

Greater Manchester Local Transport Plan 3:

Oldham Local Area Implementation Plan

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Oldham
Council

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1 Purpose of this Plan

- 1.1 This document is part of the third Greater Manchester Local Transport Plan (GMLTP3) which sets out a long term strategy for improving transport in Greater Manchester over the next 15 years. The Oldham Local Area Implementation Plan (LAIP) explains what will happen in the borough under that transport strategy, particularly in the short-term.
- 1.2 It includes information on how the Local Transport Capital Settlement, one of the main sources of Government funding for investment in the local transport network, will be spent. A detailed spending programme for this money is included for 2011/12, along with outline spending plans for the following 3 years 2012/13 – 2014/15.

2 Strategic context for LTP3

- 2.1 Transport is a cross-cutting theme which has the potential to influence, and be influenced by, a range of policy areas including the economy, environment and health. The GMLTP3 transport strategy has not been developed in isolation, but has been influenced by a number of policies and initiatives, including the outcome of consultation with stakeholders and the public undertaken in autumn 2010.
- 2.2 Nationally, the Coalition Government has prioritised transport spending as one of the main areas of capital investment over the next 4 years with the aim of: promoting economic growth; increasing environmental sustainability; improving public health and wellbeing; addressing social exclusion; and providing value for money. The Programme for Government, the October 2010 Spending Review, the publication of The National Infrastructure Plan and The Department for Transport Business Plan set the national context for the GMLTP3 strategy and this Local Area Implementation Plan.
- 2.3 At the sub-regional level, the Greater Manchester Strategy, which has a vision of the conurbation as one of Europe's premier city regions, provides further context for LTP3. To support this vision, LTP3 will need to:
 - prioritise investment in cost-effective major transport interventions;
 - improve access from residential areas to key education and employment areas;
 - improve surface access to Manchester Airport;
 - improve the efficiency and reliability of the transport network;
 - improve road safety and enhance the personal safety and security of travellers; and
 - develop an integrated approach to the transport network and travel demand management that helps to support lower carbon travel across Greater Manchester.

2.4 The GMLTP3 transport strategy also builds on successful policies and interventions adopted during the first two LTPs, including the Greater Manchester Transport Fund, an agreed programme of major road and public transport schemes which includes Metrolink through Oldham town centre.

2.5 The strategic context for LTP3 has led to the development of a set of transport objectives focused around the economy, climate change, public health and community safety, sustainable neighbourhoods and value for money. In full, these are:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets, to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles, the number of casualties is reduced, and other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

2.6 An Integrated Assessment (incorporating a Strategic Environmental Assessment, Habitats Regulation Assessment, Health Impact Assessment and Equality Impact Assessment) has been carried out on both the Greater Manchester LTP3 strategy document and Oldham's Local Area Implementation Plan. The process included appraising the proposed approach and its alternatives. This was to ensure that consequences for the environment, human health, diversity and disability were assessed and taken into account in order to contribute to the achievement of sustainable development.

2.7 The report on the Integrated Assessment of the consultation draft LTP3 strategy made a number of suggestions for further development which are being adopted in the final LTP3 strategy, including an increased emphasis on active travel measures and inclusion of a statement of support for 20mph zones.

3 Oldham and Greater Manchester

3.1 Greater Manchester is made up of 10 local authority areas, including Oldham, which are known collectively as the Association of Greater Manchester Authorities, or AGMA. AGMA has worked together on transport for many years, in partnership with the Greater Manchester Integrated Transport Authority (GMITA), formerly the Passenger Transport Authority, and the Greater Manchester Public Transport Executive (GMPTE). GMITA and GMPTE are together

responsible for developing and implementing public transport policy and working with bus, train and tram operators across the Greater Manchester area.

3.2 Oldham is situated in the north east of the conurbation and shares borders with the Greater Manchester boroughs of Rochdale to the north, Tameside to the south and the City of Manchester to the west. To the east our neighbours are Calderdale and Kirklees in West Yorkshire. The eastern part of the Borough is dominated by Pennine Moorland, part of which falls within the Peak District National Park, while to the west there are densely populated urban areas. Our superb Pennine countryside is a resource for both the local community and the rest of Greater Manchester and beyond.

Figure 1: Location map of Oldham



3.3 Oldham has excellent motorway connections to the North West and Yorkshire regions through its central position on the M62 corridor linking Liverpool with Leeds and Hull, and being at the crossroads of the M66, M62 and M60. There is also easy access to a major international airport at Manchester, as well as the Leeds Bradford Regional Airport.

