Strategy had been approved in January 2023. It included six clear ambitions for Oldham's transport system (healthy, safe, clean, connected, accessible and thriving) that complement GMTS 2040 aims

Key pieces of work progressing under the Transport Strategy included: Schools Active Travel Infrastructure Audit (due to be completed by November 2023); Transport studies/assessments at Places for Everyone development sites (work ongoing); Development of Local Cycling and Walking Infrastructure Plan (LCWIP) - to identify short, medium and long-term improvements to create a comprehensive, useable network and assist with securing funding via bids or developments (ongoing until to Summer 2024); Oldham Bee Network Committee (reviewed monthly); Network Reviews – key role in achieving ambitions of the GM Bus Strategy.

The Transport Strategy should provide a mechanism to develop the bus network in a coordinated, planned and efficient manner. Franchising brings access to improved data/management information to better inform network reviews and future decisions.

Progress regarding the Transport Strategy had proved to be good including the development of: Electric Vehicle Charging Infrastructure (EVCI). This included the creation of Electric Vehicle Taxi Charging areas – 5 points, 3 locations (legal agreement finalised then open to use); Local Electric Vehicle Infrastructure (LEVI) – government funding had been made available to support roll-out of on-street EVCI.

Revenue had been made available fund a post to move this work forward, as had funding to pump-prime less viable locations such as rural, on-street locations for terraced properties. In addition, there was to be CRSTS Capital EV funding for Oldham.

Resolved:

1. That the report and presentation be noted and welcomed.
2. That a report, updating Members on the introduction and the implementation of the Bee Network across Greater Manchester be submitted to the Scrutiny Board's meeting scheduled to be held on 19<sup>th</sup> March 2024.
3. That a further report, updating Members on the work areas of the Strategic Transport Team be submitted to a meeting of the Scrutiny Board in the summer (June or July depending on the 2024/25 municipal calendar) 2024.

7           **WORK PROGRAMME**

The Committee considered its Work Programme for 2023/24.

Resolved:

That the Place, Economic Growth and Environment Scrutiny Board's Work Programme 2023/24, be noted.

8           **KEY DECISION DOCUMENT**

The Committee considered the Key Decision Document, which records key decisions that the authority is due to take.

Resolved:

That the Key Decision Document be noted.

9           **RULE 13 AND 14**

The Chair reported that there was nothing to report under this heading.

The meeting started at 6.00pm and ended at 7.45pm