

Oldham Transport Strategy and Delivery Plan

Oldham Council

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Quality information

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Foreword

Transport plays a huge part in the lives of Oldhamers of all ages.

It can influence where we live, work, study and train and also impacts our health, the air we breathe and our access to opportunities.

This new strategy, supports the aims of the Greater Manchester Transport Strategy 2040 to have ‘World-class connections that support long-term sustainable economic growth and access to opportunity for all’ and can deliver real benefits for our residents and the borough.

There will be challenges, but over the coming years there will be opportunities to make sure that the borough’s transport network connects all our communities, supports healthy travel choices and is safe and accessible.

Our ambition is to make it easier for residents to get about without using their cars, helping to cut pollution and freeing up road space for essential journeys.

By improving our transport links we’ll be helping people access learning and career opportunities.

This will tackle inequalities and support the development of new homes, jobs and businesses.

Across the borough we will look to provide a transport system which:

- supports long term economic growth and makes it easier and quicker for people and goods to get around;
- Improves the quality of life for all by being integrated, affordable and reliable;
- Improves our environment and our air quality because protecting the health of the borough’s residents is a priority
- Uses the newest technology and innovation by supporting Greater Manchester’s overall target to be net zero carbon by 2038

For us to do all of this we will be investing in safe walking and cycling routes - prioritising space to ensure all our residents have the opportunity to make healthy choices.

We will make improvements that will deliver a reliable highway network for buses, essential freight and other essential journeys – creating a resilient transport network.

We will continue to work with partners to ensure all public transport is safe and accessible and where necessary look to improve current services or introduce new ones. Better connectivity supports the creation of new homes and jobs.

Not all journeys can be made via walking, cycling or public transport.

The council will look to use a greener fleet and we will also invest in our infrastructure – creating more electric charging points and promoting access to

shared mobility clubs, cycle hire, e-bikes and cargo bikes. This will help make the switch to cleaner options easier, especially for businesses and residents.

This isn't a one-size fits all strategy, we'll adapt policies to suit different areas within the borough to benefit the people who live here.

Councillor Amanda Chadderton – Leader of Oldham Council

1. Introduction

1.1 Vision for Oldham

This strategy sets the strategic direction for travel and mobility within Oldham. It captures existing commitments and priorities for all our communities and identifies the requirements for transport in the future both for growth and in response to changing travel technologies. The Oldham Transport Strategy is an all-encompassing transport plan for Oldham, including the town's core and each Neighbourhood District Area including the Pennine edge and the city-region travel to work area.

Delivering Our Future Oldham

The Oldham Corporate Plan 2022 to 2027 sets ambitions that the Transport Strategy aligns to:

- Healthy, safe and well supported residents.
- A great start and skills for life.
- Better jobs and dynamic businesses.
- Quality homes for everyone.
- A clean and green future.

Delivering against these priorities means the Council can help residents and make Oldham the best place it can be and the transport network is an important foundation and enabler to achieving the priorities for Oldham.

If you live in Oldham the least you should expect are the basics of a fulfilling life, as well as some of the things that make life joyful. The basics include:

1. The chance to attend a good school, and to gain the skills and experience for a fulfilling life.
2. The opportunity to get a good job that pays well and offers security and flexibility.
3. Public transport to every part of the city region that's quick, cheap and easy.
4. A home that is affordable, well maintained, and appropriate.
5. Easy, timely access to vital services to keep people healthy and safe.

Beyond those basics, we want Oldham to be a rich and vibrant place to live. That means every resident can expect:

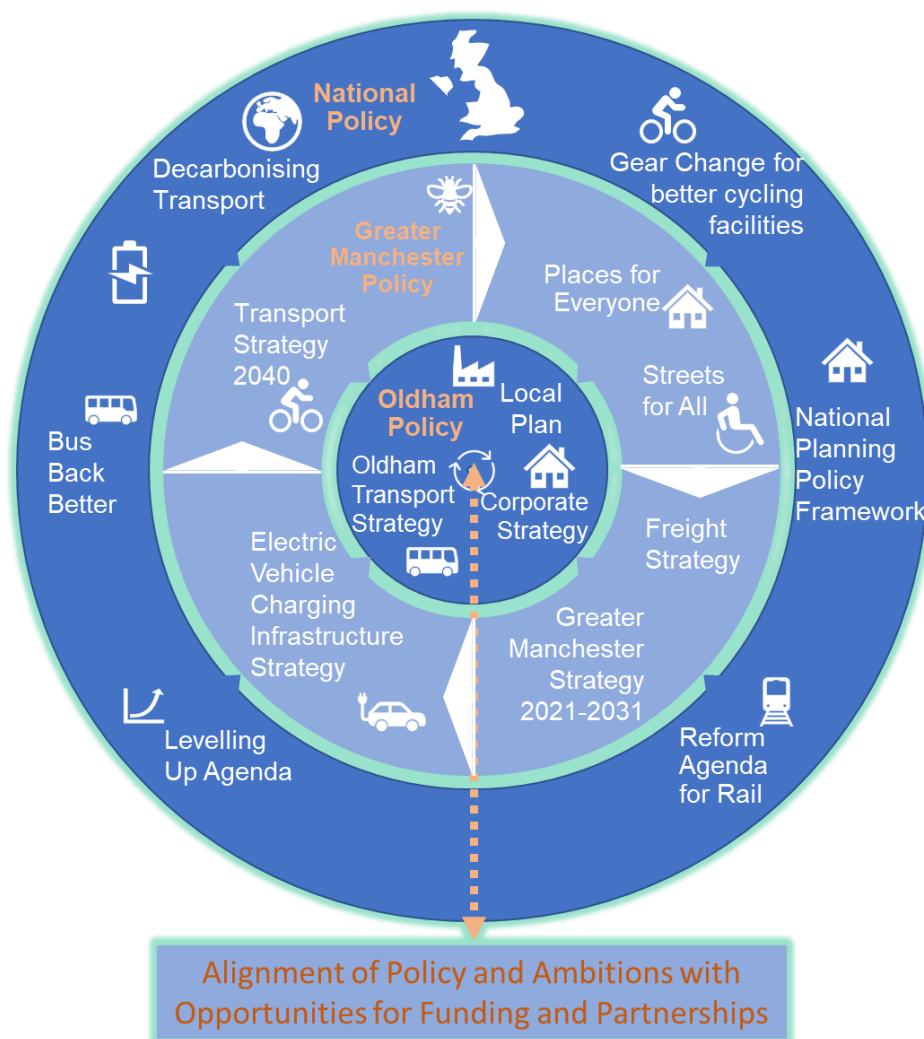
1. A healthy environment and access to green space.
2. Opportunities to get together with neighbours across communities.
3. A thriving local area that celebrates our diversity, with regular activities to boost physical and mental health.

To help us meet these basics and ensure Oldham is a rich and vibrant place to live, we need to invest in the transport network. This means investing in and working with partners to develop facilities for active travel, access and capacity of public transport, and supporting decarbonisation of both the public and private transport in the borough.

1.2 Our Transport Strategy Fits with the National and Regional Policies of our Neighbours

The diagram below (**Figure 1-1**) illustrates the importance of aligning the measures and ambitions in the Oldham Transport Strategy to the policy framework nationally and regionally with our neighbours in Greater Manchester. This means our transport ambitions in Oldham should align to our carbon reduction and sustainability aims nationally, and with the cross-boundary ambitions with our neighbours in Greater Manchester. This is important because the alignment of our ambitions with our neighbours can stand Oldham in a stronger position to attract funding opportunities and inward investment. In addition, the alignment of our ambitions will be better for transport improvements, skills and wellbeing for all neighbourhoods in Oldham.

Figure 1-1: Alignment of Our Policy Ambitions Nationally and with Our Neighbours.



Consultation with our communities

The programmes and measures in the Oldham Transport Strategy are indicative and will benefit from further consultations. The Oldham Transport Strategy has a 20-year timescale and is not expected to realise all the measures in the first 5-years. The Oldham Transport Strategy fully aligns to measures identified for Oldham in the Greater Manchester Transport Strategy 2040 and Oldham Council is fully committed to that delivery strategy. Oldham Council will continue to work closely with TfGM and our communities to realise the ambitions for all Neighbourhood District Areas across Oldham.

1.3 Overview of Oldham

Transport services and routes in Oldham are essential to connect people with opportunities and training. This requires improved local connections to all neighbourhood districts and employment centres both within the borough and with the wider region.

Oldham's Population is
242,100 with 118,400 males (49%)
 and 123,700 females (51%)
 making us the sixth largest borough in Greater Manchester

Between 2011 and 2021 our population increased by **7.6%**

This is a larger increase than that seen across Greater Manchester (6.9%) and England (6.6%).

According to the ONS, our population is projected to reach
261,018 by 2041
 a 10% increase from the 2020 population



It is expected that the number of older people in Oldham's population will grow by 30% in the next 20 years.

Age	0 – 19	19 – 64	65+
Population	67,900	135,500	38,700
Percentage	28%	56%	16%

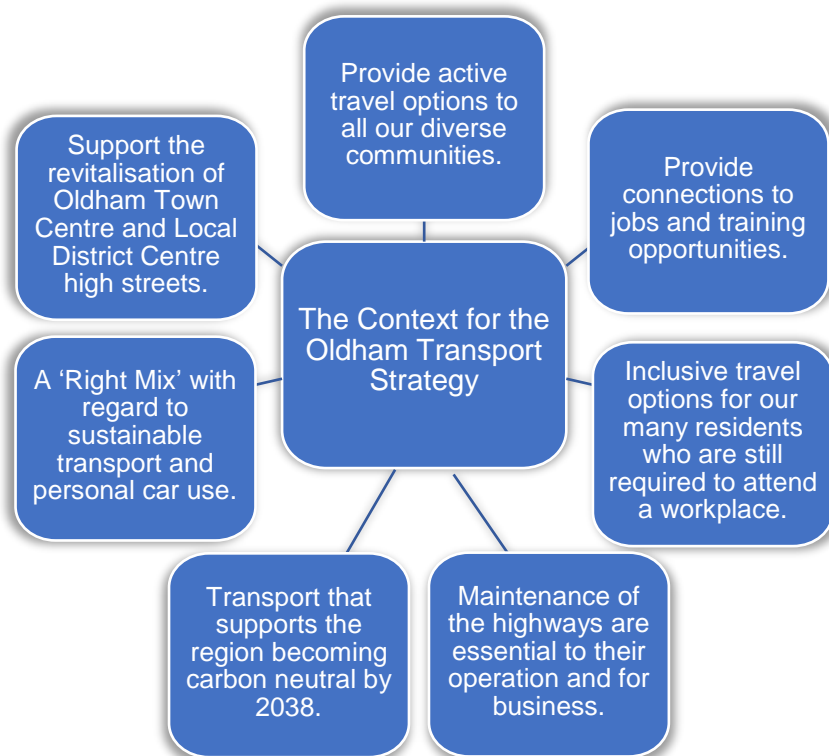
The population of Oldham has grown by around 14,000 people over the last decade, which compares to a similar rate of growth in Greater Manchester.

Oldham is an ethnically diverse borough which in the last decade has seen population growth in the Pakistani and Bangladeshi communities, as well as groups primarily made up of Polish and Romanian heritage. Oldham’s diversity presents opportunities for businesses and training to access the skills required.

Oldham has high levels of community deprivation. In 2019 most of the Oldham urban area was within the 50% most deprived areas nationally.

When the Covid-19 pandemic struck the economic consequences impacted heavily on the poorest communities, which means many neighbourhood areas in Oldham require support with their travel.

A large proportion of the Oldham population works in sectors that have seen big changes to demands during the Covid-19 pandemic and therefore high levels of vulnerability. The top five employment sectors are health, manufacturing, retail, education, transport and warehousing. Together, these sectors make-up 55% of employees in Oldham. Retail has seen national and local declines in employment whilst transport and storage is a growing area of employment for the region.



1.4 Ambitions for Transport in Oldham

The Oldham Transport Strategy is categorised into six ambitions illustrated in **Figure 1-2**. Planning transport for the future requires a balance of healthier travel behaviours and reducing harmful transport emissions. Similarly, the Government and Greater Manchester Combined Authority (GMCA) aim to reduce carbon emissions.

Transport is a major contributor to poor air quality whilst being essential to connect communities with opportunities. This means the Oldham Transport Strategy will need to support the Greater Manchester ambitions to grow economically in a way that also supports the region becoming carbon neutral by 2038.

Healthier travel choices mean being able to walk and cycle on routes and in our neighbourhoods whilst feeling safe and confident in being able to do so. Quality of walking and cycling facilities, better active travel information, street lighting and including the needs of the disabled.

To improve road and travel safety, Oldham Council will work with partners such as Transport for Greater Manchester (TfGM), Greater Manchester Police and the freight sector to improve safety on the transport network at all times of the day. People should be able to use the services and public transport facilities at all times of day without concern for their safety.

Connected Oldham means Oldham Council will prioritise maintenance of the highways, footways and Public Rights of Way, which are essential to their operation, wellbeing and leisure. Maintenance needs vary in scale and engineering complexity, notably in the East Neighbourhood District and the Pennine fringe where the hilly topography creates additional weather and structural needs.

The English Indices of Multiple Deprivation identifies Oldham has a higher proportion of deprived communities when compared to similar metropolitan areas nationally. The disabled of all ages and abilities require safe access to the transport network in accordance with the Equality Act 2010. Perceptions of safety and 'fear of harm' factors are a barrier to travel for many disabled people and vulnerable groups. This means improving access is a priority and is important for reducing deprivation in Oldham whilst supporting our communities.

Figure 1-2: Oldham Transport Ambitions.



1.5 Baseline Reports for the Oldham Transport Strategy

Two baseline reports have been developed to support the evidence, ambitions and measures within the Oldham Transport Strategies. The baseline reports are:

- Oldham Council Transport Strategy Policy Baseline Report, 2021.
- Oldham Council Transport and Spatial Change Report, 2021.

2. Background and Context for Transport Improvements in Oldham

2.1 Introduction

The Oldham Transport Strategy needs to conform with the national, regional and Greater Manchester City-Region transport policy framework that sits above it, particularly the Greater Manchester Transport Strategy 2040. It also needs to conform with and support local plans and strategies such as the Creating a Better Place agenda, the Corporate Plan and the Local Plan.

2.2 Safety on our Transport Network

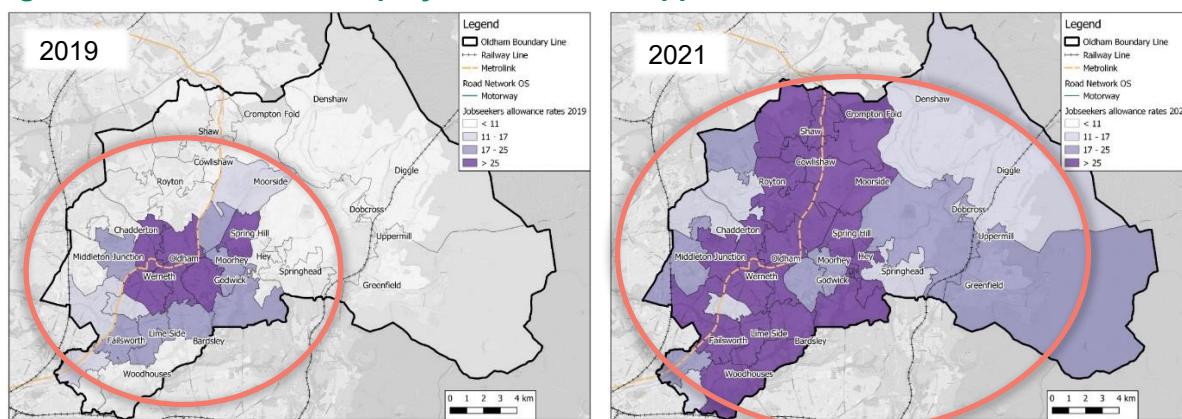
Oldham Council will work with partners at TfGM to identify ways to make the transport system feel safer for lone women and vulnerable age groups who currently do not think some tram stops are safe places during hours of darkness. This means we want to improve Metrolink and bus stops so they are an environment people feel safe in and people feel safe using the trams at night.

2.3 Our Employment Challenges for a Thriving Oldham

Emerging strongly and more resiliently from the Covid-19 pandemic is a primary focus for Oldham Council. Going into the pandemic, Oldham already had many unemployment challenges and a need to better connect people with local employment and training opportunities.

National deprivation data¹ shows that in 2019 most of the Oldham urban area was within the 50% most deprived areas nationally, whilst many areas were within the 10% most deprived nationally. As the pandemic struck the economic consequences impacted heavily on people and businesses. This is illustrated in **Figure 2-1** which shows the large rise in unemployment benefit support. Oldham had in Autumn 2020 higher levels of unemployment than the North West of England average.

Figure 2-1: Growth in Unemployment Benefit Support Between 2019 and 2021.



Oldham has a much higher proportion of people with no qualifications (13.3%) compared to the North West of England average (8.7%)². Opportunities such as the UK Government Lifetime Skills Guarantee and developments at Oldham College as well as colleges and

¹ English Indices of Multiple Deprivation (IMD), 2019

² Office for National Statistics Labour Supply data; Annual Population Survey; Qualifications (Jan 2019-Dec 2019); Economic inactivity (Oct 2019-Sep 2020); Employment and unemployment (Oct 2019-Sep 2020)

universities across Greater Manchester require people to have affordable transport links to connect them to raise attainment.

The Oldham Transport Strategy will continue to support the needs of people who travel to Manchester City Centre and beyond using the bus, Metrolink and railway network. The quality of bus and tram stops, and the safe accessibility of railway stations at Greenfield and neighbouring Mills Hill are important areas for improvement in the Strategy.

2.4 A Clean Oldham that Provides Better Air Quality for Our Communities

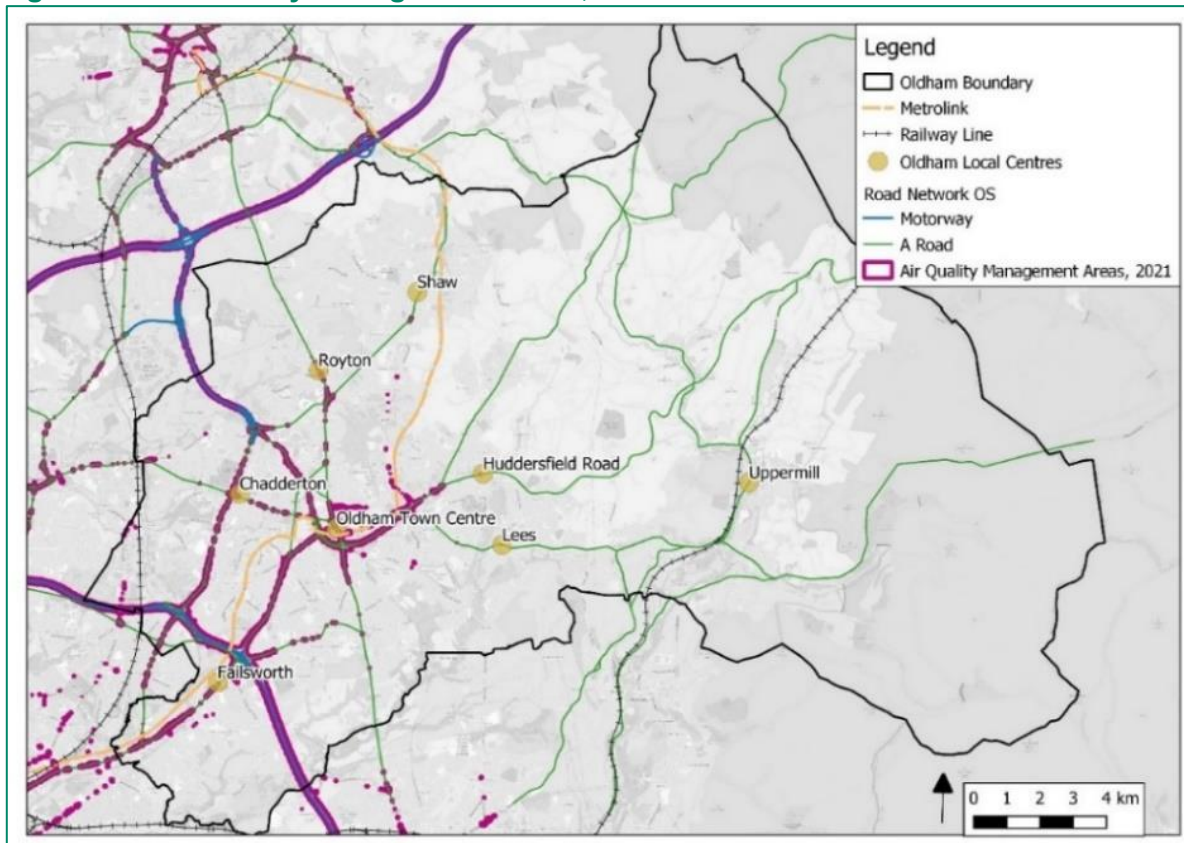
The GMCA, comprising the 10 Greater Manchester local authorities, has declared a climate emergency. Greater Manchester is planning a Clean Air Zone which will reduce the number of harmful vehicle emissions such as Nitrogen Dioxide (NO₂) and fine particulate matter. The priorities for improved air quality in Greater Manchester are to improve the fleet of low and zero emission buses and taxis, lower emission road freight and the increased use of walking and cycling.

The Oldham Transport Strategy responds to the priorities with measures to improve infrastructure for cyclists and pedestrians. It will facilitate the increasing demand for walking, cycling and improved accessibility for disabled users. Active travel over shorter travel distances can both support improvements to air quality whilst supporting the health and wellbeing too. In addition, measures that support cleaner air in our communities also support national policy targets related to Climate Change.

Climate Change and transport network resilience are key challenges because of the increasing tendency for extreme weather events such as localised flash flooding. Oldham is on the Pennine fringe and therefore has topographical and highway maintenance challenges associated with the geography. The Oldham Transport Strategy will support local air quality improvements whilst aligning with Climate Change aims because in the long-term the consequences could adversely impact our transport network.

Oldham has Air Quality Management Areas (AQMAs) which means the areas are monitored with regard to the harmful air quality for transport and potential other source. The AQMAs in Oldham concern the motorway network including the M62 and M60, and local roads, which are shown in **Figure 2-2**.

Figure 2-2: Air Quality Management Areas, 2021.



2.5 Connecting Oldham with Highway Maintenance, Development and Infrastructure Plans

Strategic housing and employment sites in Oldham are included in the draft Greater Manchester ‘Places for Everyone’ Joint Development Plan Document. Transport interventions are required to support the delivery of the housing and employment sites, which may include improvements to the existing highway, traffic calming for existing residential areas, and measures for public transport, cycling and walking.

Oldham Council will continue to work with TfGM to support development opportunities that will require connections across the borough, Greater Manchester and the wider region. The **Oldham Transport Strategy Delivery Plan** (Chapter 7) provides a timescale for change that has been informed by development priorities and interdependencies with key developments.

2.6 An Accessible Oldham with Better Public Transport

Oldham is served by Metrolink between Rochdale Town Centre and Manchester Victoria and includes three stops in Oldham Town Centre. Footfall at Metrolink stops in Oldham has risen year-on-year as a whole from 2016/17 to 2019/20 before the pandemic impacted commuting behaviours. Metrolink usage has recovered during 2022 with Manchester City Centre and Exchange Square having the highest 'tap-offs' in the last three years.

Improving access to opportunities and supporting growth in Oldham requires continued expansion of the Metrolink network, which Oldham Council will develop with our partners at TfGM. Potential expansion of; the existing line to Heywood in Rochdale; a need for a direct Metrolink connection between Oldham and Manchester Piccadilly; a potential Oldham to Middleton extension; and improvements to existing stops are key priorities for Oldham Council.



Buses are central to the sustainable transport mix in Oldham and Greater Manchester because the bus services occupy the highest mode-share for all sustainable modes for journeys up to 10 miles. Bus services, their reliability and punctuality have received particular attention with the move to the Bus Franchising model of operation in Greater Manchester. Oldham Council will work with partners to improve bus services such as the A671 / A627 corridor, which is planned to become a Quality Bus Transit route. Other key routes into Oldham Town Centre and to all neighbourhood district areas require better quality and frequent bus services that provide users with up-to-date information on timetables, fares and availability.

Looking to the immediate future for bus services, the Covid-19 support funding has been extended throughout 2022. Concerns nationally for lower bus passenger levels overall required a focus on opportunities, such as attracting younger users to bus services with digital information and lower carbon technology.

Oldham Council will work with partners at TfGM to integrate our ambitions for Metrolink and bus improvements with the longer-term HS2 high speed rail plans for Greater Manchester. This will consider the infrastructure opportunities that Oldham Council should develop in a way that aligns to our transport ambitions.

2.7 New Transport Technologies

Technological developments are increasingly enabling innovations in bus, Taxi / Private Hire Vehicle (PHV) use or alternatives that use smartphone apps to connect our journey needs (**Figure 2-3**).

Zero emission vehicles such as electric cars and other alternative forms of fuel for the transport system, such as hydrogen, are growing in use. This is important because innovations for transport providers such as bus and taxi operators, present us all with opportunities for innovative approaches to transport and mobility.

Taxis / PHVs provide invaluable transport services at times when public transport is not an option for some vulnerable groups. These services can be especially valuable in enabling people with restricted mobility to access key amenities or health services.

The onset of new technologies and apps are broadening the ways people can access public transport services for facilities for hire, such as bicycles. For Oldham this will give people, and particularly young and elderly age groups, more options to travel. This may include communities that experience travel affordability barriers for travel to edge of urban employment opportunities that have limited public transport service.

High-speed internet and access to technology influence how we travel and are important factors in both the development of the transport system and consumer travel choices. The Greater Manchester Digital Blueprint is developing a clear strategic vision on 5G and fibre optic communications. It is looking at the commercial opportunities to maximise their value to the city region for growth and prosperity.

Figure 2-3: Smartphones and other technology are an opportunity to increase flexibility, written and spoken information in many languages.



