

Oldham Summary GMTS2040 Implementation Plan 22.10.20

1. Introduction

This Implementation Plan sets out how we, as Oldham Council, will work towards our priorities - including economic growth, improving the environment and social inclusion - by building on our planned and current transport projects, many of which are set out in the Greater Manchester Transport Strategy 2040 5-Year Delivery Plan (2020-2025).

While the 5-year Delivery Plan tends to consider large, medium- and long-term future transport schemes (shown on Map 1), this Implementation Plan is mainly focussed on local, neighbourhood level priorities and interventions that could be delivered across Oldham up to 2025.

Oldham Councils 'Creating a Better Place' Vision sets out the Council's approach to supporting inclusive growth, thriving communities and the co-operative agenda by:

- Building quality homes;
- Providing opportunities to learn and gain new skills;
- Providing opportunities to grow local businesses and create jobs;
- Ensuring Oldham is the greenest borough;
- Embedding sustainability, energy efficiency and low (zero) carbon;
- Improving life-chances and the health and well-being of all our residents and local communities.

This vision is set within the context of the Oldham Model, as defined in The Oldham Plan 2017-22 and illustrated in the diagram below.



Image 1: The Oldham Model

Alongside investment in health, education and homes, improvements in transport connectivity and public realm are essential to realising the Council's vision. This is reflected in the emerging Team Oldham Plan, which will replace the Corporate Plan and is in the process of being developed to reflect Covid-19 recovery planning.

The draft Team Oldham Plan includes the priority '*to make it easier for people to get around*', which commits Oldham Council to delivering innovative and quality transport links, creating efficient transport infrastructure that makes it easier to get to work, do business, reduce isolation and connect with each other. This Implementation Plan sets out the steps Oldham Council will take with partners to make good progress towards its transport vision and priorities in the short-term. It is a live document that will be updated to reflect the development of an Oldham local transport strategy, which will be aligned with the Greater Manchester 2040 Transport Strategy, and other policy documents such as an updated Local Plan.

To achieve Oldham's ambitions, we have set out five key transport-related outcomes that we will aim to achieve by 2025. These are:

- **Outcome 1:** More neighbourhood journeys (under 2km) will be made by foot and by bike in Oldham;
- **Outcome 2:** Connections to Oldham's town centres, employment sites and key destinations will be enhanced by foot, bike and public transport;
- **Outcome 3:** Streets in Oldham will be cleaner and greener;
- **Outcome 4:** Oldham residents, workers and visitors will have good access to safe, reliable, affordable, high quality public transport connections;
- **Outcome 5:** Streets in Oldham will be safer, well-maintained, resilient, reliable and accessible by all.

This document sets out some of the steps Oldham Council will take with its partners to make good progress towards achieving these outcomes in the next 5 years. The steps are ambitious and the development and delivery of the interventions set out will require a significant level of resource and funding. This will require us to prioritise measures and to continue working with GMCA and TfGM to secure the required funding from Government to develop and deliver schemes. We would also like to see longstanding funding issues addressed, such as the lack of funding for us to deliver programmes of locally determined minor works and safety schemes, which were previously funded through direct allocations of the Integrated Transport block, and the annual nature of capital maintenance allocations to local authorities, which makes it difficult for us to adopt the recommended lifecycle planning principles and a planned approach to maintenance.

2. Oldham's Strategic Transport Challenges

Achieving the 2040 Right Mix

The 2040 Right Mix aims to achieve 50% of journeys in Greater Manchester being made by sustainable modes by 2040.

57% of all journeys starting in Oldham are made by car or van, and 40% by sustainable modes (30% active travel and 10% by public transport).



Supporting Economic Growth

New Homes and Jobs

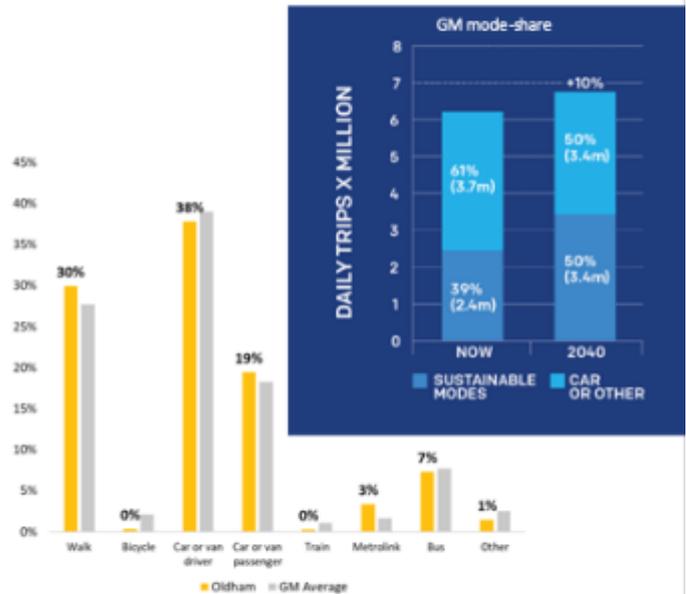
The Greater Manchester Spatial Framework identifies the potential to deliver around 2,600 new homes and around 143,700sqm of new employment floorspace in the Oldham borough by 2037.

We are committed to delivering 716 new homes a year in the period 2018-37, double the number of homes built annually over recent years.



51% of journeys that start in Oldham are neighbourhood trips that are under 2km and could be walked in just over 20 minutes.

49% of these neighbourhood journeys are walked, 28% are made by private car or van, and 1% are made by bike.



Town Centres

We are committed to supporting continued economic growth and recovery from COVID-19 in our town and district centres.

Plans include delivery of the Oldham Town Centre Vision, including 2,000 new homes and 1,000 new jobs, and the Royton Masterplan, with support from the GM Mayor's Town Centre Challenge.



Protecting our Environment

Carbon

Oldham Council declared a Climate Emergency in 2019, and we are committed to becoming a carbon neutral borough by 2030.



Improving Quality of Life

Health

Oldham has the lowest percentage of adults who are physically active across all Greater Manchester boroughs (59%). This is significantly less than the UK average of 67.2% of adults.

19% of Oldham's year six children are recorded obese, higher than UK average.



Oldham residents have a lower life expectancy than the UK average, particularly amongst females. Residents also have a higher than average mortality rate from cardiovascular disease.



Air Quality

There are a significant number of areas across the Greater Manchester highways network where NOx emissions are forecast to exceed legal limits by 2021, 5 of which are in Oldham.



We are committed to reducing NOx at the roadside in the shortest possible time through the GM Clean Air Plan.



Car Ownership

Nearly one third (31.2%) of all households in Oldham have no car/van, considerably higher than the England-wide proportion (25.8%).



