

## Report to CABINET

# Greater Manchester Transport Strategy 2040, Our Five-Year Delivery Plan (2021-2026) and Oldham Local Implementation Plan

### Portfolio Holder:

Cllr B Brownridge, Cabinet Member for Neighbourhoods and Culture

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**25<sup>th</sup> January 2021 Cabinet**

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### Reason for Decision

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 (2021-2026) 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.

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 2020, which recommended GMSF 2020 and supporting background documents to the GM local authorities. Oldham Council's Overview and Scrutiny Board and Cabinet considered the transport documents on 5<sup>th</sup> and 9<sup>th</sup> November 2020 respectively.

Following a change to the GMSF process, as discussed at AGMA Executive Board on 11<sup>th</sup> December 2020, minor amendments have been made to the refreshed 2040 Transport

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Strategy, Delivery Plan and Oldham Local Implementation Plan to ensure that the transport and spatial planning context and processes are referenced in an up-to-date manner and to include updates on funding following the 2020 Spending Review.

This report considers the revised GM2040 Transport Strategy documents which are to be recommended to GMCA for adoption and approval and:

- Seeks endorsement of the refreshed Greater Manchester Transport Strategy 2040 and the final version of Our Five-Year Delivery Plan (2021-2026) for approval by GMCA and publication;
- Seeks approval of the Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan (2021-2026) by GMCA; and
- Seeks delegated authority to the Leader and the Cabinet Member for Neighbourhoods and Culture to approve future updates of the Oldham Local Implementation Plan.

## **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 (2021-2026) 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.

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.

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. The Delivery Plan includes a mapped summary of proposed place-specific schemes as well as a range of GM-wide interventions ranging from Active Travel Fund 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. This report includes details of the interventions that could result in direct investment in Oldham or are particularly relevant to Oldham.

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Our Five-Year Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2021 to 2026. 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.

Draft versions of the 2040 Strategy documents were published as part of the GMSF Transport Evidence Base for AGMA Executive Board on 30<sup>th</sup> October 2020, which recommended GMSF 2020 and supporting background documents to the GM local authorities. Oldham Council's Overview and Scrutiny Board and Cabinet considered the transport documents on 5<sup>th</sup> and 9<sup>th</sup> November 2020 respectively.

Following a change to the GMSF process, as discussed at AGMA Executive Board on 11<sup>th</sup> December 2020, minor amendments have been made to the refreshed 2040 Transport Strategy, Delivery Plan and Oldham Local Implementation Plan to ensure that the transport and spatial planning context and processes are referenced in an up-to-date manner and to include updates on funding following the 2020 Spending Review. This report considers the revised GM2040 Transport Strategy documents which are intended to be recommended to GMCA for adoption and approval.

## **Recommendations**

It is recommended that Cabinet:

- 1) Endorse the refreshed Greater Manchester Transport Strategy and the final version of Our Five-Year Delivery Plan for adoption and publication by GMCA;
- 2) Approve 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; and
- 3) Delegate 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 (2021-2026) and Oldham Local Implementation Plan****1 Background**

- 1.1 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 (2021-2026) 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 Bus Reform and the 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 spatial planning priorities, including the growing emphasis placed on regenerating town centres.
- 2.5 The refreshed 2040 Transport Strategy will be published in early February 2021, subject to GMCA approval. 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 first Delivery Plan (2016-2017 to 2021-2022) was published in 2017, alongside the 2040 Transport Strategy.

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- 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.
- 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 Active Travel Fund 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), by providing 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 The revised Our Five-Year Delivery Plan will be published in early February 2021, subject to GMCA approval. 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 deliver accessibility improvements at Mills Hill Station	Rochdale/Oldham
<b>Our Streets</b>	
<b>Walking and Cycling</b>	
GM Active Travel Fund 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: Oldham	Oldham
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 5: GM Safety Camera Digitisation and Upgrade	GM Wide
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	Rochdale
<b>Town Centres</b>	
Oldham Town Centre Accessible Oldham Connectivity Package (Phase 1)	Oldham
<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>Safety and Security</b>	
Continuing work through the TravelSafe Partnership, including on-going security initiatives and the potential implementation of civil injunctions	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>	
Express bus corridor between Manchester and Heywood/Langley including new bus services connecting the potential Northern Gateway development area to its local area and nearby key centres eg 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
M60 J21 junction upgrade / A663 Broadway	Oldham
<b>Town Centres</b>	
Oldham Town Centre Accessible Oldham Connectivity Package (Phase 2)	Oldham
St Mary's Way Streets for All scheme	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 potential Northern Gateway development area to surrounding towns, eg Oldham, and to the Regional Centre	Bury / Rochdale / Oldham / Manchester
<b>Our Metrolink</b>	
<b>Metrolink</b>	
Metrolink connection to Middleton	Rochdale
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

## 4 Local Implementation Plans

4.1 Our Five-Year Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2021 to 2026. 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 (eg Local Plans, town centre masterplans, GM Clean Air Plan);
- 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.



