

## Report to OVERVIEW AND SCRUTINY BOARD

# GM2040 Delivery Plan and Transport Capital Programme: annual update

### Portfolio Holder:

Councillor Ur-Rehman, Cabinet Member for Neighbourhood Services

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### Purpose of the Report

The purpose of this report is to provide Overview and Scrutiny with an update on the GM2040 Transport Strategy, the GM2040 Delivery Plan and associated investment in transport infrastructure in Oldham through the Council's transport capital programme.

### Executive Summary

This report presents an update on the GM2040 Transport Strategy, GM2040 Delivery Plan and investment in transport infrastructure in Oldham through the Council's transport capital programme.

The GM2040 Transport Strategy is currently being refreshed in response to changes in the transport opportunities and challenges facing Greater Manchester, such as the declaration by the Greater Manchester Combined Authority of a Climate Emergency, the development of the GM Spatial Framework and the GM Mayor's priorities such as those set out in the *Our Network* plan to create an integrated, modern and accessible public transport system.

The GM2040 Transport Strategy is supported by a Five-Year GM2040 Delivery Plan, which is also being updated to reflect GM Spatial Framework Transport Evidence and Localities work, *Our Network* and its 10-year delivery timescales and a proposed review of schemes in the context of carbon focused Right-Mix targets, and the latest position on funding.

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Consideration is also currently being given to including a new feature in the GM2040 Delivery Plan, a District Local Implementation Plan (DLIP), which would set out local transport priorities for each district and be appended to the main Delivery Plan.

The refreshed GM Transport Strategy will be published in the summer alongside an updated GM2040 Delivery Plan and the GM Spatial Framework.

The GM Transport Strategy is supported by many sub-strategies which vary significantly in their nature and stage of development, with some intended to be public-facing documents and others providing officers with toolkits to guide investment decisions. An update on the development and implementation of several key GM2040 sub-strategies is given in the report, including Streets for All, Made to Move and the Bee Network, Change a Region to Change a Nation and Bus Reform/Local Bus Strategy.

Funding for the delivery of the GM2040 Transport Strategy is considered in the report, with particular focus on capital investment to maintain and improve the transport network in Oldham, which is delivered through Oldham's transport capital programme. Appendix 1 contains details of investment programmes in the current 3-year programme under the following headings:

- 1) Highway maintenance (carriageways and footways);
- 2) Bridges and structures (road bridges, footbridges, retaining walls and culverts);
- 3) Flood management and drainage;
- 4) Local Growth Deal;
- 5) Accident reduction / safety schemes;
- 6) Congestion and traffic management;
- 7) GM Mayor's Cycling and Walking Challenge Fund;
- 8) Other minor works (Public Rights of Way, pedestrian and cycle schemes, disabled access improvements etc).

Securing external funding to invest in transport infrastructure in Oldham is a Council priority. The report updates on several bidding competitions through which the Council is hoping to secure additional funding for transport infrastructure, including the Future High Streets Fund, the GM Mayor's Cycling and Walking Challenge Fund, the Department for Transport's Highway Maintenance Challenge Fund and Local Pinch Point Fund and the Environment Agency's Flood Management Programme.

## **Recommendations**

The report is presented for information only.

**GM2040 Delivery Plan and Transport Capital Programme: annual update****1 Background**

- 1.1 Overview and Scrutiny Board received an update on the GM2040 Delivery Plan in March 2019 followed by an update on the Council's Transport Capital Programme in September 2019, at which time a further update was requested on both the GM2040 Delivery Plan and Transport Capital Programme in March 2020.

**2 GM2040 Transport Strategy**

- 2.1 The Greater Manchester Transport Strategy 2040 was adopted in 2017 and set out a vision, '*the Right-Mix*', for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040 (with the remaining 50% continuing to be made by cars or other private vehicles). This will mean enabling at least one million additional sustainable journeys every day across GM's transport network.

- 2.2 This target will be achieved through a combination of:

- investment in transport interventions, particularly those which focus on improving and integrating public transport and active travel modes to offer an alternative to car travel;
- significant changes in land use patterns (as proposed in the draft Greater Manchester Spatial Framework (GMSF)), for example, to enable people to access day to day services and leisure opportunities more locally, or within key centres; and
- improvements to digital infrastructure and access to services to reduce the need to travel.