Road Safety

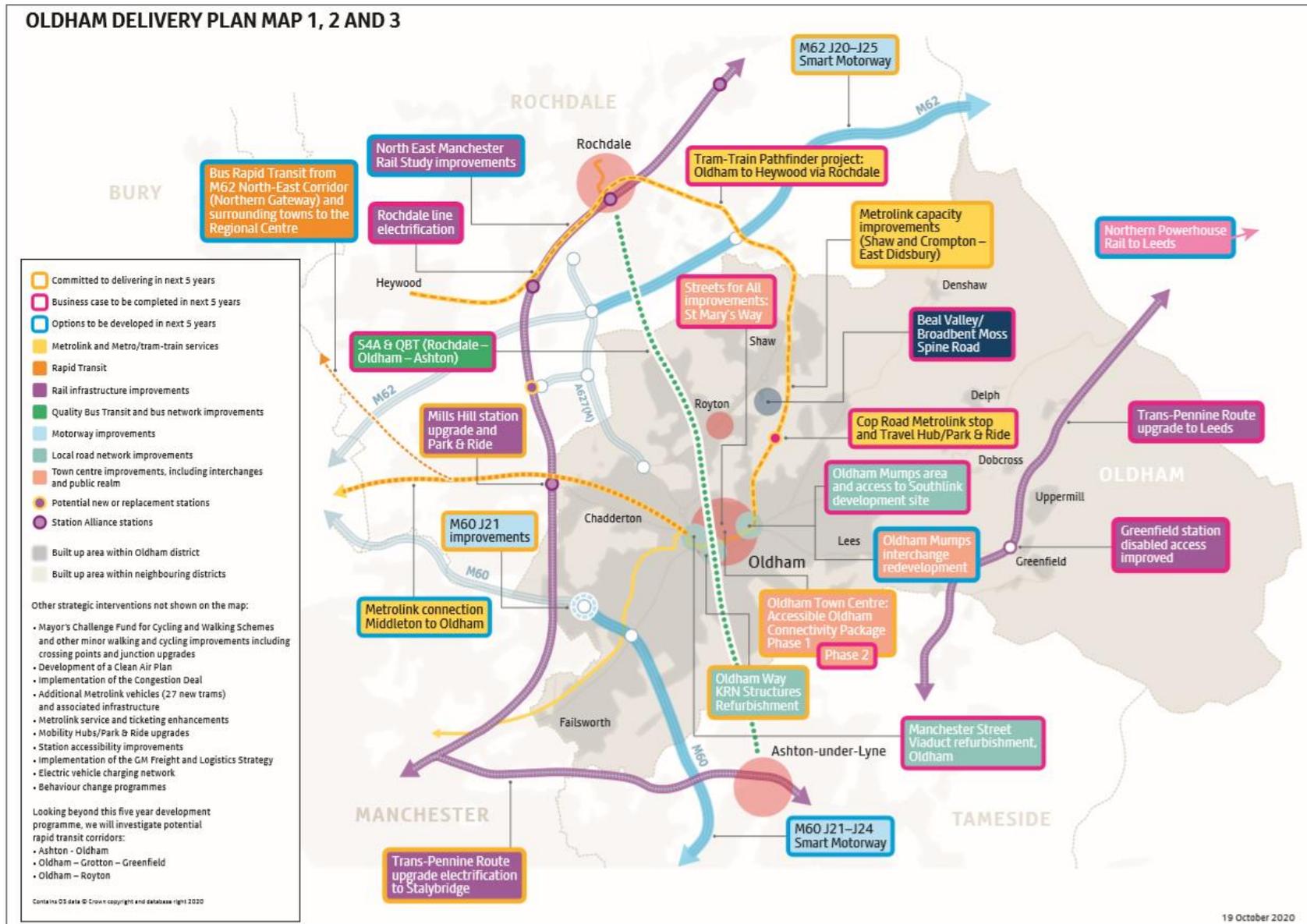
In 2019 there were 3617 road traffic collisions in Greater Manchester. 315 collisions resulted in 453 casualties on Oldham's roads.

Collisions resulted in 69 people being killed or seriously injured. 35% of the people killed or seriously injured were pedestrians (24), 10% were cyclists (7), 17% were motorcyclists (12).



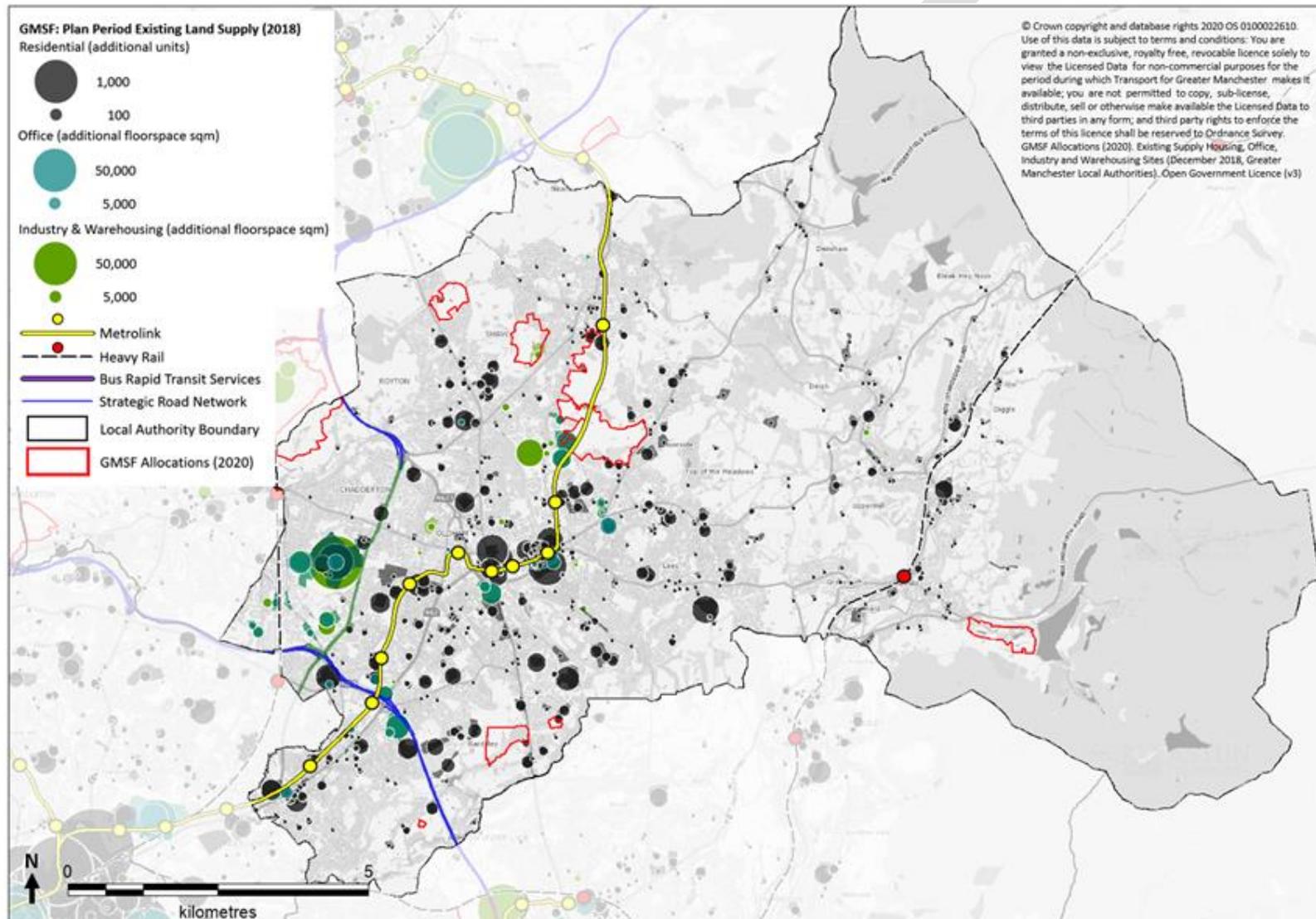
2.1. Oldham's Delivery Plan Schemes 2020 – 2025

Map 1 below sets out schemes committed for delivery, business case development or option development in Oldham in GMTS2040.



2.2. Oldham's Existing Transport Network and Spatial Allocations

Map 2 sets out the current land supply and transport network within Oldham. This includes the Oldham and Rochdale Metrolink Line to Manchester City Centre, that runs at 1 tram every 12 minutes at peak time and the Strategic Road Network in Oldham, alongside existing land supply for residential, office and industry space, and future GMSF allocations.



3. Spatial Theme Challenges and Opportunities

3.1. Neighbourhoods

The majority of trips made in Oldham that start in the borough are at the neighbourhood level and are under 2km in length (51%). While most of these journeys are walked (49%), a high number are made by private car (28%), and only 1% are made by bike (source: TRADS database). While many of these vehicle trips could be walked in under 20 minutes or cycled in 8 minutes, there are number of key barriers to walking and cycling in Oldham that result in a high proportion of neighbourhood trips being driven.

