

**Report to COUNCIL**

# **Greater Manchester Transport Strategy 2040, Our Five-Year Delivery Plan (2020-2025) and Oldham Local Implementation Plan**

**Portfolio Holder:**

Cllr B Brownridge, Cabinet Member for Neighbourhoods and Culture

**Officer Contact:**

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**25<sup>th</sup> November 2020**

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## **Purpose of the report**

This report provides details of new, and updated, transport strategy documents prepared for the Greater Manchester city-region through joint working between Transport for Greater Manchester (TfGM), GMCA, the ten Greater Manchester councils and the Greater Manchester Mayor, which were considered by Oldham Cabinet on 9<sup>th</sup> November 2020.

They include a refreshed version of the long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040 - and a final version of Our Five-Year Delivery Plan (2020-2025) which sets out the practical actions planned to deliver the Strategy over the next 5 years. In addition, ten new Local Implementation Plans have been prepared (one for each Greater Manchester council), including Oldham.

Draft versions of these documents were published as part of the GMSF Transport Evidence Base for AGMA Executive Board on 30<sup>th</sup> October, which noted the GMSF: Publication Draft 2020 and supporting background documents and recommended the documents to the GM local authorities. The GMSF 2020 and supporting documents can be found at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/>.

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## Executive Summary

Transport for Greater Manchester (TfGM) has been working with the GMCA, the ten Greater Manchester councils and the Greater Manchester Mayor to prepare new, and updated, transport strategy documents that cover the entire city-region.

This work includes a refreshed version of the long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040 - and a final version of Our Five-Year Delivery Plan (2020-2025) which sets out the practical actions planned to deliver the Strategy over the next 5 years. In addition, ten new Local Implementation Plans have been prepared (one for each Greater Manchester council), including Oldham.

The Greater Manchester Transport Strategy 2040 was first published in February 2017 and has undergone a 'light touch' policy refresh to reflect work undertaken, and the changed context, since 2017, including, for example, the adoption of the "Right-Mix" ambition for at least 50% of all journeys to be made by active travel and public transport by 2040 and further development of the Greater Manchester Spatial Framework. The refreshed 2040 Transport Strategy will be published in December 2020 alongside the GMSF consultation as part of the GMSF evidence base.

The long-term approach to planning Greater Manchester's transport network, set out in the 2040 Transport Strategy, is underpinned by a series of five-year Delivery Plans. The first Delivery Plan (2016-2017 to 2021-2022) was published in 2017, alongside the 2040 Transport Strategy. An updated, draft Delivery Plan was published for consultation – alongside the first version of the GMSF - in January 2019. A final version of this document has now been prepared.

Our Five-Year Delivery Plan sets out the practical actions planned, over the next 5 years, to deliver the 2040 Transport Strategy and achieve the transport ambitions of the GMCA and the Mayor, in parallel with the development of the GMSF. The Delivery Plan includes a mapped summary of proposed place-specific schemes as well as a range of GM-wide interventions ranging from Emergency Active Travel measures to support social distancing as part of the Covid-19 recovery, to a GM-wide reformed bus network and associated infrastructure, clean air plan, and integrated fares and ticketing standards. Our Five-Year Delivery Plan will be published in support of the GMSF consultation and as part of the GMSF evidence base in December 2020. This report includes details of the interventions that could result in direct investment in Oldham or are particularly relevant to Oldham. The Delivery Plan also contains details of the strategic transport interventions associated with GMSF allocations that may be brought forward. This report includes details of the GMSF interventions associated with Oldham's GMSF allocations.

Our Five-Year Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2020 to 2025. Each of the ten councils that make up Greater Manchester has its own LIP, including Oldham. LIPs are a new feature of the GM2040 Transport Strategy suite of documents and provide more detail on each Council area. LIPs will be included in an appendix to the final version of Our Five-Year Delivery Plan. They will be 'live' documents for a period of time and will be updated as councils develop and publish transport plans and strategies, or as new schemes are developed or delivered.