Source: Transport Extra

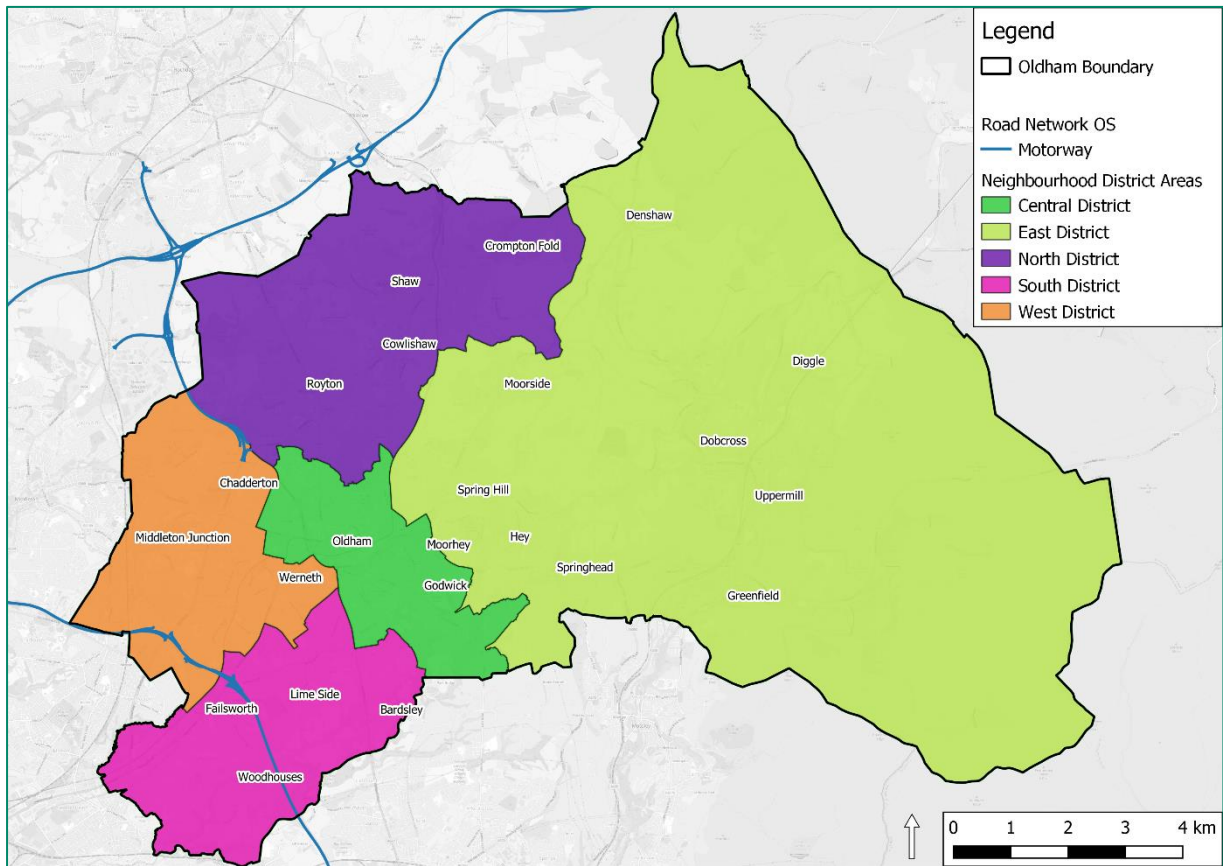
2.8 Oldham Transport Strategy Spatial Areas

The Transport Strategy for Oldham considers five spatial areas summarised in **Table 2-1**, and which are mapped in **Figure 2-4**. The spatial areas correspond with the five Oldham Neighbourhood Districts and the wards within each.

Table 2-1: Spatial Areas for the Oldham Transport Strategy.

Spatial Area	Wards within Each Spatial Area
North District	Crompton, Royton North, Royton South, Shaw.
Central District	Alexandra, Coldhurst, St Mary's.
West District	Chadderton Central, Chadderton South, Chadderton North, Werneth.
East District	Saddleworth North, Saddleworth South, Saddleworth West and Lees, St James', Waterhead.
South District	Failsworth East, Failsworth West, Hollinwood, Medlock Vale.

Figure 2-4: Transport Strategy Spatial Plan – the Five Neighbourhood District Areas Considered.



Unique to Oldham is the topography and seasonal challenges associated with the Pennines, which means the road and rail network in the East Area has varied geometry, level changes, retaining structures and winter resilience issues that are not as pronounced elsewhere on the Oldham transport network.

The East Area is also important to identify because it is relatively rural and less populous. For transport this means ensuring communities continue to be served by public transport services as national budgets experience post-pandemic challenges, and that opportunities to enhance services are captured.

3. Placing the Oldham Transport Strategy with Policy Context

3.1 Introduction

The Oldham Transport Strategy and Delivery Plan align with the Greater Manchester Transport Strategy 2040, which is the overarching Transport Strategy for the city-region. The strategy includes a 'Right Mix' ambition for half of all journeys in Greater Manchester to be made by active travel or public transport by 2040 (**Figure 3-1**).

For Oldham, the commitment is to enable the borough to become an increasingly attractive place to live, work and visit. This means Oldham Council want to provide safer facilities for walking and cycling and improve their integration with public transport services.

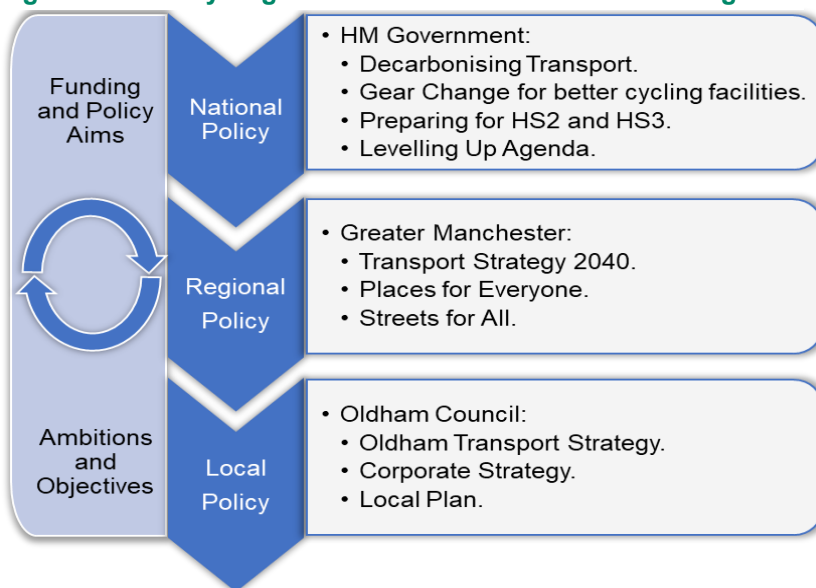
Figure 3-1: Greater Manchester Transport Strategy 2040; 'Right Mix'.



Walking, cycling and public transport services that integrate with better information and facilities is important to supporting the local economy and high streets in the short and longer-term to 2040.

Figure 3-2: Policy Alignment for Shared Aims and Funding.

The Oldham Transport Strategy aligns to the national, regional and local policy. This means alignment with the aims by the Government, TfGM and Oldham's Corporate Plan. The alignment is summarised in **Figure 3-2**. Alignment is important to position Oldham is a strong position when capturing funding opportunities arise.



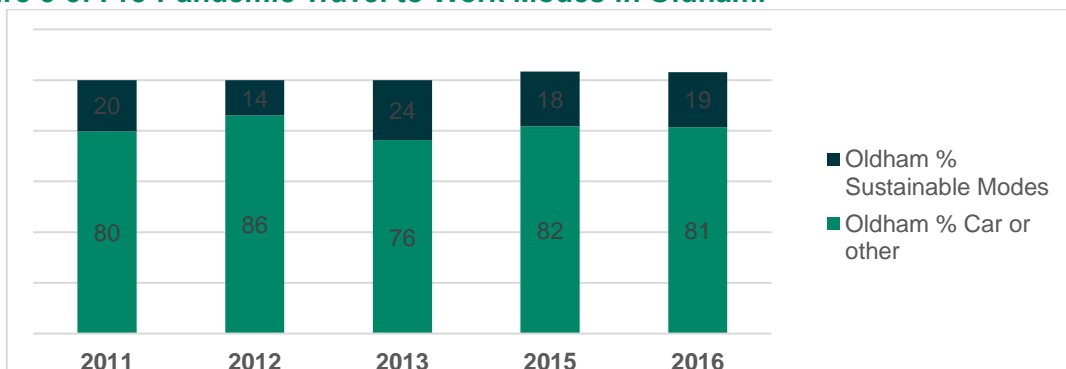
3.2 The Impact of the Covid-19 Pandemic on Travel Policy

The Oldham Transport Strategy 2022 provides a framework for responding to challenges and opportunities following the Covid-19 pandemic. The draft Oldham Local Plan and the Greater Manchester Transport Strategy 2040 have highlighted the need for a unified strategy to set a strategic direction for Oldham's transport network.

Data leading up to the Covid-19 pandemic that is illustrated in **Figure 3-3** shows the balance of sustainable travel and personal car use in Oldham has been dominated by car travel for

trips to work. This means to achieve the Greater Manchester Transport Strategy 2040 ‘Right Mix’ ambitions for a 50 / 50 split between sustainable modes and car modes, policies should both support and encourage the use of walking, cycling and public transport.

Figure 3-3: Pre-Pandemic Travel to Work Modes in Oldham.



Source: Labour Force Survey 2017

3.3 Transport Challenges for Greater Manchester Since the Pandemic

Since the Covid-19 pandemic, TfGM have published Greater Manchester-wide travel mode information (TfGM Transport Network Performance Update May 2022), which shows to May 2022:

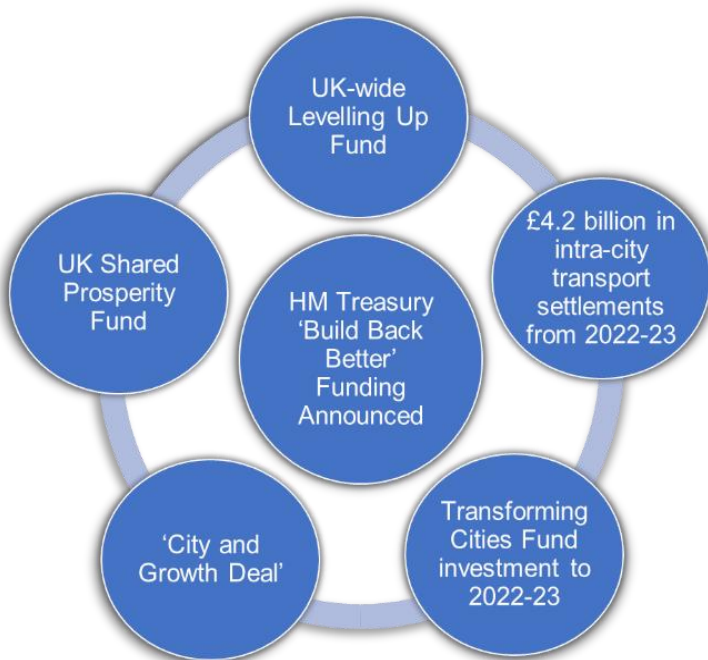
- Metrolink and bus patronage (public transport) were 70% and 91% of the pre-pandemic levels respectively. In addition, Northern Rail and Trans Pennine rail services in Greater Manchester are 85% and 80% of pre-pandemic levels respectively. This means public transport usage continues to be less than it was before the Covid-19 pandemic. Leisure demand has increased but commuting is only 40% of pre-pandemic levels.
- Highway trips have recovered to pre-pandemic levels overall across the week. Weekday demand is 1% below pre-pandemic levels whilst weekend demand is 2% higher. This means currently in the immediate aftermath of the pandemic, when people do travel in Greater Manchester, they are favouring the car / van over public transport modes. Industry wide issues at bus and rail operators such as driver shortages, may account for some impact to the network performance.
- Walking and cycling activity is currently in line with pre-pandemic levels as measured by TfGM over a 28-day rolling average.

3.4 National Policy Context

3.4.1 Levelling Up Agenda

The HM Treasury ‘Build Back Better’ strategy is the Government’s ambitious vision and priorities for how the country will return to growth following the Covid-19 Pandemic. The document sets out the ambition to ‘Level Up’ the whole of the UK (**Figure 3-4**).

Figure 3-4: Government Build Back Better with Levelling Up Ambitions.



While funding opportunities come and go, the shift towards regional devolution is likely to have more staying power. Greater Manchester has been a trailblazer on devolution in the UK, and as such Oldham’s relationship with the rest of the city region should only strengthen in the coming years.

GMCA have committed to a strategy for progress focused on three areas: economic growth, greater equality, and climate change.

For Oldham this will mean working closely with the city region on issues including transport, skills and business investment, homelessness and employment support, and efforts tackle pollution.

The Oldham Transport Strategy is the pillar for enhancing transport connectivity in Oldham as part of the Levelling Up agenda. For example, if people in Oldham want to access the free fully funded Level 3 courses announced with the Government’s ‘Build Back Better’ strategy, they will need good travel options by bus, Metrolink, walking and cycling to improve their skills and opportunities.

HS2 and Northern Powerhouse Rail are important to the release of rail capacity on the rail network, which will be important for service improvements at Greenfield Station, Mills Hill and others in the region that communities in Oldham depend on. It will be important for Oldham Council to work closely with GMCA, TfGM and transport agencies to ensure Oldham can fully harness the benefits of major rail schemes.

3.4.2 Decarbonisation; Reducing Our Carbon Emissions from Transport

The transport network is one of the biggest contributors to carbon emissions and this means measures must be taken locally and nationally to reduce vehicle carbon emissions or enable travel by zero emission modes. The GMCA have announced a carbon-neutral aim to be achieved by 2038. This means the City Region should be producing no more carbon emissions than that which is being saved by transport and other factors.

Transport decarbonisation will be achieved by encouraging people and businesses to use zero emission vehicles such as electric buses, vans and taxis, which will be supported by plans in Oldham for electric vehicle charging points. We will work with partners such as a

bus operators, represented by the Confederation of Passenger Transport (CPT), who have pledged to only procure low emission and zero-emission electric buses by 2025.

Walking, cycling and shared mobility measures such as the Greater Manchester Cycle Hire Scheme and Bee Network of cycleways all feature within the ambitions to support lower carbon journeys. The ambitions include walking and cycling schemes such as better road crossings and path refurbishment, new cycle ways and improved cycle parking in local district centres. Decarbonising transport can be achieved if a higher proportion of travel is by walking and cycling, notably for short trips to schools, workplaces or transport interchanges with bus and Metrolink.

School Travel Planning support has attracted significant attention and more funding support for school travel is a key ambition.

3.4.3 Preparing for HS2 and HS3 in Greater Manchester

High Speed 2 (HS2) will connect with Manchester City Centre and Manchester Airport as part of the Phase 2b Western Leg of the new high speed railway line. The Government aims for this phase be open for use between 2035 and 2041 to provide both increased railway capacity as a whole as well as high inter-city connections.

Connections to HS2 stations in Greater Manchester by public transport and active travel are important to ensure users can access the services and opportunities the next work will bring both during operation and construction. Oldham Council will work with TfGM to support the development of the HS2 Wider Connectivity Study and what needs and infrastructure opportunities may be required for Oldham Council to develop further.

HS3 is the railway network and travel time improvements being developed for travel across the north of England and is being principally led by Transport for the North (TfN). This means the current limitations to capacity, speed and disruption to services between the cities of the north would be improved to support HS2 improvements and harness the new capacity HS2 and HS3 improvements will bring.

3.4.4 National Reform Agenda for Rail

In 2021 the Government published its plan to substantially reform the running of the country's railways. The most significant proposal is a change from the franchised system of route and station control by private operators to a new model of Passenger Service Contracts (PSCs). Great British Railways is the new body being established to operate the system.

Improved Service and Station Control for Local Leaders:

"Partnerships will include the ability for local leaders to integrate ticketing and fares with other local transport services, control stations and buy additional services or infrastructure to achieve local transport and housing priorities more effectively than today, using funds raised locally. Local railway managers will be scrutinised by local politicians through joint governance arrangements to provide clear accountability locally in areas where such arrangements are appropriate" (Greater British Railways: The William-Shapps Plan for Rail, 2021).

The changes reflect a number of concerns including public frustration with the high-ticket prices and the operational failures of some franchises including Northern Rail. Railway stations will become hubs for local bus services with better information displayed about

connecting services and integrated ticketing between rail, Metrolink and bus services will be introduced. Oldham Council will work with partners at TfGM to realise the ambitions.

3.4.5 Gear Change

Gear Change is the vision for better cycling infrastructure and participation in cycling across England. This has been complemented by the appointment of Chris Boardman as the National Cycling and Walking Commissioner. The principles of the Gear Change ambitions are included in the Oldham Transport Strategy priorities. This means the local highway network, town centre ambitions; bus and Metrolink service should all better integrate with walking and cycling facilities.

The actions Gear Change recommends align to the objectives of the Greater Manchester ‘Made to Move’ strategy which means cycle routes should be safe and user friendly. Cycle routes should be continuous and of a standard that provides a genuine alternative mode-choice. In Oldham the latest national cycling design standards in LTN1/20 will be used.

3.5 Regional Plans

3.5.1 Greater Manchester Transport Strategy 2040

TfGM and GMCA have prepared an updated transport strategy that cover the entire city-region and the transport network including Metrolink and Bee Network. A refreshed version of the Greater Manchester Transport Strategy 2040 and a final version of the Five-Year Delivery Plan (2020-2025) sets out the practical actions planned over the next 5 years.

For each Local Authority district, ten new Local Implementation Plans (LIP) have also been prepared, one for each Greater Manchester council, including Oldham.

The Greater Manchester Transport Strategy 2040 (**Figure 3-5**Error! Reference source not found.) includes short, medium and long-term needs. The Oldham Transport Strategy has close synergies with the objectives and includes all the proposed schemes within the latest 5-year Local Implementation Plan.

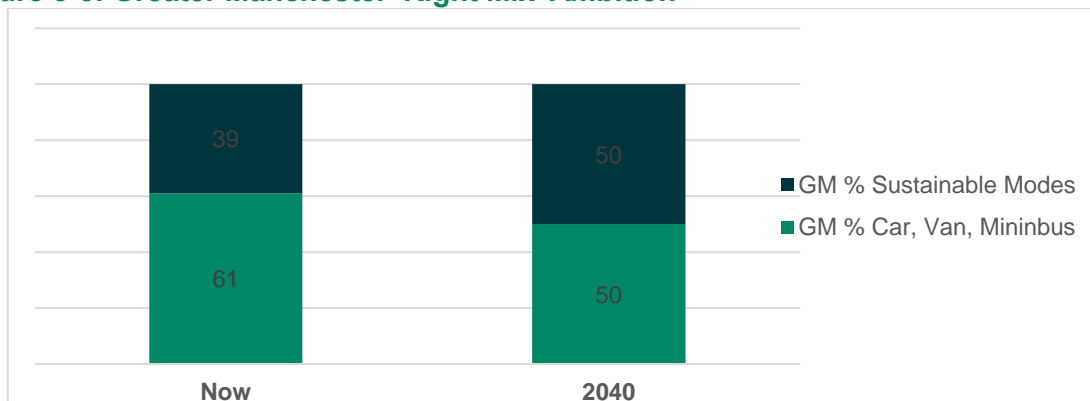
The refreshed 2040 Transport Strategy includes the aim for the “Right-Mix” of people’s mode of travel. This means at least 50% of all journeys will be made by active travel and public transport by 2040. There is an increased emphasis on the importance of cycling and walking and use of public transport with improvements to those modes of travel.

Figure 3-6Error! Reference source not found. shows travel in Greater Manchester has been dominated by personal car use for all types of journeys as a whole. However, as the ‘Right Mix’ ambition is to achieve a 50/50 mix of travel.

Figure 3-5: Greater Manchester Transport Strategy 2040 Objectives.



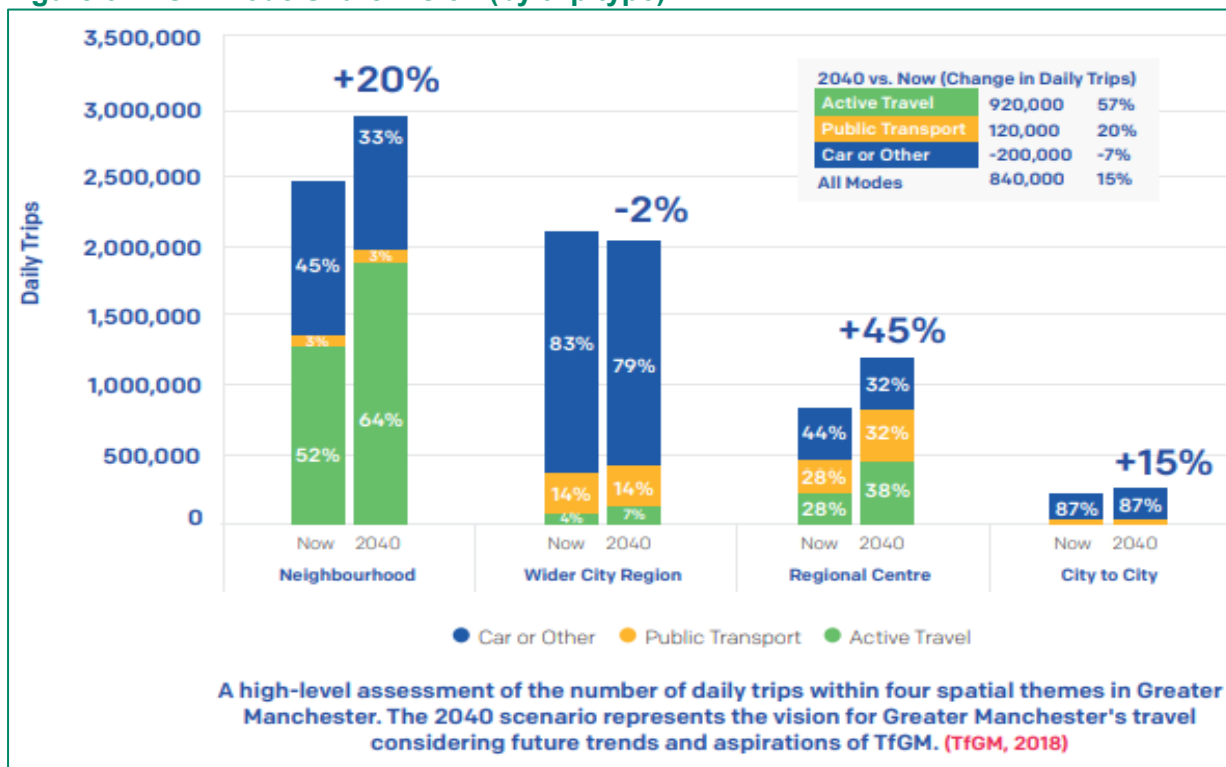
Figure 3-6: Greater Manchester 'Right Mix' Ambition



Source: Greater Manchester Transport Strategy 2040.

The 'Right Mix' vision is further defined across the four spatial themes with assessed changes in the number of daily trips across each mode of travel. **Figure 3-7** Error! Reference source not found. shows the number of neighbourhood trips and trips to the regional centre are expected to grow by 20% and 45% respectively by 2040. Neighbourhood trips and the high proportions of active travel mode share currently, and more so by 2040, are closely associated with local trips within Oldham.

Figure 3-7: GM Mode Share Vision (by trip type).



Source: Greater Manchester Infrastructure Framework 2040.

The climate emergency declared by GMCA and all ten councils; and the development of the Greater Manchester Clean Air Plan (GMCAP) also align to the 'Right Mix' ambition.

3.5.2 Streets for All

Streets for All is Greater Manchester's emerging approach to thinking about the role of streets in creating sustainable, healthy and resilient places. It focuses attention on the needs of people and place, rather than considering the movement of vehicles alone. The Streets for All framework has five place categories, which are illustrated **Figure 3-8** Error! Reference source not found. aim to capture both the highway hierarchy and reframe what the priority

Figure 3-8: Streets for All Place Categories.



considerations should be in each.

The Streets for All approach permeates through the Oldham Transport Strategy ambitions and has been a consideration for each of the measures identified. The Strategy aligns the transport measures with the travel and place making principles being considered by Greater Manchester.

3.6 Local Policy

3.6.1 Oldham Council 'Covid Recovery Strategy' 2021

Oldham Council's Corporate Plan expired in December 2020 and was superseded by the Covid-19 Recovery Strategy, which will act as an interim Corporate Plan until at least 2022 (**Figure 3-9** Error! Reference source not found.). For transport planning this means responding to changing consumer and travel trends following the Covid-19 pandemic.

The transport aims of the Covid Recovery Strategy (**Figure 3-9**) are to reduce carbon emissions from transport and increase cycling, walking and public transport use. This can be achieved by:

- Improve walking and cycling routes in Oldham and continue to deliver the Bee Network.
- Implement a campaign to promote active travel including to schools, residents and workplaces.
- Work with partners to improve the public transport offer in Oldham.
- Facilitate and accelerate the shift to electric vehicles by expanding the public Electric Vehicle charging network.

Addressing the skills gaps in the borough of Oldham are a high priority which means ensuring that school and college leavers move on to education, employment and training. In addition, Oldham Council will support the conditions for an inclusive and thriving town centre by investing in transport infrastructure and digital infrastructure for better internet connectivity.

TfGM, TfN and other academic and private sector bodies have published high-level transport scenarios for policy makers that relate to the short-term response to Covid-19³. The Oldham Transport Strategy has considered the TfGM Covid-19 scenarios when considering transport measures in the strategy. However, in 2021 policy makers are alert to the likelihood of further developments in consumer and travel trends going into 2022 and beyond. The monitoring of the Oldham Transport Strategy objectives (Chapter 8) will be important in both the short-term and over the lifespan of the strategy.

Figure 3-9: Covid Recovery Strategy - 2021-2022.



³ Heseltine Institute for Public Policy, Practice and Place.

3.6.2 Corporate Plan 2022-2027

The Oldham Council Corporate Plan sets out the Council's priorities, with specific actions for the next three years. It works in parallel with the Our Future Oldham vision, which is a blueprint for the next decade.

Our Future Oldham: A Shared Vision for 2030 sets the direction for our borough as a whole, based on extensive consultation with residents and partners. It shows what we're trying to achieve overall, and specifically the minimum expectations every resident should have by 2030. The Corporate Plan is the Council's contribution and the Oldham Transport Strategy aligns with both sets of aims, which are summarised.

The Corporate Plan and Oldham Transport Strategy relate back to national policy aims such as transport and business decarbonisation, Levelling Up in the deprived communities and regions, and addressing the skills gaps in our society with better transport connections and solutions.



Delivering Our Future Oldham

The Oldham Corporate Plan 2022 to 2027 indicates this means:

- Healthy, safe and well supported residents.
- A great start and skills for life.
- Better jobs and dynamic businesses.
- Quality homes for everyone.
- A clean and green future.

Delivering against these priorities means the Council can help residents and make Oldham the best place it can be. The transport network is an important foundation and enabler to achieving these priorities for Oldham.

Delivering the Corporate Plan in Oldham means the Oldham Transport Strategy will provide quick, cheap and easy transport to every part of the city region. This will require partnership working both within Oldham borough and with our regional partners. The Transport strategy aims to open up a wide range of jobs and other opportunities for Oldham people across the city region and beyond. This matters for all communities and groups. During the Corporate Plan consultation, children and young people indicated a very strong preference for a shift towards greater reliance on public transport over private vehicles. This matters to them both for sustainable travel and to protect the climate.

Our Future Oldham: A Shared Vision for 2030 captures the preference for public transport and accessible travel for all communities. For Oldham this includes increased capacity on our existing tram network, improved bus transit between Rochdale, Oldham and Ashton, and accessibility improvements that will make active travel in and around our towns easier. The Delivery Plan sets out the measures we will take forward to achieve the vision.

3.6.3 Places for Everyone and the Oldham Local Plan

The Joint Core Strategy and Development Management Policies Development Plan Documents (joint DPD) is Oldham Council's Local Plan for the realisation of housing, employment, the Green Belt and other infrastructure needs to 2026. The joint DPD aligns with the Places for Everyone Joint Development Plan by nine districts of Greater Manchester.

On 14 February 2022, the Places for Everyone Joint Plan and other supporting documents were submitted to the Secretary of State for independent examination. The plan aims to maximise the use of brownfield land and urban spaces while protecting the Green Belt. It will ensure all new developments are integrated into Greater Manchester's transport network or will be supported by new infrastructure to provide people with a genuine alternative travel choice to the private car.

Places for Everyone is a plan that:

- Sets out how the nine boroughs should develop over the plan period to 2037.
- Identifies the amount of new development that will come forward across the 9 local authority areas in terms of housing, offices and industry and warehousing, and the main areas in which this will be focused.
- Supports the delivery of key infrastructure, such as transport and utilities.
- Protects the important environmental assets across the city region.
- Allocates sites for employment and housing outside of the existing urban area.
- Defines a new Green Belt boundary for Greater Manchester.