- 2.3 The GM2040 Transport Strategy is currently being refreshed in response to:

- changes in the transport opportunities and challenges facing Greater Manchester, such as the declaration by the Greater Manchester Combined Authority (GMCA) of a Climate Emergency (paragraphs 2.4 - 2.6 refer);
- the development of the GM Spatial Framework and finalisation of the transport evidence base and Locality Assessment work which is identifying the transport investment needed to support individual sites;
- the publication by the GM Mayor in June 2019 of the ten-year *Our Network* plan to create an integrated, modern and accessible public transport system, including measures such as;
  - the trial of the *Our Pass* giving free bus travel for the city-region's 16-to-18-year olds;
  - contactless payment on Metrolink and a daily price cap;
  - Increased Park and Ride capacity;
  - A new bike hire scheme to be launched in 2020;
  - publication of the GM Rail Prospectus setting out GM's ambition for rail;
  - three tram-train pathfinder studies in conjunction with the Department for Transport (DfT) including Oldham to Heywood; and
  - Commitment to HS2 and Northern Powerhouse Rail.
- the development of an updated set of Key Performance Indicators;
- further sub-strategy development work, such as Streets for All;

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- the development of a new spatial theme for town centres; and
  - an update of the GM2040 Evidence Base.
- 2.4 The Climate Emergency and Greater Manchester's carbon neutral target date of 2038 as set out in the GM Mayor's 5-year Environment Plan for Greater Manchester, are a particular challenge for transport. The transport sector now emits more CO<sub>2</sub> than any other sector, accounting for 27% of UK greenhouse gas emissions (excluding aviation), with road transport responsible for 97% of total surface transport emissions in Greater Manchester in 2017.
- 2.5 The GM2040 Transport Strategy is based on a target of reducing carbon emissions by 80% from 1990 to 2050, reflecting the Climate Change Act 2008. The declaration by GMCA of a Climate Emergency and the more ambitious target of zero carbon emissions by 2038 means that the Right-Mix vision needs to be reviewed in light of the need to achieve substantial reductions in carbon emissions from transport well before 2040.
- 2.6 In addition to declaring a Climate Emergency, Oldham Council set out more ambitious decarbonisation aspirations in its *Green New Deal*, including to be a zero carbon Council by 2025 and a carbon neutral borough by 2030, which will be supported by the '*Creating a Better Place*' approach. The work being undertaken to refresh GM2040 and identify what levels of travel change and additional interventions will be need to achieve GM carbon targets will also support Oldham's Green Deal aspirations and ambition to be the greenest borough in Greater Manchester.
- 2.7 The refreshed GM Transport Strategy will be published in the summer alongside and updated GM2040 Delivery Plan and the GM Spatial Framework.

### **3 GM2040 Delivery Plan and District Local Implementation Plans**

- 3.1 The GM2040 Transport Strategy is supported by a Five-Year Delivery Plan which sets out the practical actions planned to deliver the GM2040 Transport Strategy and achieve the GM Mayoral ambitions.
- 3.2 The first Delivery Plan (2016/17 - 2021/22) was published in February 2017 alongside the GM2040 Transport Strategy. It is currently being updated to cover the period 2020-25 and will be published in summer 2020 alongside the GM Spatial Framework. The public were consulted on a draft 2020 - 2025 Delivery Plan in January 2019 when it was published alongside the consultation draft GM Spatial Framework. Developing the Delivery Plan in parallel with the development of the GM Spatial Framework demonstrates an integrated approach to transport and land use planning.
- 3.3 As with the GM Transport Strategy, the Five-Year GM2040 Delivery Plan is being updated to reflect:
- GMSF Transport Evidence and Localities work;
  - *Our Network* and its 10-year delivery timescales;
  - A proposed review of schemes in the context of carbon focused Right-Mix targets;
  - Work underway to develop a Greater Manchester Infrastructure Plan;
  - GM's approach to prioritisation of transport investment; and
  - The latest position on funding.
- 3.4 A new feature of the GM2040 Delivery Plan under consideration is a District Local Implementation Plan (DLIP), the purpose of the DLIP would be to ensure that local priorities are articulated in the Delivery Plan document. Current thinking is that DLIPs should be short (2-4 page) summary documents setting out local priorities for each district

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and published as appendices to the main Delivery Plan. The timing of the development and publication of these documents is yet to be agreed. At the time of writing, Transport for Greater Manchester (TfGM) is intending to hold an officer workshop in each district to help inform the content, scope and approach to developing DLIPs.