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## Recommendations

It is recommended that Council:

- 1) Note that on 9<sup>th</sup> November 2020 Cabinet endorsed the refreshed Greater Manchester Transport Strategy and the final version of Our Five-Year Delivery Plan for approval by GMCA and publication in December 2020, alongside the Greater Manchester's Plan for Homes, Jobs and the Environment (GMSF), subject to the correction of a small number of errors identified in Appendix D.
- 2) Note that on 9<sup>th</sup> November 2020 Cabinet approved the Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan, acknowledging that this is a 'live' document and will be subject to regular review and update as appropriate.
- 3) Note that on 9<sup>th</sup> November 2020 Cabinet delegated authority to the Leader and the Cabinet Member for Neighbourhoods and Culture to approve future updates of the Oldham Local Implementation Plan.

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## **Greater Manchester Transport Strategy 2040, Our Five-Year Delivery Plan (2020-2025) and Oldham Local Implementation Plan**

### **1 Background**

- 1.1 Alongside work to prepare a refreshed Greater Manchester Strategy (GMS) and the next version of the Greater Manchester Spatial Framework (GMSF), Transport for Greater Manchester (TfGM) has been working with the GMCA, the ten Greater Manchester councils and the Greater Manchester Mayor to prepare new, and updated, transport strategy documents that cover the entire city-region.
- 1.2 This work includes a refreshed version of the region's long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040 - and a final version of Our Five-Year Delivery Plan (2020-2025) which sets out the practical actions planned to deliver the Strategy over the next 5 years. In addition, ten new Local Implementation Plans have also been prepared (one for each Greater Manchester council), including Oldham Council.

### **2 The Greater Manchester Transport Strategy 2040**

- 2.1 First published in February 2017, the Greater Manchester Transport Strategy 2040 (hereafter referred to as the '2040 Transport Strategy') is the city-region's statutory transport plan. Over three years after the Strategy was first published, its 2040 Vision - for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all' – remains highly relevant. The steps that need to be taken to achieve this Vision have evolved significantly, however.
- 2.2 The initial version of the 2040 Strategy made clear that GM would review the Strategy on a regular basis to respond to changing trends and new opportunities and priorities. The Strategy has therefore undergone a 'light touch' policy refresh to reflect work undertaken, and the changed context, since 2017.
- 2.3 In particular, the refreshed 2040 Transport Strategy will include reference to: the "Right-Mix" ambition for at least 50% of all journeys to be made by active travel and public transport by 2040; details of the GM Mayor's 'Our Network' plan to create an integrated, modern and accessible transport network; an increased emphasis on the importance of cycling and walking; the climate emergency declared by GMCA and all ten councils; and the development of the GM Clean Air Plan.
- 2.4 The document has also been updated to reflect the contemporary devolution agenda, including publication of the Bus Reform business case and GM Rail Prospectus; ongoing work to develop 2040 sub-strategies including: Streets for All, City Centre Transport Strategy, Local Bus Strategy, Rapid Transit Strategy, Freight Strategy; and further development of the Greater Manchester Spatial Framework, including the growing emphasis placed on regenerating town centres.
- 2.5 The refreshed 2040 Transport Strategy will be published in December 2020 alongside the GMSF consultation as part of the GMSF evidence base. The draft Strategy that GMCA will be asked to approve can be found at Appendix A.

### **3 Our Five-Year Delivery Plan**

- 3.1 The long-term approach to planning Greater Manchester's transport network, set out in the 2040 Transport Strategy, is underpinned by a series of five-year Delivery Plans. The

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first Delivery Plan (2016-2017 to 2021-2022) was published in 2017, alongside the 2040 Transport Strategy.