The Oldham Transport Strategy aligns with the strategic housing allocations in, Oldham which are shown in **Figure 3-10** and listed in **Table 3-1**. In addition, the Atom Valley MDZ which is the GMCA's North East Growth Location, consists of both employment and residential land-uses shown in **Figure 3-11**.

Figure 3-10: Oldham Places for Everyone Housing Allocations (2021).

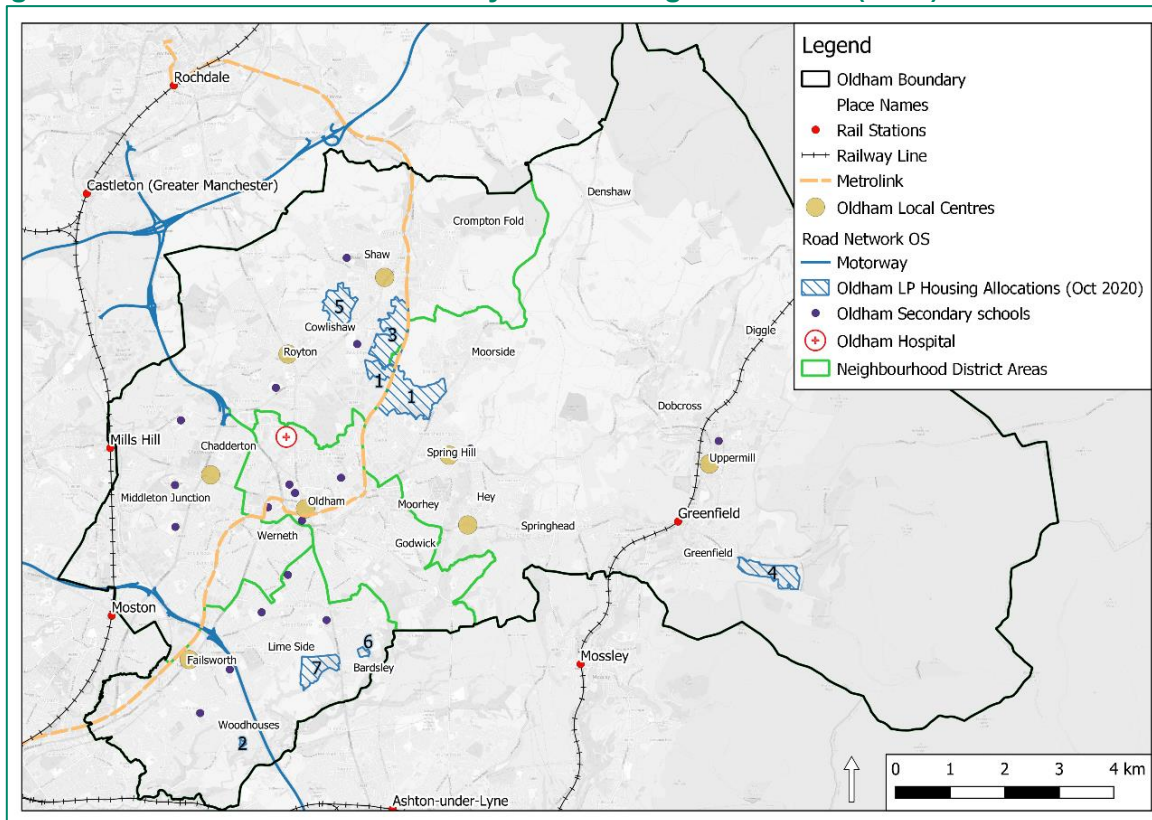


Table 3-1: Oldham Housing Allocations.

Ref No.	Site Name
1	Broadbent Moss
2	Bottom Field Farm (Woodhouses)
3	Beal Valley
4	Chew Brook Vale (Robert Fletcher's)
5	Cowlishaw
6	South of Rosary Road
7	Land South of Coal Pit Lane

The Oldham Council housing trajectory for the housing allocations to 2037 shows in the period 2025 to 2030 around 1,600 dwellings are forecast to be completed versus around 700 in the period 2031 to 2035. Only the largest allocation, Broadbent Moss, is expected to build-out beyond 2037.

The transport implications for the current housing trajectory (2021) is the Broadbent Moss and Beal Valley allocations are expected to substantially build out by 2030, which means the proposed Cop Road Metrolink Stop in the Greater Manchester 2040 Transport Strategy, and the Beal Valley / Broadbent Moss Spine Road are key priorities. The location may also require other active mode and public transport accessibility needs.

The Cowlishaw site is also expected to mostly build-out by 2030 which means public transport services in the area should be improved, including measures to prevent inappropriate use of existing residential routes ('rat running').

3.6.4 Creating a Better Place

Creating a Better Place incorporates significant programmes of work that are being progressed in order to set out a comprehensive vision and strategic framework for the borough. Creating a Better Place focuses on building more homes for residents, creating new jobs through town centre regeneration, and ensuring Oldham is a great place to visit with lots of family friendly and accessible places to go. Oldham Town Centre is a key focus of the Creating a Better Place approach, which includes transformational town centre projects. Improving connectivity to and across Oldham Town Centre is central to Creating a Better Place.

3.7 Development and Infrastructure Plans

3.7.1 Access to Employment and Growth Areas

Within Oldham key employment locations include industry, warehousing and office locations (**Figure 3-11**). The information shows employment areas in Oldham are clustered in the west of the borough in closer proximity to the motorway and Metrolink network. The potential for the sites to be developed further will rely on transport connections by road, public transport and active modes.

Cross-boundary connections with neighbouring Greater Manchester authorities are important for housing and employment opportunities. The Atom Valley MDZ North East Growth Location includes a significant part of Rochdale local authority area, alongside parts of Bury and Oldham local authority districts. The MDZ is focussed around three principal growth sites Northern Gateway, Stakehill and Kingsway Business Park, which are shown in **Figure 3-11**. The MDZ consists of both employment and residential land-uses.

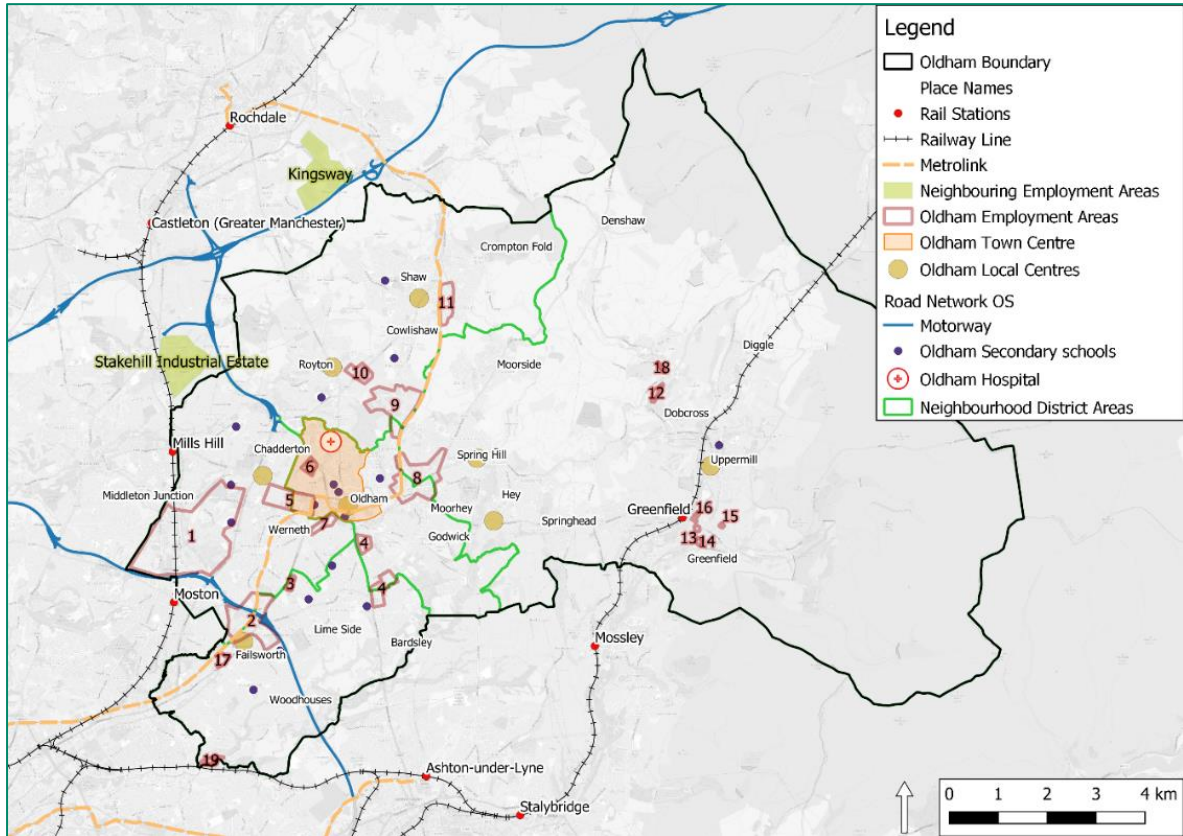
The 2011 Census revealed the two largest travel to work flows from Oldham are to Manchester and Rochdale⁴. However, accessing neighbouring employment sites and other edge-of-urban locations is challenged by public transport provision that often has limited frequency and overnight services to accommodate 24-hour shift operations. There is a generally poor accessibility trend for edge of urban employment locations, which in the North West have become a significant employer by the many companies that operate within them.

Access to major employment areas:

The Oldham Transport Strategy includes measures to further assess the opportunities and potential solutions to the problem of employment access. This may include opportunities associated with the proposed Greater Manchester Bus Franchising operator model, which could directly plan for routes and times of operation to reduce people's barriers to travel. Without change, many locations will remain accessible most flexibly by car or van but which is not a means of travel that is available to the most disadvantaged people in Oldham.

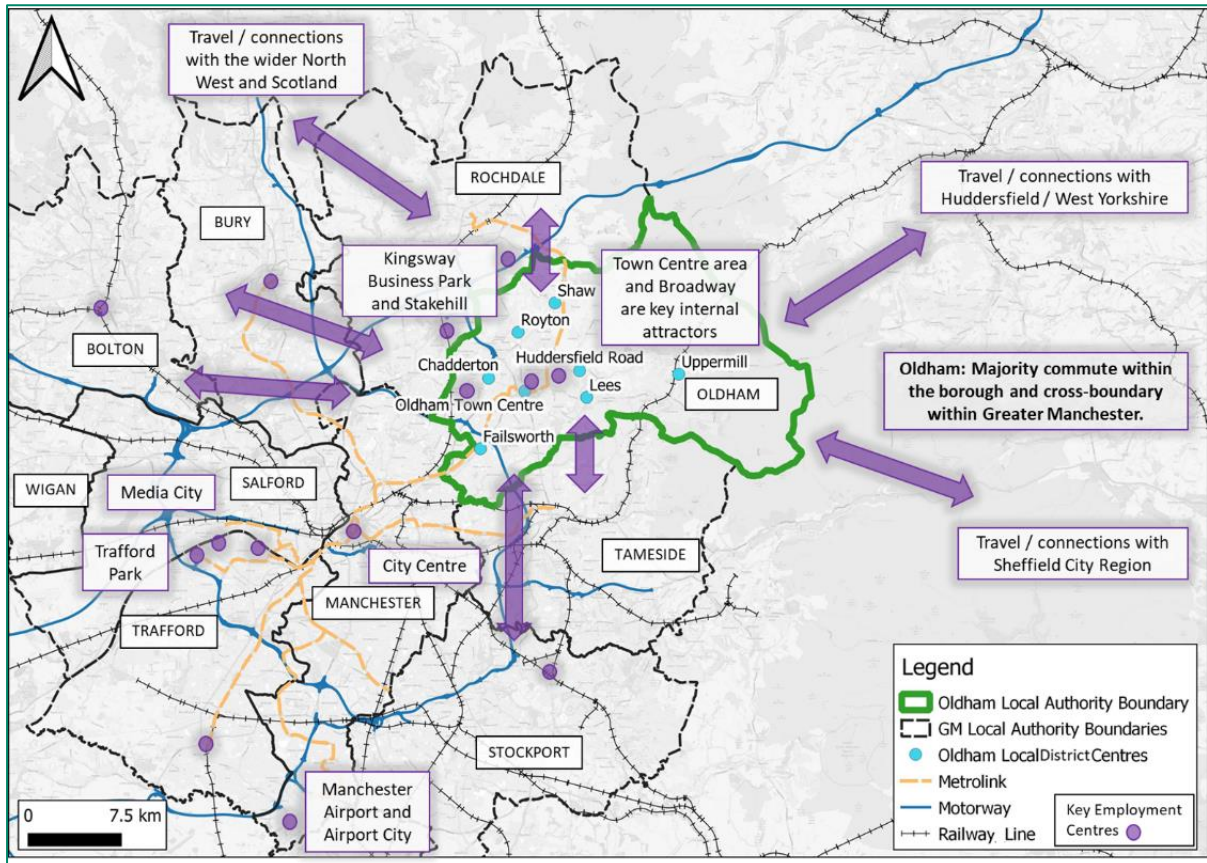
⁴ Oldham Transport Strategy; Transport and Spatial Change Baseline Report, 2021.

Figure 3-11: Oldham and Neighbouring Employment and Commercial Attractors.



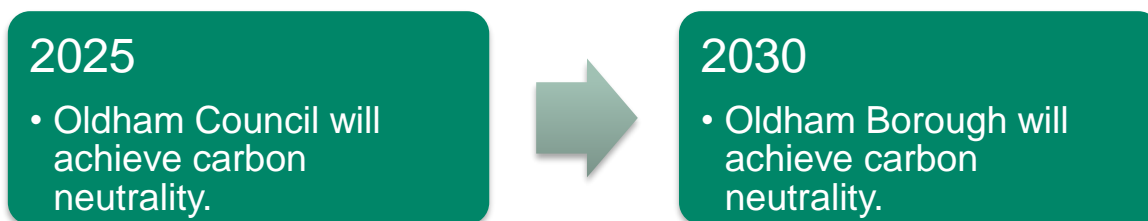
Source: AECOM / GM Mapping / Oldham Council.

Figure 3-12: Oldham and Wider Regional Employment and Commercial Attractors.



3.7.2 Green Infrastructure and Biodiversity Strategy

The Oldham Council Green New Deal Strategy 2020 - 2025⁵ aims to achieve carbon neutrality by 2025 for the Council and 2030 for the borough. This means reducing carbon emissions associated with energy use within buildings, street lighting, sustainable transport and other energy users.

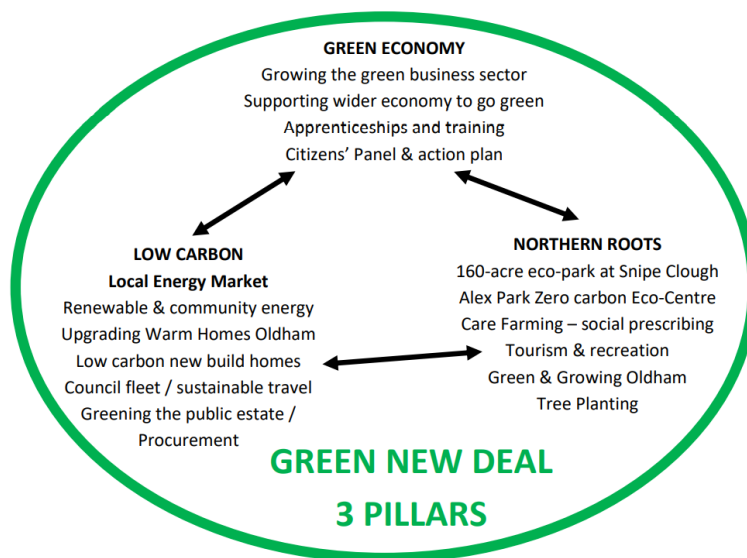


The measure for the 2025 target will include council buildings and street lighting. The Council will also aim to reduce emissions from other areas under its control and influence such as the Council vehicle fleet and waste services.

The measure for the 2030 target is a metric currently published by central government two years in arrears and which splits emissions into domestic, business and transport sectors⁶. Oldham Council will maximise the local benefits from Greater Manchester and national level schemes which aid decarbonisation and ‘clean growth’ from the public and private sectors.

The carbon neutrality aims form a strategy that ties with the green economy (**Figure 3-13**). Locally this means ambitions to reduce carbon emission can create jobs and apprenticeships related to low carbon energy and transport. The Northern Roots eco-park will improve access to green spaces and provide an attraction that can support the visitor economy.

Figure 3-13: Oldham Council Green New Deal Strategy 2020 – 2025.



Oldham Council will maintain and improve Public Rights of Way and cycle routes which are important to physical health and mental health. Routes for walking and cycling may be both destination places and provide essential linkages to the Pennines, parks and open spaces. The **Northern Roots Country Park**, **Town Centre Linear Park** and maintenance of all other parks will support peoples growing desire for healthier lifestyles.

⁵ https://www.oldham.gov.uk/download/downloads/id/7116/oldham_green_new_deal_strategy.pdf

⁶ <https://www.local.gov.uk/delivering-local-net-zero>

4. The Objectives and Success Criteria

4.1 Introduction

The Oldham Transport Strategy aligns with the policy ambitions for Greater Manchester and the key national policy such as decarbonising transport. The Greater Manchester Combined Authority (GMCA) spatial development strategy; ‘Places for Everyone’ is developed by all ten 10 of the Greater Manchester local authority district council, including Oldham. The strategy identifies key growth and development areas inkling housing and employment opportunities. In addition, the GMCA Transport Strategy 2040 identifies how we with our neighbours will respond and development the transport network for growth.

The Oldham Transport Strategy includes the GMCA Transport Strategy 2040 ambitions and goes further to capture local neighbourhood priorities. We will support the borough’s ambitions for sustainable growth and development over the next 15 years. The transport system will enable the building of homes and the creation of jobs, including the strategic housing ambitions in GMCA spatial development strategy.

Oldham Council will monitor a number of indicators against the Oldham Transport Strategy objectives to determine the progress of the transport ambitions behind them. This activity will also gauge possible changes to the measures.

4.2 Objectives and Indicators

The Oldham Transport Strategy will be monitored against the success criteria in **Table 4-1**. The monitoring is achievable and can measure the success of the objectives effectively.

Table 4-1: Oldham Transport Strategy Monitoring Criteria and Data Sources.

Category	Objectives	Success Criteria	Data Sources
Support Strategic and Economic Growth Plans	Facilitate growth areas for housing and employment.	Planned growth areas in proximity to transport interventions progress through planning process.	Oldham Council planning applications and housing monitoring data.
	Enable the realisation of the Investment Strategy location(s).	Planned Investment Strategy locations in proximity to transport interventions progress through planning process.	Sites attract planning proposals or commitments.
Respond to Environmental Need & Climate Change	Increase provision of infrastructure for electric and alternatively fuelled vehicles.	Increased quantities of charging facilities in each spatial area; residential; town centre; short-stay amenities; strategic fast recharge locations.	Quantity of new related facilities across Oldham and compared with ULEV registrations in each Oldham postcode area (dataset VEH0134)

Category	Objectives	Success Criteria	Data Sources
	Encourage and enable more walking, cycling and public transport use.	Increase in the share of sustainable travel to 50% of trips and reduce car's share of trips to no more than 50%.	Year-to-year comparison of-wide travel mode-share data. Oldham Town Centre cordon data and traffic count data (HFAS).
	Improve the resilience of the road network to extreme weather, both events and engineering resilience.	Reduced road closure events due to damage.	Annual Engineering Inspection and RAG rating of the overall network.
	Lower transport emissions on the network.	Reduced average NOx and fine particulate emissions.	Measured with regional air quality partners.
Actively Support Social & Economic Inclusivity	Ensuring the public transport system is accessible and inclusive for everyone.	The highway and active mode routes meet standards of lighting, disabled, blind and partially sighted access. Continuity of footway measures.	Count of new / upgraded facilities and crossing points. Perception survey feedback from user groups (third party surveys).
	Address travel barriers to Oldham and cross-boundary employment areas for deprived communities.	Improved access to Broadway, Coldhurst and neighbouring opportunity areas in the Atom Valley MDZ. Improvements to public transport accessibility.	Annual Greater Manchester Accessibility Levels dataset. Single scheme monitoring.
Supporting Neighbourhood District Areas	Improving cycling and walking accessibility to Neighbourhood District Areas.	Higher standards of public realm, cycle parking and facilities.	Quantum of new active mode facilities.
	Improving public transport accessibility in each Neighbourhood District Area.	Improved public realm, lighting, information provision. Improved public transport stops. Services maintain a higher frequency in off-peak times.	Count of new / upgraded facilities. Bus Open Data (DfT), and year-to-year ticket trends.
	Support permeability and reduce barriers.	New and improved facilities, paths, crossing points, lighting, and other passive surveillance features.	Count of new / improved facilities. Perception surveys.

Category	Objectives	Success Criteria	Data Sources
Enhance Traffic and Network Performance	Improve network reliability and reduce congestion.	Reduced average journey delay on the network. New junction / road modifications.	Measured with Trafficmaster data.
	Ensure that sustainable freight options are available in the borough and town centre.	The freight and logistics fleet serving the borough, with to zero-emission vehicles.	Ensure that sustainable freight options are available in the borough and town centre.
	Reduce traffic collisions and those involving pedestrians / cyclists.	Measurable reduction over five years.	STATS19 accident data.
	Improve journey time reliability on key bus corridors.	Reduced average journey delay.	TfGM bus reliability data. Operator reporting.

5. Transport Ambitions for Oldham Metropolitan Borough

5.1 Introduction

Oldham Council’s vision for the transport network spans six core ambitions which are illustrated in **Figure 5-1**. They relate to the Oldham Corporate Plan 2022-2027 and the Council’s Vision to 2030. This means the ambitions support:

- Healthy, safe and well supported residents.
- A great start and skills for life.
- Better jobs and dynamic businesses.
- Quality homes for everyone.
- A clean and green future.

The Government’s Levelling Up agenda has been one of the assessment criteria for the measures. Locally this means measures have a particular focus on our Neighbourhood District Areas. Rail, Metrolink and active travel measures also feature strongly because they are all pertinent to the Levelling Up ambitions. The ambitions and supporting measures relate to the Greater Manchester Transport Strategy 2040 including the Oldham Local Implementation Plan.

Figure 5-1: Oldham Transport Ambitions.



5.1.1 Ambition 1: Healthy Oldham

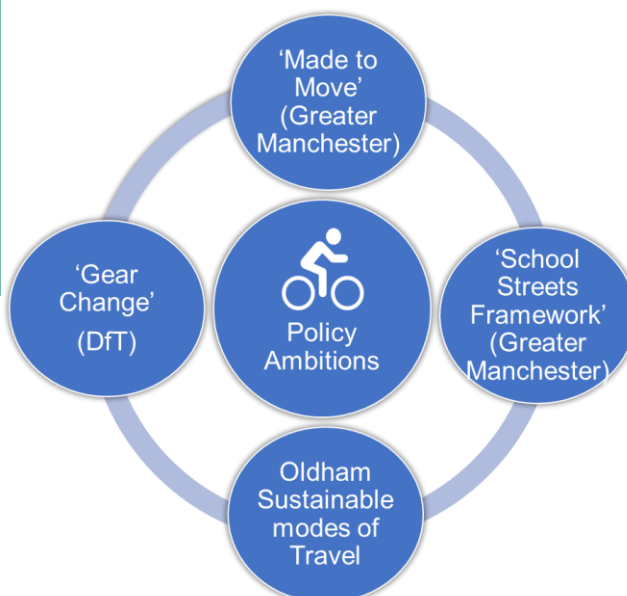
5.1.1.1 Pedestrians and Cyclists.



It is important to better integrate walking and cycling with public transport services and other options that use a Smartphone.

The Oldham Council Transport Strategy is in alignment with the main policy drivers for change in Greater Manchester, which are illustrated in the policy ambitions diagram.

In Oldham and across Greater Manchester there is need to better support pedestrians and cyclists so people can access opportunities.



Walking and cycling is important to cleaner air and revitalising our high streets and town centres. Supporting more walking, cycling and public transport use is being addressed with existing schemes partnerships and new priorities.

Partner organisations include TfGM, Sustrans, Canals & Rivers Trust, and community groups such as disabled and partially sighted representatives.

Oldham Council is working with TfGM on the Mayor's Bee Network and 'Active Neighbourhoods' programme, which will introduce safer streets for people to walk and cycle with funding from the Mayor's Cycling and Walking Challenge Fund (MCF) and other regional funding.

Oldham Council partners with Sustrans to improve the National Cycle Network which routes through the borough. The paths could be improved to better connect with local high streets, major employment areas and neighbouring authorities.

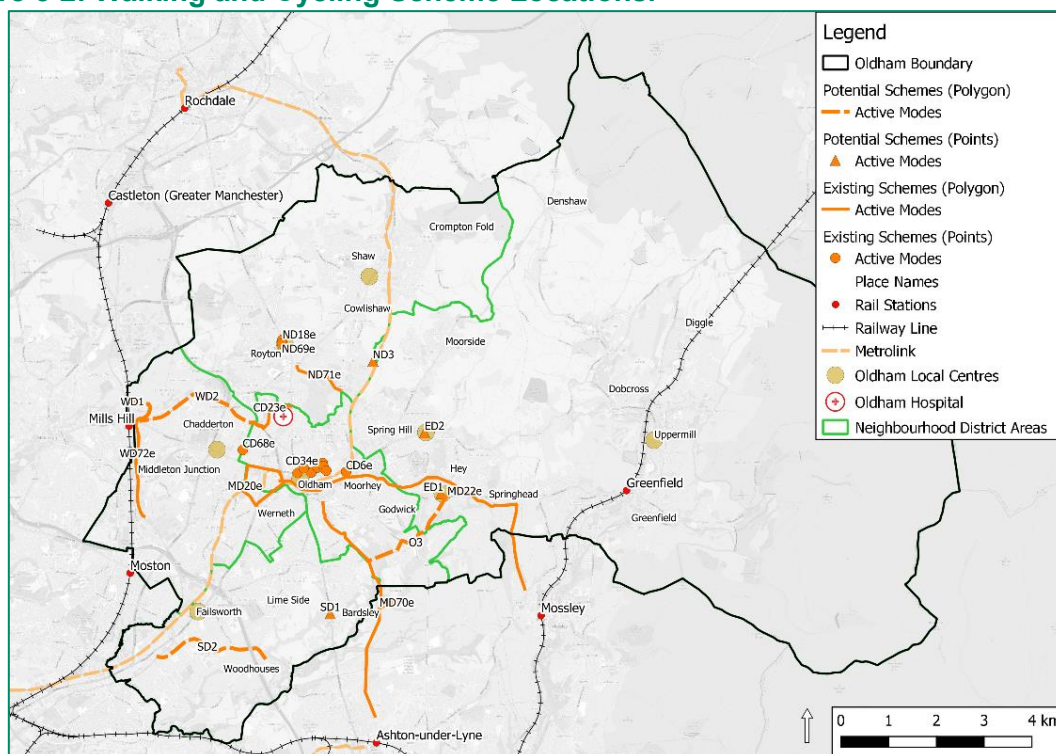
Need For Change

- 23% of households in Oldham do not have access to a car or van. They rely on safe walking routes to public transport services or safe cycling facilities and routes.
- Walking and cycling to school is key to supporting health efforts such as reducing childhood obesity and increasing participation in exercise.
- Oldham has higher levels of unemployment than the North West average and a much higher proportion of people with no qualifications (13% of residents) compared to the North West average (9% of residents). This means affordable access to opportunities by active modes and public transport is essential to inclusive growth.
- Road accident data between 2016 and 2019 points to a need for greater road safety measures to reduce the incidence of fatal and serious accidents, which have numbered 19 fatal and 206 serious accidents.