Key challenges to cycling and walking for local journeys in Oldham include:

- Traffic speed and volumes - high traffic volumes and speeds create poor levels of actual and perceived safety for people who walk and cycle;
- Severance - a lack of safe, comfortable crossing points of major roads creates severance for local journeys by active modes;
- Road widths - there is limited opportunity to introduce continuous cycle facilities on main road corridors due to road widths, limited space at junctions, and the presence of on-street parking associated with terraced housing and local shops and businesses;
- Wayfinding - a lack of wayfinding across neighbourhoods and local destinations is a barrier to people making trips for the first time by active travel;
- Footway accessibility - high levels of footway parking on narrow terraced streets in residential areas creates accessibility challenges on many of Oldham's neighbourhood streets for all users;
- High levels off drop off by car at schools and associated congestion and air quality issues;
- The weather and the hilly nature of Oldham, which can act as barriers to cycling and walking.

These issues have a particular impact on the third of households in Oldham who do not have access to a car and rely on making trips by foot, bike and public transport, while also exacerbating the prevalence of the environmental and health issues that are caused by short car trips.

To enable improvements in the health, wellbeing and quality of life of our residents, we are working to encourage an increase in walking and cycling for neighbourhood journeys. This includes work underway to progress seven Bee Network schemes in Oldham, including active neighbourhoods, connectivity and route-based schemes which are being funded through the Mayor's Cycling and Walking Challenge Fund. We are also looking to further develop our cycling and walking plans as part of the development of the Oldham Transport Strategy and by incorporating plans for active travel within our emerging Local Plan.

The school journey can have a significant impact on local traffic and transporting children to school by car also contributes to reduced levels of fitness and increasing obesity. There are more than 100 schools located in the Oldham borough, including 86 primary schools, 13 secondary schools and 7 special schools, as well as several independent schools, while Oldham Town Centre is the focus of further and higher education establishments, being home to the Oldham Sixth Form College, the Further Education College and University Campus Oldham.

The Council will continue to promote sustainable travel to school by providing road safety education, training and publicity and cycle training to all primary schools and helping schools to develop and implement travel plans, including travel plans associated with new secondary schools: Leesbrook (Oasis Academy) due to open in November 2020; the relocation of Saddleworth School from Uppermill to Diggle, construction of which started in summer 2020; and the new Blue Coat II school proposed in Oldham Town Centre.

3.2. Oldham Town Centre

Oldham Council has set out ambitious plans in its *Creating a Better Place* vision to regenerate Oldham Town Centre. This vision aims to deliver 2,000 new homes, 1,000 new jobs, better access to amenities and services and a wider offer for social and leisure activities for families, young professionals, older people and surrounding communities. A focus of these plans is to enhance the twilight and night-time economy of Oldham Town Centre, as well as delivering better access by foot, bike and public transport. Key outcomes of the Town Centre Vision include:

- 'A place that thrives by providing a safe, healthy and friendly environment' - delivering full accessibility to the town centre, increased footfall and dwell time, decreased road travel and enabling Active Streets;
- 'A place that thrives by being green' – delivering a town centre that increases access to integrated public transport, increases dwell time and footfall and sets a high clean street standard.

To enable growth in homes, leisure and the cultural offer within the town centre, Oldham Council is committed to ensuring that public transport, walking and cycling are the go-to choice for journeys to the town centre. However, there are a number of transport related challenges that create barriers to achieving this outcome, including:

- A high level of trips to the town centre are currently made by private car. It is estimated that currently only 39% of journeys to Oldham Town Centre are made by sustainable modes (the lowest of all GM town centres);
- A poor perception of safety in the town centre, particularly in the evening when there are low levels of activity and footfall. 71% of people surveyed in 2019 stated they felt safety is good during the day, while only 34% stated they felt safe at night;
- Car parks are located centrally within the town, creating high levels of traffic and congestion close to the core of Oldham Town Centre. This impacts on the

quality of the public realm, and access by people travelling bus, foot and bike, as well as by car;

- There are multiple points of severance for sustainable journeys, including Oldham Way, the Metrolink Line, St Mary's Way, and the Oldham Mumps junction at Lees Road/Cross Street;
- There are also poor-quality links to the south and east of Oldham Town Centre including to Southlink Business Park, Alexandra Retail Park and the proposed Northern Roots site due to the severance effects of Oldham Way, which need to be addressed.

Oldham Council is currently working to overcome these challenges by, for example, developing a comprehensive masterplan for the town centre, delivering Growth Deal 2 and 3 schemes to improve access to and within Oldham Town Centre, improving cycle and walking access through the Mayor's Challenge Fund schemes, delivering Future High Streets Fund projects (subject to business case approval by Government), and delivering the Quality Bus Transit corridor between Rochdale, Oldham and Ashton-Under Lyne, including Streets for All measures in Oldham Town Centre.

Oldham has also been selected to develop a Town Deal worth up to £25 million and is in the process of producing a Town Investment Plan for Oldham Town Centre, which will include transformational projects such as the Northern Roots Urban Farm and Eco-Park and the Town Centre District Heat Network.

As part of our ongoing response to Covid-19, we will continue to make Oldham Town Centre as safe and easy to get around as possible and ensure that Oldham is 'open for business'. We want people to feel confident in accessing town centre services, to feel they are able to get there safely, particularly by active travel modes, and can move around safely when they arrive. We have put a number of measures in place to assist with social distancing, including signing and lining and are relocating taxi ranks from Yorkshire Street and St Mary's Way to new shared facility bays and an extended rank on Henshaw Street.

3.3. Wider-City Region and Regional Centre Access

Compared to the GM average, Oldham has a high number of trips that are made across the Wider City Region (38%). These are trips over 2km to destinations that are not the regional centre, such as to the neighbouring boroughs of Rochdale and Tameside, to and from the borough's employment sites, to Oldham Town Centre or to the borough's six district centres of Chadderton, Failsworth, Hill Stores, Lees, Shaw and Uppermill, which play an important role in providing day-to-day retail and other services to residents.

With the exception of trips to Oldham Town Centre, there are typically poor alternatives to the private car for making these types of journeys. This results in a high number of these trips being made by private car (78%), only 18% by public transport and less than 1% by bike (source: TRADS database). The following paragraphs outline some of Oldham's transport challenges and opportunities.

3.3.1. Royton

Royton is the second largest town centre in the Oldham borough, and is our Greater Manchester Mayor's Town Centre Challenge area. In 2018, a Masterplan was developed and adopted for Royton, which sets out a 10-year vision for improvement. This forms a framework for delivering works to improve the public realm and streetscape, enhanced connectivity, including new walking and cycling links, supporting businesses, and retaining and enhancing the character of the town centre.

The A671 through Royton provides a valuable route to Oldham and Rochdale town centres, including by frequent bus services. However, the layout of the town centre and volume of traffic along this road creates a number of challenges. These include:

- High levels of air pollution that are at risk of exceeding legal limits of NOx by 2020;
- Poor quality public realm, particularly in Market Square and around Royton Town Hall;
- Severance for people using the town centre or travelling across it, caused by poor crossing facilities and a high prevalence of guard railing.

Work has started to deliver on the aims of the Mayor's Town Centre Challenge and the Royton Masterplan, including acceleration of a scheme to install new crossing facilities in the town centre as part of the *SaferStreetsSaveLives* campaign. Further opportunities to support the local economy and create a stronger local centre in Royton through transport focused measures include delivery of Quality Bus Transit measures within the town centre, delivery of Bee Network walking and cycling connections, and delivery of streetscape plans within the Royton Masterplan.

3.3.2. GMSF Allocations

Eight allocations in the GMSF are located entirely within the Oldham borough. There is also a cross boundary allocation at Stakehill which is being jointly proposed by Oldham and Rochdale Councils, with Oldham's part of the Stakehill allocation proposed for employment use. The Oldham allocations are shown on map 2 and listed in table 1 below. It should be noted that the allocation figures for Stakehill included in the table relate only to the Oldham allocation.