- 3.2 An updated, draft Delivery Plan was published for consultation – alongside the first version of the GMSF - in January 2019. A final version of this document has now been prepared.
- 3.3 Our Five-Year Delivery Plan sets out the practical actions planned, over the next 5 years, to deliver the 2040 Transport Strategy and achieve the transport ambitions of the GMCA and the Mayor, in parallel with the development of the GMSF. Together, these documents offer an integrated approach to transport and land use planning, by identifying the strategic transport interventions required to deliver the scale of growth set out in the GMSF.
- 3.4 The Delivery Plan includes a mapped summary of proposed place-specific schemes as well as a range of GM-wide interventions ranging from Emergency Active Travel measures to support social distancing as part of the Covid-19 recovery, to a GM-wide reformed bus network and associated infrastructure, clean air plan, and integrated fares and ticketing standards. Delivery Plan interventions are categorised according to whether they are:
- committed for delivery in the next 5 years with funding in place in most cases (map 1);
  - for business case development and potential early delivery (map 2); and
  - longer term schemes which will undergo options development during the five year plan period (map 3).
- 3.5 There is a fourth category which is schemes that may be investigated beyond the plan period.
- 3.6 The Delivery Plan also helps to inform the continued development of the Greater Manchester Infrastructure Programme (GMIP). It provides details of GM's updated transport asks of government when it comes to funding, powers and functions.
- 3.7 Our Five-Year Delivery Plan supports the implementation of 'Our Network', a ten-year plan to create an integrated, modern and accessible transport network for Greater Manchester. It brings together different modes of public transport - bus, tram, rail, tram-train - and cycling and walking, in an integrated, easy-to-use system with seamless connections, and simplified ticketing and fares. The Delivery Plan document also provides updates on Clean Air Plan proposals; Streets for All scheme delivery; the Bee Network and measures to support bus and rail reform.
- 3.8 Our Five-Year Delivery Plan will be published in support of the GMSF consultation and as part of the GMSF evidence base in December 2020. This document can be found at Appendix B. A list of the interventions that could result in direct investment in Oldham or are particularly relevant to Oldham is provided at Appendix C and presented to correspond with the categories detailed in paragraphs 3.4 and 3.5 above and maps 1, 2 and 3. Interventions in or relevant to Oldham are also summarised in tables 1-4 below.

<b>Table 1: In the next five years, we are committed to delivering... (Map 1)</b>	
<b>Intervention</b>	<b>Location</b>
<b>Our Metrolink</b>	
<b>Metrolink</b>	
Additional Metrolink vehicles (27 new trams) and associated infrastructure – enabling the use of more double unit vehicles between Bury and Altrincham, and Shaw and East Didsbury	GM Wide
<b>Our Rail</b>	
<b>Rail</b>	
Rail Station Accessibility Programme to delivery accessibility improvements at Mills Hill Station	Rochdale/Oldham
<b>Our Streets</b>	
<b>Walking and Cycling</b>	
GM Emergency Active Travel Schemes Programme	GM Wide
Mayor's Challenge Fund Tranche 1: King Street foot/cycle bridge refurbishment, Oldham	Oldham
Mayor's Challenge Fund Tranche 1: Union Street West foot/cycle bridge refurbishment, Oldham	Oldham
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: <b>Busk Oldham</b>	Oldham
Mayor's Challenge Fund Tranche 5: GM Safety Camera Digitisation and Upgrade	GM Wide
Mayor's Challenge Fund Tranche 6: Oldham Town Centre Improvements	Oldham
Mayor's Challenge Fund Tranche 6: Chadderton Improvements	Oldham
Mayor's Challenge Fund Tranche 6: Royton Town Centre Connection	Oldham
Mayor's Challenge Fund Tranche 6: Bee Network Crossings	GM Wide
<b>Local Highways</b>	
Oldham Way KRN Structures Refurbishment: Waterloo Street and Wellington Street Bridge works	Oldham
<b>Strategic Roads and Motorways</b>	
M62 Junctions 20-25 Smart Motorway	GM Wide
A663 Broadway/M60 J21 junction upgrade	Oldham
<b>Town Centres</b>	
Oldham Town Centre Accessible Oldham Connectivity Package (Phase 1)	Oldham
<b>St. Mary's Way Streets for All scheme</b>	<b>Oldham</b>
<b>Our Integrated Network</b>	
<b>Clean Air and Carbon</b>	
Early expansion of electric vehicles network charging points, including for use by private hire vehicles and taxis	GM Wide
<b>Travel Hubs/ Park and Ride</b>	
Travel Hubs/Park & Ride upgrades e.g. <b>Mills Hill</b> , Parkway, Radcliffe, Walkden, Whitefield and Withington	GM Wide