Walking and cycling is closely linked with efforts to improve bus services in Greater Manchester and the Government's plans with the National Bus Strategy (2021). Bus users will almost entirely walk or use a wheelchair to get to bus stops. Their use should be convenient, safe and have accessible information for all age groups and abilities.

New measures have been identified in the Oldham Transport Strategy and are shown in **Figure 5-2**. They are a response to the baseline analysis, needs and policy priorities. They have been assessed against policy criteria and potential deliverability over the short, medium and long-term.

Figure 5-2: Walking and Cycling Scheme Locations.



5.1.2 Ambition 2: Safe Oldham

5.1.2.1 Improving Safety on the Transport Network

Oldham Council will prioritise safety on the transport network at all times of the day including Metrolink, footways and streets. Key needs include the safety of residential routes related to traffic speeds and traffic calming and considering the needs of bus operators for safe bus stops.

The vulnerable, disabled, black and ethnic minority groups (BAME), the LGBTQI+ community, women and girls, should all be confident of using the transport network for work and leisure related travel without concerns. This is important for both for user safety and to support the overall shift to the 'Right Mix' of travel by sustainable modes of transport in the Greater Manchester.



Need For Change

- Anti-social behaviour is impacting Metrolink and bus services in Oldham and people’s confidence to use them. This concerns both the fleet and within the vicinity of Metrolink and bus stops.
- Oldham Council will strenuously work with operators, law enforcement services and the TfGM Travel Safe Unit to identify ways of improving surveillance on the network.
- Traffic accidents on the highway network that particularly involve pedestrians are a problem for all of Greater Manchester. Oldham has hot spots that the council will focus on with regard to potential traffic calming, improved road crossings and driver visibility.

Oldham Council and partners at TfGM are developing a School Streets Programme, which will encourage short journeys between home and school to use walking and cycling as much as possible. Congestion and air quality issues related school travel impact communities' ability to travel and people's health.

Safety in design will be used to improve transport and public realm areas in Oldham Town Centre, local district centres and the wider network. The design of good public realm and improvements to transport interchanges are an opportunity to ensure adequate lighting and visibility features in the solutions. This approach can help ensure users feel confident at all times of day, and in all seasons.

Walking and cycling routes, which are also used by disabled users, will be designed by the council and our partners to the Greater Manchester Bee Network standards and national Cycling Design Guidance LTN 1/20. This is important to raise safety standards related to both traffic and pedestrian safety.

Oldham Council want design consultations related to safety to include street lighting, enforcement stakeholders and the TfGM Disability Design Reference Group. This is important to raise awareness among those implementing schemes of the needs of vulnerable members of society. Oldham Council have a Road Safety Team that work with road user groups such as the freight and construction sectors to raise standards and expectations for heavy vehicles using the roads in Oldham. Measures to improve the awareness of lorry blind-spots, speed in the vicinity of schools and high streets, and safer routes are important aims.

5.1.2.2 School Road Safety

Oldham Council and partners at TfGM are developing a School Streets Programme, which will encourage short journeys between home and school to use walking and cycling as much as possible. Car drop-off and collection at schools increases the risk of collisions in the vicinity of schools and places pressure on local roads. Congestion and air quality issues impact on people's time, health and wellbeing.

Many schools in Oldham are situated in the middle of residential areas in the Central West and South Districts. In the East District schools are the small villages. In all school localities there is minimal parking. Car use and the desire for people to making onward journeys after the school drop-off are a challenge. Catchment areas have increased in size and without change to how people travel to schools, car drop off will become increasingly common.

5.1.3 Ambition 3: Clean Oldham

5.1.3.1 Clean Air Plan

Lowering traffic related emissions is important for cleaner air, health and wellbeing. The proposed GMCAP is a priority for Oldham Council and aligns with the council’s Clean Oldham ambitions. Oldham Council will work with TfGM on the development of the GMCAP including support packages to enable people to adapt to the changes.

5.1.3.2 Support the Transition to Electric Vehicles

All types of vehicles are going through a major change to how they are powered. Electric vehicles, referred to as Ultra Low Emission Vehicles (ULEVs) and zero emission vehicles (ZEVs), are growing in demand and the infrastructure must keep up (Figure 5-3).

Oldham is experiencing this change in demand for ULEVs. Table 5-1 shows Oldham has a growing uptake, albeit from a low base of ULEVs historically. Oldham Council and our partners across Greater Manchester need to quickly adapt for plug-in vehicles in a range of locations. More electric vehicle charging points are required as well as consideration of alternative fuels such as hydrogen.

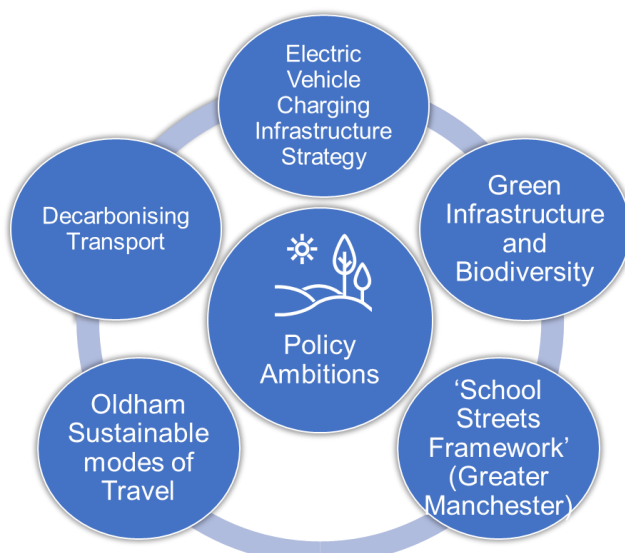


Figure 5-3: Terraced street EV charging with no driveways is a challenge for Oldham where pavement space is limited.



Table 5-1: Licensed Ultra Low Emission Vehicles (ULEVs) from 2016 to 2020.

Area	2016 Total ULEVs	2020 Total ULEVs*
United Kingdom	27,543	73,206
Greater Manchester	173	936
Bolton	36	147
Bury	61	129
Manchester	68	141
Oldham	11	62
Rochdale	29	64
Salford	20	97
Stockport	7	8,342
Tameside	17	58
Trafford	22	141
Wigan	31	97

*2020 total as of Q3 (latest data published).

**Stockport numbers of ULEVs are understood to reflect commercial vehicle registrations at an address within the area.

Source: DfT, December 2020: Table VEH0132a.

What is a ULEV?

A pure electric vehicle (battery only)

Plug-in hybrid vehicle, PHEV. (Includes an electric motor and petrol or diesel engine)

Electric range-extender vehicles (battery with fuel-based auxiliary power unit (APU))

ULEVs can be

Cars

Vans

Buses and minibuses

HGVs

Taxis & Private Hire Vehicles

Electric motorbikes and mopeds

In Greater Manchester the publicly funded charge points are made up of:

- 7kW (fast) chargers (80%)
- 50kW (rapid) chargers (20%)

Private operators have 91% of their network composed of chargers with a speed superior to 7kW.

Oldham Council is working with TfGM to roll-out the aims of the Greater Manchester **Electric Vehicle Charging Infrastructure Strategy (EVCI)**. This focuses on the publicly accessible charging points to enable Greater Manchester’s businesses and residents to transition to electric vehicles.

The ECVI approach identifies three types of electric vehicle charging facility, slow, fast and rapid:

- Slow Chargers (3.5kW), typically home charging.
- Fast Chargers (between 7kW to 23kW for AC, and 10kW to 22kW for DC), potential located at supermarkets and short-stay locations.
- Rapid Chargers (between 43kW to 44kW for AC, and 50kW to 62.5kW for DC), potentially located at petrol stations, dedicated facilities and motorway service stations.

In Greater Manchester, the current publicly owned Electric Vehicle Charging network ‘BeEV’ accounts for approximately one third of the charge points, with the remaining two thirds delivered by over 20 private sector providers and operators.

Need For Change

- The number of electric vehicles is rapidly growing in Oldham and across the country.
- Operators of the transport network need to better understand what electric vehicles will need in terms of infrastructure, highway maintenance and data connections.
- The GMCAP will include supportive measures to support lower traffic emissions and reduced congestion are required.
- The **Oldham Town Centre Parking Strategy Update** will reflect the changing needs with regard to electric vehicles charging, and access to Oldham Town Centre.

Oldham Council is working with TfGM on the development of locations for Taxis and Private Hire Vehicles to plug in their electric and hybrid vehicles, which is important for the disabled and elderly people who depend on their services.

5.1.3.3 Addressing Administrative Barriers to Electric Vehicle Recharging

Oldham Council and TfGM will collaborate with government on aims to improve the accessibility of the electric vehicle recharging network, which presently requires a range of user memberships and registrations to access them. This has prompted a rise of ‘recharging anxiety’, which is the concern felt by users that they may not be able to use a recharging point because they are not a subscriber to the network or do not have visibility of a charging

points availability before they arrive at it. The ambition is for electric vehicle recharging points to be as easy as using a petrol station.

5.1.3.4 Hydrogen Fuel and its Possible use for Operators of Large Vehicles

There is a long-term aspiration for Oldham Council to support the increasing use of hydrogen vehicles and the implication of hydrogen refuelling on the transport network. Bus and haulage operators are front-runners to use the technology which is being actively pursued by North West-based collaborations such as HyNet North West⁷, Essar Oil, BOC Ltd and vehicle manufacturers such as Renault and Alexander Dennis. Oldham Council will keep abreast of the changes in new technology and respond accordingly.

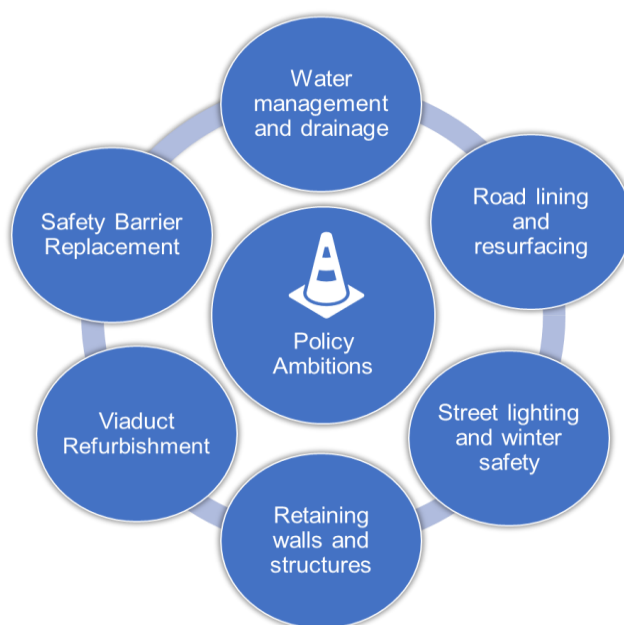
5.1.4 Ambition 4: Connected Oldham

5.1.4.1 Road Maintenance and Barrier Repairs

The maintenance of highway, footways and Public Rights of Way are essential to their operation, wellbeing and leisure. The ambitions summarised in the diagram below are equally important to new highway developments. Maintenance of highways ensure they remain useable, safe and that delays are reduced as much as possible. A resilient highway network supports businesses and public transport operators by improving journey time reliability on the network.

Maintenance needs are numerous and vary in scale and engineering complexity. The road lining refresh programme and pothole repairs are important for the safe use of roads across the borough by vehicles and cyclists.

The safety barrier replacement programme is underway to ensure that where barriers are required, they are able to operate within the safety tolerances required to save lives. Safety barriers and retaining walls are particularly notable in the East Neighbourhood District and the Pennine fringe because the hilly topography require it.



Need For Change

- The topography of Pennine roads places a higher engineering and maintenance costs on them.
- Without spending commitments to aging structures such as bridges, safety barriers and retaining walls, the routes could become closed for extended periods of time, weight-limited or unusable.

5.1.4.2 Improving the Local Highway Network for All Users

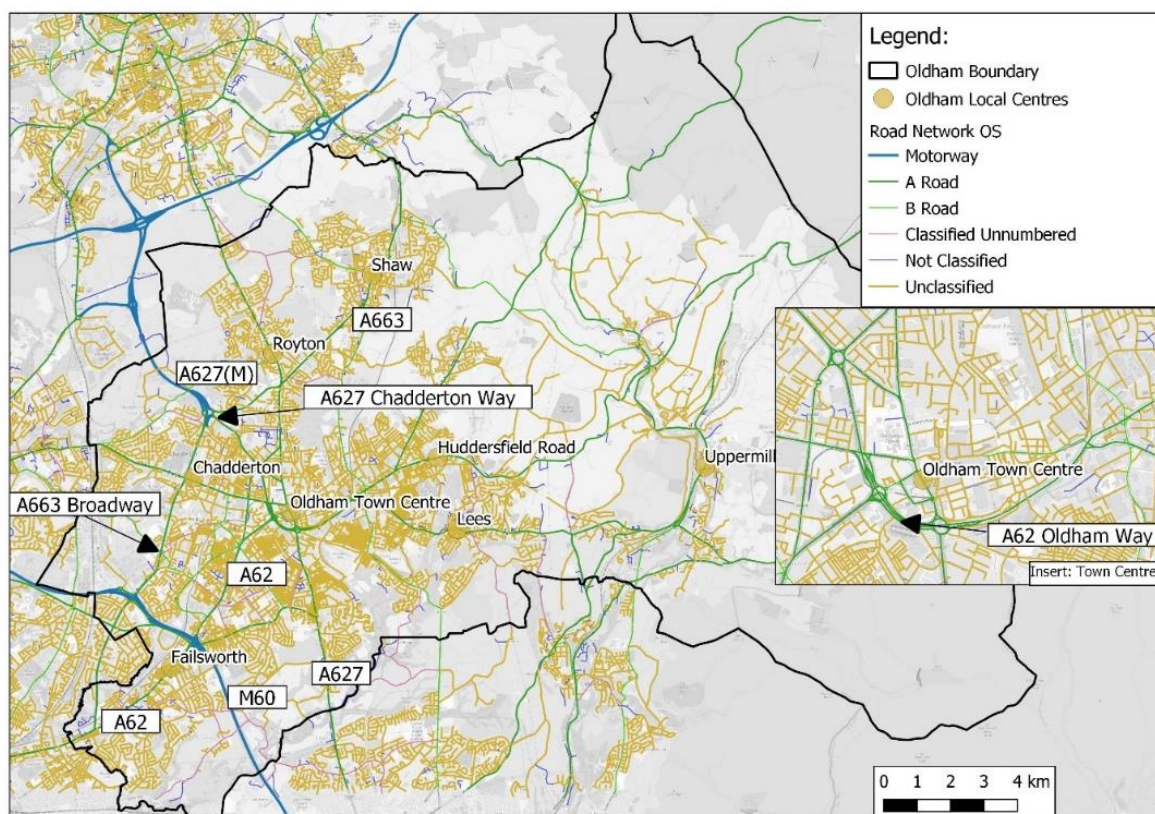
The roads and footways in Oldham are essential for people and businesses to function. All road vehicles, including bus and freight, require a road network that is reliable and maintained to provide journey time continuity. The road hierarchy in Oldham is shown in **Figure 5-4**.

⁷ HyNet North West [online] <https://hynet.co.uk/about/>

The road network in Oldham comprises of; local authority managed roads; the Greater Manchester Key Route Network; Strategic Road Network (SRN); and the Major Road Network (MRN). The routes in Oldham that are part of the Greater Manchester Key Route Network are the; M60; A663; A62; A627; A671 Rochdale Road; and A669 Lees Road.

Local roads, footways and Public Rights of Way (PRoW) in all Neighbourhood District Area are the responsibility of Oldham Council. The council will continue to collaborate with the GMCA to identify highway needs and priorities including pedestrian safety.

Figure 5-4: Road Hierarchy in Oldham.



Source: AECOM / GM Mapping.

Figure 5-5 shows the locations of some of the local highway improvements and electric vehicle schemes.

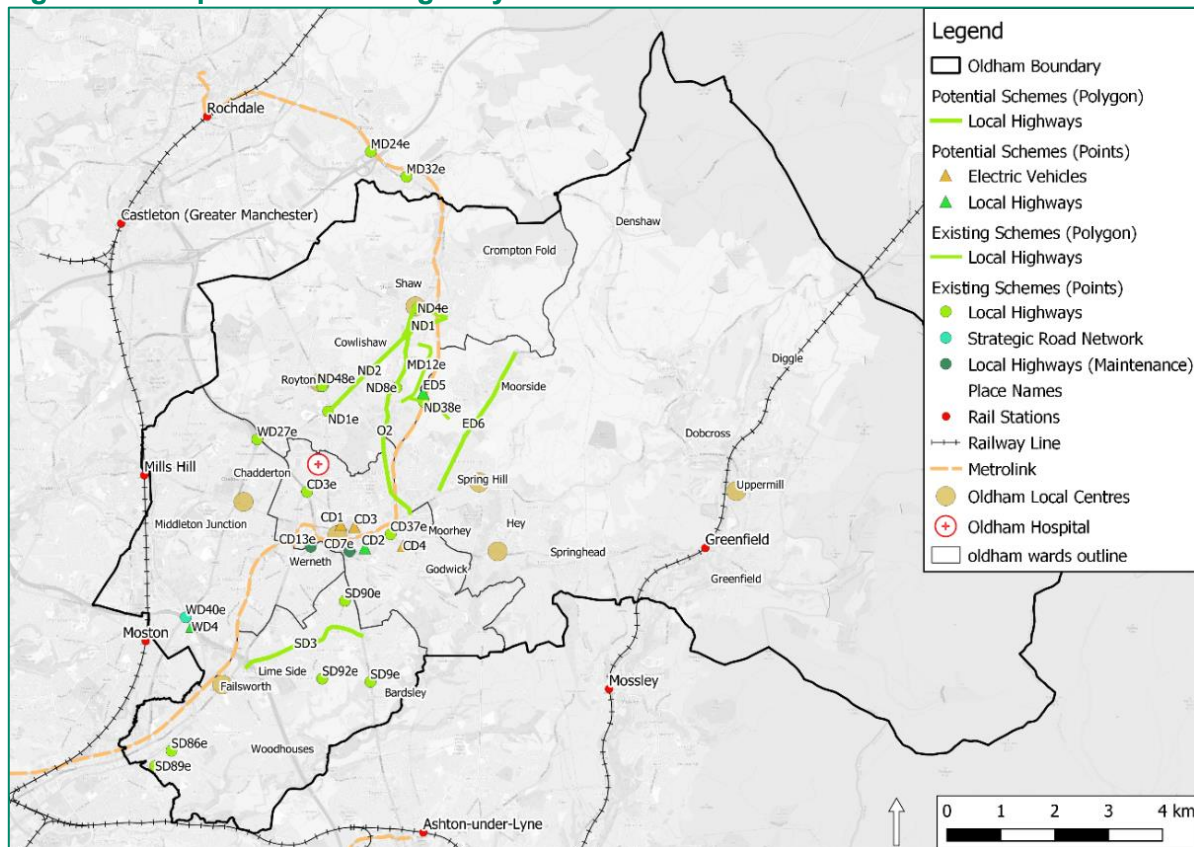
Need For Change

- There were 19 fatal accidents and 206 serious accidents on roads in Oldham between 2016 and 2019 (similar to rates in Greater Manchester as a whole).
- Road safety is a priority in the vicinity of schools where vulnerable young people and traffic cause a risk of collisions. Many of the borough’s schools are on minor road routes in residential areas where traffic speeds should be lower.
- Road safety is a priority for Oldham Council who have a Road Safety Team that work with partners, including Greater Manchester Police, to identify ways to increase safety awareness, enforce traffic speeds and encourage people to walk or cycle over shorter distances.

Local Plan growth in terms of housing, employment land and leisure needs to be accommodated by the road network. Corridor studies will be commissioned where travel demands may change with growth plans. This will include considering active travel and public transport modes and how they can be better accommodated.

Until the Covid-19 pandemic, the average delay on roads in Oldham was increasing on most local A roads. This is detrimental to commuters, bus and freight operators. The Department for Transport (DfT) expect the Covid-19 pandemic to generate a ‘new normal’ in how we use our roads and the times of day when they are busiest. Despite the changes in travel behaviour, safety of all road users, including pedestrians and cyclists, will remain the highest priority for the local highway.

Figure 5-5: Improved Local Highways Scheme Locations.



5.1.4.3 Highway Viaducts

The highway viaducts on main A and B routes in the borough are vital pieces of infrastructure, without which the highway network would not function at all. Viaducts are routinely inspected for maintenance needs and Oldham Council will work with partners at GMCA to communicate requirements and funding needs. The measures identified in the Oldham Transport Strategy align with the Greater Manchester Transport Strategy 2040 for maintenance needs. The Manchester Street Viaduct Refurbishment is a case in point for essential maintenance, without which the road network would experience significant delays and impacts to bus services.

Climate Change and the increased tendency for extreme weather events such as prolonged UK heat waves or more frequent major flood events are notable maintenance concerns. This is because extreme weather can damage and block the highway surfaces, drainage systems and other infrastructure at a faster rate than maintenance schedules have anticipated in the past. Oldham Council prioritises flood water management and drainage to ensure such systems function as expected, and where additional measures are needed, Oldham Council will identify solutions.

5.1.4.4 A Strategic Road Network that Better Connects with Oldham's Local Roads

The SRN in England represents the most important roads with respect to the movement of traffic. In Oldham, these roads are illustrated on the right and the existing SRN schemes are shown in **Figure 5-6**.

National Highways (NH) operate and manage the SRN. Oldham Council will continue to work closely with both NH and TfGM to progress measures identified in the Greater Manchester Transport Strategy 2040, and additional measures identified in the Oldham Transport Strategy that relate to key junction improvements.

Strategic Road Network Roads in Oldham:

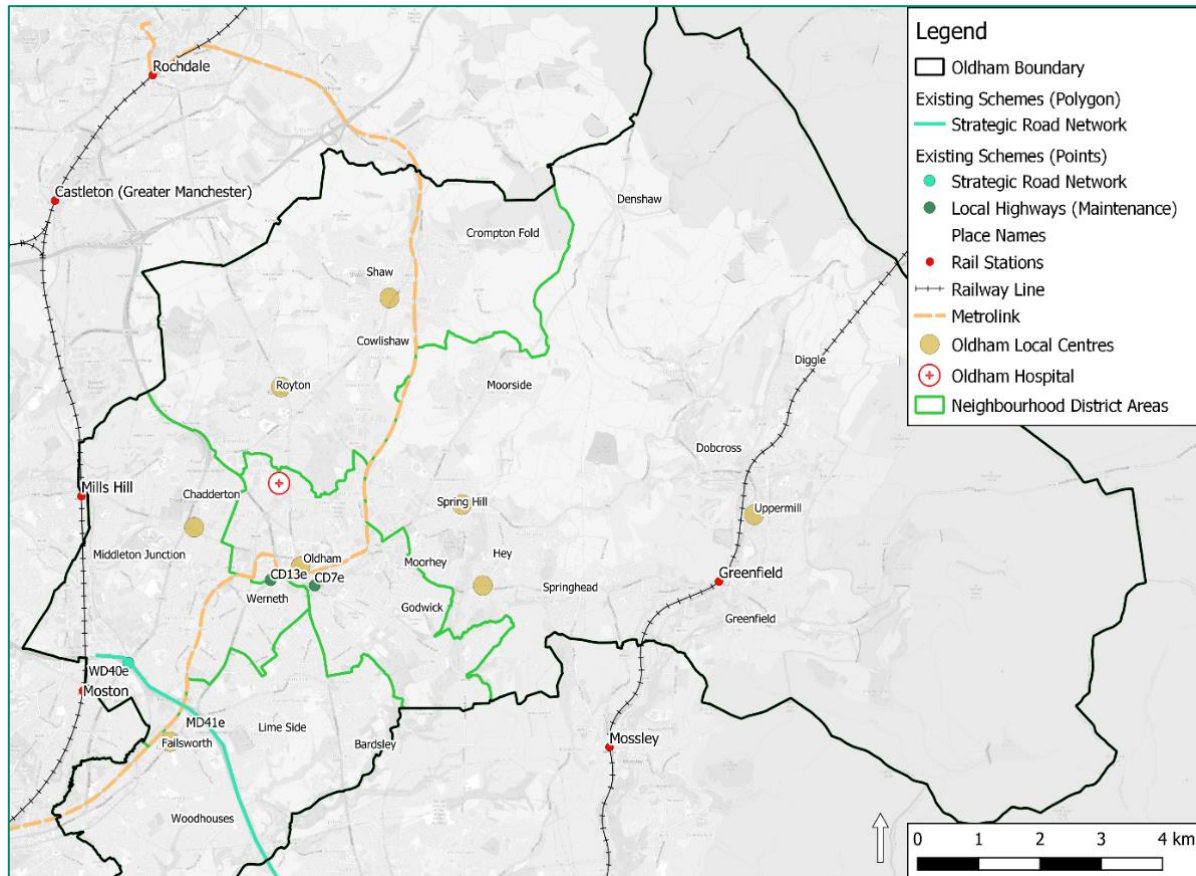
M60
A627 (M)
A663 Broadway (T)

Local highway connections to the SRN are vital for the Oldham economy and that of the wider region. This means Oldham residents and businesses require efficient connections to the M60 and A627(M) at M60 junctions 21 and 22, and the A627(M) at the Chadderton Way / A663 junction. There are a number of issues on the SRN that Oldham Council would like to see NH resolve, including restricted access to junction 22 at Hollinwood, which creates congestion and delay on the local road network. The council will influence the NH investment plans to address the congestion and journey reliability issues.

Need For Change

- The A627(M) / Chadderton Way / A663 junction experiences significant congestion at peak times and is the principal connection to the M62 for commuters and business users.
- The A663 Broadway / Shaw Road corridor experiences significant congestion due to traffic routing to both the motorway and for local trips. Improvements to the A627(M) / Chadderton Way / A663 junction should consider the corridor as a whole.
- At M60 J21, the Semple Way and Broadgate routes consistently experience congestion and this has continued throughout the Covid-19 pandemic.
- The A62 Oldham Road and A6104 Hollins Road are important connections with M60 Junction 22. They similarly experience frequent peak-time delays, which also impact frequent bus services routing through the junction.

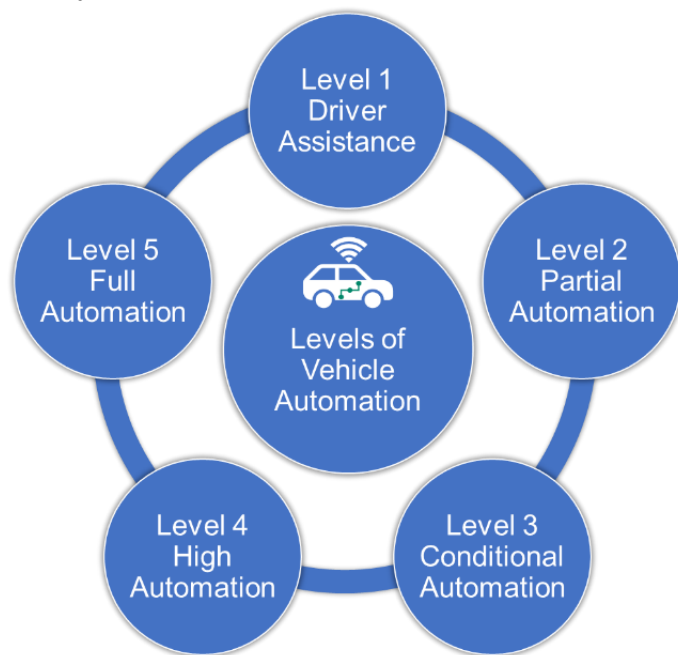
Figure 5-6: Existing Strategic Road Network Scheme Locations.