- 3.5 The development of a DLIP to the GM2040 Delivery Plan aligns well with Oldham Council's intention to commission the development of a multi-modal Oldham Transport Strategy and pipeline of transport interventions to support the Council's '*Creating a Better Place*' ambitions. In advance of commissioning this strategy, discussions are taking place with TfGM to ensure alignment between the approach to developing DLIPs and the Oldham Transport Strategy commission.

## **4 GM2040 Sub-strategy development and implementation**

- 4.1 The GM Transport Strategy is supported by many sub-strategies which vary significantly in their nature and stage of development, with some intended to be public-facing documents and others providing officers with toolkits to guide investment decisions. These sub-strategy documents can also be used to articulate the scale of GM's ambitions in a particular area to government and the wider industry eg the GM Rail Prospectus. An update on the development and implementation of key GM2040 sub-strategies is given below.

### **Streets for All**

- 4.2 Streets for All is a new GM approach which aims to create streets that balance the movement of people and goods with the creation of more people-friendly places. There are three main three Streets for All workstreams:

- i) Preparation of a Streets for All Strategy document, which it is intended will be published in summer 2020 alongside the updated GM2040 Transport Strategy and Delivery Plan;
- ii) Three pilot corridor studies to test the Streets for All approach on different highways, which are now complete. One study included the A627/A671 Rochdale-Oldham-Ashton corridor, which has resulted in a number of ideas for street improvements. TfGM is commissioning a more detailed piece of work to develop a Strategic Outline Business Case and concept design for a Quality Bus Transit (QBT) project, connecting Rochdale, Oldham and Ashton-under-Lyne, to be delivered as part of Greater Manchester's (GM) Streets for All programme. The commission will develop QBT interventions for the bus corridor between Rochdale to Ashton-Under-Lyne to Outline Business Case, with concept designs produced at key locations to accelerate delivery of the project. Potential focus areas along the Oldham corridor include:
  - Oldham Town Centre;
  - Royton Town Centre;
  - Thornham Neighbourhood;
  - Hathershaw Neighbourhood;and
  - Bardsley Neighbourhood.

The commission is expected to start in March 2020 and be completed over a 6-month timeframe.

- iii) A Streets for All design guide, which will set out clear design standards for GM's streets.

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## **Made to Move, including the Bee Network**

- 4.3 Walking and Cycling has had increased prominence and momentum since the GM Mayor appointed Chris Boardman as the Cycling and Walking Commissioner. The Commissioner set out his recommendations for transforming cycling and walking for transport in Greater Manchester in his Made to Move report in December 2017. There are 15 steps in Made to Move which can be split into four key areas of activity:
- i) Delivering the Bee Network of walking and cycling routes;
  - ii) Road danger reduction, including a call from Chris Boardman for increased government funding for roads policing;
  - iii) Access to bikes, including the procurement of a Cycle Hire scheme, which will focus initially on the regional centre;
  - iv) Community engagement and activation, including the roll out of Open Streets, which Oldham is already promoting to residents through its very similar Play Streets initiative.

### **The Bee Network in Oldham**

- 4.4 Oldham has been engaged in the Bee Network programme from its launch in July 2018, when we secured Programme Entry status for two schemes in Tranche 1 (King Street Bridge and Union Street West bridge), followed by a further 7 schemes in Tranche 6, making our total ask from the fund circa £16.5 million. Oldham's full list of schemes with programme entry is:
- King Street bridge renewal;
  - Union Street West bridge completion of renewal;
  - Oldham Town Centre Improvements;
  - Royton Town Centre;
  - Park Road - NCN 626 - Town Centre Connection;
  - Chadderton Pedestrian and Cycle Access Improvements;
  - Park Bridge - NCN 626 - Ashton under Lyne;
  - Higginshaw Link to Royton; and
  - Chadderton Broadway Canal.
- 4.5 Oldham has recently had the necessary business cases and Delivery Agreements approved by TfGM to enable us to commence delivery of our Tranche 1 schemes. These will be some of the first Bee Network schemes to be delivered in Greater Manchester.
- 4.6 The Tranche 1 schemes include a '*Scheme Activation*' element, which will involve the development and delivery of an action plan to encourage greater use of the infrastructure being provided. In Oldham this element will have a particular focus around health and well-being in line with discussions held with the Cabinet Member for Health and Social Care. It will also involve community and stakeholder engagement. This behavioural change element will be funded by the Mayor's Challenge Fund as part of scheme delivery.