- 3.4** As part of the Greater Manchester City Region, Oldham will have a key role to play in delivering the Greater Manchester Transport Strategy through LTP3. We will do this in partnership with a range of organisations, including our service delivery partner The Unity Partnership, GMITA, GMPTE and the Highways Agency in a way which will ensure both the best outcome for the City Region and the most effective delivery of our own local priorities.
- 3.5** As the Highway Authority, Oldham Council is responsible for maintaining, improving and managing the local highway network in the Oldham Borough. We have a number of statutory duties in relation to highways which include:
- A duty to undertake studies into the incidence of road traffic accidents and to take appropriate action to reduce the likelihood of accidents occurring;
 - A duty to maintain the network in a condition that will allow the travelling public safe passage through the borough;
 - A duty to promote safe and sustainable travel to school; and
 - A duty to promote equality for disabled people.
- 3.6** Under the proposals to create a Combined Authority for Greater Manchester (GMCA), a number of Highway Protocols are being developed in relation to highway and traffic functions which are proposed to be delegated to the new Transport for Greater Manchester, either directly by the districts or through GMCA. These protocols will sit alongside the operating agreement between the CA and the 10 districts and, when finalised and approved, may result in modifications to the duties undertaken by the individual Greater Manchester Highway Authorities.
- 3.7** The Council acknowledges its responsibilities and will endeavour to balance the need to discharge them against the priorities of residents and the travelling public. This will be particularly difficult when funding is limited, particularly during the early years of this Plan.

4 Local context and priorities

- 4.1** Oldham Council's Corporate Plan 2010 – 2014, 'One Place ... Many Choices', sets out a vision for the borough as a place of choice ... recognised as a place of opportunity for all ... where people choose to live, visit, study and work. To achieve this vision the Council focuses its time, effort and resources on the following four corporate objectives:
- **A confident place** with safe neighbourhoods and clean, green spaces for all to enjoy;
 - **A university town** with good education, learning and training to improve the skills and choices of our citizens;
 - **An address of choice**, a healthy and active place, with suitable housing for all; and
 - **Services of choice**, quality services that provide value for citizens.

4.2 Oldham has made some significant progress towards achieving its vision:

- We now have the cleanest streets in Greater Manchester;
- The conversion of the Manchester-Oldham-Rochdale rail line to Metrolink operation and the extension of Metrolink through Oldham town centre have begun;
- The Regional Science Centre has been developed; and
- Our Building Schools for the Future and Academies Programme is underway.

4.3 Despite this progress, there remain significant economic, environmental and social challenges still to be overcome:

- Our supply of land and property does not meet the requirements of the modern economy;
- It is predicted that we will have virtually no net job growth over the next 10 years;
- We have low productivity compared with other parts of the City Region;
- Our population is forecast to increase, reaching a maximum of about 223,100 people in 2028;
- We are ranked the 42nd most deprived local authority area in England and the 4th in Greater Manchester, with pockets of deprivation concentrated around the inner Oldham area;
- We have a low skills base - over one-third of the borough's population, aged 16-74 years old, are without qualifications; and
- We have the second highest level of worklessness in the City Region at 32.5%.

4.4 These challenges are made more difficult to overcome by the economic situation facing the borough and the rest of the country.

4.5 The GMLTP3 transport strategy and this Oldham LAIP will help the Council to address its challenges, including through transformational projects such as the Metrolink extension into Oldham town centre, which will make it easier for Oldham residents to access work, skills development and leisure opportunities throughout Greater Manchester and make Oldham an even more competitive location for business and housing.

4.6 Tackling worklessness is a priority for the Council and our partners. Our residents need to be as mobile as possible if they are to use their talents and reach their full potential in contributing to increasing the GVA of the Manchester City Region. Through delivery of the LTP3 strategy, we will look to provide Oldham residents with good public transport access to regional employment sites such as Manchester City Centre, Media City, Kingsway (Rochdale), Ashton Moss (Tameside) and Manchester Airport. Transport connections to job opportunities from deprived areas within the borough will be particularly important as will the affordability of public transport.

4.7 Table 1 shows the links between the Corporate Plan objectives, the LTP3 objectives and some of the borough's transport activities.

4.8 In supporting the Corporate Plan, the Oldham LAIP will help to deliver a number of other key local policy documents including:

- The Sustainable Community Strategy and Oldham Partnership's Prospectus;
- The Oldham and Rochdale Prospectus; and
- The Local Development Framework.