5.1.4.5 Preparing for Increased Vehicle Automation

Vehicles are increasingly being built with aspects of automation and sensors that will improve road safety, reduce shunt and bump type accidents and enable the network to be smarter using a vehicle’s internet connectivity.

Vehicle automation ranges from the current presence of ‘automated braking’ and ‘adaptive cruise control’ in vehicles now (**Level 1 automation**) to the very low volumes of vehicles that can accelerate, decelerate and change lanes themselves, but with the driver closely monitoring the vehicle (**Level 3 automation**). Over the next decade vehicles that are fully autonomous and do not need a driver at all (**Level 5**) are expected to operate on the national road network along with increasing automation generally. Freight operators and freight vehicle manufacturers are among the key innovators.



Need For Change

- The number of electric vehicles is rapidly growing in Oldham and across the country.
- Vehicles produced today increasingly feature connected and automated features, and vehicle automation is expected to increase over the next decade.
- Operators of the transport network need to better understand what electric and automated vehicles will need in terms of infrastructure, highway maintenance and data connections.
- Oldham’s varied highway topography requires a better understanding of what the increasing use of vehicle automation technology means with regard to highway infrastructure needs.
- Connected, battery powered micro-mobility, such as electric assisted bicycles, are growing in popularity and filling a travel gap for young people. The high cost of gaining a driving licence and car insurance are key reasons for the rapid adoption of micro-mobility in Britain in recent years.

The long-term aspiration for Oldham Council is to support and better understand the implications of increasing vehicle automation for the road network. However, this is unlikely to impact on the Oldham Transport Strategy in the short-term. For Oldham, this may mean the road network, including traffic signals, road signs and street lighting may need to increasingly connect with traffic and other sensors.

Oldham Council will aim to develop greater understanding of how the adoption of autonomous vehicles can be accommodated by changes to infrastructure on the road network. This means traffic signals manufacturers will increasingly offer system that are able to communicate to a car dashboard when a light is going red or green. Similarly, Oldham Council will stay abreast of how road signs and lighting may need to be maintained so that autonomous vehicles can read and recognise speed limit signs.

5.1.4.6 Mobility-as-a-Service

What is MaaS?

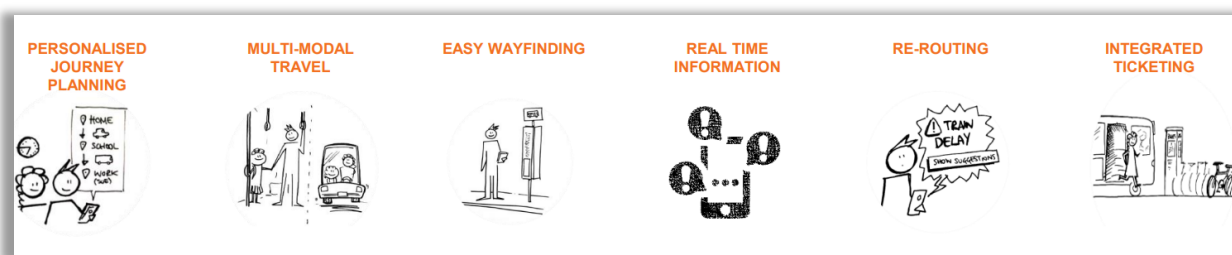
Mobility-as-a-Service brings together all the different ways we travel into one, easy-to-use app. Imagine if you could book a train, hire a car and find the quickest walking route all in one place. It has the potential to make all our journeys simpler, quicker and cheaper and our transport network more efficient.

Source: TfGM

Oldham Council will work with TfGM to support the development and roll-out of Mobility-as-a-Service (MaaS) and its implications for particular locations such as transport interchanges. Visible changes could include the addition of bicycle and car-club hire services at some Metrolink stops and bus stations so people can complete their journey to the door of a workplace or leisure destination. Proposed ‘Travel Hubs’ by TfGM, which will include multiple travel options, could be incorporated with MaaS.

Oldham Council will work with TfGM related to the setting of the MaaS service offer and pricing to ensure it is affordable and inclusive (**Figure 5-7**). MaaS will need to accommodate disabled and vulnerable users across the range of travel options.

Figure 5-7: MaaS Functionalities.



Source: TfGM / Atkins

5.1.4.7 Support Travel Hubs in Greater Manchester

The GMCA have rolled out a cycle hire service with provider Beryl since November 2021 (**Figure 5-8**), which is similar to cycle hire in London and other cities. The initial roll-out involves Manchester City Council, Salford City Council and Trafford Council. Oldham Council will work with partners at TfGM to understand the progress and successes with a view to expanding the scheme into Oldham in a later phase.

Figure 5-8: 'Beryl' cycle hire scheme rolled-out in Greater Manchester in 2021.



TfGM are planning the rollout of Travel Hubs. Travel Hubs provide a range of active travel needs and types of bicycles in one place, or a wide range of mobility needs including electric vehicle charging, car clubs and bus services that are in addition to the active travel offer.

Larger Mobility Hubs may also include e-cargo bikes to support small business transport and delivery needs, as well as accommodating some docking locations for the Beryl cycle hire scheme. Oldham Council is working with TfGM to identify potential locations in Oldham, which may include each Neighbourhood District Area, Oldham Town Centre, car parks, Metrolink Stops and Greenfield Station.

Similar to cycle hire, car clubs are a growing car hire innovation that often use dedicated on-street parking bays to enable people and businesses to access a car or small van when it is required. This can save users on both motoring costs and space by not having a vehicle sitting idle for large parts of the week. Oldham Council will similarly work with TfGM and service providers in Greater Manchester to consider the role car clubs in Oldham and where they may best be located.

Need For Change

- Many apprentices and trainees rely on car sharing from their peers to get to work and this is a key method of travel to support the post-pandemic recovery in Oldham.
- Car club services are not currently available in Oldham, whereas they are available in other districts in the city-region to the benefit of residents and businesses served by them.

Car sharing, whereby two or more people share a car or van for their journey to work, is an attractive form of travel for employees at the same workplace who would otherwise drive separately. Car sharing saves people money on motoring costs because the cost is shared. In addition, workplaces and educational facilities that encourage it can better accommodate their car parking needs and improve their environmental performance in terms of carbon reduction measures. Oldham Council will similarly work with TfGM and car share website providers to encourage the practice and expect developers and site managers in the borough to include car sharing in their Workplace Travel Plans.

5.1.4.8 Micro-Mobility; The Growing Popularity of Battery Powered Single Person Transport

Electric assisted bicycles, e-scooters and other battery powered single-person transport enable point-to-point travel and are increasingly popular and often bought online. However, they are at different stages of legislative backing for use on the highways in the UK and have been a divisive issue in the many areas that have trialled e-scooter hire with the DfT (**Figure 5-9**).

Legislation and research of the benefits or risks of e-scooters and other battery-powered transport is being developed by the UK Government. The UK Government is set to create a low-speed, zero-emission vehicle category which, will be 'independent from the cycle and motorcycle categories'. Oldham Council and partners at TfGM will remain abreast of the changes to legislation and plan accordingly, which could include changes to highway signage and travel information.

For many people, micro-mobility transport provides low cost, point-to-point transport links where there are perceived gaps in the public transport network related to journey needs and affordability. They can provide an affordable alternative to the high cost of motoring and other travel modes.

Micro-mobility and the Smartphone apps have supported the rise of employment opportunities in food courier services, known as 'aggregator services'. These business services and employment opportunities did not exist only a short time ago. They are expected to remain an import part of the economy and provide opportunities for work, training and entrepreneurship.

Figure 5-9: E-Scooter Trials: The UK Government has run trials in response to popular demand and to understand the widespread concerns before making proposed changes to legislation for their use.



Source: DfT / Guardian

Need For Change

- In the last decade travel consumer technology such as Smartphones, lower cost internet access and travel apps have transformed people’s potential travel choices, and they should be available in Oldham where appropriate.
- The high cost of motor insurance for many people and public transport travel barriers for some deprived communities present a need, which shared mobility choices can help to mitigate.

5.1.5 Ambition 5: Accessible Oldham

Oldham has a higher proportion of deprived communities when compared to similar metropolitan areas nationally according to the English Indices of Multiple Deprivation. The disabled of all ages and abilities require safe access to the transport network in accordance with the Equality Act 2010.



Oldham has a higher average of people from BAME backgrounds than Greater Manchester. This means information and ticketing may need to be inclusive of people whose first language may not be English, or whose religion may influence their travel preferences including women unable to travel alone.

Oldham Council will work with TfGM and partners for the provision of supported travel and Travel Training, which is important for some people to raise their confidence and understanding of the transport network. In addition, people ‘not in employment, education or training’ (NEET) are a priority group for supported travel, which may require supporting them with free or discounted tickets to access interviews and events.

Gaps in the transport network remain for disabled access to platforms at Greenfield Station and improved pedestrian crossings on the road network.

Public realm areas and footways should be appropriately maintained, designed and illuminated to feel accessible for everyone. They should be accessible for people who are blind or partially sighted.

Perceptions of safety and ‘fear of harm’ factors are a barrier to travel for many disabled people and vulnerable groups. This means improving access is a priority and is important for reducing deprivation in Oldham.

Figure 5-10: Transport inclusion is important for all vulnerable groups to full access the network and to feel safe when doing at all times of the day.



Source: TfGM

Need For Change

- Rail and bus users should enjoy step-free access on all modes of travel as much as possible.
- Public realm and footways should be designed and maintained to provide safe access to disabled and partially sighted people.
- High streets should be safe for vulnerable groups at all times of day.
- There are areas in the borough underserved by public transport services, many of which include deprived communities according to the English Indices of Multiple Deprivation.

5.1.7 Ambition 6: Thriving Oldham

5.1.7.1 Transport Investment to Unlock Growth

Oldham Council will support new homes and employment land-uses in the district by working with developers and TfGM through the planning process to support sustainable development. This means development should be accessible to and connected with public transport services and walking and cycling links that are designed to the latest design standards (**Figure 5-11**).

Figure 5-11: Housing development with sustainable transport connections is essential for communities to thrive.



Source: [Transport Network.co.uk](http://TransportNetwork.co.uk)

Proposals in the Greater Manchester Transport Strategy 2040 and Oldham Local Implementation Plan will deliver significant investment in Metrolink stops, the Bee Network and road network. The council will also commission further studies related to improved public transport and active travel connections to major housing land allocations and employment centres.



5.1.7.2 Freight, Logistics and the 'Last-Mile'

Oldham Council will support the growth and development of the freight and logistics sector in Oldham and in neighbouring district areas. This is important to their operations and access by employees at all times of the day and night.

Locations such as Broadway Business Park in Oldham and neighbouring Stakehill Industrial Park and Kingsway Business Park in the Atom Valley MDZ, are important destinations for Oldham residents to access opportunities. However, access to the locations is often car dependent which means many people are unable to access those areas if they have no car or van.

The freight sector is continuing to diversify and their fleets for business and home delivery, especially in the 'last-mile'. This means Oldham Council and partners at TfGM will encourage a more efficient and sustainable freight fleet in our communities and low speed routes.

The delivery of goods is going through a shift to low emission and electric vehicles. The 'last mile' in particular is increasingly being served by buggies and bicycles, examples of which are shown in (**Figure 5-12**).

Oldham Council support this transition to zero emission vehicles by the freight and logistics sector because it is a thriving part of our economy and important to our communities. More efficient 'last mile'

What is the 'last mile'?

- Relates to parcel delivery and collection over the final or first mile.
- Concerns mostly urban parcel delivery between a distribution centre and a home or business.
- Is a challenging part of the logistics supply chain because homes, offices and the routes vary so much.
- This 'last mile' is increasingly used by small buggies or courier bicycles to be more efficient.

delivery and can support the growth in online retail and home-delivery and help improve both the safety and air quality of our streets.

Figure 5-12: Potential changes to the freight and logistics fleet in Oldham; increasing use of electric van, buggies and bicycles to service residential and commercial customers.



Source: DPD



Source: Royal Mail

5.1.7.3 Thriving Neighbourhood District Areas

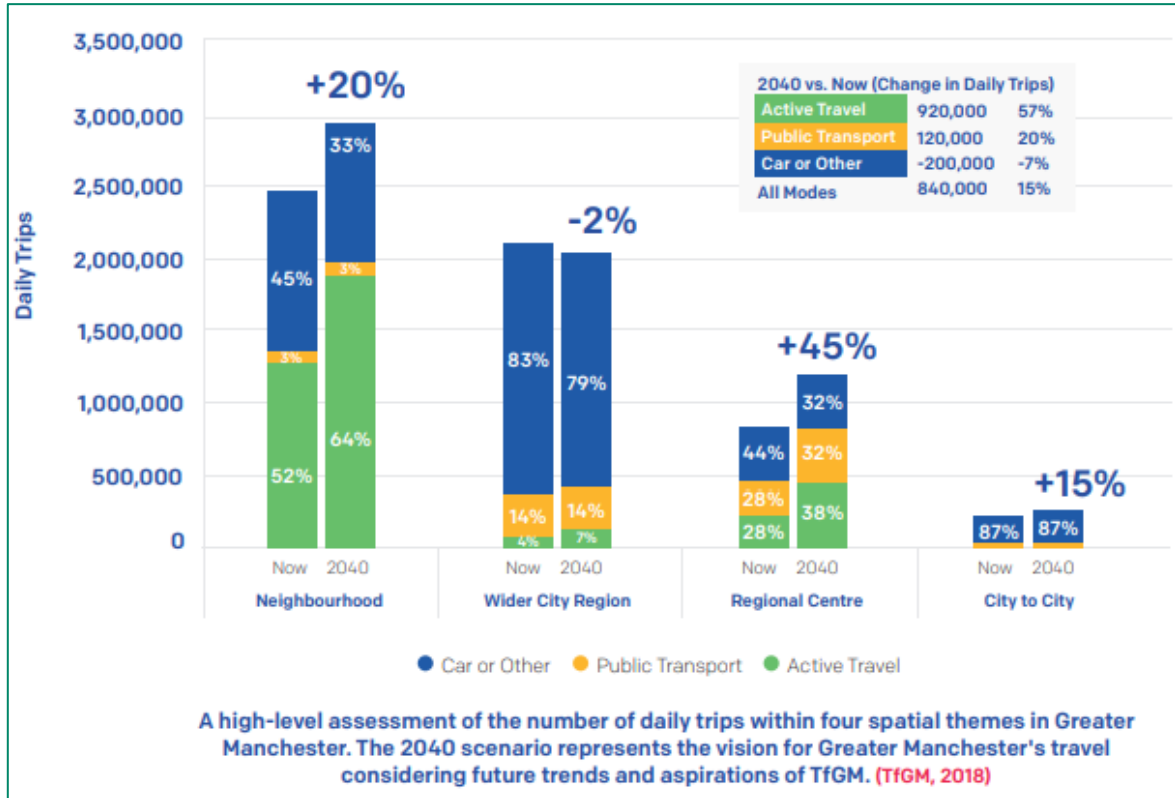
The Oldham Transport Strategy aims to support all neighbourhoods with measures that align to the six ambitions. Better sustainable travel choices are important for accessing all areas of Oldham by public transport, walking and cycling. Chapter 6 provides further details of the measures that will be taken forward in each Neighbourhood District Area. Travel needs include local, regional and city to city travel. This means trips either to the local high street or longer distance travel to another city are equally important to help people and businesses thrive.

Need For Change

- The Oldham Retail & Leisure Study 2020 reported the health of town centres have deteriorated and the proportion of vacant units in Oldham is around double the national average.
- Planned new and affordable housing will be better served with integrated services, including transport, health and wellbeing measures, and connections to green spaces and leisure uses.
- There is a need for greater social inclusion and wellbeing considerations, including access to green spaces and improved walking and cycle routes.

The council's ambitions align with Greater Manchester's ambitions for an increase in travel demand but with a greater proportion of trips using sustainable modes. The travel vision for each trip type in Greater Manchester is shown in **Figure 5-13**. In Oldham this means a higher proportion of trips will use walking, cycling and public transport and we will work partners to provide those facilities.

Figure 5-13: Greater Manchester Mode Share Growth and Vision by Trip Type.



Source: TfGM

6. Spatial Priorities of Oldham’s District Neighbourhoods

6.1 Introduction

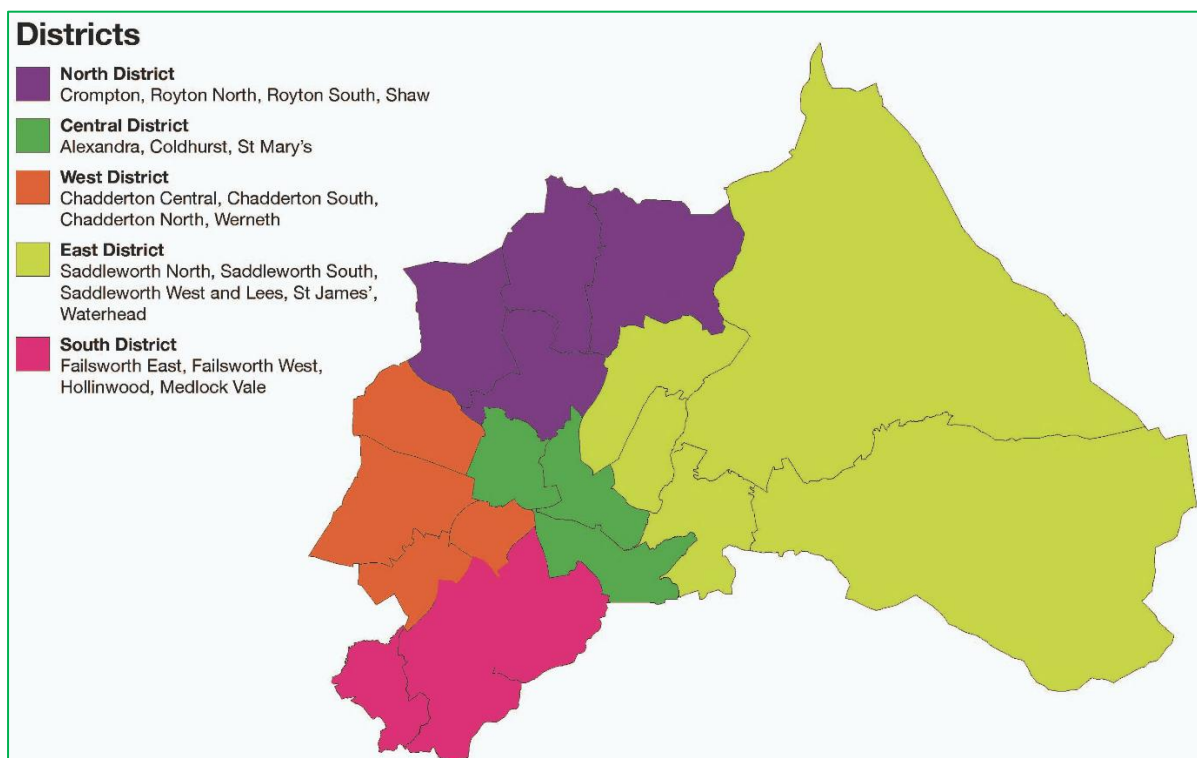
This chapter provides increased focus on the five district neighbourhoods of Oldham, the local regeneration ambitions, existing transport priorities and emerging needs that Oldham Council will develop. The five district areas are summarised in **Figure 6-1**.

The Oldham Transport Strategy aligns with the policy ambitions for Greater Manchester and the key national policy such as decarbonising transport. The Greater Manchester Combined Authority (GMCA) spatial development strategy; ‘Places for Everyone’, and the GMCA Transport Strategy 2040 identifies how we will respond and develop the transport network for growth with our neighbours. The Oldham Transport Strategy captures local neighbourhood priorities across each of our five district neighbourhoods to respond to the growth ambitions both in Oldham and across Greater Manchester.

Each of Oldham’s Neighbourhood District Areas are considered within the Oldham Transport Strategy including measures in the Greater Manchester Transport Strategy 2040; Local Implementation Plan. The differences in the number and type of measures in each Neighbourhood District Areas reflects the geography of Oldham, which is a mix of urban and semi-rural areas. This is reflected in both the measures identified for Oldham in the Greater Manchester Transport Strategy 2040, and Oldham Transport Strategy.

All areas will continue to attract the same level of commitment to communities’ transport needs over the short and long-term. The needs and issues of each Neighbourhood District Areas will be reviewed as funding opportunities and partnerships develop.

Figure 6-1: Five District Neighbourhoods of Oldham.



Source: Oldham Council

Oldham Council wants each district neighbourhood to be supported by sustainable transport services including better public transport, walking, cycling facilities and a good standard of road maintenance.

The six ambitions, a healthier, safe, clean, connected, accessible and thriving Oldham means better facilities that will improve travel in all five of the Neighbourhood District Areas. Local centres and transport services in each area are important to meet communities' day-to-day needs in terms of retail and key services. This means local district centres should be safely accessible for the disabled, women and children at all times of the year and with better street lighting.

Oldham Council will improve footways, Public Rights of Way, road safety and air quality, public transport services and access to public transport stops. This is important because our communities need to feel safe in using more sustainable transports services when they are provided.

The spatial priorities of each Neighbourhood District Area are considered within this chapter including mapping for each district that uses the referencing in **Table 6-1**.

Table 6-1: Neighbourhood District Area; Referencing of Measures.

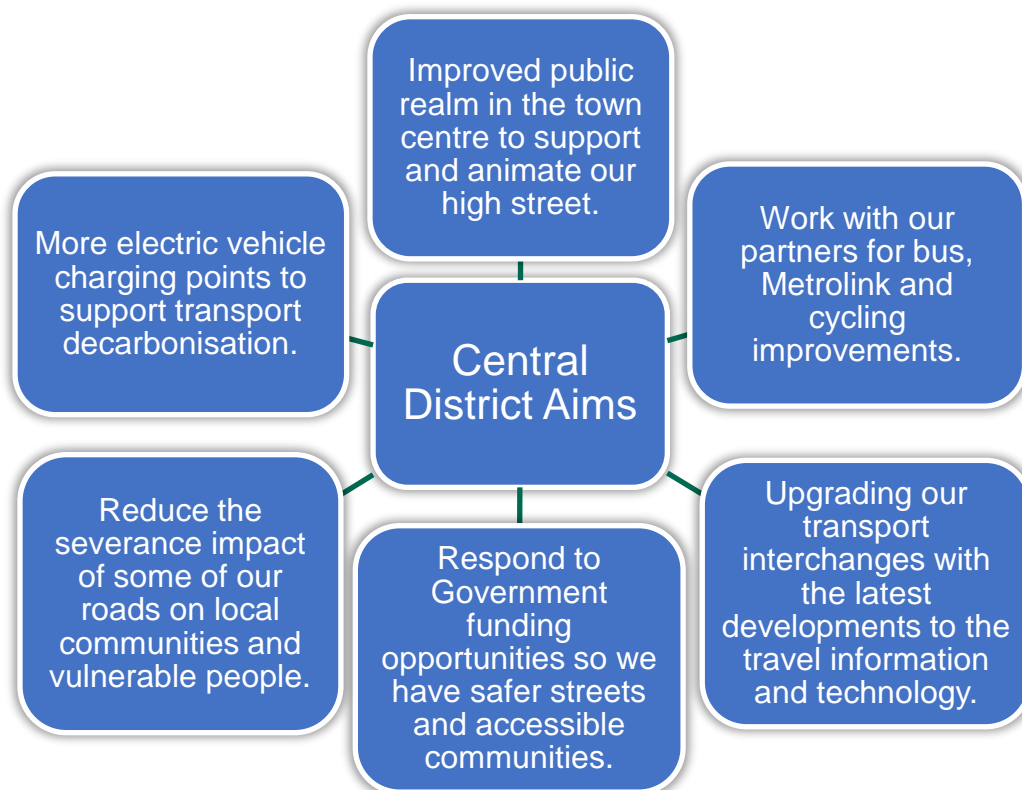
North District (ND)
Central District (CD)
West District (WD)
East District (ED)
South District (SD)
Scheme that relates to multiple districts (MD)
Other scheme that are not yet specific to a specific area or locality (O)

6.2 Central District

6.2.1 Introduction

This chapter aligns to the policies for transport nationally and the Greater Manchester Transport Strategy 2040. For the Central District, the measures we will develop are summarised below in **Figure 6-2** and mapped in **Figure 6-5**. The aims relate to key national and Greater Manchester policies including the High Streets Strategy and Greater Manchester Transport Strategy 2040 including the Local Implementation Plan for Oldham.

Figure 6-2: Central District Aims to Support the Six Oldham Transport Strategy Ambitions.



The Central District includes Alexandra, Coldhurst and St. Mary’s, and notably includes the town centre. The neighbourhood area has priorities to improve the town centre area with public realm, walking, cycling and public transport.

The neighbourhood area is separated by Oldham Way which forms both an important highway connection for the borough but also creates severance between Alexandra and the Town Centre and neighbouring residents and businesses south of Oldham Way. Improvements have been made to the existing crossings in the last decade including a new pedestrian bridge into Oldham Sixth Form College and the town centre, but improvement will be identified for safe pedestrian movement.



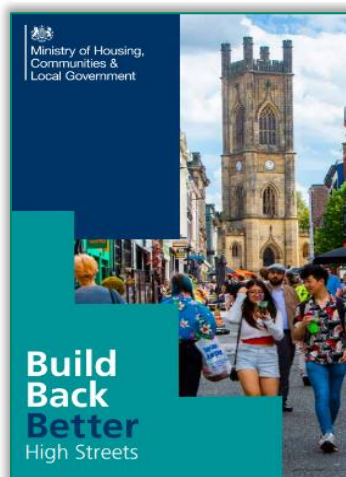
6.2.2 Background and Context

Transportation is important to bringing together all aspects of movement, accessibility and a better high street environment to support the regeneration of Oldham Town Centre. Oldham Council and our partners at TfGM require wanting to encourage lower carbon taxis and buses, better walking and cycling routes, and good public realm that supports the high street, education and connections with Metrolink.

Oldham Council is responding to the challenges for our high streets and retail sector, which were reported in the Oldham Retail & Leisure Study (2020). Our ambitions for safer pedestrian movement and public realm aligns with the Government’s High Streets Strategy (**Figure 6-3**), which also includes elements of transport need such as integration with public transport (**Figure 6-4**). This mean our transport interchanges for Metrolink are important for access to retail, leisure and educational facilities.

All transport services should respond to the needs of both the daytime and evening economy in terms of travel for work and leisure. For the town centre this means frequent services that run later into the evening on some days, such as Friday and Saturday. Oldham Council will advocate for such service improvements with partners at TfGM, bus partners and taxi and Private Hire Vehicle operators.

Figure 6-3: In 2021 the Government Published a Build Back Better High Streets Strategy.



6.2.3 Vision for Oldham Town Centre

Oldham Council’s success at securing funding from the Government for the town centre will help deliver public realm improvements, cultural destinations and support other regeneration needs such as affordable housing. The Oldham Transport Strategy includes commitments and ambitions to support he vision becoming a reality.

Figure 6-4: Proposed Town Centre Linear Park and High Standard of Public Realm.