Table 1: Oldham GMSF allocations	
Site	Allocation
GMA2 Stakehill	120,000 sqm employment
GMA12 Beal Valley	Around 480 homes
GMA13 Bottom Field Farm (Woodhouses)	Around 30 homes
GMA14 Broadbent Moss	Around 1,450 homes with around 500 of these delivered post 2037

Table 1: Oldham GMSF allocations	
Site	Allocation
GMA15 Chew Brook Vale (Robert Fletchers)	Around 170 homes 6,000 sqm commercial, leisure and retail land use
GMA16 Cowlshaw	Around 460 homes
GMA17 Hanging Chadder	Around 260 homes
GMA18 Land south of Coal Pit Lane (Ashton Road)	Around 255 homes
GMA19 South of Rosary Road	Around 60 homes

In order for these sites to come forward, interventions will be needed on the transport network, including measures to support public transport, active travel and improve local junctions. An initial assessment of the interventions that may be required has been undertaken within the Locality Assessments prepared as part of the GMSF. As and when the sites come forward for development more detailed assessment will be needed which could result in changes to the measures currently proposed.

An initial assessment of the interventions that may be required to support GMSF sites has been undertaken within the Locality Assessments prepared as part of the GMSF, and potential interventions are listed within the Appendix of the 2020-2025 Delivery Plan.

Examples of local highway network interventions to support Oldham's GMSF allocations currently include:

- B6194 Heyside / Water Street / Bullcote Lane junction improvement (GMA12, GMA14);
- Beal Valley / Broadbent Moss Spine Road (GMA12, GMA14);
- A663 Broadway / Shaw Road / A671 Oldham Road junction improvement (GMA12, GMA14, GMA16);
- A663 Crompton Way / Rochdale Road / Beal Lane junction improvement (GMA12, GMA14, GMA16);
- A627 (M) / Chadderton Way / A663 Broadway interchange improvements (GMA12, GMA14, GMA16, GMA17);
- A635 Holmfirth Road access junction (GMA15);
- Chew Brook Vale access road and bridge over Chew Brook (GMA15);
- A671 Rochdale Road / B6195 High Barn Road / A671 Oldham Road / B6195 Middleton Road junction improvements (GMA16);
- A627 Ashton Road / Coal Pit Lane junction improvement (GMA18);
- Coal Pit Lane improvements (GMA18).

In some cases, interventions will also be needed on Highway's England's Strategic Route Network (SRN), such as at the M62 junction 20 in Rochdale to support GMA2.

Improvements will also be needed to make the allocations more accessible by public transport, cycling and walking, such as a new Metrolink Stop and associated Park and Ride facility at Cop Road / Bullcote Lane and a Metrolink overbridge needed to support delivery of the Beal Valley and Broadbent Moss allocations, and improvements to local bus services, such as a new bus service to better connect Oldham and Rochdale to Stakehill. Allocations will also need to be connected to local cycling and walking networks such as the Public Rights of Way and the Bee Network by cycling and walking facilities designed in accordance with standards applicable at the time. Examples of walking and cycling interventions to support Oldham's GMSF allocations currently include:

- Improvement of walking and cycling facilities on Heyside and Cop Road via new Metrolink overbridge (GMA12);
- Traffic calming on Vulcan Street (GMA14);
- Pedestrian and cycle route between Coal Pit Lane / Ashton Road junction and White Bank Road (GMA18).

Further details of the transport interventions that may be needed to support Oldham's GMSF allocations can be found in Appendix C to the GM2040 Delivery Plan 'GMSF allocations and their transport interventions'.

In addition to interventions associated with GMSF developments, other schemes and programmes in the GM2040 Delivery Plan will help to support sustainable access to GMSF allocations, such as the Ashton-Oldham-Rochdale Quality Bus Transit Corridor, which is anticipated to see a general improvement to service reliability and facilities along the A627 Ashton Road that will support allocation GMA18.

There is also a need to ensure that Oldham residents can access employment opportunities at GMSF allocations outside the borough as these come forward, such as the Bury/Rochdale Northern Gateway allocation (GMA1). Oldham Council will work with its GM2040 partners to achieve this.

3.3.3. Public Transport

Alongside challenges within town centres, Oldham faces a number of public transport reliability, capacity and connectivity challenges. Due to a comparatively high prevalence of households with no access to a car against UK and Greater Manchester levels, Oldham residents are more reliant on public transport for journeys, and deficiencies in this network can have a particularly high impact on access to opportunities and quality of life. The affordability of public transport, particularly for those on low incomes, is also a key issue for Oldham residents.

Bus has the largest mode-share for public transport in Oldham. Key challenges on Oldham's bus network include:

- A considerable drop in scheduled bus services - between 2013 and 2018 there was a 17% drop in annual scheduled bus mileage in Oldham, compared to 7% across GM;

- A reduction in off-peak bus services – between 2016 and 2018, weekday departures from Oldham bus station declined by 13.8%, whilst Sunday departures have reduced by 15.5%;
- Poor bus journey time reliability and journey times across the bus network – on the strategic bus corridor between Oldham and Rochdale, 23% of buses do not run on time and journey times are longer by bus than car;
- Outside Oldham Town Centre, there are low levels of bus connectivity to key destinations and neighbourhoods with some of the highest levels of deprivation – there are, for example, poor links for Oldham residents to employment opportunities at Stakehill Industrial Estate.

Metrolink has been the largest change for transport in Oldham since its introduction in 2013. Patronage has been increasing year upon year, and this has had a significant impact on Oldham's economy and quality of life for residents. However, while Metrolink provides a quality service, it only serves parts of the borough and connectivity to stops limits its potential to serve more residents. Key issues include poor walking and cycling networks to stops, lack of interchange facilities to bus services, capacity issues at park and ride facilities at Derker, Mumps and Hollinwood Metrolink stops, overcrowding on the Oldham-Rochdale Metrolink line, particularly during peak hours, high levels of anti-social behaviour on the Oldham-Rochdale line and at stops such as King Street in Oldham Town Centre and no direct Metrolink (or rail) access from Oldham to Manchester Piccadilly Rail Station.

Similarly, while the three rail stations that serve Oldham (Greenfield, Mills Hill and Moston) have seen long term increases in patronage, better links to surrounding neighbourhoods and destinations are needed. Other key rail issues include infrequent and overcrowded services, particularly at peak times, on the Trans-Pennine and Calder Valley rail lines and lack of disabled access at Greenfield Station.

Key opportunities to improve connectivity to Metrolink and rail services include continued delivery of the Bee Network, development of multi-modal transport hubs at stops and stations, and integration with the Oldham Town Centre Masterplan and GMSF plans.

Access to jobs at some of the major employment sites in Greater Manchester, such as Manchester Airport and the adjacent Enterprise Zone and Trafford Park is limited by public transport, with journeys taking significantly longer than most people would be prepared to spend travelling to work.

Access to public transport for Oldham residents decreased significantly during the Covid-19 lockdown and although there have subsequently been some significant improvements, there is a need to ensure that accessibility does not remain below pre-lockdown levels. Bus network coverage and direct bus links must return to pre-lockdown levels as a minimum if the borough is to recover from the pandemic. The situation is made even more challenging by the social distancing requirements that will reduce the capacity of bus, Metrolink and rail services, many of which were overcrowded pre-lockdown.

We are also looking at how we might better re-route buses in and around Oldham Town Centre to improve safety in pedestrian areas, both as part of our response to Covid-19 and in the longer term as part of the Accessible Oldham programme. Our Emergency Active Travel fund scheme in Oldham Town Centre will, for example, see buses re-routed around West Street bus station to give pedestrians more space on West Street.