Table 1: Links between Oldham Corporate Plan objectives, LTP3 objectives and planned transport activities

Corporate Plan objective	Local Transport Plan objective	Transport related activity
A confident place		
A safer place	Public health and community safety	<ul style="list-style-type: none"> - Providing a road safety education, training and publicity service to help cut the number of accident casualties. - Ensuring that new developments and transport schemes are designed to improve personal safety and reduce the fear of crime. - Delivering street lighting improvements, including the replacement of up to 80% of our lights over the next 5 years through the PFI project, to make people feel safer and contribute to reduced road traffic accidents.
Cleaner and greener	Climate change	<ul style="list-style-type: none"> - Reducing CO₂ emissions by providing and encouraging the use of sustainable (low carbon) forms of transport through projects such as Metrolink. - Ensuring that new development takes place in accessible locations to reduce the need for car travel. - Planning ahead to ensure that the transport network is resilient and adaptable to climate change including adverse weather conditions.
Strong communities	Sustainable neighbourhoods	<ul style="list-style-type: none"> - Carrying out public realm improvements, including those associated with Metrolink. - Removing the barriers to mobility with particular emphasis on meeting the needs of the disabled, mobility impaired, the elderly and people in deprived areas. - Improving entrance points, corridors and destinations through the Gateways and Corridors programme.

A university town		
Raising educational attainment	Economy	<ul style="list-style-type: none"> - Making sure that the transport needs associated with the BSF and academies programme are met through our £2.166 million of investment in highway infrastructure. - Making it easier for people to travel to employment and training opportunities. - Ensuring good public transport access by bus and Metrolink to the educational facilities being developed in the town centre.
Improving skills of all our citizens	Economy	<ul style="list-style-type: none"> - Investing in Metrolink through the town centre thereby bringing jobs and opportunities to the borough. - Making it easier for people to travel to skills development opportunities.
Supporting local businesses	Economy	<ul style="list-style-type: none"> - Managing congestion and improving the reliability of journey times. - Maintaining the integrity of the transport network. - Delivering New Generation Broadband through the town centre Metrolink extension.
Increasing opportunities for employment and volunteering	Economy	<ul style="list-style-type: none"> - Developing better connectivity of Oldham to the job market through the delivery of Metrolink. - Making sure that new commercial developments provide appropriate transport measures to support sustainable travel.
An address of choice		
Balancing the mix of housing	Sustainable neighbourhoods	<ul style="list-style-type: none"> - Making sure that new housing developments are accessible through the provision of appropriate transport measures to encourage sustainable travel.
Encouraging healthy lifestyles	Public health and community safety	<ul style="list-style-type: none"> - Investing in improvements on routes used by pedestrians and cyclists. - Encouraging healthy lifestyles by promoting walking and cycling.
Improving local amenities	Sustainable neighbourhoods	<ul style="list-style-type: none"> - Improving access to local centres and supporting regeneration projects. - Completing Metrolink 3a and preparing for Metrolink 3b. - Developing a masterplan to shape the Mumps area and the new Metrolink stop. - Delivering the Highway Investment Programme.

Services of choice		
Accessible and responsive services	Value for money	<ul style="list-style-type: none"> - Delegating £25,000 per ward per year to District Partnerships of the Highways Investment Fund in order for them to determine which local roads should be repaired.
Quality services that are valued	Value for money	<ul style="list-style-type: none"> - Working together across different service areas to get maximum value from our transport resources. - Continuing to develop the Transport Asset Management Plan as a framework through which to maintain and make best use of the existing transport network. - Setting high standards for the design and quality of transport schemes.
One place approach to service delivery	Value for money	<ul style="list-style-type: none"> - Putting the management of our car parks out to a commercial operator. - Transferring additional highway services to our partner, Unity, to achieve continual improvement. - Ensuring that transport revenue and capital programmes are aligned with corporate priorities.

5 Travel and transport in Oldham today

5.1 Transport infrastructure

5.1.1 The borough's transport network consists of many different components for example: road carriageways, footways, drainage systems, road markings, bridges, retaining walls, subways, culverts, highway lighting and signs. The Council's Transport Asset Management Plan holds details of these individual components and provides a framework for how they will be managed and maintained. As the Highway Authority, the Council has a duty to maintain the network in a condition to enable the safe passage of the travelling public.

5.1.2 There are 826 kilometres (km) of road consisting of 7km trunk motorway, 4km trunk A road, 94km principal A road, 31km B road, 32km other classified road and 658km unclassified road. Oldham Council is responsible for maintaining, improving and managing all but the 11km of trunk roads, for which the Highways Agency is responsible. In addition the Council is responsible for:

- 155 road bridges
- 109 footbridges
- 61km of highway retaining walls
- 25,400 street lights
- 66 car parks (3192 spaces)
- 438km public rights of way (805 numbered paths).