### ***Change a Nation to Change a Region, a Cycling and Walking Investment Plan for GM***

- 4.7 The approval of tranche 6 schemes into the Mayor's Challenge Fund programme by GMCA in November 2019 resulted in a funding gap of £215 million to deliver all the approved schemes. Only a portion of them can be funded from the £160 million currently available. A prioritisation process is currently underway, led by TfGM, to determine which schemes should be delivered with the available funding. It is anticipated that the GM Mayor will make a recommendation to GMCA in March 2020. In the meantime, the Mayor has published a Greater Manchester Walking and Cycling Investment Plan, *Change a*



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Region to Change a Nation, (28th January 2020), which makes the case for the total investment in the Bee Network.

### **Other Bee Network Investment in Oldham**

4.8 There are other Bee Network schemes with Programme Entry status that could result in investment in Oldham including:

- GM - Active Neighbourhoods (Tranche 5);
- GM - Safety Camera Digitisation and Upgrade (Tranche 5);
- GM - Bee Network Crossings (Tranche 6); and
- Rochdale - Rochdale/Manchester/Oldham link (Tranche 6).

4.9 Oldham is currently engaging with TfGM regarding Active Neighbourhoods and Bee Network Crossings. All four of the schemes listed above are included in the prioritisation process which will determine which are progressed and which are put on hold to await further funding.

### **Bus Reform / Local Bus Strategy**

4.10 The Local Bus Strategy and key principles for bus will be developed to align with any decision taken by GMCA around Bus Reform in response to the outcome of the public consultation on a proposed bus franchising scheme. The consultation closed on 8th January 2020, the responses are currently being analysed and it is anticipated that the GM mayor will make a recommendation to GMCA in March 2020. The proposed franchising scheme was developed in response to the GMCA decision made in June 2017 to consider using the powers granted under the Bus Services Act 2017 to improve bus services by reforming the current bus market.

4.11 Following discussion at the full Council meeting on 6th November 2019, Oldham Council gave formal support to the GM Mayor to introduce bus franchising following the consultation.

### **Clean Air Plan**

4.12 The Greater Manchester local authorities, including Oldham, GMCA and TfGM are developing a Clean Air Plan to improve air quality across Greater Manchester. One of the measures proposed in the Outline Clean Air Plan Business Case is the expansion of the GMEV Electric Vehicle Charging Network.

4.13 Oldham Council is working with TfGM on several projects with a view to expanding the GMEV network in Oldham. Greater Manchester has already secured £3 million from the Government's Clean Air Early Measures Fund to install at least 24 double-headed rapid charging points and provide promotion activities to encourage EV uptake to both the public and business sectors. The installation of this infrastructure will be completed in summer 2020. Government funding is also being sought through the Clean Air Plan to expand the network, with initial investigations and site selection work underway. TfGM has also recently entered into a new contract for the operation of the GMEV network and the new operator will be required to upgrade and expand the existing network.

## **5 Funding the delivery of GM2040**

5.1 Delivery of GM's and Oldham's aspirations set out in the GM2040 Transport Strategy and accompanying Delivery Plan requires both revenue and capital funding. Revenue funding comes from a number of sources, including the Transport Levy and Mayoral precept, net

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revenue from transport operations owned by TfGM eg Metrolink, revenue grants from Government and GMCA reserves and local authority revenue budgets. Transport improvements are funded through a combination of Government grants and borrowings.

- 5.2 Investment in maintaining and improving the local transport network in Oldham is made through Oldham's transport capital programme, which is made up of a series of different funding streams, including local and national funding and funding devolved to the GM Mayor.
- 5.3 Oldham Council has a 3-year rolling transport capital programme, which is approved as part of the annual Capital Strategy and Capital Programme. The 2019/20 to 2021/22 transport capital programme was approved by full Council on the 27th February 2019 as part of the 2019/20 to 2023/24 Capital Strategy. The 2019/20 programme has a value of £14.7m and comprises several areas of work funded from a variety of different sources, including the Local Transport Plan allocation and numerous external grants that the Council has secured through competitive funding competitions. Bids for external funding are normally awarded for the delivery of specific named projects.