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- 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 Plan can be found at Appendix D. 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 2, with Bee Network cycling and walking proposals shown on map 3.
- 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.
- 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.

## 5 Options/Alternatives

- 5.1 Members can endorse the refreshed Greater Manchester Transport Strategy and the final version of Our Five-Year Delivery Plan, approve the Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan and delegate authority to the Leader and the Cabinet Member for Neighbourhoods and Culture to approve future updates of the Oldham Local Implementation Plan.
- 5.2 Members can decide not to endorse the refreshed Greater Manchester Transport Strategy and the final version of Our Five-Year Delivery Plan, not approve the Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan and not delegate authority to the Leader and the Cabinet Member to approve future updates of the Oldham Local Implementation Plan. The GM Transport Strategy would be published without an Oldham Local Implementation Plan, which could have a detrimental impact on investment in Oldham.

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## 6 Preferred Option

- 6.1 The preferred option is for members to endorse the refreshed Greater Manchester Transport Strategy and the final version of Our Five-Year Delivery Plan, approve the Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan and delegate authority to the Leader and the Cabinet Member to approve future updates of the Oldham Local Implementation Plan.

## 7 Consultation

- 7.1 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.
- 7.2 A full consultation was undertaken on the draft Delivery Plan for 2021-2026, 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 the current spatial planning context and as a result of the impact of Covid-19.
- 7.3 There has been consultation with relevant Members and officers on the content of Local Implementation Plan and Cabinet Member briefings.

## 8 Financial Implications

- 8.1 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)

## 9 Legal Services Comments

- 9.1 Local Transport Plans (LTPs) were established by the 2000 Transport Act, as statutory documents to be produced by all local authorities, setting out a 5-year programme for investment for local transport, supported by statements on wider local transport policies to support the delivery of a longer term vision and strategy for their given area. AGMA and the former Greater Manchester Passenger Transport Authority jointly agreed and published two LTPs, covering the periods 2001/2 to 2005/6 and 2006/7 to 2010/11. For LTPs 1 and 2, in the six metropolitan areas outside Greater London, the duty to formulate LTPs was shared between the then Passenger Transport Authorities and the local highway authorities. LTPs 1 and 2 required approval by full Council and were regarded as key documents.
- 9.2 Under changes mainly introduced by the Local Transport Act 2008, the duty to produce an LTP for Greater Manchester was transferred to the sole responsibility of the Greater Manchester Combined Authority (GMCA). In addition, the requirement to produce a 5-year programme was replaced by a duty to keep the LTP under review, alter it if considered appropriate to do so and replace it as the GMCA think fit. In preparing the LTP and keeping it under review the GMCA must consult each local traffic authority and district council within their area. As the duty to produce an LTP is now the sole responsibility of the GMCA, there is no requirement for LTP to be approved by full Council. (A Evans)

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- 10      **Co-operative Agenda**
- 10.1    The Greater Manchester Transport Strategy 2040, Five-Year Delivery Plan (2021-2026) 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.
- 11      **Human Resources Comments**
- 11.1    N/A
- 12      **Risk Assessments**
- 12.1    None
- 13      **IT Implications**
- 13.1    None
- 14      **Property Implications**
- 14.1    None
- 15      **Procurement Implications**
- 15.1    None (Dan Cheetham).
- 16      **Environmental and Health & Safety Implications**
- 16.1    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.
- 17      **Equality, community cohesion and crime implications**
- 17.1    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.
- 18      **Equality Impact Assessment Completed?**
- 18.1    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.
- 18.2    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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19     **Key Decision**

19.1    Yes

20     **Key Decision Reference**

20.1    NC-07-20

21     **Background Papers**

21.1    <https://tfgm.com/2040>

22     **Appendices**

22.1    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: Oldham Local Implementation Plan.