5.1.3 The borough also has a network of over 400km of cycle routes which includes; cycle lanes on main roads such as the A62 between Failsworth and Oldham; residential streets/quiet roads, many of which have been traffic-calmed or made into 20mph zones; and traffic free routes such as disused railway lines that have been converted to linear parks and canal towpaths.

5.1.4 The highway network is in constant use and has a limited lifespan. Its condition is in decline, which has been accelerated by a third successive severe winter. Our top priority is to reverse that decline and to protect and adapt our infrastructure against the projected long-term impacts of climate change.

5.1.5 The borough's A road network is below the average network condition for the conurbation as a whole, with 14% of A roads in Oldham requiring structural maintenance according to data collected for 2010/11 compared with 6% across Greater Manchester. The situation has got worse as a result of adverse winter weather conditions: in 2008/09 only 8% were in need of intervention. Approximately one third (34%) of the borough's footway network is also in need of repair. In a typical year, Oldham pays out £1.7 million to settle highway related claims, while the cost of the highway insurance policy is £1.3 million per year. The

Highways Investment Programme combined with the LTP maintenance programme will help to address these problems.

- 5.1.6** Drystone retaining walls are a major feature in the eastern part of the borough, where the topography is such that most roads are supported by retaining walls. Although significant lengths of wall have been reconstructed in recent years, substantial lengths are still in need of repair. The Greater Manchester Retaining Wall scheme, currently underway, will assist in addressing this issue.
- 5.1.7** There are also a number of understrength structures in the borough which currently carry weight limits and must be strengthened to enable them to function effectively. Our bridge maintenance programme will deal with some of these problems.
- 5.1.8** Approximately 23% of the borough's street lighting columns are over 40 years old and are in urgent need of replacement, a column having a life expectancy of around 30 years. Under the planned street lighting PFI contract, over 75% of all columns are due to be replaced.

5.2 Public transport facilities

- 5.2.1** Following the closure in 2009 of the Oldham Loop railway line between Manchester, Oldham and Rochdale for conversion to Metrolink operation, the borough has only one rail route running through it with a station at Greenfield in Saddleworth. This Trans-Pennine route is a key corridor between Manchester, Huddersfield and Leeds. There is one train in each direction per hour off-peak, increasing to three per hour at peak times. Greenfield station has recently been refurbished with parking provided at the station itself, at the local rugby ground (by agreement) and more recently at a new supermarket development.
- 5.2.2** The Manchester Victoria to Rochdale, Leeds and York rail route (the Calder Valley Line) runs to the west of the borough. There are no stations in Oldham, but the Mills Hill and Castleton stations in Rochdale are both within 400 metres of the Oldham boundary and serve areas to the west of the borough.
- 5.2.3** We will soon be served by the Metrolink light rail system which will greatly improve our connections into Manchester and Rochdale centres and beyond.
- 5.2.4** The western part of the borough is particularly well served by bus routes. The majority of bus services are provided commercially by private operators. GMPTE supports additional services that are considered socially necessary but are not commercially viable, including the following door-to-door Local Link services in Oldham:
- Denshaw/Pennine Meadows;
 - Hollinwood/Werneth;

- Mossley/Saddleworth;
- The Oldham Shopping Link.

5.2.5 Oldham has two Quality Bus Corridors which link it with Manchester, Ashton under Lyne and Rochdale, and which were constructed using previous LTP funding. Oldham also has modern bus station facilities at Cheapside and West Street in the town centre.

5.2.6 These public transport links are very important to ensure accessibility and sustainable development and also to support Oldham's economic and social prosperity, even more so as car ownership in the borough is below the national average.

5.3 The demand for travel in Oldham

5.3.1 Demand for transport is increasing in Oldham: between 1993 and 2009, traffic grew by 7% compared with a reduction of 1% in Greater Manchester and growth of 3% nationally. In 2009, 737 million vehicle kilometres were travelled on Oldham's roads, of which: 455 million (62%) were on A roads, 190 million (26%) on motorways and 93 million on B roads (13%). The proportion of traffic carried on A roads is much higher in Oldham than for Greater Manchester as a whole, where the figure is 44%.

5.3.2 29,000 residents commute out of Oldham each day while 24,000 people commute in. The most significant outward flows are to Manchester (15,600), Tameside (5,000) and Rochdale (4,500). Coming into the borough, the main flows are from Rochdale (6,300), Tameside (5,100) and Manchester (2,700).