The Transport Strategy incorporates the draft ‘Oldham Covid-19 Recovery Plan’⁸, including ‘championing a green recovery’. Sustainable travel modes, zero-emission fleets and integrating transport needs with town centre ambitions are notable.

Oldham Council is progressing the Town Centre Vision:

- Acquiring Spindles Shopping Centre.
- Repurposing vacant units for new office, leisure, culture and a permanent new home for Tommyfield Market.
- Releasing the site of Tommyfield Market Hall for an urban linear park and new homes.

⁸ Oldham Council, 2021, online: https://www.oldham.gov.uk/downloads/file/6875/coronavirus_recovery_plan_report

Without the changes and improvements to the town centre summarised above, the trends for a struggling town centre that were identified in the Oldham Retail & Leisure Study (2020) could continue. The Oldham Transport Strategy aims to support lasting positive changes in Oldham Town Centre.

6.2.4 Town Centre Funding Successes

Oldham Council has had recent success with funding applications to make the vision for the Town Centre a reality. This has included:

- **Government funding for Oldham**
 - Towns Fund £24.4m award.
 - Future High Streets Fund £10.7m award.
- **Greater Manchester Combined Authority Funding for Oldham**
 - Active Travel Fund - providing improvements to active travel in the Town Centre and Royton, such as walking and cycling facilities, including for the disabled.
 - MCF for cycling schemes and Active Neighbourhoods, which will provide improved, safe cycling and walking facilities according to design standards.

Oldham Council has been working with partners on a range of transport schemes to date with a focus on the town centre and improving connectivity through the **Accessible Oldham** programme, which is a programme of public realm and highway improvements in and around Oldham Town Centre.

The delivery of **Accessible Oldham Phase 1** is underway, with funding secured from the Local Growth Deal, the Greater Manchester MCF and the Future High Streets Fund. The programme includes Oldham's first Bee Network CYCLOPS junction at St. Mary's Way / Rock Street which will improve safety for pedestrians and cyclists (**Figure 6-6** Error! Reference source not found.).

The Accessible Oldham works will complement the Oldham Town Centre Linear Park (**Figure 6-6**) and the Cultural Quarter access and public realm works. These measures are key elements of the Town Centre Vision.

6.2.5 Transport Commitments and Priorities

Error! Reference source not found. **Figure 6-5** and **Table 6-2** illustrate the existing commitments by Oldham Council to deliver transport improvements in the Central District either with partners or independently using funding that has been secured. The Greater Manchester Transport Strategy 2040; Local Implementation Plan (LIP) for Oldham includes many of the existing commitments and delivery timescales. The delivery timescales for each are illustrated in Chapter 7 Delivery Plan later in this report.

Figure 6-5: Central District Potential Schemes.

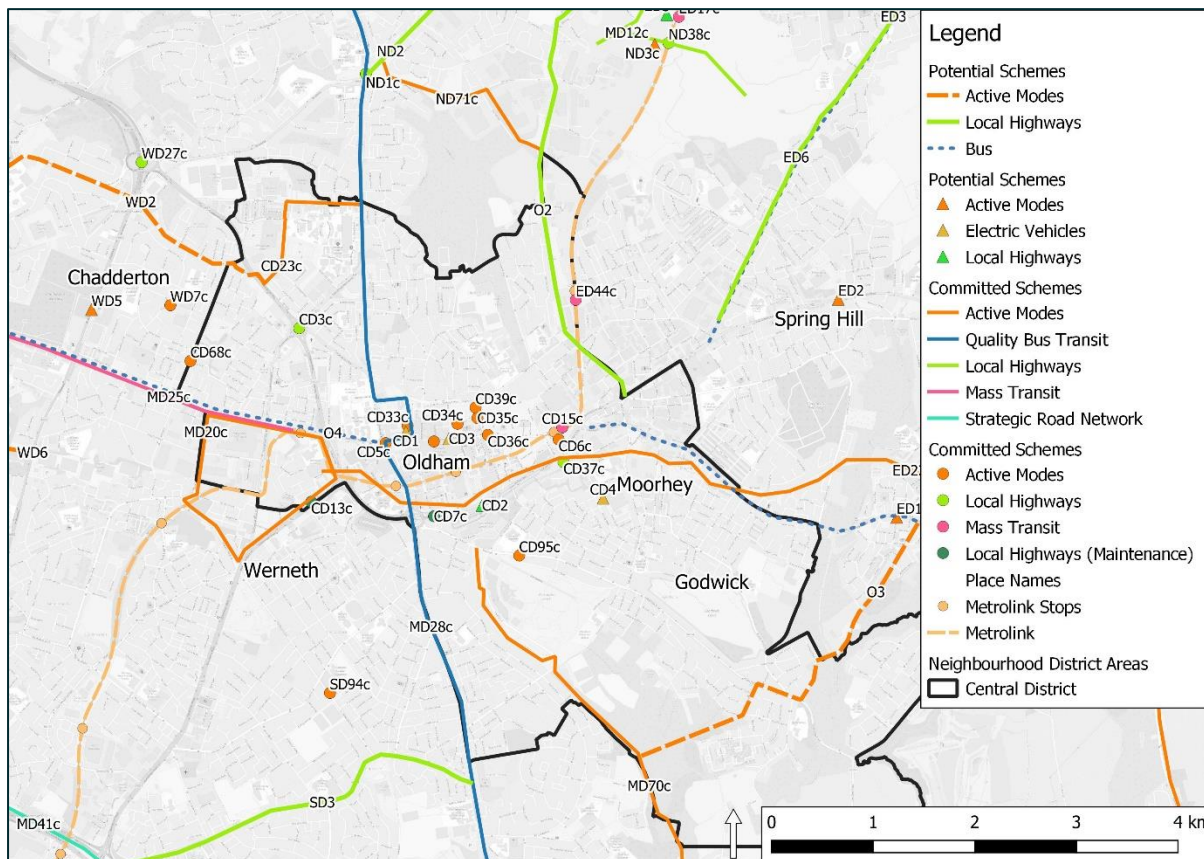


Table 6-2: Mapped Scheme Numbers - Transport Improvement and Maintenance Schemes in the Central District.

Map Ref.	Transport Schemes	Committed	Potential / Non-Committed
CD2	Oldham Way Severance Reduction		✓
CD8	Town Centre Highway Access Study of key town centre routes and function		✓
CD6c	Oldham Mumps Corridor Improvements (CRSTS)	✓	
CD7c	Oldham Way KRN Structures Refurbishment: Waterloo Street and Wellington Street Bridges	✓	
CD3c	Featherstall Road Roundabout Partial Signalisation		✓
CD13c	Oldham Way KRN Structures Refurbishment: Manchester Street Viaduct Refurbishment (CRSTS)	✓	
CD15c	Oldham Mumps Interchange Redevelopment	✓	
CD10	Expansion of Oldham Town Centre Bee Network		✓
CD23c	Royal Oldham Hospital: Westhulme Avenue cycle route (ATF2)	✓	
CD3	Expand the Publicly Funded Electric Vehicle Recharging Network		✓
CD4	Provide dedicated electric vehicle charging infrastructure for taxis / PHVs		✓

Map Ref.	Transport Schemes	Committed	Potential / Non-Committed
CD6c	Oldham Town Centre Parking Strategy Refresh	✓	
CD7	Expansion of GM Car Clubs into Oldham		✓
CD33c	Accessible Oldham: Civic Hub and High Street Public Realm Improvements	✓	
CD34c	Accessible Oldham Town Centre: Town Centre Linear Park	✓	
CD35c	Accessible Oldham Town Centre Phase 2: St Mary's Way Streets for All scheme.	✓	
CD36c	Accessible Oldham Town Centre: Cultural Quarter - access and public realm improvements.	✓	
CD37c	Accessible Oldham: Southlink New Access and Signal Improvements	✓	
CD11	Northern Roots Accessibility Study		✓
CD39c	Egerton Street / St Mary's Way Cyclops Junction (MCF)	✓	
CD9	Accessible Oldham Town Centre - Southlink internal access infrastructure		✓
CD5	Accessible Oldham Town Centre - George Street – Manchester Chambers connectivity		✓
CD68c	Bee Network: Chadderton Improvements (funded)	✓	
CD94c	Oldham Town Centre: Accessible Connectivity Phase 1	✓	
CD95c	Bee Network: Park Road NCN 626 Town Centre Connection (MCF)	✓	
MD29c	Oldham – Lees – Grotton Side Road Crossings (ATF2)	✓	

Note: the suffix 'c' denotes a committed scheme that is ongoing at the time the Oldham Transport Strategy was prepared.

6.2.5.1 Transport Priorities for the Town Centre

The development of the Oldham Transport Strategy has identified additional priorities for Oldham Town Centre that will either enhance existing schemes or introduce new measures that will respond to technological changes, such as electric vehicle recharging points (**Figure 6-6, Figure 6-7 and Table 6-2**).

The existing priorities for Oldham Town Centre are measures that Oldham Council with partners at TfGM have identified in the Greater Manchester Transport Strategy 2040. In addition, improvement and maintenance measures that Oldham Council will bring forward within their existing pipeline of works are considered here.

Figure 6-6: Oldham Town Centre Committed Schemes.

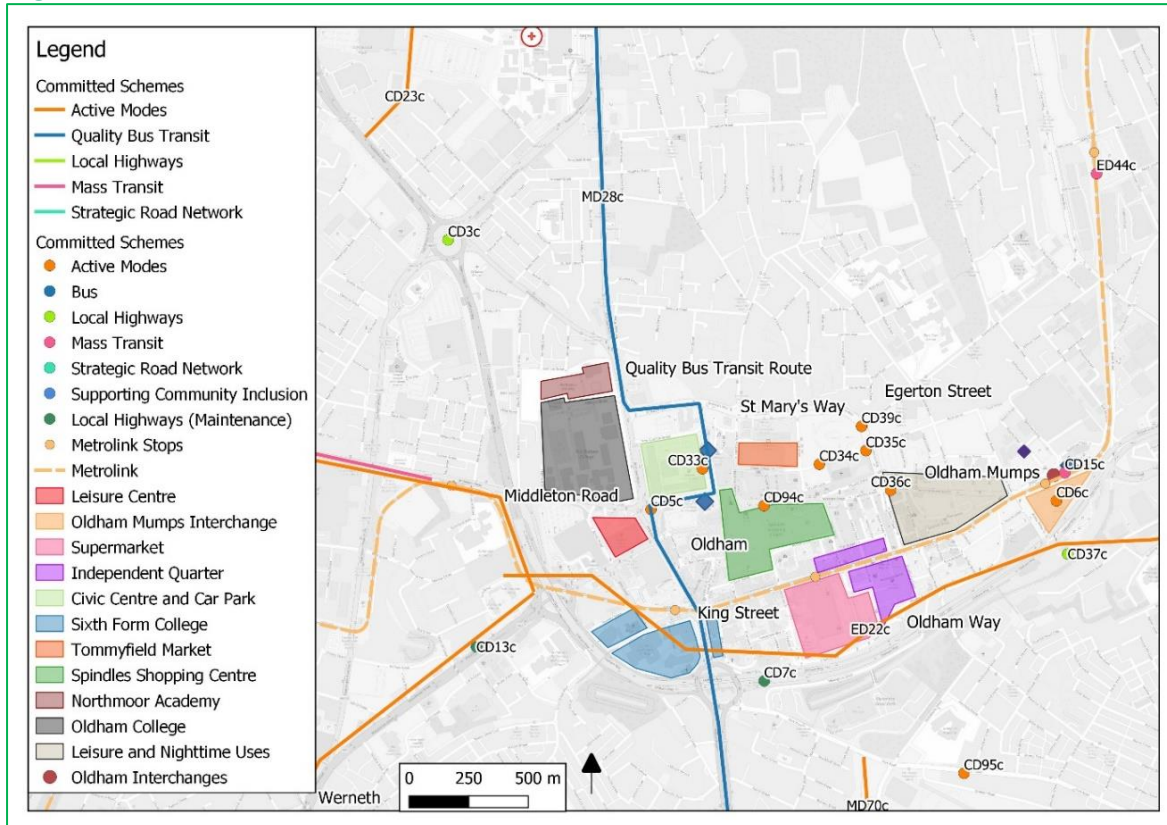
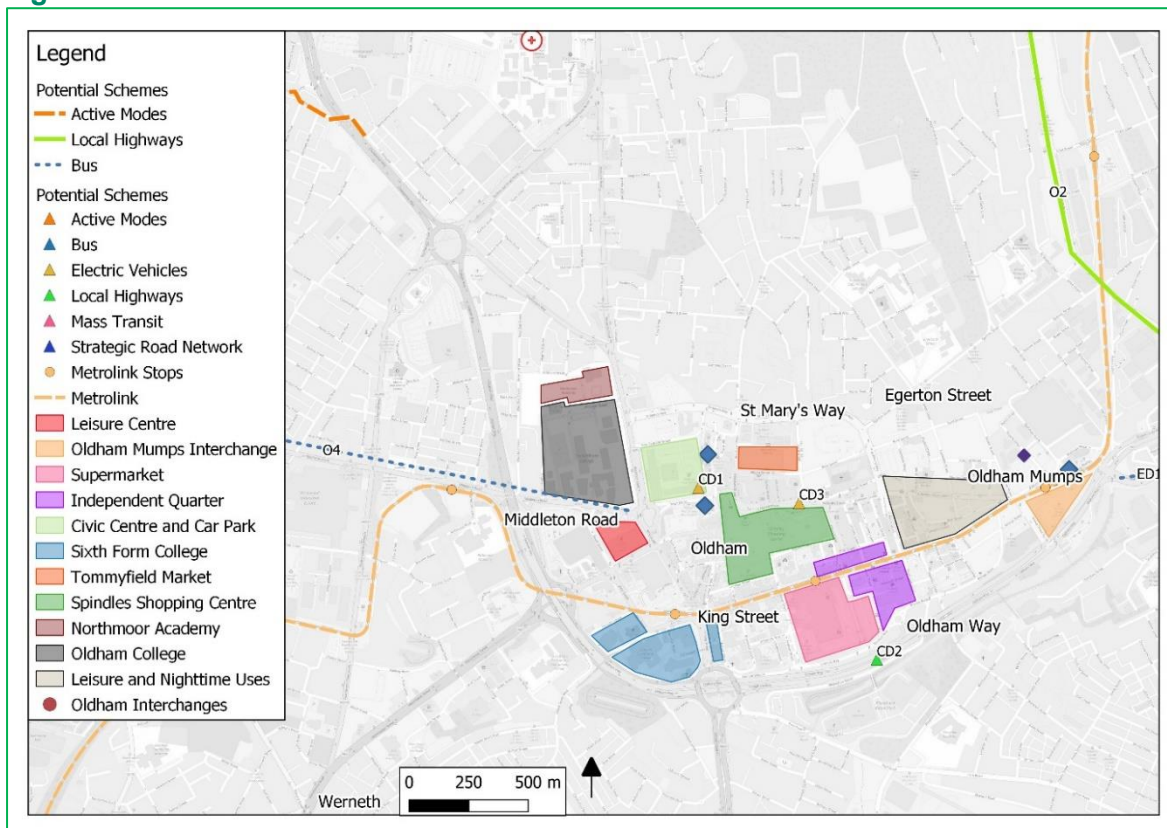


Figure 6-7: Oldham Town Centre Potential Schemes.



Oldham Way is the principal highway route around the town centre and is important both for local trips and longer distance travel. It is an important winter resilience route and provides people with connections to Metrolink and bus services. However, Oldham Way also creates

a barrier to movement for residents in Glodwick and other areas to the south of the town centre due to limited or less suitable pedestrian routes across it.

Improvements have taken place to pedestrian links at King Street Roundabout and a dedicated pedestrian bridge into Oldham Sixth Form College but there is a need to reduce the severance effect of Oldham Way further. A highway access study of town centre routes and functions will be prepared with the aim of identifying longer-term options for improving pedestrian movement (CD2 in **Figure 6-6**).

6.2.5.2 Oldham Town Centre Parking Strategy Update

Car parking in Oldham Town Centre is being reviewed as part of the Oldham Town Centre Parking Strategy Update. This will identify how facilities may be reconfigured to enable the delivery of the town centre masterplan.

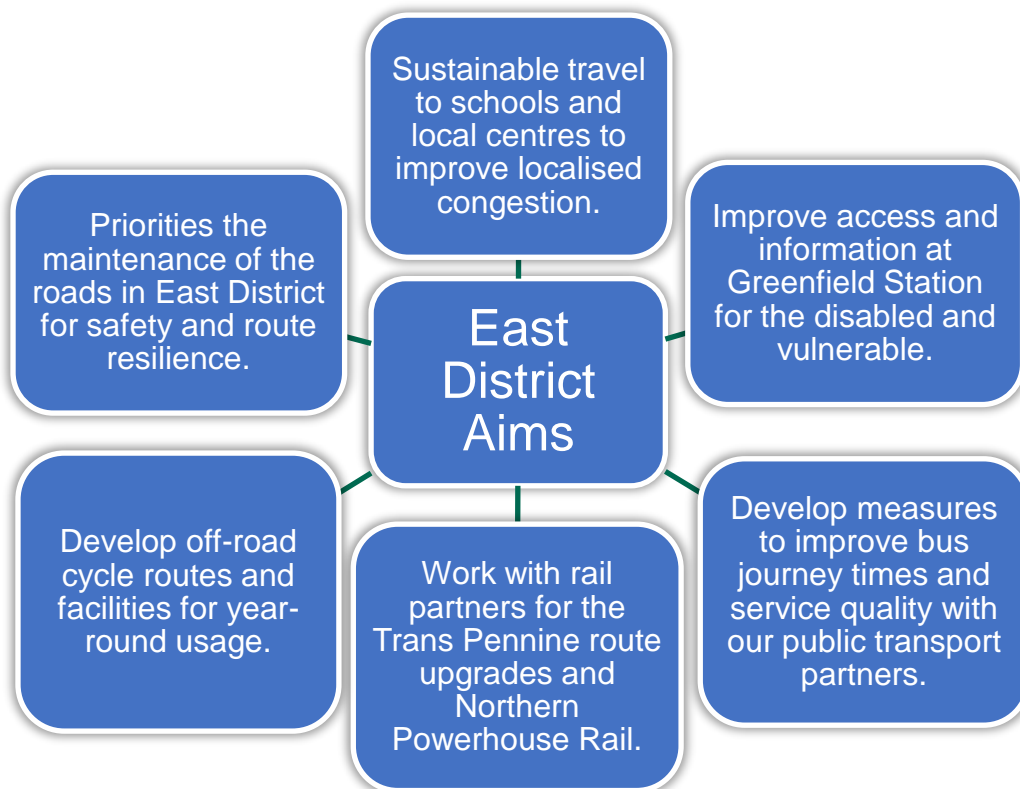
6.3 East District

6.3.1 Introduction

The East District neighbourhood area includes Saddleworth North, Saddleworth South, Saddleworth West and Lees, St James', and Waterhead. The area is notably in the Pennine Fringe with a semi-rural landscape and lower density population that require particular focus for public transport services and transport resilience. We want the East District to benefit from same connectivity that other districts get with regard to rail, bus services and active travel. For the East District, the measures we will develop are summarised below in **Figure 6-8** and mapped in **Figure 6-9**.

The hills and topography present road and rail maintenance needs that are associated with the higher elevation, bridge structures across waterways and the attraction of the areas Public Rights of Way and cycle ways, which are important for local businesses that serve visitors to the area. Larger businesses operate in the area at Greenfield and Uppermill that require reliable roads and access to skills.

Figure 6-8: East District Aims to Support the Six Oldham Transport Strategy Ambitions.




6.3.2 Trans Pennine Routes

The borough of Oldham includes a number of Pennine routes to West Yorkshire and connector roads to the M62, which are all important for commuters, leisure travel and winter resilience. Oldham Council will prioritise with partners the routine investments and maintenance in the East District for the benefit of Oldham, Greater Manchester and the Pennine connections. Oldham Council will work closely with the GMCA to focus regional priorities on the engineering needs associated with Trans Pennine routes

Winter Resilience, Essential for Freight, Bus and Key Road Users

In recent years the winter resilience of trans Pennine routes such as the M62 and A672 Ripponden Road has been challenged by disruptive winter weather. This means traffic routing to and from Greater Manchester rely on routes through Oldham when bad weather events occur and trans Pennine travel is disrupted. The A635 Holmfirth Road and the A62 Manchester Road east of Diggle provide alternative trans Pennine connections other than connecting with the M62. If there are problems on the M62 these routes provide travel resilience.



6.3.3 Transport Commitments and Priorities

Figure 6-9 illustrates the existing commitments by Oldham Council and the potential schemes to deliver transport improvements in the East District either with partners or independently using funding that has been secured.

The schemes include highway improvements, bus corridors and rail accessibility improvements at Greenfield Station, the only heavy railway station in Oldham.

Figure 6-9: East District Schemes.

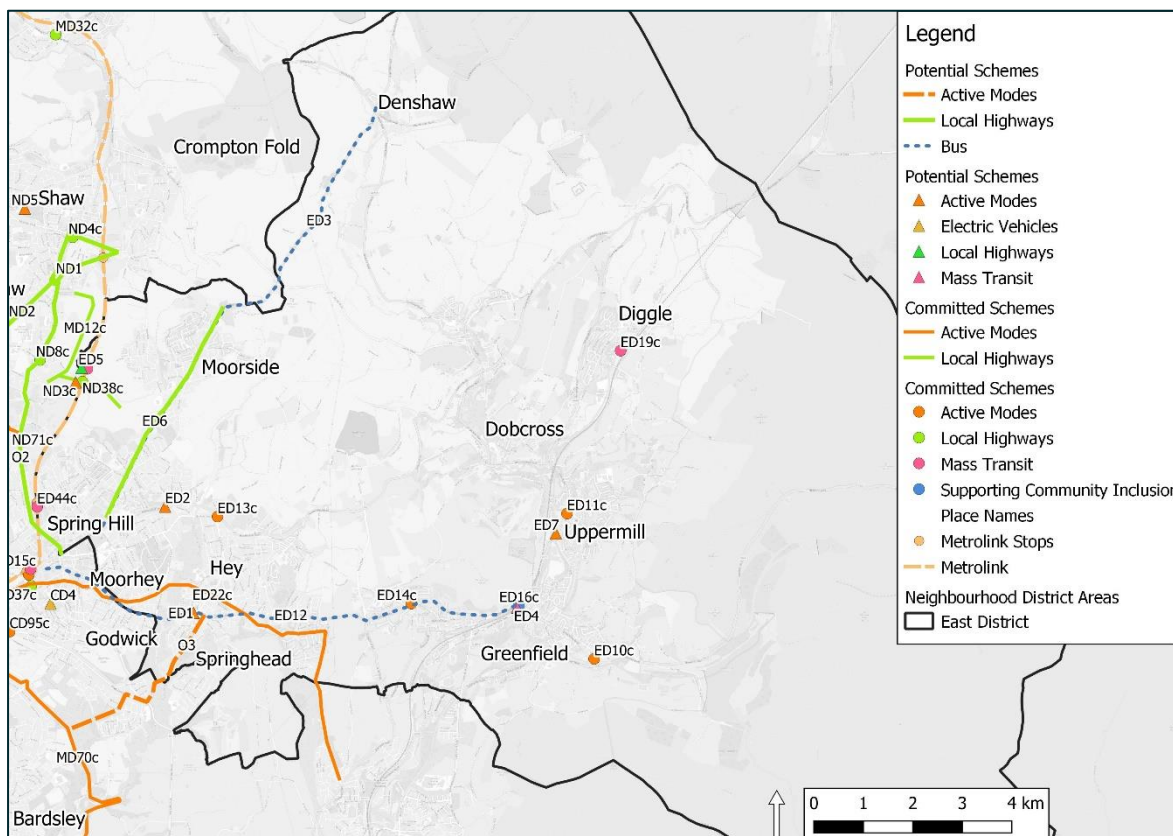


Table 6-3: Mapped Scheme Numbers - Transport Improvement and Maintenance Schemes in the East District.

Map Ref.	Transport Schemes	Committed	Potential / Non-Committed
ED1	Lees Local Centre access improvement		✓
ED2	Huddersfield Road Local Centre access improvement		✓
ED7	Uppermill Local Centre access improvement		✓
ED4	Greenfield Station accessibility improvements and upgrade to better function as an interchange		✓
ED5	Cop Road access and active mode improvements (for proposed Metrolink stop)		✓
ED19	Diggle New Rail Station and Park and Ride		✓
ED3	Denshaw Bus Improvements		✓
ED16c	Greenfield Station Disabled Access (trackside elevator access to Platform 2)	✓	
ED17c	New Cop Road Metrolink Stop and Travel Hub / Park & Ride	✓	
ED10	Improvements to orbital cycling route - Ashton-Oldham Greenway (NCN 626)		✓
ED6	A672 Ripponden Road Corridor Study		✓
ED44c	Derker Metrolink Stop Park and Ride Expansion and Multi-Modal Travel Hub	✓	
ED9	Trans Pennine Route Upgrade		✓
ED8c	Br306 Shaws Lane Footbridge, Uppermill	✓	
ED10c	St Marys Primary School, Chew Valley Road, Greenfield - Zebra Crossing (ATF2)	✓	
ED11c	Safer Roads – Zebra Crossing and Traffic Calming (High Street, Uppermill)	✓	
MD71c	Bee Network Crossings (MCF)	✓	
ED12	Improvements to Bus Services/Routes		✓
ED13c	Safety Scheme: Stamford Road / Dunham Street / Oldham Road Junction Improvement	✓	
ED14c	A669 Oldham Road, Grasscroft – Pedestrian Improvement Scheme	✓	
MD6c	Oldham Mumps Corridor Improvements (CRSTS)	✓	
O1	A669 Greenfield – Oldham – Middleton Bus Corridor Improvements		✓
O3	Lees - Holts Lane - Glodwick Lows Orbital Cycling Improvements		✓

Note: the suffix 'c' denotes a committed scheme that is ongoing at the time the Oldham Transport Strategy was prepared.

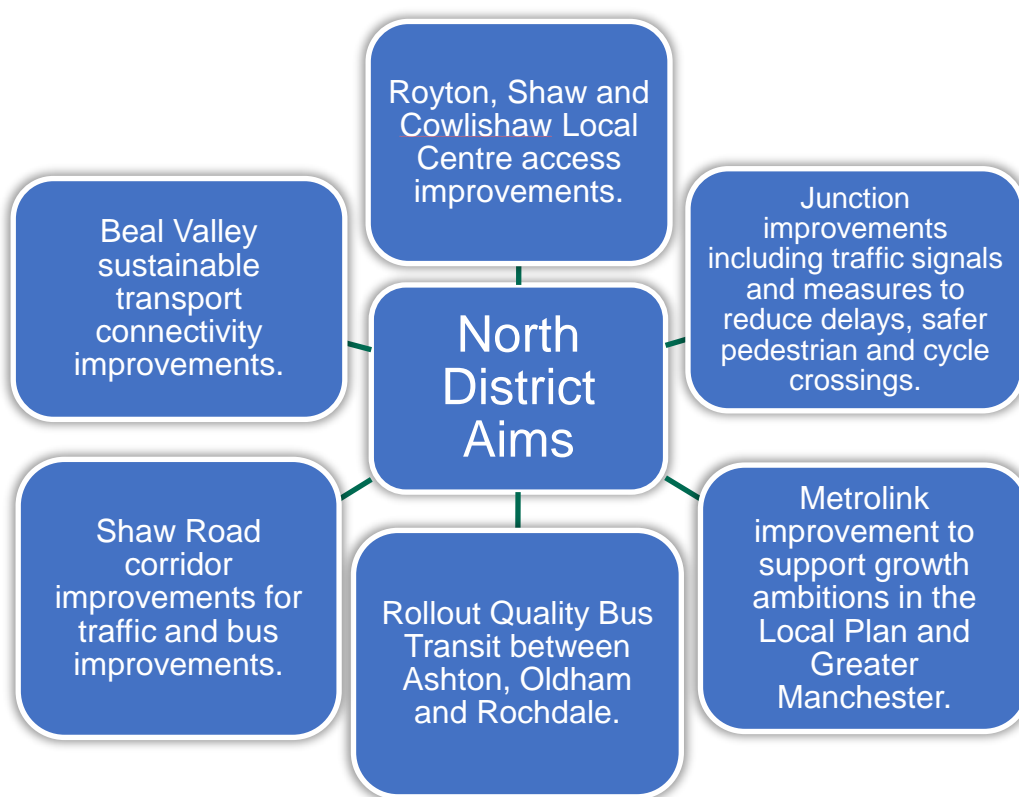
6.4 North District

6.4.1 Introduction

The North District neighbourhood area includes Crompton, Royton North, Royton South and Shaw. The area includes Royton, which has a masterplan in place for the improvement of the local district centre for improved public realm, pedestrian and cyclist access. The council and partners at the GMCA have identified potential housing and employment growth for Shaw and Crompton in the Greater Manchester Spatial Development Strategy, which will necessitate improvements to public transport and local roads.