## **6 Oldham's Transport Capital Programme**

- 6.1 As explained above, the transport capital programme consists of multiple funding streams which results in a series of sub-programmes within the overall programme. These sub-programmes are listed below:
- 1) Highway maintenance (carriageways and footways);
  - 2) Bridges and structures (road bridges, footbridges, retaining walls and culverts);
  - 3) Flood management and drainage;
  - 4) Local Growth Deal;
  - 5) Accident reduction / safety schemes;
  - 6) Congestion and traffic management;
  - 7) GM Mayor's Cycling and Walking Challenge Fund; and
  - 8) Other minor works.
- 6.2 An update for each sub-programme is given in Appendix 1.
- 6.3 The transport capital programme is subject to ongoing monitoring and review to ensure it continues to reflect current priorities, that budgets match expenditure and that take-up of available grant funding is maximised. This ongoing monitoring results in regular changes to budgets in the approved programme, both between schemes and across financial years. Furthermore, as additional funding is secured through successful funding bids, the value of the programme can increase. The programme is formally updated via a series of ModGov budget update reports (there have been three reports for 2019/20 in July and October 2019 and February 2020).

## **7 Future funding opportunities**

- 7.1 Securing additional funding for investment in transport infrastructure is a priority and an ongoing activity for Oldham Council. There are several funding competitions through which the Council is hoping to secure additional funding, as detailed below.

### **Future High Streets Fund**

- 7.2 The Council's Expression of Interest to the Government's Future High Streets Fund was successful and resulted in an invitation to submit a business case to the next round of the funding competition by 30th April 2020. *Accessible Oldham* is one of the projects included



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in the Expression of Interest and the draft business case submitted to Government in January 2020. Future High Street Fund grant is being sought for core town centre elements of the Accessible Oldham programme to compliment the Growth Deal 3 funded works.

### **GM Mayor's Cycling and Walking Challenge Fund**

- 7.3 As stated in paragraph 4.4, further bids seeking funding of circa £16 million were submitted to tranche 6 of the Mayor's Cycling and Walking Challenge Fund, all of which gained Programme Entry status. As the fund is over-subscribed across GM, a prioritisation exercise is currently underway to determine which schemes will be delivered. A recommendation based on the outcome of this exercise is expected to be made by the Mayor to GMCA in March 2020.

### **Department for Transport (DfT) Highway Maintenance Challenge Fund**

- 7.4 In July 2019 the DfT launched another round of its Highway Maintenance Challenge Fund competition, with £198 million available for 2019/20 to 2020/21 for the structural maintenance of highways, bridges, retaining walls and other structures. Oldham submitted, via the Combined Authority, both a bid and an expression of interest by the deadline of 31st October 2019. The bid comprised the refurbishment of two structures on Oldham Way (Waterloo Street and Wellington Road bridges) and was ranked number one out of nine Greater Manchester bids by GMCA, whilst the expression of interest comprised the refurbishment of the larger Manchester Street viaduct and was ranked third out of seven submissions. A Government announcement on the outcome of these submissions has been delayed from December 2019 and is still awaited.

### **DfT Local Pinch Point Fund**

- 7.5 In July 2019 the DfT also launched a further round of its Local Pinch Point Fund, with £150 million available nationally in 2021/22 to 2022/23 for schemes that tackle barriers on the local highway network that may be restricting the movement of goods and people. The deadline for submitting Expressions of Interest to this fund was 31st January 2020. Oldham submitted, via the Combined Authority, an expression of interest for the Oldham Mumps Area Gyratory and Access to Southlink Development Site. This scheme was ranked equal first out of seven bids by GMCA.

### **Environment Agency Flood Management Programme**

- 7.6 The Environment Agency is expected to develop another six-year programme up to March 2027 before the current one ends in March 2021 and Oldham will be looking to secure additional resources for schemes. If there is underspend nationally in the current programme, Oldham will also be looking to secure some of this if possible, for current priorities.

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

- 8.1 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.

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

- 9.1 The report is presented for information only.

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## **10 Links to Corporate Outcomes**

- 10.1 Securing funding to invest in the transport network and delivering the transport capital programme contribute towards the corporate objective of achieving an inclusive economy where people and enterprise thrive.