3.3.4. Highway Network

Providing a safe, reliable highway for all users, that supports the transition to a zero-carbon borough, is essential to realising our environmental, quality of life and economic objectives, as well as achieving the Right Mix Vision in Oldham. Key challenges to achieving this include:

- Congestion – as levels of car travel have increased, congestion on Oldham’s road network has become more prevalent. While levels of delays are less than the GM average, congestion has a significant effect on journey times and reliability, which are particularly costly to business and bus users¹. Much of the borough’s main road network and junctions experience traffic delays, particularly at peak times, including:
 - A669 Middleton Road;
 - A669 Lees Road / Oldham Road;
 - A672 Ripponden Road;
 - A62 Huddersfield Road;
 - A62/A627/A627(M) Oldham Way / Chadderton Way;
 - A62 Manchester Road;
 - A663 Broadway / Shaw Road / Crompton Way;
 - A671/A627 Rochdale Road / Oldham Road / Ashton Road;
 - A6048 Featherstall Road;
 - B6194 Shaw Road / Higginshaw Lane/Heyside, particularly at junctions.
- Strategic Route Network (SRN) – there are several roads in the borough that are managed by Highways England, including A663 Broadway Trunk Road, the A627 (M) and the stretch of the M60 motorway in Oldham, including junctions 21 at Broadway and 22 at Hollinwood. Highways England is planning to carry out a scheme to address congestion at the A663 Broadway / M60 junction, currently planned for 2023/24. Access to junction 22 at Hollinwood is restricted, with no eastbound access from the A62 northbound or southbound and the surrounding road network can experience congestion and delay. We will work with Highways England to help identify the scope for improvements around junction 22 that would reduce congestion on the motorway and surrounding Key Route Network and could be brought forward in future Route Investment Strategies. Roads in the Saddleworth area can also experience significant levels of congestion when traffic is diverted off the M62 onto the local road network as a result of roadworks or accidents;

¹ Oldham’s Local Economic Assessment 2019 - Section 3: Transport and Business Connectivity

- Maintenance – Oldham continues to deliver a programme of capital investment to maintain the existing highway network, including roads, footways, bridges, retaining walls, culverts and other infrastructure, with limited resources targeted to maximum effect in line with the Council’s Highway Asset Management Policy. Following delivery of the Gateway Corridor Improvement Programme in 2018/19, which focused resources on the main road network, the Council is investing a further £12 million over the 3-year period 2019/20 – 2021/22 on maintaining highways, including secondary corridors and residential roads and traffic calming schemes in need of repair. However, considerable investment is still needed to deliver essential footway and carriageway maintenance repairs and to deal with the backlog of essential maintenance needed to highway structures such as bridges and retaining walls if road closures and weight restrictions are to be avoided;
- Retaining walls – the Pennine nature of the borough means there are extensive lengths of highway retaining walls (31km in total), many of which were built over 100 years ago, in urgent need of repair for which there is no funding available;
- Road safety – over the last 20 years, Oldham has seen a steady decline in road traffic collisions involving all types of road users with a reduction of two thirds from over 900 to around 300. During this period the number of people being killed or seriously injured fell by 30%. Collisions involving child pedestrians have also reduced significantly since 1999, with the number of casualties having reduced by 705 and now at an all-time low. This is a result of the Council’s evidence-based data-led approach to road safety. Despite this success, there are still many road safety hotspots in the borough, including: St Mary’s Way; A669 Middleton Road, Chadderton; A669 Lees Road, Clarksfield; A670 Uppermill Centre; A669, Lees Centre; A663 / A671 junction, Royton; Burnley Lane / Eustace Street / Belmont Street Area; Copster Hill Road, Hathershaw; A62 Oldham Road, Failsworth; and A627 Ashton Road, Hathershaw. There is however, no longer any dedicated funding available for local safety schemes. While planned schemes such as the Bee Network and the A627 / A671 Quality Bus Transit project will deliver improvements at some of these locations, funding will be needed to resolve local safety issues across the borough;
- Freight – the vast majority of freight in Oldham is carried by road. This increases the economic impact of congestion, but also results in more vehicles on our roads, carbon emissions, poor air quality, noise pollution and conflict with vulnerable road users;
- Last mile freight - an increase in last mile freight is particularly challenging in Oldham. This has increased the number of smaller commercial vehicles on our roads, resulting in more traffic and potential for collisions with vulnerable road users. Due to the complexities of these operations, a co-ordinated approach is needed to manage last mile freight, including new infrastructure and policies, especially in town centres and neighbourhoods;

- Borough Cycle Network - although high quality cycle facilities have been delivered at some locations, particularly around Oldham Town Centre, the current cycle network does not link all parts of the borough thereby limiting new journeys by bike between neighbourhoods and the Wider City Region. The focus for the next 5 years will be unlocking this network around town centres and the west of the borough, where the topography better lends itself to cycling;
- Electric Vehicle Charging Network – there are currently public access EV charging points in 23 locations across Oldham, with the majority of these located around Oldham Town Centre. Due to the large number of streets in the borough without off-street parking, a significant increase in public access charging points (both rapid and residential) will be required through the expansion of the GMEV network to support the uptake in electric vehicles needed to meet local and GM carbon and clean air targets. We are working with TfGM on several projects to expand the EV charging network in Oldham, including the provision of dedicated charging points to support taxi and private hire vehicle drivers to switch to electric vehicles, with work underway to identify suitable locations.

4. Oldham 5-Year LIP Outcomes

Outcome 1: More neighbourhood journeys (under 2km) will be made by foot and by bike in the borough of Oldham

In the next 5 years this means delivering improvements that create attractive, safe neighbourhoods that are pleasant for people to spend time in and supporting people to make local trips by foot or by bike rather than by private car.

Our local priorities for investment in scheme delivery, development or investigation over the next 5 years, subject to funding in some cases, include:

Investment Priority	Description
King Street Foot and Cycle Bridge	Bee Network: full refurbishment of King Street cycling and walking bridge to retain this direct route into Oldham Town Centre from residential areas to the south.
Union Street West Foot and Cycle Bridge	Bee Network: completion of the bridge refurbishment scheme, including a new high-quality surface to make it easier and safer for people to use.
Broadway to Rochdale Canal Link	Bee Network: upgrading an existing off-highway path linking Chadderton to the Rochdale Canal to improve walking and cycling access to key local destinations such as Radclyffe School, Mills Hill Primary, Chadderton Integrated Care Unit and the Firwood Park residential area.
Chadderton Pedestrian and Cycle Access Improvements	Bee Network: upgrading crossings and enhancing walking and cycling routes in the Chadderton area to improve safety and enable more local trips, especially to schools and public transport links, to be made by bike or on foot.
Higginshaw Link to Royton	Bee Network: a new parallel signalised crossing at Salmon Fields to connect existing routes, creating a safe off-road walking and cycling route from Royton to the Shaw Road/Higginshaw Lane industrial area. Improvements will also include a new off-road surface and re-grading of the existing steeply sloped path up to Higginshaw Lane.
Oldham Town Centre Improvements	Bee Network: a scheme to improve pedestrian and cycle access within and around Oldham Town Centre, including around the busy bus station area.
Park Bridge - Ashton-under-Lyne Link	Bee Network: restoration of the Park Bridge viaduct route for pedestrians and cyclists on NCN 626 to create a flat, easy-to-navigate, direct route between Oldham and Ashton, plus a new Bee Network crossing point on Kings Road.

