

# Strategic Transport Update

8<sup>th</sup> November 2023

Place, Economic Growth & Environment  
Scrutiny Committee



**Oldham**  
Council

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# Strategic Transport Update

- GM Local Transport Plan (LTP)
- The Bee Network
- Bus Franchising
- Oldham Transport Strategy – Progress & Delivery
  - Schools Active Travel Infrastructure Audit
  - Transport studies around large development sites (PfE)
  - Development of a Local Cycling and Walking Infrastructure Plan (LCWIP)
  - City Region Sustainable Transport Settlement (CRSTS)
  - School Streets
  - Electric Vehicle Charging Infrastructure (EVCI)
  - Creating a Better Place
  - Oldham Bee Network Committee
  - Network Reviews
  - Activation and Communication / Engagement

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# GM Local Transport Plan (LTP)

- Local Transport Plan (LTP) - statutory document setting out long-term ambitions for transport.
- GM's current LTP is the Greater Manchester Transport Strategy 2040 (GMTS 2040), adopted in 2017 with a light refresh in 2021.
- The LTP guides future investment and strategic policy decisions for transport across GM, demonstrating a clear rationale for intervention, high-level government funding and local investment for transport.
- All local and combined authorities need an up to date LTP. GM are awaiting new LTP guidance to be issued by the DfT. However, work to update the LTP has already begun.
- GM2040 is highly regarded by the DfT, hence the intention to refresh rather than fully revise the document.

# GM Local Transport Plan (LTP)



GM2040 – network principles

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# GM Local Transport Plan (LTP)

- Transport issues have moved on and new policy areas identified since 2021, as well as wider factors such as inflation and the cost-of-living crisis.
- These issues and new policy areas will be a priority for consideration in the review and include:
  - The Bee Network
  - Bus Franchising
  - Trailblazer deal with Government
  - Covid-19 Pandemic
  - Places for Everyone (PfE) and Growth Locations
  - New funding models for transport
- TfGM will coordinate work on the LTP on behalf of local authorities, GMCA and the Mayor. GM local authorities are partners in the production of the refreshed LTP primarily through Transport Strategy Group (TSG) officers.
- TSG officers will be responsible for supporting engagement / consultation in their districts, briefing members, senior officers and BNC members to get local feedback and ensure 'buy-in' to the refreshed LTP vision, aspirations and policies that will eventually apply across GM.

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# GM Local Transport Plan (LTP)

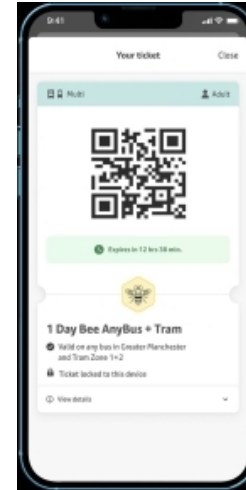
- GMTS 2040 Progress Report (BNC November 2023)
- ‘Streets for All’ Design Guide (BNC November 2023)
- LTP Vision (BNC December 2023) – high level document used to engage with stakeholders
- Evidence Base – revised / updated technical document to sit alongside LTP Vision and Strategy
- LTP Vision and Strategy (Core Strategy) – overview of delivery priorities to inform subsequent updates of Delivery Plan, consultation summer/autumn 2024, publication spring 2025
- 5-year Delivery Plan (2027-2032) – more detail on how GM will deliver on priorities, consultation mid-2025, publication late-2025
- Updated Local Implementation Plans (LIPs) – more detail on district scheme priorities, consultation mid-2025, publication late-2025

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# The Bee Network

- Since the last LTP was published, the Bee Network Vision has developed into a 'fully integrated transport network for GM, which brings together walking, wheeling & cycling, bus, tram and trains'.
- The Bee Network is at the heart of GM's transport vision and will push us towards our ambitions for economic growth, the environment and achieving the connectivity we need. It will offer a new, reliable, affordable and sustainable way for residents, businesses and visitors to get around, with one recognisable brand, the bee!
- The refreshed LTP will reflect this ambition and acknowledge progress already made in delivering the Bee Network.
- The newly established Bee Network Committee (BNC) will discuss, consider and approve the majority of transport items in GM, including scheme funding approvals, ticketing and franchising proposals and network review outcomes.