The measures are broadly summarised in **Figure 6-10** below and relate to policies for improving sustainable transport provision and public transport services, and addressing air quality problems. The transport ambitions for a health, safe, clean, connected, accessible and thriving Oldham are all supported by the aims.

Figure 6-10: North District Aims to Support the Six Oldham Transport Strategy Ambitions.



The North District is served by frequent bus services between the Town Centre, Rochdale and Ashton-under-Lyne. Oldham Council will develop the bus services and highway into a Quality Bus Transit corridor, which means the improvements at junctions and pinch points will improve bus journey times and service reliability.

The North District has important cross-boundary connections with Rochdale and the Atom Valley MDZ, which is an ambition of the GMCA. We will work with GMCA and our partners to open up the opportunities that the MDZ presents by improving transport connections with the Kingsway Business Park by public transport and active travel. In addition, we will prioritise road maintenance and improvements at key junctions that are important for businesses and bus operators.

6.4.2 Transport Commitments and Priorities

Figure 6-11 illustrates the existing commitments by Oldham Council and the potential schemes to deliver transport improvements in the North District either with partners or independently using funding that has been secured.

Figure 6-11: North District Existing and Potential Schemes.

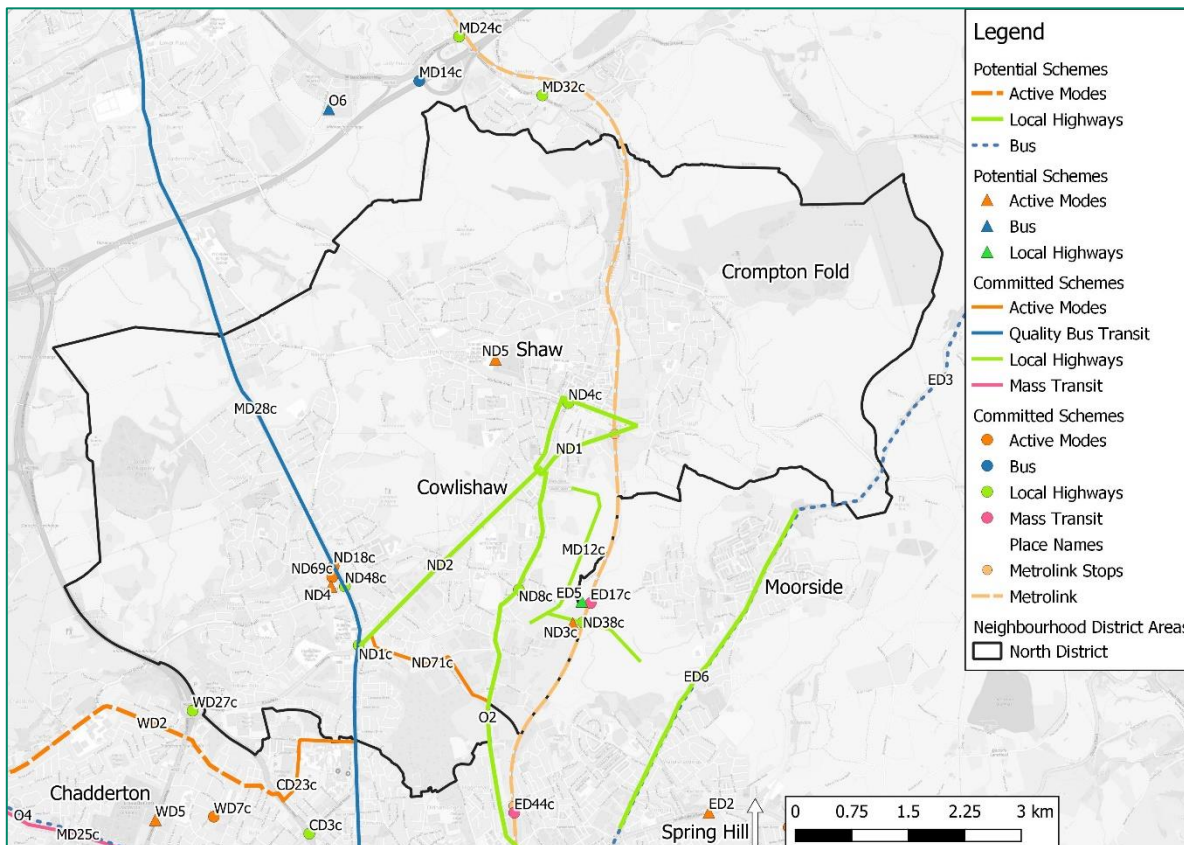


Figure 6-11 shows the North District schemes notably include junction and corridor improvements to improve journey time reliability and mitigate congestion on the busy Shaw Road, Oldham Road and connection with the A627(M). The schemes complement existing bus plans for a north-south Quality Bus Transit corridor to Oldham Town Centre, as well as Bee Network cycling schemes. Without the improvements identified, plans for housing growth in the north of the borough identified in the Greater Manchester Places for Everyone proposals would be limited by congestion.

Table 6-4: Mapped Scheme Numbers - Transport Improvement and Maintenance Schemes in the North District.

Map Ref.	Transport Schemes	Committed	Potential / Non-Committed
ND4	Royton Local Centre access improvement		✓
ND5	Shaw Local Centre access improvement		✓
ND1	Cowlshaw traffic signal upgrades (for buses)		✓
ND3c	Northern Beal Valley Transport Connectivity (CRSTS)	✓	
ND1c	Improvement of A663 Shaw Road / A671 Oldham Road junction - UTC SCOOT improvements	✓	
ND18c	Royton Town Centre Streets for All Improvements (part of the QBT)	✓	

Map Ref.	Transport Schemes	Committed	Potential / Non-Committed
ND2	A663 Shaw Road Corridor Study		✓
ND48c	A671 Rochdale Road / B6195 High Barn Road / A671 Oldham Road / B6195 Middleton Road	✓	
ND69c	Bee Network: Royton Town Centre Connection (funded)	✓	
ND71c	Bee Network: Higginshaw Link to Royton	✓	
ND4c	Improvement of A663 Crompton Way / Rochdale Road / Beal Lane	✓	
ND8c	Improvement of B6194 Heyside / Water Street / Bullcote Lane junction	✓	
ND38c	Metrolink Overbridge	✓	
ND39c	Footway Widening and Parallel Zebra Crossing, Church Road, Shaw (ATF2)	✓	
MD28c	Quality Bus Transit scheme – Rochdale-Oldham-Ashton Corridor	✓	
MD29c	Bee Network Crossings (MCF)	✓	

Note: the suffix 'c' denotes a committed scheme that is ongoing at the time the Oldham Transport Strategy was prepared.

6.4.3 Royton Town Centre Masterplan

The Royton Town Centre Masterplan includes the proposal for the A671 to be traffic calmed in the vicinity of the Royton high street with improved bus services and pedestrian spaces.

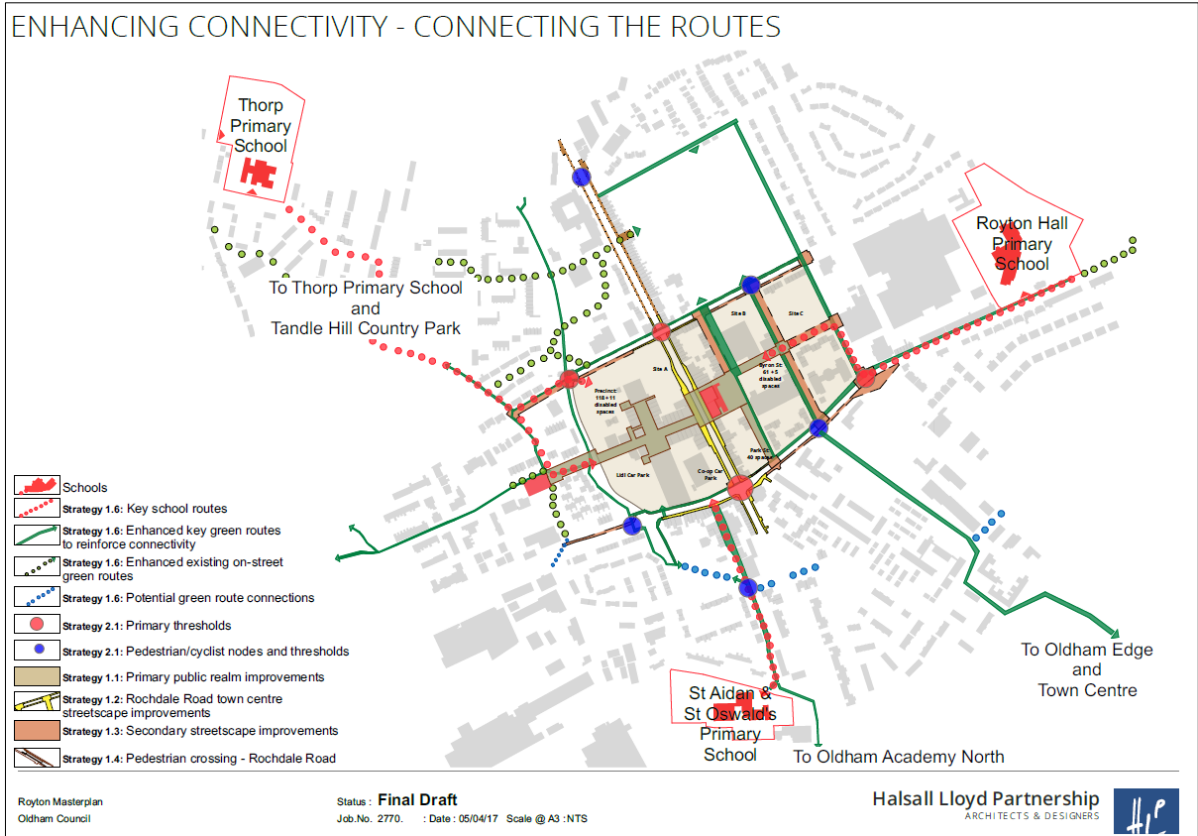
The document represents a spatial masterplan that establishes a vision for Royton and acts as guidance for future development over the next 10 years. The masterplan includes proposals to diversify and enhance the retail, leisure and cultural offer to foster new opportunities and jobs. The masterplan will also investigate transport requirements and improve public realm. **Figure 6-12** illustrates how the masterplan may provide better connections.

The Transport Strategy supports the Royton Town Centre Masterplan by tying into the masterplan complimentary measures to public realm and streetscape including **bus facilities, active modes and safer pedestrian crossings, enhanced connectivity, and electric vehicle charging.**

The Transport Strategy will address challenges including:

- Air pollution and avoiding the exceedance of legal level of NO_x emissions in the near-term.
- Severance issues within Royton Town Centre caused by congested highways.
- Integration of the masterplan for the high street with accessible and affordable transport services.

Figure 6-12: Royton Town Centre Masterplan - Enhancing Connectivity.



Source: Oldham Council, 2021

6.5 South District

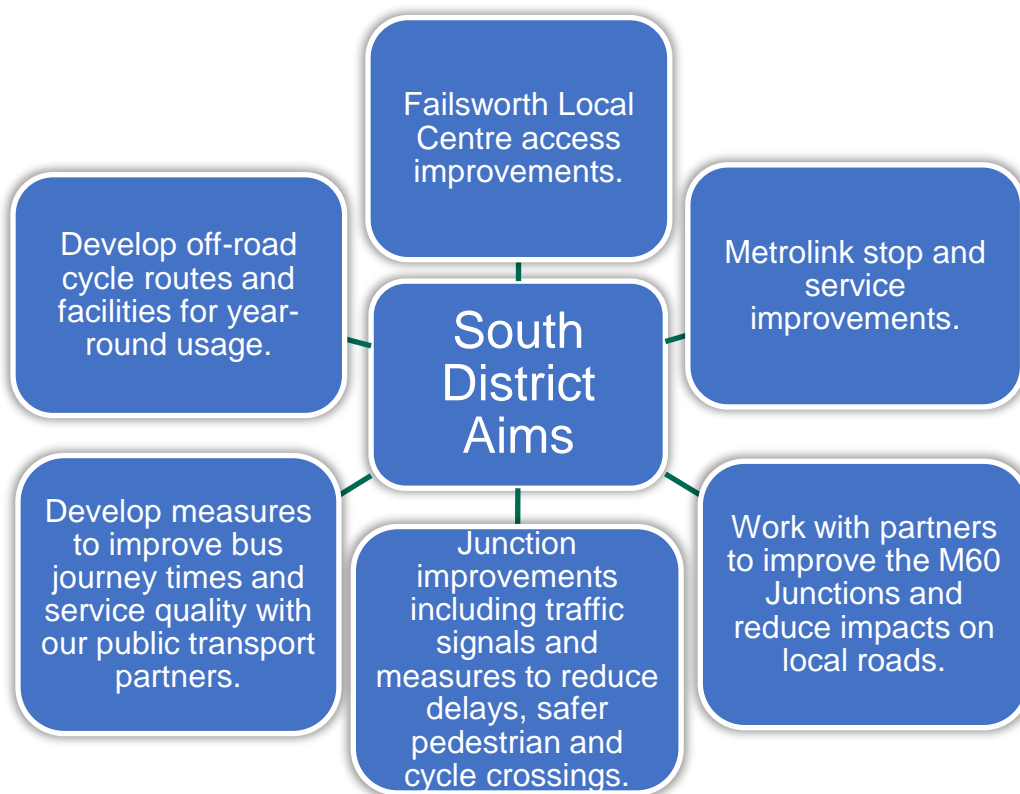
6.5.1 Introduction

The South District neighbourhood area includes Failsworth East, Failsworth West, Hollinwood and Medlock Vale. The area includes the Failsworth Local District Centre and important transport connections with:

- Metrolink.
- The A62 corridor to Manchester City Centre and the frequent bus services that route via A62.
- Broadway key highway route.
- The M60 and junctions 21 and 22.
- Route 66 Bee Network cycle route.

The measures for the South District are broadly summarised in **Figure 6-13** below. They relate to policies to support local high streets, improve public transport services, and addressing air quality problems on the road network with measures to improve delays at junctions.

Figure 6-13: South District Aims to Support the Six Oldham Transport Strategy Ambitions.



The neighbourhood area also includes pockets of community deprivation that require better connections to opportunities in neighbouring Manchester district and the city centre. We will improve shorter-distance connections with Broadway Business Park and the town centre, as well as links by walking and cycling bus and Metrolink services in the area. This is important to support access to key services and opportunities for communities in the area.

6.5.2 Transport Commitments and Priorities

Figure 6-14 and Table 6-5 illustrates the existing commitments by Oldham Council and potential schemes to deliver transport improvements in the South District either with partners or independently using funding that has been secured.

Figure 6-14: South District Schemes.

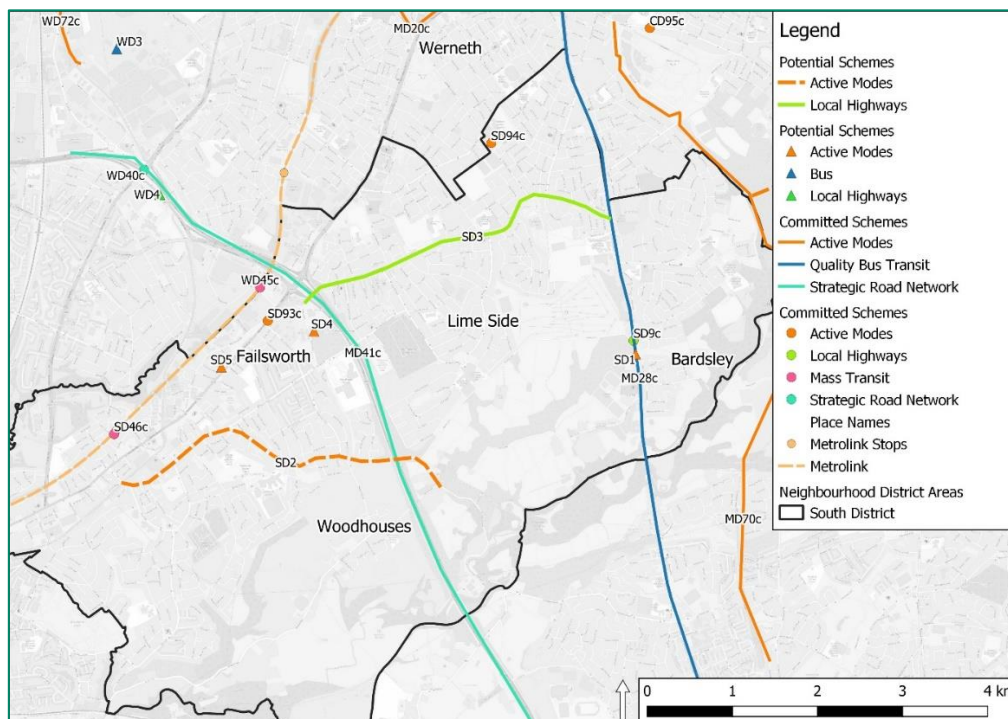


Table 6-5: Mapped Scheme Numbers - Transport Improvement and Maintenance Schemes in the South District.

Map Ref.	Transport Schemes	Committed	Potential / Non-Committed
SD1	QBT Mobility Hub and access connections for Lime Side (Land South of Coal Pit Lane Housing Site)		✓
SD4	Hollinwood Junction Travel Hub Proposed Location		✓
SD5	Failsworth Local Centre access improvement		✓
SD2	Woodhouses - Ashton Road East - Canal Towpath Cycling Corridor		✓
SD3	A6104 Hollins Road Corridor Study		✓
SD9	Improvement of Coal Pit Lane/A627 Ashton Road Junction	✓	
SD46	Failsworth Metrolink Stop Improvements		✓
SD93c	Wickentree Lane / A62 Oldham Road / Wrigley Head, Failsworth - Junction Improvement and Width Restriction Scheme	✓	
SD94c	Chamber Road – School Safety Zone	✓	
MD28c	Quality Bus Transit scheme – Rochdale-Oldham-Ashton Corridor	✓	
MD41c	M60 Junctions 21-24 Smart Motorway (National Highways scheme)	✓	

Note: the suffix 'c' denotes a committed scheme that is ongoing at the time the Oldham Transport Strategy was prepared.

6.6 West District

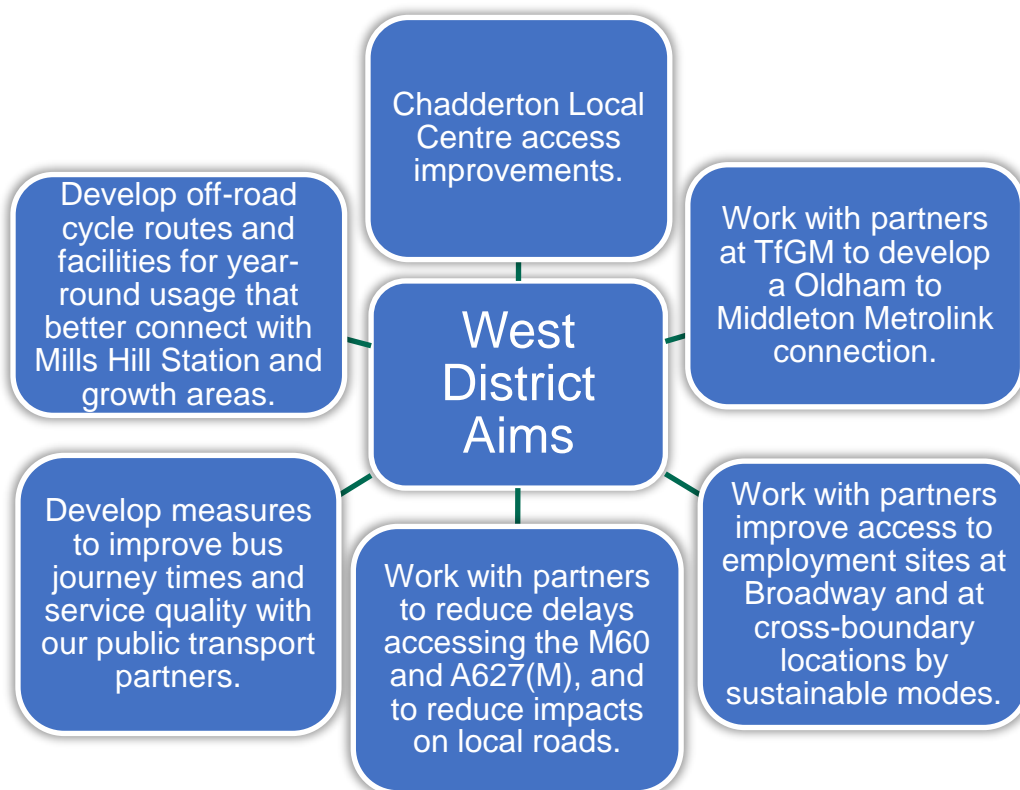
6.6.1 Introduction

The West District neighbourhood area includes Chadderton Central, Chadderton South, Chadderton North and Werneth. We will work with TfGM to identify improvements for the important east-west movement into Oldham Town Centre and cross-boundary into neighbouring Manchester District.

The long-term policy aims by TfGM and Oldham Council include a proposed Metrolink connection between Oldham and Middleton to improve orbital connectivity. Oldham Council want to improve the Middleton Road bus corridor to improve bus journey time reliability and integration of bus services with rail services at Mills Hill Station. This relates to the Oldham Transport Strategy ambitions for a safer, cleaner and more accessible Oldham.

Figure 6-15 below summarises the aims for the West District.

Figure 6-15: West District Aims to Support the Six Oldham Transport Strategy Ambitions.



The West District needs better connections with employment and training opportunities in other Neighbourhood District Areas such as the Town Centre, Broadway Business Park and cross-boundary to Stakehill and the Atom Valley MDZ in Rochdale. This means we will work with partners to develop public transport and other infrastructure to support walking and cycling journeys that are safe and accessible. Oldham Council want to support deprived communities in the West District with the Transport Strategy ambitions for cleaner, safer, healthier and accessible travel choices that support communities to thrive.

6.6.2 Transport Commitments and Priorities

Figure 6-16 and Table 6-6 illustrates the existing commitments by Oldham Council and potential schemes to deliver transport improvements in the West District either with partners or independently using funding that has been secured. The area includes schemes that are specific only to the district and measures that span multiple Neighbourhood Districts.

Figure 6-16: West District Schemes.

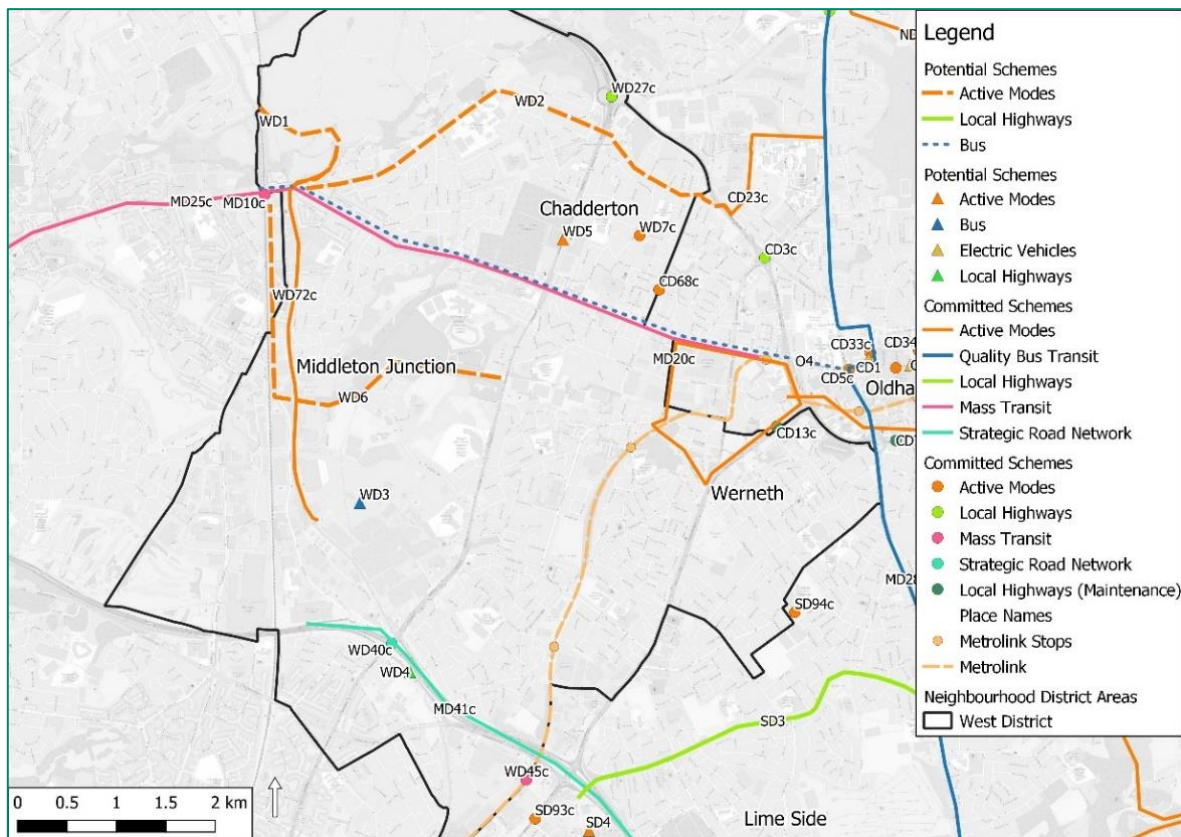


Table 6-6: Mapped Scheme Numbers - Transport Improvement and Maintenance Schemes in the West District.

Map Ref.	Transport Schemes	Committed	Potential / Non-Committed
WD5	Chadderton Local Centre access improvement		✓
WD6	Mills Hill to Lydia Becker Way / Broadway Cycling Improvements		✓
WD2	Burnley Lane to Westhulme Avenue (Hospital) Orbital Cycling Improvements		✓
WD3	Broadway Bus Accessibility Improvements (DRT or other)		✓
WD4	Semple Way Clockwise Access at M60 J21		✓
WD40c	M60 J21 / A663 Broadway Junction upgrade (HE scheme)	✓	
WD45c	Hollinwood Metrolink Stop Park and Ride Expansion and Multi-Modal Travel Hub	✓	
WD72c	Bee Network: Chadderton - Broadway Canal Link	✓	
WD27c	Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange	✓	
WD7c	Chadderton North & Westwood Active Neighbourhood (MCF)	✓	
MD25c	Middleton to Oldham Metrolink Extension	✓	

Note: the suffix 'c' denotes a committed scheme that is ongoing at the time the Oldham Transport Strategy was prepared.