Investment Priority	Description
Park Road - NCN 626 to Town Centre Connection	Bee Network: a scheme to enable more cycling and walking trips by delivering a missing link to connect Oldham Town Centre with the NCN 626 route through to Ashton-under-Lyne and the Lees Linear Park cycle route, overcoming an existing heavily-trafficked pinch point.
Royton Town Centre Connection	Bee Network: A Streets for All town centre improvement scheme to increase the number of local walking and cycling journeys into Royton Town Centre. This will include a number of improvements to the town centre environment, two crossing upgrades, a wider footway and a contraflow cycle lane. The plans aim to reduce the severance impact of the A671 Rochdale Road.
Bee Network Crossings	Bee Network: delivery of a programme to upgrade existing / install new pedestrian and cyclist crossings to remove severance points as part of a GM-wide Bee Network crossings programme – potential locations include: <ul style="list-style-type: none"> • Wellyhole Street, Greenacres; • Salmon Fields; • Well-i-Hole, Greenfield; • Chadderton Hall Road.
Active Neighbourhoods	Bee Network: identification of suitable locations and delivery of Active Neighbourhood schemes in Oldham.
Public Rights of Way Network	Improvements to the borough's network of Public Rights of Way to support active travel.
School Streets	Identification of suitable locations and delivery of School Streets schemes in Oldham.
A669 Lees Road / Moorhey Street junction	Signalisation of this busy junction on the A669 Lees Road to reduce accidents and support active travel by incorporating new controlled pedestrian crossing facilities.
Saddleworth Linear Walking and Cycling Route	Off-road route upgrade to create a safe walking and cycling route between the villages of Greenfield and Uppermill, including the replacement of bridges at Church Road and Station Road.
Northern Roots	Identifying and delivering cycling and walking routes to the Northern Roots Urban Farm and Eco-Park.
DfT Emergency Active Travel Fund 2	Delivery of measures, potential locations including: <ul style="list-style-type: none"> • Coal Pit Lane point closure; • Routes to Royal Oldham Hospital (including Westhulme Avenue); • Lees Linear Park parallel crossings; • Salmon Fields; • Sandy Lane/Rochdale Lane;

Investment Priority	Description
	<ul style="list-style-type: none"> Dobcross – footway widening across a narrow bridge.
District wayfinding	Wayfinding for local journeys across the Borough.
Neighbourhood street maintenance	Boroughwide maintenance programme to support cycling and walking.
Behaviour change activities	Delivering behavioural change to support the Bee Network, active neighbourhoods and new development.
Cycle training	Delivering Bikeability cycle training to all primary schools in the borough including those schools where pupils have additional needs.
School safety zones	Minor traffic management/traffic calming schemes to improve safety for pedestrians and cyclists on the journey to school.
Minor works	Delivery of an annual programme of minor works including safety schemes and junction improvements, traffic management schemes and pedestrian improvements.

Outcome 2: Connections to Oldham’s town centres, employment sites and key destinations will be enhanced by foot, bike and public transport

In the next 5 years this means working to deliver “Streets for All” improvements within and around Oldham’s town and district centres, employment sites, schools and higher education sites, hospitals and leisure sites, that enable people to travel by sustainable, healthy modes and support our local economy.

Oldham Town Centre is the Council’s priority regeneration area, with a number of projects already completed or underway and many more planned through opportunities such as the Future High Streets Fund and the Town Deal. Improvements in transport and the public realm are an integral part of the work needed to regenerate the town, with schemes having already been delivered through, for example, the Local Growth Deal and the Cycle City Ambition Grant.

Highway and public realm schemes to improve accessibility and connectivity to and around Oldham Town Centre are being delivered as and when funding opportunities arise through the *Accessible Oldham* programme, which is a package of measures designed to support the growth aspirations of Oldham Town Centre. Accessible Oldham Phase 1 has already secured £6 million of Growth Deal 3 funding and gained Programme Entry status for further funding from the Mayor’s Cycling and Walking Fund, with a decision on further funding from the Government’s High Street Fund pending. Phase 2 requires further development to identify the package of works that will best support the emerging Town Centre Masterplan and post-Covid-19 recovery. Further phases of Accessible Oldham will be developed in response to the ongoing regeneration of the town.

The GMTS 2040 Delivery Plan includes the following schemes for Oldham Town Centre:

- Accessible Oldham Town Centre Connectivity Package Phase 1 including: Hunters Lane; Waterloo Street / Rhodes Bank junction; Henshaw Street / Albion Street public realm; and access to Southlink development site;
- Accessible Oldham Town Centre Connectivity Package Phase 2 – this could include public realm/Streets for All improvements around Southgate Street, Market Place, George Street / Manchester Chambers, access to Northern Roots and a town centre multi-storey car park to consolidate existing fragmented parking facilities and release further land for regeneration:
- St Mary’s Way Streets for All scheme;
- Oldham Mumps Area Improvements and access to Southlink Development Site; and
- Oldham Mumps Interchange improvements.

The A671 / A627 Rochdale – Oldham – Ashton Quality Bus Transit project will also include the delivery of works in Oldham and Rochdale town centres to support town masterplans and regeneration projects.

Alongside the schemes within the GMTS 2040 Delivery Plan, our local priorities for investment in scheme delivery, development or investigation over the next 5 years, subject to funding in some cases, include:

Investment Priority	Description
Mumps Growth Deal 2 public realm works	Completing delivery of Growth Deal 2 funded public realm works around Mumps Metrolink stop.
Oldham Town Centre Bee Network	Bee Network scheme in and around Oldham Town Centre including: <ul style="list-style-type: none"> • King Street bridge refurbishment; • Union Street West bridge – completion of refurbishment; • Accessible Oldham - High Street, Lord Street and Rock Street.
Accessible Oldham: Future High Street Fund	Delivery of further elements of Accessible Oldham.
Oldham Way Mumps – new pedestrian / cyclist crossing	Replacement of pedestrian bridge across Oldham Way recently demolished for health and safety reasons.
Oldham Town Centre Transport Strategy	Development of an Oldham Town Centre Transport Strategy as part of the development of a boroughwide transport strategy.
Accessible Oldham	Development of further phases of Accessible Oldham
St Mary’s Way accident reduction scheme	Delivery of an accident reduction scheme at the Henshaw Street and Lord Street junctions to assist

Investment Priority	Description
	pedestrian access to the town centre and protect pedestrians from vehicle turning manoeuvres.
Town centre maintenance	Town centre maintenance programme.
Town centre wayfinding	Wayfinding for local journeys across the Borough.
Safer Streets Save Lives fund	Delivery of a programme of lining, markings and signing at various locations to promote social distancing in and around Oldham Town Centre and district centres.
DfT Emergency Active Travel Fund 1	Delivery of a scheme to reallocate road space to pedestrians (including a zebra crossing) on West Street.
DfT Emergency Active Travel Fund 2	Delivery of the Wellington Street 'Quiet Route' scheme by re-allocating road space to allow pedestrians and cyclists to access the town centre via a new 'quiet route'.
Electric Vehicle Charge Point Network	Expansion of the electric vehicle charging point network in Oldham and other key centres, including dedicated taxi and private hire vehicle charging points, supporting the wider switch to electric vehicles.
Royton Town Centre Bee Network Connection	Bee Network / Streets for All scheme delivery in and around Royton Town Centre.
Sandy Lane/Rochdale Lane, Royton	Pedestrian safety and traffic calming scheme.

Outcome 3: Streets in Oldham will be cleaner and greener

In the next 5 years this means reducing the environmental impact of roads in Oldham through interventions that accelerate the uptake of low emission vehicles and reduce the emission of air pollutants from vehicle traffic across the borough.

Oldham Council, along with the other nine Greater Manchester local authorities, is now subject to a Ministerial direction dated 16 March 2020 requiring the submission of a GM Clean Air Plan Interim Full Business Case (along with confirmation that all public consultation activity has completed) as soon as possible and by no later than 30 October 2020. Under this direction Oldham Council along with the other nine Greater Manchester local authorities is under a legal duty to ensure that the GM Clean Air Plan (Charging Clean Air Zone Class C with additional measures) is implemented so that NO₂ compliance is achieved in the shortest possible time and by 2024 at the latest and that human exposure is reduced as quickly as possible.

A study undertaken of the main road network in Oldham in 2017 identified congestion hotspots and we will continue to deliver a programme of measures to

address these locations, working in partnership with the Greater Manchester Mayor's Corridor Manager appointed as part of the GM Congestion Deal.