<b>Table 2: In the next five years, we aim to complete business cases for early delivery of... (Map 2)</b>	
<b>Intervention</b>	<b>Location</b>
<b>Our Bus</b>	
<b>Local Bus</b>	
Northern Gateway express bus corridor between Manchester and Heywood/Langley including new bus services connecting Bury/Rochdale Northern Gateway to its local area and nearby key centres e.g. Oldham	Manchester/Bury/ Rochdale
<b>Quality Bus Transit</b>	
Quality Bus Transit on key bus corridors: Rochdale-Oldham-Ashton including Oldham and Royton town centre Streets for All schemes	Rochdale/Oldham/ Tameside
<b>Our Metrolink</b>	
<b>Metrolink</b>	
Improved Metrolink frequency between Piccadilly and Victoria stations, including to address the GMCA's intention to provide direct services from Rochdale and Oldham into Piccadilly	GM Wide
<b>New Stops and Upgrades</b>	
Cop Road Metrolink stop and Park & Ride/ Travel Hub	Oldham
<b>Tram-Train</b>	
Tram-Train Pathfinder North: Oldham to Heywood via Rochdale	Oldham/Rochdale
<b>Our Rail</b>	
<b>Rail</b>	
Accessibility Improvements at Greenfield Station	Oldham
Rochdale Line Electrification	Rochdale
Trans-Pennine Route Upgrade to Leeds (pre-Northern Powerhouse Rail)	GM Wide
<b>Our Streets</b>	
<b>Walking and Cycling</b>	
Mayor's Challenge Fund Tranche 6: Park Bridge - NCN 626 - Ashton under Lyne	Oldham
Mayor's Challenge Fund Tranche 6: Higginshaw Link to Royton	Oldham
Mayor's Challenge Fund Tranche 6: Chadderton - Broadway Canal Link	Oldham
Mayor's Challenge Fund: Active Neighbourhoods in Oldham	Oldham
Mayor's Challenge Fund Tranche 6: Rochdale/Manchester/Oldham	Rochdale/Manchester/ Oldham
Mayor's Challenge Fund Tranche 6: Park Road - NCN 626 - Town Centre Connection	Oldham
<b>Local Highways</b>	
Oldham Mumps Area & Access to Southlink Development Site	Oldham
Manchester Street Viaduct Refurbishment, Oldham	Oldham
Beal Valley / Broadbent Moss Spine Road	Oldham
<b>Town Centres</b>	
Oldham Town Centre Accessible Oldham Connectivity Package (Phase 2)	Oldham
<b>Our Integrated Network</b>	
<b>Clean Air and Carbon</b>	
Continued expansion of electric vehicles network charging points, including for use by private hire vehicles and taxis	GM Wide

<b>Table 3: In the next five years, we will develop options for... (Map 3)</b>	
<b>Intervention</b>	<b>Location</b>
<b>Our Bus</b>	
<b>Quality Bus Transit</b>	
Quality Bus Transit on key bus corridors: Ashton-Stockport	Tameside/Stockport
<b>Bus Rapid Transit</b>	
Bus Rapid Transit corridor linking the Northern Gateway allocation and surrounding towns eg Oldham to the Regional Centre	Manchester
<b>Our Metrolink</b>	
<b>Metrolink</b>	
Oldham-Middleton Metrolink Extension	Oldham/Rochdale
<b>Our Streets</b>	
<b>Strategic Roads and Motorways</b>	
M60 Junctions 21-24 Smart Motorway	Manchester/Oldham/ Tameside
<b>Our Integrated Network</b>	
<b>Interchanges</b>	
Oldham Mumps Interchange redevelopment	Oldham

<b>Table 4: Beyond this five year Delivery Plan, we will investigate...</b>	
<b>Intervention</b>	<b>Location</b>
<b>Our Bus</b>	<b>Our Metrolink</b>
<b>Bus Rapid Transit</b>	<b>Metrolink &amp; Tram-Train</b>
In most cases, these interventions will require further investigation in order to determine the appropriate transport mode ('Rapid Transit Corridor'). For some, a likely mode is clearer and this is stated where relevant ('Metrolink Extension' or 'Bus Rapid Transit Extension').	
Ashton-Oldham Rapid Transit Corridor	Oldham /Tameside
Oldham-Grotton-Greenfield Metrolink Extension	Oldham
Oldham-Royton Metrolink Extension	Oldham

- 3.9 A small number of errors have been noted in Appendix A of the Delivery Plan, the Interventions List, which will be amended in the final version submitted to GMCA – these errors are indicated in the tables above and in Appendix C (red text/highlighting) and listed in Appendix D to this report.
- 3.10 To support the scale of housing and employment growth envisaged by the GMSF, the Greater Manchester local authorities and TfGM have examined the implications of the planned growth on the wider transport network. This work has been used to identify the portfolio of strategic transport interventions that may be brought forward to support the proposed housing and employment growth. Interventions associated with the GMSF are listed in Appendix C of Our Five Year Transport Delivery Plan and in some cases identified on the Delivery Plan maps, for example a new Metrolink Stop and Park and Ride /Travel Hub at Cop Road and a new spine road at Beal Valley/Broadbent Moss. The GMSF interventions associated with Oldham's GMSF allocations are summarised in table 5 below.