7. Delivery Plan

7.1 Introduction

This chapter sets out the transport measures and proposed timeline for developing them. The Oldham Transport Strategy considers the Oldham Neighbourhood District Areas (**Figure 2-4**). Some measures fall within multiple districts or are not specific to a district or locality.

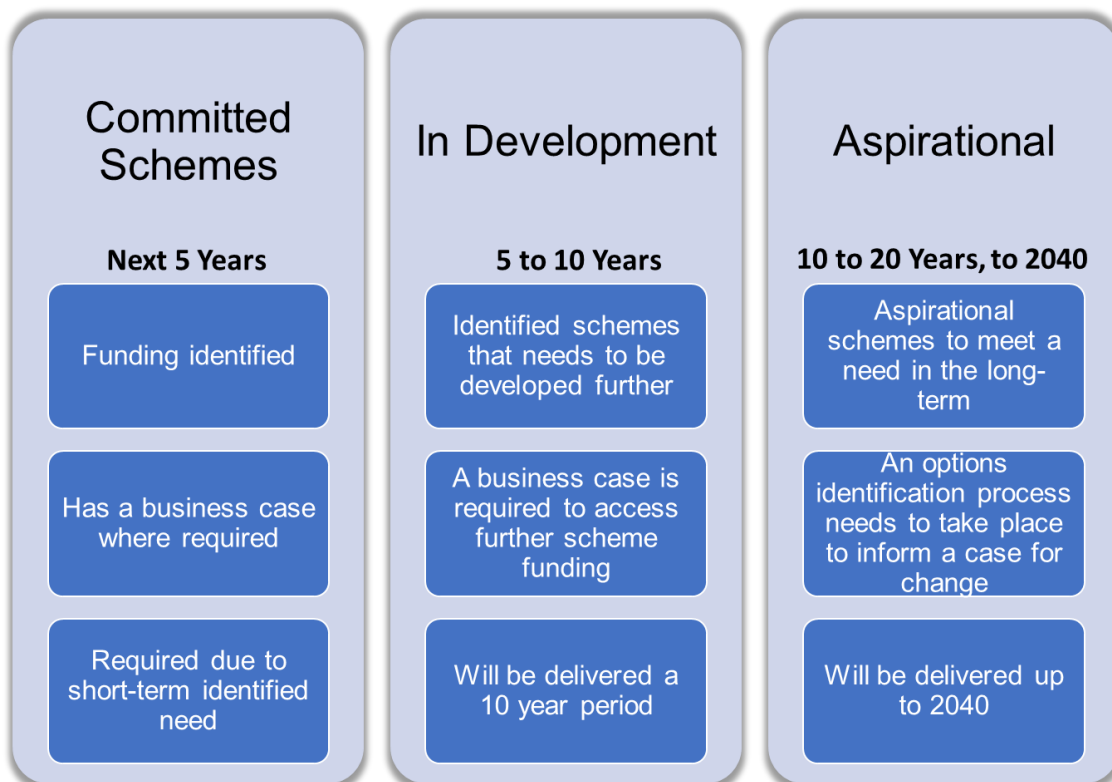
Consultation with our communities

The programmes and measures in the Oldham Transport Strategy are indicative and will benefit from further consultations. The Oldham Transport Strategy has a 20-year timescale and is not expected to realise all the measures in the first 5-years. The Oldham Transport Strategy fully aligns to measures identified for Oldham in the Greater Manchester Transport Strategy 2040 and Oldham Council is fully committed to that delivery strategy. Oldham Council will continue to work closely with TfGM and our communities to realise the ambitions for all Neighbourhood District Areas across Oldham.

7.1.1 Delivery Periods to 2040

The three delivery periods align with similar periods for the Greater Manchester Transport Strategy 2040 and are explained in **Figure 7-1**.

Figure 7-1: Delivery Periods and Criteria.



The Delivery Plan for each of the Neighbourhood District Areas includes existing and proposed schemes that are prefixed with an alphanumeric reference that relates to the respective Neighbourhood District Area where the scheme is located (**Table 7-1**). The referencing does not relate to a ranking.

Table 7-1: Neighbourhood District Area Delivery Plan Referencing.

North District (ND)
Central District (CD)
West District (WD)
East District (ED)
South District (SD)
Scheme that relates to multiple districts (MD)
Other scheme that is not specific to a specific area or locality (O)

The Delivery Plan timelines for each Neighbourhood District Area are shown in **Figure 7-2** to **Figure 7-8**. The timelines show the measures for each district over the delivery periods and gives an indication of the range and types of priorities in each. The variation occurs because the district may or may not have a key transport route or network within it, such as Metrolink or the Motorway network.

7.1.2 Delivery Plan Timelines for Each Neighbourhood District Area

- **Figure 7-2** shows the North District Schemes Delivery Plan.
- **Figure 7-3** shows the Central District Schemes Delivery Plan.
- **Figure 7-4** shows the West District Schemes Delivery Plan.
- **Figure 7-5** shows the East District Schemes Delivery Plan.
- **Figure 7-6** shows the South District Schemes Delivery Plan.
- **Figure 7-7** shows the Multiple Districts Schemes Delivery Plan.
- **Figure 7-8** shows the Other Schemes Delivery Plan.

The Central District has the highest number of measures listed including public realm and public transport interchange improvements. The West District and South District appear to have the least number of measures listed in their areas. However, both districts include multiple district (**Figure 7-7**) measures because they are orientated in the south and west which means Metrolink, Quality Bus Transit and Motorway measures span multiple areas. In addition, the other schemes delivery plan (**Figure 7-8**) includes measures that may either apply to all of Oldham or are yet to be developed further.

Figure 7-2: North District Schemes Delivery Plan.

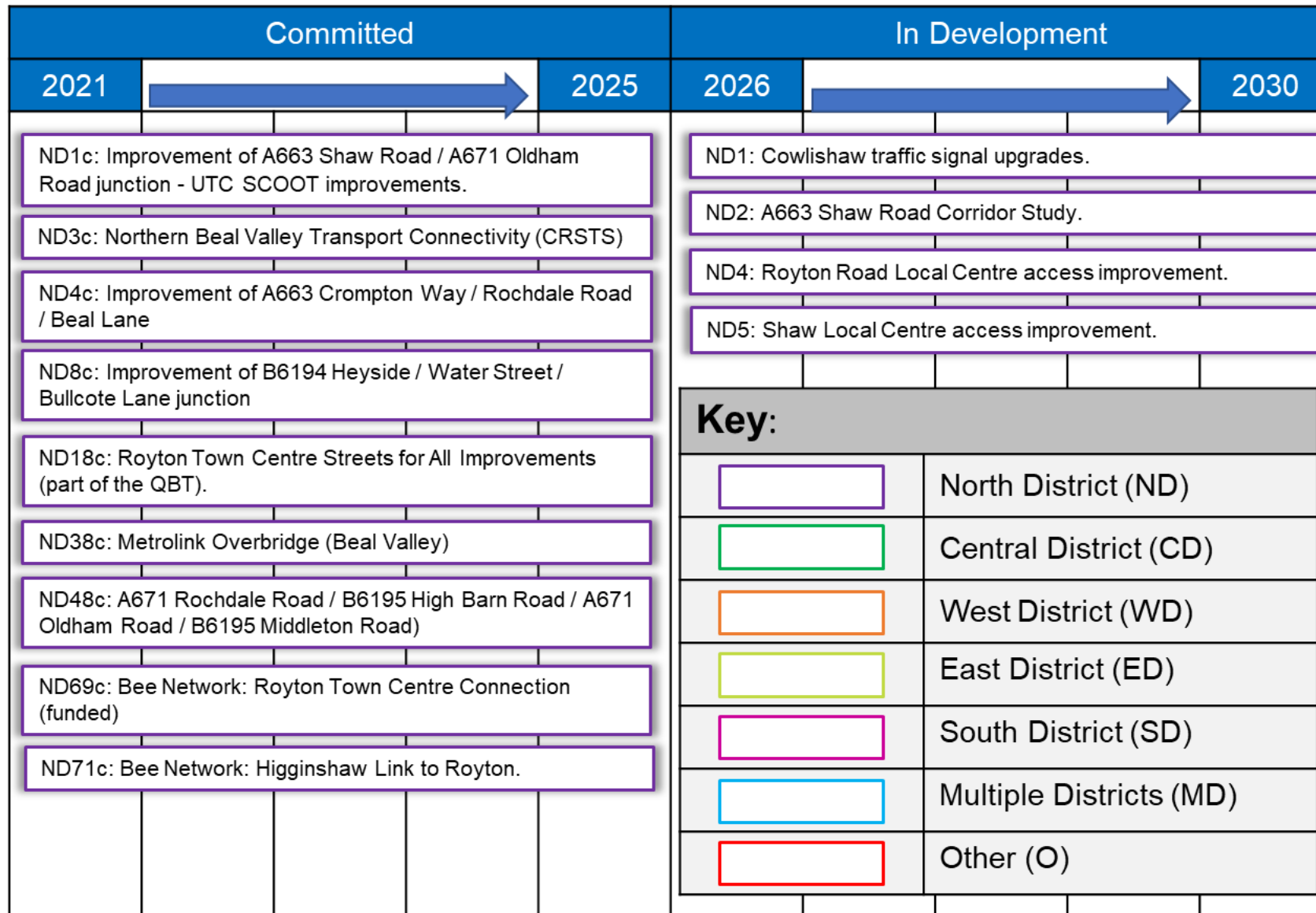


Figure 7-3: Central District Schemes Delivery Plan.

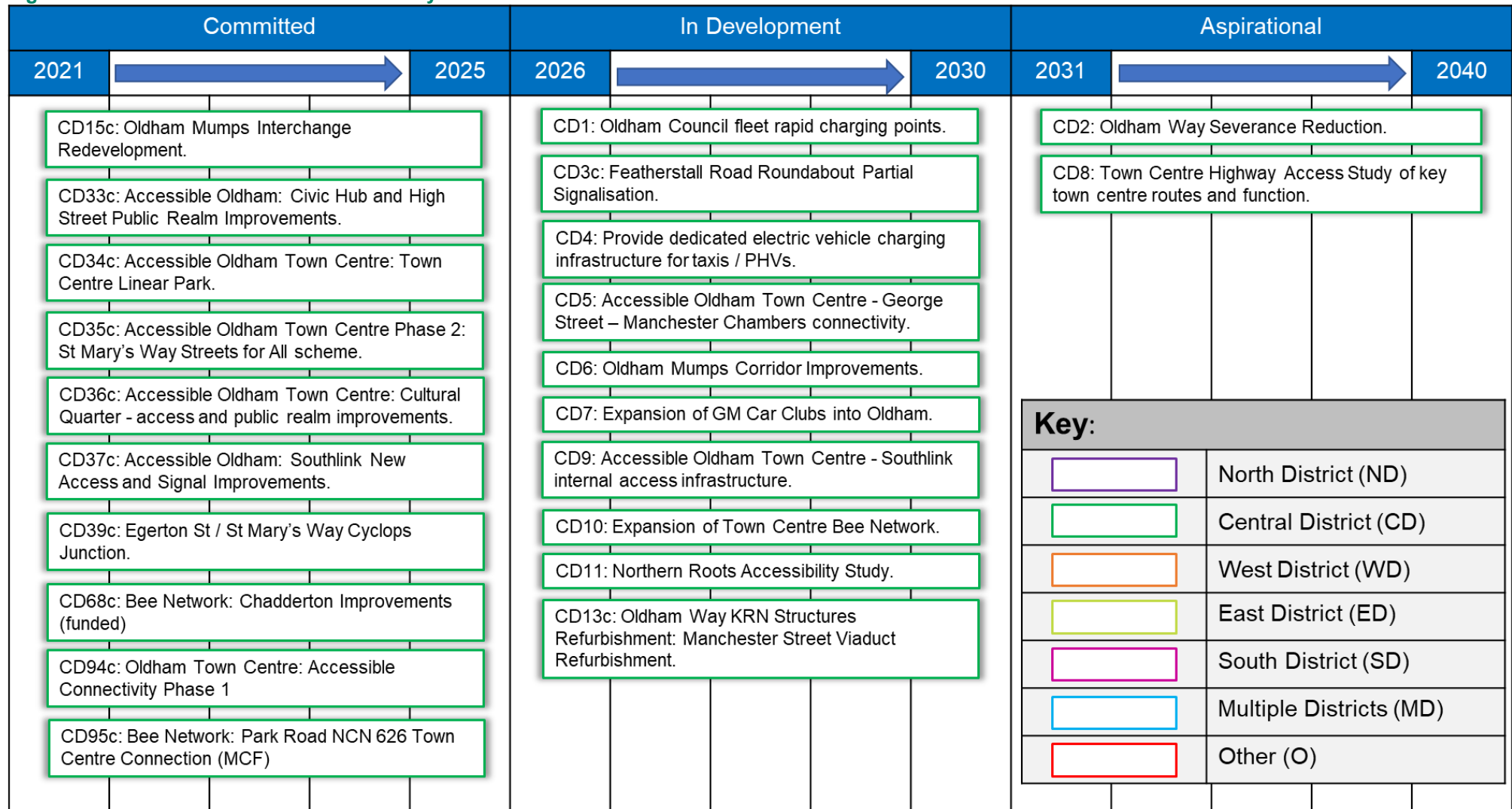


Figure 7-4: West District Schemes Delivery Plan.




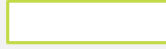
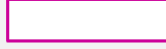





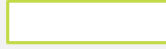
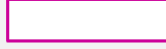





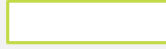
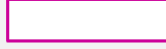


Committed				In Development				Aspiration																	
2021	→			2025	2026	→			2030	2031	→			2040											
WD7c: Chadderton North & Westwood Active Neighbourhood (MCF)				WD2: Burnley Lane to Westhulme Avenue (Hospital) Orbital Cycling Improvements				WD4: Semple Way Clockwise Access at M60 J21.																	
WD27c: Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange.				WD3: Broadway Bus Accessibility Improvements (DRT or other).				Key: <table border="1"> <tr> <td></td> <td>North District (ND)</td> </tr> <tr> <td></td> <td>Central District (CD)</td> </tr> <tr> <td></td> <td>West District (WD)</td> </tr> <tr> <td></td> <td>East District (ED)</td> </tr> <tr> <td></td> <td>South District (SD)</td> </tr> <tr> <td></td> <td>Multiple Districts (MD)</td> </tr> <tr> <td></td> <td>Other (O)</td> </tr> </table>					North District (ND)		Central District (CD)		West District (WD)		East District (ED)		South District (SD)		Multiple Districts (MD)		Other (O)
	North District (ND)																								
	Central District (CD)																								
	West District (WD)																								
	East District (ED)																								
	South District (SD)																								
	Multiple Districts (MD)																								
	Other (O)																								
WD40c: M60 J21 / A663 Broadway Junction upgrade (NH scheme).				WD5: Chadderton Local Centre access improvement.																					
WD45c: Hollinwood Metrolink Stop Park and Ride Expansion and Multi-Modal Travel Hub.				WD6: Mills Hill to Lydia Becker Way / Broadway Cycling Improvements.																					
WD72c: Bee Network: Chadderton - Broadway Canal Link.																									

Figure 7-5: East District Schemes Delivery Plan.

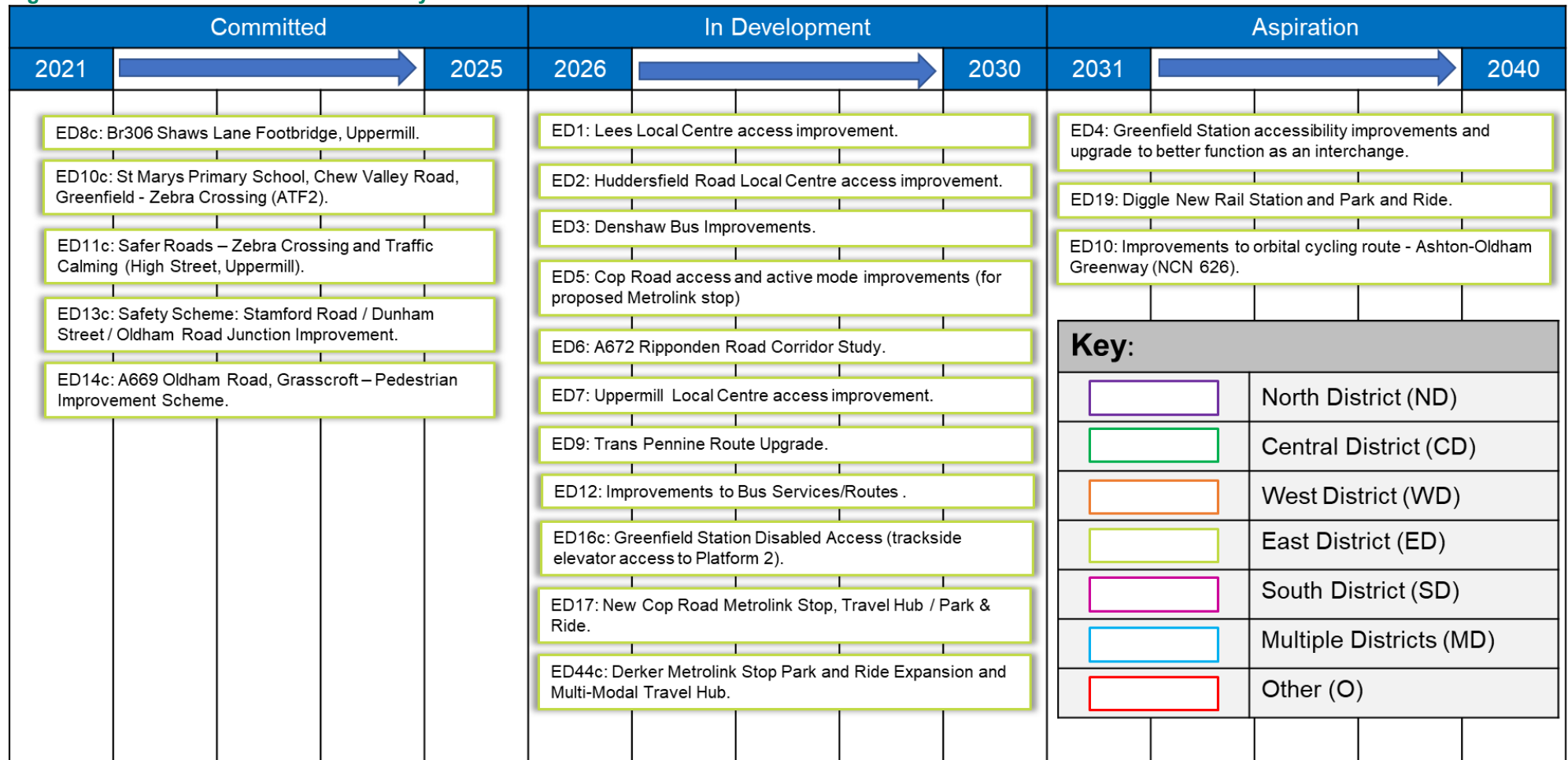


Figure 7-6: South District Schemes Delivery Plan.

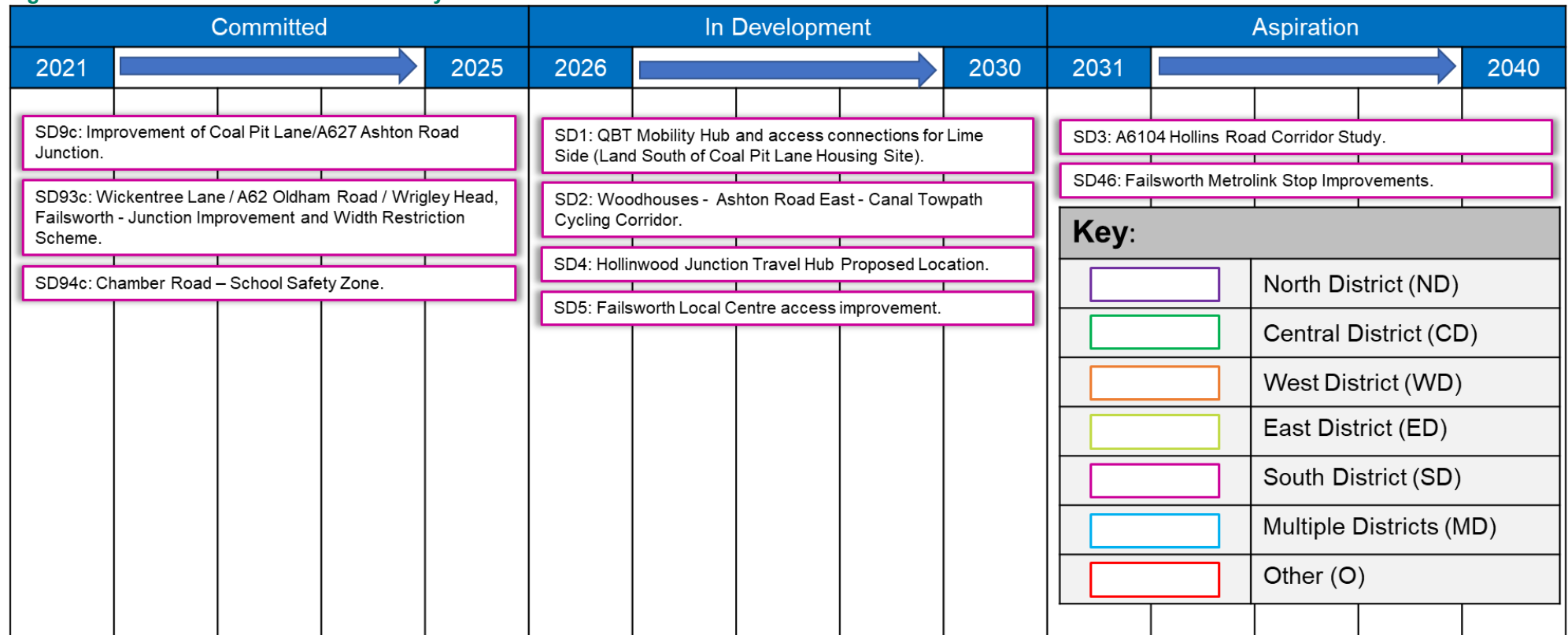


Figure 7-7: Multiple Districts Schemes Delivery Plan.

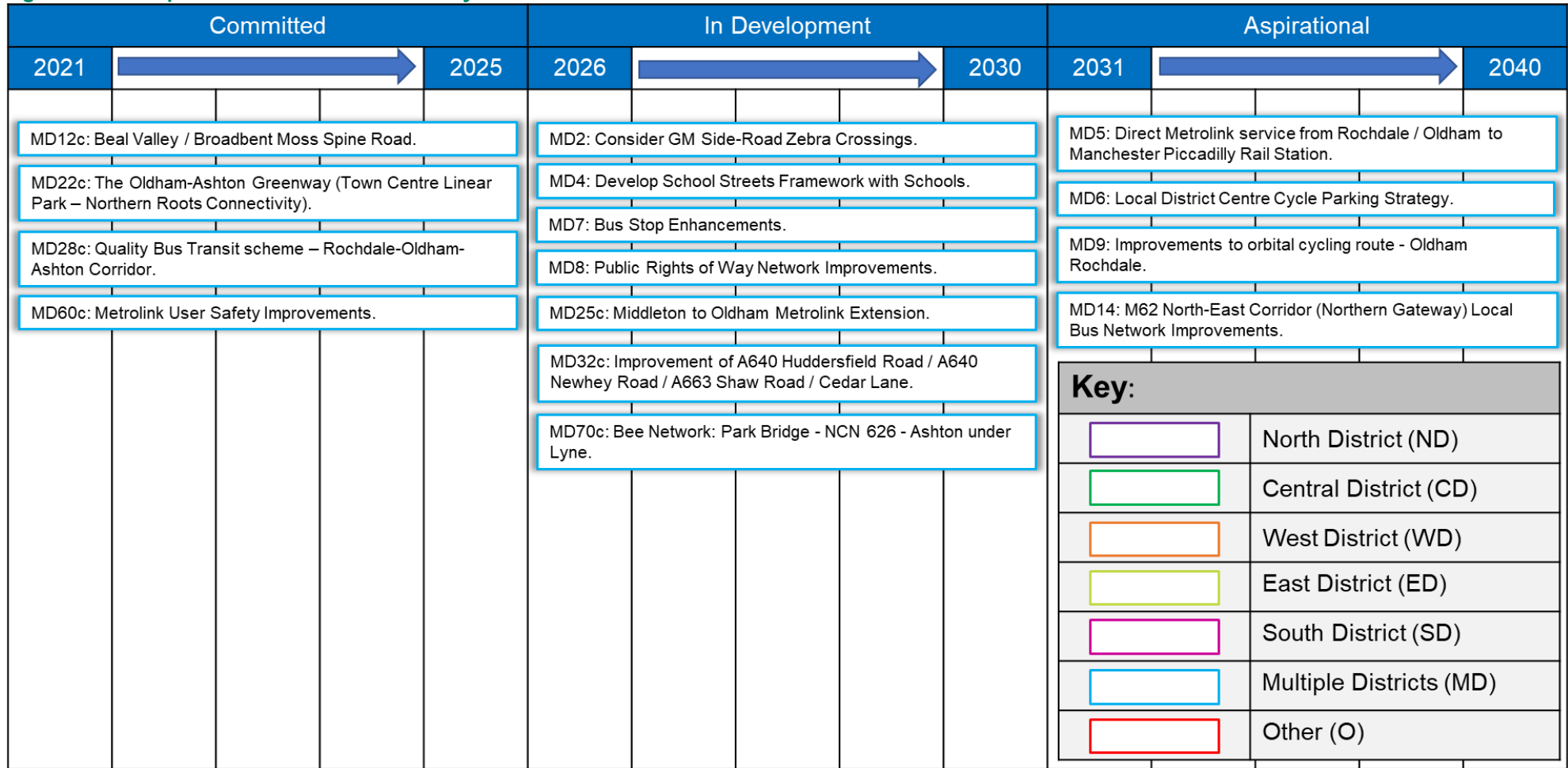

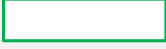







Figure 7-8: Other Schemes Delivery Plan.

Committed				In Development				Aspirational						
2021	→			2025	2026	→			2030	2031	→			2040
O2: B6194 Higginshaw Lane Corridor Study.				O1: A669 Greenfield – Oldham – Middleton Bus Corridor Improvements.				O12: Town Centre Highway Access Study of key town centre routes and function.						
O5: Stakehill Accessibility Study.				O4: Middleton Road Corridor Improvements (bus and cycle).				O13: Local District Centre Cycle Parking Strategy.						
O14: Roll out of Mode shift STARS Education.								O25: Autonomous Vehicles: Future Proofing the Network Study.						
O15: Bus Priority Measures / Bus pinch points.														
O16: Traffic Management Schemes.														
O20: Disabled Access Improvements.														
O21: Road Safety Accident Reduction Measures.														
O22: Oldham EVCI Study (Bespoke Oldham Study)														

Key:	
	North District (ND)
	Central District (CD)
	West District (WD)
	East District (ED)
	South District (SD)
	Multiple Districts (MD)
	Other (O)

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