Our local priorities for investment in scheme delivery, development or investigation over the next 5 years, subject to funding in some cases, include:

Investment Priority	Description
Clean Air Plan Schemes	Introduction of the GM Clean Air Plan to reduce NOx at the roadside in the shortest possible time in conjunction with the other Greater Manchester authorities.
Council fleet	Changing the Council fleet to electric vehicles or, where that is not practical, vehicles that are compliant with the Greater Manchester Clean Air plan criteria.
Minimum Licensing Standards	Development of a common set of minimum standards for taxi and private hire services in conjunction with the other Greater Manchester authorities.
Electric Vehicle Charge Point Network	Expansion of the electric vehicle charging point network, including dedicated charging points for taxi and private hire vehicles, across Oldham, supporting the wider switch to electric vehicles.
Congestion hotspots	Programme of schemes to manage and reduce congestion at various locations in order to keep traffic moving such as part-signalisation of Featherstall Road Roundabout.
Tree planting	Delivery of a major tree planting programme to absorb carbon.

Outcome 4: Oldham residents, workers and visitors will have good access to safe, reliable, affordable, high quality public transport connections

In the next 5 years this means delivering improvements to the accessibility and capacity of Oldham's public transport network, supporting more residents, workers and visitors to travel to and from Oldham by sustainable modes, and enabling new neighbourhoods to be built around our existing and proposed infrastructure.

Public transport proposals within the GMTS2040 Delivery Plan that will benefit Oldham include:

- delivery of the Quality Bus Transit scheme to Rochdale and Ashton, including Streets for All improvements in Oldham and Royton town centres;
- a new Metrolink stop and associated Park and Ride facility at Cop Road / Bullcote Lane on the Oldham-Rochdale line to support the delivery of GMSF allocations at Beal Valley and Broadbent Moss;
- the introduction of more double Metrolink units on the Shaw and Crompton to East Didsbury Metrolink line to provide additional capacity;

- development of a business case and delivery of a direct Metrolink service from Rochdale and Oldham into Piccadilly Rail Station (requires additional Metrolink capacity between Piccadilly and Victoria Metrolink stops by TfGM);
- Oldham Mumps Interchange improvements;
- completion of improvements at Mills Hill Rail station including disabled access and cycle parking (Network Rail) and enhanced park and ride facilities (TfGM);
- Rochdale rail line electrification to support increased operational flexibility and reduced emissions;
- Trans-Pennine Route Upgrade to Leeds (pre-Northern Powerhouse Rail) potentially including full disabled access at Greenfield Station, by Network Rail; and
- development of options for an Oldham-Middleton Metrolink extension.

We would also like improvements at Metrolink stops in Oldham to be included in TfGM’s Travel Hubs/Park and Ride investment programme and Metrolink Stop Improvements Package, including additional park and ride capacity at Derker and Hollinwood and improvements at the Failsworth stop.

In addition, our local priorities for investment in scheme delivery, development or investigation over the next 5 years, subject to funding in some cases, include:

Investment Priority	Description
Local bus pinch point and reliability schemes	Working with TfGM to tackle known barriers on the local highway network that are restricting the movement of buses, enabling enhanced bus journey reliability and easing congestion.
Bus stop enhancements	Upgrading existing bus stops in Oldham as part of a GM wide programme to improve accessibility, including supporting complementary measures such as pedestrian refuges to improve routes to bus stops.
TravelSafe Partnership	Working with partners to address crime and anti-social behaviour on the Metrolink service and at Metrolink stops in Oldham.
Disabled access improvements at Greenfield Station	Provision of full disabled access at Greenfield Station – the expectation is that this will be delivered as part of the TransPennine Route Upgrade but in the event that electrification of the line between Greenfield and Huddersfield is not carried out by Network Rail, alternative options are being explored.

Oldham Council’s longer-term aspirations for the public transport network, which we will continue to make the investment case for as and when the opportunity arises, include:

- A new Metrolink connection from Oldham Town Centre to Ashton Town Centre; and
- A new rail station at Diggle – Oldham Council's Local Plan will continue to safeguard land for a new railway station at Diggle, the delivery of which would be dependent on improvements to wider railway infrastructure. The opportunity could be presented by the forthcoming TransPennine Route Upgrade and potential Northern Powerhouse Rail schemes.

Outcome 5: Streets in Oldham will be safer, well-maintained, resilient, reliable and accessible by all

Oldham Council places a high significance on its transport network, which is its most valuable asset. The network is vital to the economic wellbeing of residents and businesses. The comfort and safety provided by our roads and streets is important to the quality of life in Oldham.

As a highway authority, Oldham Council has a statutory duty to maintain, operate and improve the local highway network on behalf of all its residents. Through our highways capital programme, we will continue to maintain Oldham's roads and highways to the highest possible standard. Our programme has previously focused heavily on maintaining main routes and corridors, but we are now also improving our secondary routes and unclassified network, using data from our Annual Engineering Inspection survey to help target investment most effectively.

We also have accident reduction duties under Section 39 of the Road Traffic Act 1988, including to prepare and deliver a programme of measures designed to promote safety and to prevent the occurrence of road accidents.

Our local priorities for investment in scheme delivery, development or investigation over the next 5 years, subject to funding in some cases, include:

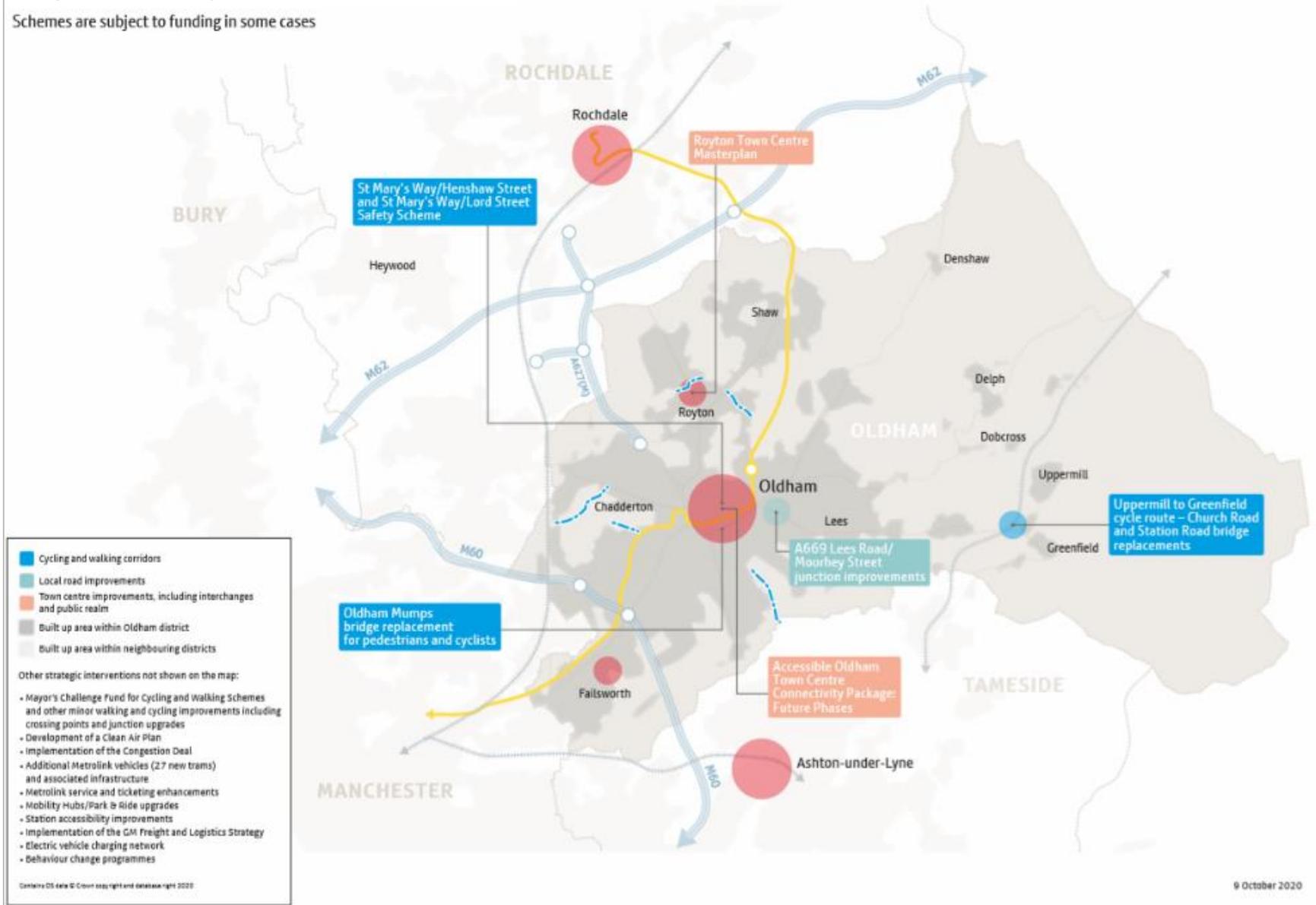
Investment Priority	Description
Highway maintenance	Continued Council capital investment in the structure of the highway by way of an asset management-based approach to road resurfacing ranging from small scale repairs to full reconstruction.
Footway repair programme	Data-led programme of footway maintenance at various locations across the borough.
Principal structures inspections	Inspections of the borough's structural assets.
Bridges and structures maintenance	Scheme development and continued investment in bridges and other structures, including retaining walls and culverts.
Oldham Way KRN structures refurbishment: Waterloo Street and Wellington Street bridge works	Maintenance and refurbishment of Oldham Way Bridge structures at Waterloo Street and Wellington Street with Central Government Challenge Fund award.