# The Bee Network





# Bus Franchising

- Buses are being brought under local control and will be planned and coordinated by TfGM, on behalf of GMCA, the biggest change to public transport in GM in 40 years
- TfGM will, on behalf of GMCA, contract with private transport operators to deliver services specified, with revenue risk and public accountability remaining with TfGM
- Franchising will allow the bus network to be managed as a whole system, alongside other modes, creating the opportunity for integrated timetabling, ticketing and information and allowing GMCA to set fare levels
- The current network will transition ‘as is’, so no significant changes to routes, services or timetables on day one



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# Bus Franchising

- Before the launch of franchising TfGM developed the GM Bus Strategy. This sets out the vision for the future bus network: to make the bus the first choice for more journeys. It establishes the ambition for a 30% increase in bus patronage by 2030 from 2022/23 levels
- This growth will be driven by improvements, including affordable fares, a more integrated, user-friendly and frequent network, and better infrastructure to provide more reliable bus journeys. This requires additional investment and careful prioritisation of existing resources
- A rolling programme of area-based 'Network Reviews' will commence a few months after franchising is implemented to consider how different areas transport needs can be better met. This is our chance to input and influence new routes, services and coverage for Oldham
- Bus franchising is supported by investment in the bus fleet (electric buses), infrastructure (bus priority measures e.g. bus lanes and signals, bus stop improvements, enhanced crossings and footway improvements) and technology e.g. Bee Network app, real-time information displays.

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# Bus Franchising



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# Transport Strategy – Progress & Delivery

- Oldham Transport Strategy – approved January 2023
- 6 clear ambitions for Oldham’s transport system (healthy, safe, clean, connected, accessible and thriving) that complement GMTS 2040 aims
- Key pieces of work progressing under TS:
  - Schools Active Travel Infrastructure Audit (complete by November 2023)
  - Transport studies/assessments at PfE development sites (ongoing)
  - Development of Local Cycling and Walking Infrastructure Plan (LCWIP) - to identify short, medium and long-term improvements to create a comprehensive, useable network and assist with securing funding via bids or developments (ongoing to Summer 2024)
  - Oldham Bee Network Committee (monthly)
  - Network Reviews – key role in achieving ambitions of the GM Bus Strategy. Provide a mechanism to develop the bus network in a coordinated, planned and efficient manner. Franchising brings access to improved data / management information to better inform network reviews and future decisions (beginning autumn 2023 in tranche order).

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# Transport Strategy – Progress & Delivery

- City Region Sustainable Transport Settlement (CRSTS)
  - CRSTS (2022/23 – 2026/27) – majority of transport capital funding now allocated under CRSTS
  - CRSTS2 (2027/28 – 2031/32) - giving long-term confidence around funding
  - TfGM-led schemes around Metrolink and bus, including QBT corridor (Rochdale-Oldham-Ashton), ‘Quick Wins’ Winter 2023 and Phase 2 engagement imminent, new Metrolink stop at Cop Road
  - Oldham-led schemes, ‘Streets for All’ highway schemes at St Marys Way, Mumps and Beal Valley / Broadbent Moss (to support existing network around the allocation)
- School Streets
  - Open to walking & cycling, closed to vehicles at drop off/pick up times.
  - St Annes, Royton and Buckstones, Shaw – launched and positively received
  - Will deliver up to 5 more this academic year
  - Scheme development includes engagement with schools to develop travel plan / promote active travel
  - Schools active travel audit / engagement will identify next priorities
  - Enforcement by ANPR cameras may be the only option in some locations

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# Transport Strategy – Progress & Delivery

- Electric Vehicle Charging Infrastructure (EVCI)
  - Electric Vehicle Taxi Charging – 5 points, 3 locations (legal agreement finalised then open to use)
  - Local Electric Vehicle Infrastructure (LEVI) – govt. funding to support roll-out of on-street EVCI. GM bid for capital and revenue, decision delayed
  - Revenue to fund a post to move this work forward. Capital to pump-prime less viable locations e.g. rural, on-street locations for terraced properties
  - In addition, there is CRSTS Capital EV funding for Oldham
  - Procurement – investigating joint procurement with other LA's, possibly led or supported by GMCA/TfGM
- ‘Creating a Better Place’
  - Town Centre projects to transform streets and public areas are helping to boost the town centre and make it easier, safer and more enjoyable to travel around Oldham – especially for cyclists and pedestrians.
  - Linking in with new developments and partnerships e.g. Eton Star Academy and Muse
- Activation and Communication / Engagement
  - Upcoming engagement on major transport projects
  - Ongoing ‘activation’ of active travel schemes with local partners and providers



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# Transport Strategy – Progress & Delivery



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Thank you for listening