## **11 Additional Supporting Information**

- 11.1 3-year Local Transport Plan Capital Programme 2018/19 - 2020/21, 27<sup>th</sup> March 2018  
<https://committees.oldham.gov.uk/ieDecisionDetails.aspx?ID=3294>
- 11.2 Capital Strategy and Capital Programme 2019/20 to 2023/24, Report to Council, 27<sup>th</sup> February 2019  
<https://committees.oldham.gov.uk/documents/s101846/2.%20Capital%20Strategy%20and%20Capital%20Programme%20201920%20to%20202324.pdf>
- 11.3 Transport Capital Programme 2019/20: Budget Update Report 1, 16<sup>th</sup> July 2019  
<https://committees.oldham.gov.uk/ieDecisionDetails.aspx?ID=3690>
- 11.4 Transport Capital Programme 2019/20: Budget Update Report 2, 21<sup>st</sup> October 2019  
<http://decisionrecording.oldham.gov.uk/ieDecisionDetails.aspx?ID=3894>
- 11.5 3-Year Highways Improvement Programme (2019/20 - 2021/22), Cabinet Report, 25<sup>th</sup> March 2019  
<https://committees.oldham.gov.uk/ieDecisionDetails.aspx?ID=3581>

## **12 Consultation**

- 12.1 The report is presented for information only.

## **13 Appendices**

- 13.1 Appendix 1: Oldham Transport Capital Programme Update.

## **Oldham Transport Capital Programme Update**

### **1 Highway maintenance (carriageways and footways)**

- The highway maintenance programme has a value of approximately £16M over the 3-year period 2019/20 - 2021/22, of which £12M is prudential borrowing.
- The works in the programme range from small scale repairs to the full reconstruction of carriageways and footways.
- The £5.2m allocated to a programme of works in 2019/20 has been fully delivered and generated an underspend due to economies of scale with delivery and competitive tendering from contractors. This underspend has been utilised on the early delivery of some schemes from years 2 and 3 of the programme in 2019/20;
- A further AEI (Annual Engineering Inspection) of all carriageway and footway was carried out in February 2020. The data gathered through this will be used to inform the inclusion of additional schemes within the programme across 2020/21 and 2021/22;
- Members will receive feedback on year 1 delivery and from the AEI results during March 2020. There will be an opportunity to include additional schemes or bring approved schemes forward.

### **2 Bridges and structures (road bridges, footbridges, retaining walls and culverts)**

- Schemes in the bridges and structures sub-programme tend to require significant development work in readiness for delivery on site, which results in some schemes spanning multiple years across the programme.
- Scheme development can include investigatory works, land acquisition, utility diversions, complicated traffic management and options appraisal to determine the best course of action.
- Bridges and structures schemes also tend to be high value and often cannot be accommodated within a single financial year.
- The reconstruction of the A672 Oldham Road Denshaw retaining wall, Thurston Clough Culvert reconstruction and the Rhodes Hill Culvert stabilisation schemes have all begun this financial year.
- A new budget for structures of £100,000 was introduced in July 2019 to deal with '*Minor Structures Works*' to enable high priority, lower value and/or emergency structures works to take place. Works have been carried out at 10 locations across the borough utilising this budget in order to deal with failing and/or dangerous structures. These works could not have been progressed without the introduction of this budget.

### **3 Flood management and drainage**

- On flood management, the Council is working closely with the Environment Agency (EA) to develop and deliver a programme of flood management schemes as part of the EA's six-year programme to protect 300,000 homes from flooding by March 2021.
- Schemes delivered to date include: Pencil Brook and Broomes Park, with a £600,000 scheme at Delph New Road/Huddersfield Road, Delph due to complete by April 2020.
- Funding has also been secured from the EA to prepare business cases this financial year for schemes at Grasmere Road, Royton and Churchfields, Dobcross. These are currently being progressed ready for submission to the EA by April 2020.
- There may be potential to access some additional capital funding for year 6 of the programme (2020/21) due to underspend nationally across the programme. The above business cases should put Oldham in a good position to access this if it becomes available.

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- The programme also includes a minor drainage works budget for small scale highway drainage improvements. This has been fully spent this year dealing with ongoing highway drainage issues.