**Table 5: Oldham GMSF allocations and their transport interventions**

Allocation Name	Transport Interventions
GMA02 Northern Gateway (Stakehill)	<p><b>Necessary Strategic</b></p> <ul style="list-style-type: none"> <li>• A627(M) / A664 Rochdale Road (Slattocks) roundabout improvement</li> </ul> <p><b>Supporting Strategic</b></p> <ul style="list-style-type: none"> <li>• Potential New Rail Station at Slattocks</li> <li>• M62 J19 improvements/ A6046 Middleton Road Heywood Interchange</li> <li>• M60 J19/ A576 Middleton Road improvements</li> <li>• A627(M) / Chadderton Way / A663 Broadway Interchange</li> </ul> <p><b>Supporting Local</b></p> <ul style="list-style-type: none"> <li>• Resurfacing of Thornham Lane</li> <li>• Tactile kerb installation between the northern site and Castleton Station</li> </ul> <p><b>SRN Mitigation</b></p> <ul style="list-style-type: none"> <li>• M62 J20</li> </ul> <p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• A664 Queensway / A664 Manchester Road Signalised junction improvement</li> <li>• A664 Queensway / A664 Edinburgh Way 3-arm roundabout improvement</li> <li>• A664 Queensway / A664 Edinburgh Way / A627 (M) / Sandbrook Way Signalised junction improvement</li> <li>• Bus Improvements including new Rochdale-Oldham service</li> </ul>
GMA12 Beal Valley	<p><b>Necessary Strategic</b></p> <ul style="list-style-type: none"> <li>• New Metrolink Stop and Park and Ride facility adjacent to Broadbent Moss and Beal Valley allocations</li> <li>• Metrolink Overbridge</li> <li>• Key internal highway network (spine road)</li> </ul> <p><b>Supporting Strategic</b></p> <ul style="list-style-type: none"> <li>• Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange</li> <li>• Improvement of Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange</li> <li>• A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane enhancements to the operation of the signal-controlled junction</li> </ul> <p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Improvement of A663 Shaw Road / A671 Oldham Road junction</li> <li>• Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction</li> <li>• Improvement of B6194 Heyside / Water Street / Bullcote Lane junction</li> <li>• Provision of bus services within the allocation</li> <li>• Improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge bridge</li> </ul>
GMA13 Bottom Field Farm (Woodhouses)	<p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Cycling and walking improvements</li> <li>• Minor Traffic Management improvements</li> </ul>
GMA14 Broadbent Moss	<p><b>Necessary Strategic</b></p> <ul style="list-style-type: none"> <li>• New Metrolink Stop and Park and Ride facility adjacent to Broadbent Moss and Beal Valley allocations</li> <li>• Key internal highway network (spine road)</li> </ul>