Investment Priority	Description
Oldham Way KRN structures refurbishment: Manchester Street Viaduct	Maintenance and refurbishment of Oldham Way structure at Manchester Street Viaduct.
Flood water management and drainage schemes	Ongoing investigative works, development of business cases and delivery of a programme of flood water management and drainage schemes, working in partnership with the Environment Agency.
Safety barrier replacement programme	Enhancement/replacement of defective existing safety barriers on a priority basis across the borough.
Road accident reduction schemes	Preparation and delivery of a programme of measures designed to promote road safety and prevent the occurrence of road accidents.
Vehicle Activated Signs	Consolidation and repair of the existing network of Vehicle Activated Signs and installation of new signs in accordance with revised policy criteria.
Lining refresh programme	A boroughwide annual programme to refresh road markings.
Disabled access improvements	Measures to improve access to the network for the mobility impaired.
Traffic management schemes	Minor traffic signing/lining and highway modification schemes.

The GM2040 Delivery Plan also includes a Highways England scheme to upgrade the Broadway / M60 junction (junction 21) to reduce congestion, improve safety and support delivery of the Broadway Green development. Highways England is aiming to deliver this scheme in 2023/24

Map 3: Oldham Implementation Plan Schemes

Schemes are subject to funding in some cases



Legend:

- Cycling and walking corridors
- Local road improvements
- Town centre improvements, including interchanges and public realm
- Built up area within Oldham district
- Built up area within neighbouring districts

Other strategic interventions not shown on the map:

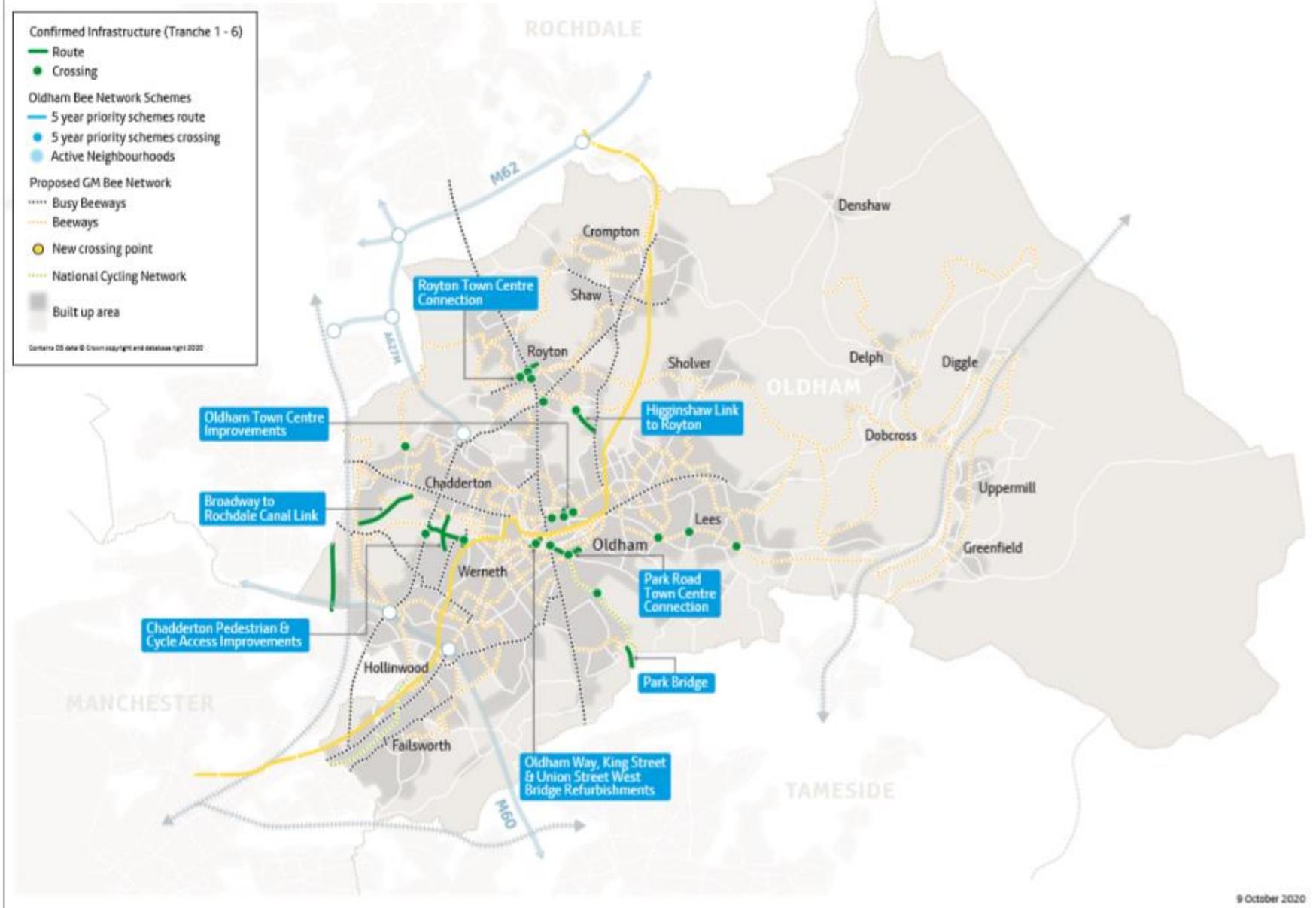
- Mayor's Challenge Fund for Cycling and Walking Schemes and other minor walking and cycling improvements including crossing points and junction upgrades
- Development of a Clean Air Plan
- Implementation of the Congestion Deal
- Additional Metrolink vehicles (27 new trams) and associated infrastructure
- Metrolink service and ticketing enhancements
- Mobility Hubs/Park & Ride upgrades
- Station accessibility improvements
- Implementation of the GM Freight and Logistics Strategy
- Electric vehicle charging network
- Behaviour change programmes

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We would also like the following interventions to be investigated, business cases developed and schemes delivered at the earliest opportunity:

- Derker Metrolink Stop Mobility Hub and Park and Ride;
- Hollinwood Metrolink Stop Mobility Hub / Park and Ride;
- Failsworth Metrolink Stop Improvements;
- Diggle Rail Station.

Map 4: Oldham Bee Network Schemes



5. Indicators

Oldham Council and TfGM will work together to develop a monitoring framework to measure the success of the interventions within this Plan. It is anticipated that this will include aims and targets to measure success against the 5-Year Local Implementation Plan outcomes, carbon targets, and changes in mode-share to meet Right Mix targets

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