#### **4 Local Growth Deal Fund**

- Through the GM2040 Transport Strategy, Oldham Council has been able to secure funding from the Local Growth Deal Fund.
- The current transport capital programme contains one remaining Growth Deal scheme, which is public realm improvements and highways works around the Mumps Metrolink Stop, which will support the developments at Mumps. This scheme also included the relocation of the Metrolink park and ride facility, which has already been completed and has released the original park and ride site for development purposes.
- The outstanding public realm and highway works at Mumps, which have a value of approximately £1 million, are nearing completion.
- The Council has also been awarded a £6 million Local Growth Deal grant by the Greater Manchester Combined Authority for a major scheme in Oldham Town Centre, 'Accessible Oldham', which is reflected in the capital programme. The grant, however, cannot be drawn down for scheme delivery until schemes have been designed, tender prices obtained, and conditional and full business cases approved by GMCA. The scheme is made up of a package of smaller schemes within Oldham Town Centre and is likely to include public realm and junction improvements. Work is underway through the capital programme to finalise the schemes that will make up the programme. Approval of the Conditional Business Case for submission to TfGM will be the subject of a separate ModGov report in March 2020.
- Not all the transport funding associated with successful Growth Deal bids sits in the transport capital programme; there is also a Growth Deal contribution of £800,000 towards the cost of providing the access road into the Albert Street development site at Hollinwood in the regeneration capital programme, which is forecast to be spent by October 2020.

#### **5 Accident reduction / safety schemes**

- The Council receives no funding specifically for accident reduction schemes but allocates a small proportion of its capital maintenance grant to accident reduction/safety schemes, which enables a small number of schemes to be included in the programme each year.
- Schemes in the current programme have been identified through a data-led approach based on the frequency and severity of injury accidents.
- Schemes delivered this year include: traffic calming on Wellyhole Street/Constantine Street; Derker Street/London Road; and Middleton Road/Garforth Street/Peel Street junction.
- The programme also includes the DfT Safer Roads Fund scheme on the A670 in Saddleworth and Tameside, which will be largely delivered in 2019/20. Oldham led on a joint bid with Tameside and secured Government funding of £962,000, of which Oldham's share is £762,000. The scheme includes road safety measures along the A670 such as improved pedestrian facilities, enhanced surfacing and new safety barriers.

#### **6 Congestion and traffic management;**

- This programme contains several small-scale traffic management schemes intended to reduce conflict between different types of road user, many of which have been generated following local members raising issues with the Unity traffic team.

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- Schemes currently being progressed include traffic calming at Partington Street, Failsworth; various measures on Acorn Street, Lees; and Park Road/Kings Road/Woodstock Street junction improvements (including pedestrian facilities).
  - Following a boroughwide study of key corridors, the programme includes a '*corridor improvement schemes*' budget through which measures will be delivered to reduce congestion, starting with the realignment of the Huddersfield Road/Ripponden Road junction by April 2020, full signalisation of Elk Mill roundabout (late-2020/early-2021) and various smaller-scale schemes including new yellow box junctions at various key locations on primary routes.

## **7 GM Mayor's Cycling and Walking Challenge Fund**

- The programme includes two schemes for which Oldham has recently entered into a Delivery Agreement with TfGM: King Street Bridge refurbishment and additional works to complete the refurbishment of Union Street West Bridge (deck resurfacing and waterproofing and painting of the structure). These schemes are being progressed and will be complete by early-summer 2020.
- Oldham has also secured Programme Entry status in the GM Cycling and Walking programme for several additional schemes across the borough. This will allow schemes to be designed and business cases prepared which, if approved, will release further funding from the Mayor's £160 million Cycling and Walking Challenge Fund for scheme delivery (subject to the outcome of the GM prioritisation process to address the £225 million GM funding gap).

## **8 Other minor works**

- This sub-programme comprises all other small-scale measures that are not part of a wider programme such as Public Rights of Way improvements, pedestrian and cycle schemes, disabled access improvements etc.
- These schemes often benefit from local financial contributions from, for example, local Councillor budgets, developers (through S106 contributions) and private sources.
- Scheme examples delivered this year include the provision of dropped kerbs along routes to Chadderton Town Centre to improve accessibility for pedestrians, particularly those with reduced mobility, a jointly-funded Public Rights of Way signing scheme in Shaw and Crompton and a Public Rights of Way scheme in Diggle, Saddleworth.