**Table 5: Oldham GMSF allocations and their transport interventions**

Allocation Name	Transport Interventions
	<ul style="list-style-type: none"> <li>• Metrolink Overbridge</li> </ul> <p><b>Supporting Strategic</b></p> <ul style="list-style-type: none"> <li>• Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange</li> <li>• Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way</li> <li>• A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane enhancements to the operation of the signal-controlled junction</li> </ul> <p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Improvement of A663 Shaw Road / A671 Oldham Road junction</li> <li>• Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction</li> <li>• Improvement of B6194 Heyside / Water Street / Bullcote Lane junction</li> <li>• Provision of bus services within the allocation</li> <li>• Traffic calming Vulcan Street</li> </ul>
GMA15 Chew Brook Vale (Robert Fletchers)	<p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Sustainable access package of off-site improvement to walking and cycling routes</li> <li>• Access road and bridge over Chew Brook</li> <li>• A635 Holmfirth Road access junction</li> </ul>
GMA16 Cowlshaw	<p><b>Supporting Strategic</b></p> <ul style="list-style-type: none"> <li>• Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange</li> <li>• Improvement of A671 Rochdale Road / B6195 High Barn Road / A671 Oldham Road / B6195 Middleton Road junction</li> </ul> <p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Improvement of A663 Shaw Road / A671 Oldham Road junction</li> <li>• Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction</li> <li>• Upgrade of PRow to Low Crompton to Bee Network standard</li> </ul>
GMA17 Hanging Chadder	<p><b>Supporting Strategic</b></p> <ul style="list-style-type: none"> <li>• Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange</li> <li>• Rochdale-Oldham-Ashton Quality Bus Transit corridor</li> </ul> <p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Cycle connection along A671 between Grasmere Road and Fir Bank Road to Bee Network</li> <li>• General Traffic Management improvements</li> </ul>
GMA18 Land South of Coal Pit Lane (Ashton Road)	<p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Improvement of Coal Pit Lane/A627 Ashton Road Junction including localised improvement of Coal Pit Lane</li> <li>• Pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road</li> </ul>
GMA19 South of Rosary Road	<p><b>Supporting Strategic</b></p> <ul style="list-style-type: none"> <li>• Rochdale-Oldham-Ashton Quality Bus Transit corridor</li> </ul> <p><b>Necessary Local</b></p> <ul style="list-style-type: none"> <li>• Permeable network for pedestrian and cyclist priority within the allocation &amp; PRow connections to Bardsey Bridleway</li> <li>• Minor traffic management improvements</li> </ul>

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## 4 Local Implementation Plans

4.1 Our Five-Year Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2020 to 2025. Each of the ten councils that make up Greater Manchester has its own LIP, including Oldham. The LIPs are designed to:

- Complement the 2040 Transport Strategy and the Five-Year Delivery Plan, providing details of how their outcomes will be achieved locally in each council area, focusing particularly on supporting local trips within neighbourhoods and to local centres;
- Support wider GM and council strategy and policy documents (e.g. Local Plans, town centre masterplans, GM Clean Air Plan, GMSF);
- Summarise key local transport issues and opportunities in each local authority, providing an added layer of local detail that is not provided in the 2040 Transport Strategy document.

4.2 LIPs will also enable GM Councils to better articulate the local transport and minor works interventions that need to be delivered or developed in the short term to support Right-Mix and Carbon Reduction targets. They will also help in terms of setting out a programme of priority local transport and minor works interventions for the next five years and will help to provide a basis against which future local transport and minor works funding is allocated for local delivery.

4.3 The LIPs will be included in an appendix to the final version of Our Five-Year Delivery Plan. They will be 'live' documents for a period of time and will be updated as councils develop and publish transport plans and strategies, or as new schemes are developed or delivered.

4.4 Oldham's Local Implementation can be found at Appendix E. It includes a mapped summary of the Delivery Plan interventions within Oldham (map 1) as well as details of local delivery priorities (both funded and un-funded) for the next five years, which include place-specific schemes as well as a range of boroughwide programmes or initiatives with multiple locations or where locations are yet to be determined, ranging from Bikeability cycle training, to minor traffic management works, to congestion hotspot measures, bus stop enhancements and maintenance. Where these can be mapped, they are shown on map 3, with cycling and walking proposals shown on the Bee Network map at map 4. There is also a map 2 in the Local Implementation Plan which shows the existing transport network and spatial allocations (both the existing land supply and future GMSF allocations).

4.5 Oldham's Local Implementation Plan investment priorities are based around achieving the following five key outcomes:

- **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.

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4.6 The LIP reflects investment being made in Oldham using a range of different funding streams, including local and national funding and funding devolved to the GM Mayor, which are brought together into the transport capital programme, including the £12 million investment Oldham Council is making in the 3-year Highways Improvement Programme 2019/20 - 2021/22, which will make a significant contribution to achieving outcome 5.

4.7 A late amendment to map 3 in the Delivery Plan (*longer term schemes which will undergo options development during the five year plan period*) will need to be reflected in the text of the Oldham Local Implementation Plan (LIP) appended to the Delivery Plan that GMCA is asked to approve. An Oldham-Middleton Metrolink connection has been included in the Delivery Plan as a scheme for which options will be developed during the five year plan period. This is a welcome addition as an Oldham-Middleton Metrolink extension is a long-standing aspiration of Oldham Council. The section of the Oldham LIP that needs to be updated in the document appended to the draft Delivery Plan published for AGMA Executive before it is presented to GMCA is **Outcome 4: Oldham residents, workers and visitors will have good access to safe, reliable, affordable, high quality public transport connections** in Section 4. The Implementation Plan presented for approval in Appendix E to this document has been updated to reflect this change.

## 5 Consultation

5.1 The 2040 Strategy was taken through public consultation at the vision stage and also as a Draft. The 2040 Strategy document has undergone a light touch refresh to align it with current agendas and reaffirm the role of the transport strategy. The vision and policies have not been changed and the policy framework remains the same. As such, consultation has not been required on the refreshed document.

5.2 A full consultation was undertaken on the draft Delivery Plan for 2020-2025, alongside the GMSF consultation, at the start of 2019. The feedback from this engagement has been fed into the drafting of the final document. Publication of the Delivery Plan has been delayed due to the need to maintain alignment with GMSF and as a result of the impact of Covid-19.

5.3 There has been consultation with relevant Members and officers on the content of Local Implementation Plan and Cabinet Member briefings.

## 6 Financial Implications

6.1 The report seeks to establish the strategic transport intent at a local and regional level and does not commit the Council to any expenditure. As schemes in line with the strategy are brought forward they will be subject to separate reports, which will be reported in line with the Council's governance processes. (James Postle)

## 7 Legal Services Comments

7.1 The Council has now received confirmation that the public consultation exercise back in 2019 did in fact feed into the final version of the strategic plan and that no changes to the plan are required. The delay in publication of the Greater Manchester Transport Strategy has resulted from the need to align with the publication of the Greater Manchester Spatial Framework.

7.2 Legal Services is informed that the supporting Five Year Delivery Plan and Local Implementation Plan are both factual documents stemming from the Transport Strategy and that consultation on these is not required. (Elizabeth Cunningham Doyle).

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- 8        **Co-operative Agenda**
- 8.1      The Greater Manchester Transport Strategy 2040, Five-Year Delivery Plan (2020-2025) and the Oldham Local Implementation Plan link to the Corporate Plan and co-operative agenda as improvements in transport connectivity and public realm will support the Council in 'Creating a Better Place' by making it easier for people to get around.
- 9        **Human Resources Comments**
- 9.1      N/A
- 10      **Risk Assessments**
- 10.1     None
- 11      **IT Implications**
- 11.1     None
- 12      **Property Implications**
- 12.1     None
- 13      **Procurement Implications**
- 13.1     None (Dan Cheetham).
- 14      **Environmental and Health & Safety Implications**
- 14.1     Key principles of the Greater Manchester Transport Strategy 2040 and it's supporting documents are to reduce the emission of air pollutants and greenhouse gases, promote walking and cycling for local trips, reduce road accidents and improve personal safety for people when travelling.
- 15      **Equality, community cohesion and crime implications**
- 15.1     Key principles of the Greater Manchester Transport Strategy 2040 and it's supporting documents are to provide accessible and affordable transport for all and for people to feel safe and be safe when travelling during the day and at night.
- 16      **Equality Impact Assessment Completed?**
- 16.1     The GM Transport Strategy 2040 documents aim to contribute to delivering sustainable economic growth, improving quality of life and protecting the environment. The original GM Transport Strategy 2040 was the subject of an Integrated Assessment which included an Equalities Assessment. Our Five-Year Delivery Plan is going through the Integrated Assessment process.
- 16.2     All schemes that are brought forward for delivery through the Strategy will be designed in accordance with the relevant guidance in the Design Manual for Roads and Bridges and in compliance with all DDA standards which will mean improved accessibility and safety for non-motorised road users including those with a sensory disability, those in wheelchairs and those with prams and pushchairs.

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17      **Key Decision**

17.1    Yes

18      **Key Decision Reference**

18.1    NC-07-20

19      **Background Papers**

19.1    Greater Manchester's Plan for Homes, Jobs and the Environment: Existing Land Supply and Transport Technical Note - <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>;

Greater Manchester's Plan for Homes, Jobs and the Environment: Transport Strategic Modelling Technical Note - <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.

20      **Appendices**

20.1    Appendix A: Refreshed Greater Manchester Transport Strategy 2040;  
Appendix B: Our Five-Year Delivery Plan (2020-2025);  
Appendix C: Delivery Plan Interventions with direct investment in Oldham or particular relevance to Oldham;  
Appendix D: Our Five-Year Delivery Plan errors;  
Appendix E: Oldham Local Implementation Plan.