5.3.3 Almost two thirds (65.4%) of employed people (aged 16 to 74) in Oldham travel to work by car. This is higher than the average for England of 61%. Conversely, a lower proportion (12.9%) travel to work by public transport in Oldham than nationally (14.9%). This indicates that public transport alternatives are not viewed as attractive, convenient, affordable or well-publicised enough for them to be chosen by the majority of commuters.

5.3.4 The new Work Programme and the associated changes to the benefits system will mean that more of our residents will be required to access job opportunities further afield. This will impact upon many people with lower/no skills and the opportunities for employment are likely to be low paid. The affordability of public transport is therefore a key issue. The new Metrolink service in particular must be affordable and integrated with other rail and bus services if the borough is to maximise its benefits.

5.3.5 Low levels of car ownership are viewed as an indicator of deprivation. Car ownership in the Borough is significantly below the national average, with 34.4% of households having no car or van compared to 26.8% nationally and 33% across Greater Manchester as a whole (2001 census). This makes them more reliant on public transport for longer journeys.

- 5.3.6** 5.5 million bus miles were operated in Oldham in 2007. This was 4% less than the 2006 level (5.7 million) but 8% more than the pre-deregulation level (5.1 million) in 1985. Oldham accounted for 8% of Greater Manchester bus mileage. 25% of Oldham's bus miles were subsidised as opposed to 20% across Greater Manchester. These are the most up to date figures available for Oldham alone although the more recent figures for Greater Manchester as a whole show that local bus travel has increased from 223 million journeys in 2001/02 to 227 million in 2009/10.
- 5.3.7** Heavy rail services on the two lines which serve Oldham are heavily used and overcrowding occurs, particularly at peak times. Until recently, passengers at Mills Hill station, for example, were unable to board their intended train.
- 5.3.8** In Oldham 7.7% of people aged 16 to 74 were recorded in the 2001 census as being permanently sick or disabled compared with 5.3% across England, with Oldham ranking 55th out of 376 local authorities in England and Wales. A particular challenge for the authority is to remove barriers on the highway network faced by people with mobility difficulties to improve their access to services and opportunities.
- 5.3.9** Work undertaken to assess the transport implications of the Local Development Framework proposals has predicted that levels of cycling and walking will fall: cycling currently accounts for only around 1% of journeys to work, while the figure for walking is higher at 10.9%. Walking is the single most popular form of travel to school, with 53% of journeys being made on foot. The authority has had some success in reducing the proportion of journeys made to school by car from 33.3% in 2006/07 to 29.7% in 2009/10 through its school travel plan programme and associated programme of road safety and highway measures despite the general trend for car travel to increase. However, over 27% of primary school children and 8% of secondary school children in Oldham are still being driven to school on journeys which are less than a mile in length. Many of these journeys could be walked or cycled.

5.4 Impacts of travel in Oldham

- 5.4.1** The increasing demand for travel, particularly car travel, has impacts for the economy, environment and society, the main problems being: road accidents and casualties; traffic congestion and its impacts on journey times and reliability which are particularly costly to business; air pollution, including greenhouse gas emissions and other pollutants which are harmful to health: and encouraging sedentary lifestyles.
- 5.4.2** There were 471 injury accidents in Oldham during 2009 resulting in 695 casualties of which 68 people were killed or seriously injured (KSI). The financial cost of these accidents is estimated at around £35 million, based on a recognised method of calculation which takes into account: loss of output (or time unable to function normally or go to work); NHS costs

including ambulances; emergency service costs; vehicle repair costs or total loss; and traffic delays due to the accident.

5.4.3 Challenging casualty reduction targets have been set for 2010 and, since the mid-1990's, which is the baseline for this work, the number of accidents and casualties on Oldham's roads has reduced by about half. An indication of the significant accident and casualty reductions achieved in Oldham is given in the following table. Comparisons are between the last complete calendar year (2009) and the mid-1990's baseline, with information also being included for 2005, just prior to the start of the LTP2 period.

Table 2: Oldham Road Casualty Statistics by type of casualty

	Baseline -average 1994-98	2005	2009	% reduction base to 2009	2010 target
All accidents	992	752	471	53%	-
Casualties					
All	1371	1081	695	49%	-
KSI's	109	98	68	38%	54
Child KSI's	29	21	15	48%	13
Slights	1262	983	627	50%	883
Pedestrians	272	187	119	56%	-
Child pedestrians	156	87	63	60%	-
Pedal cyclists	78	46	36	54%	-
Motorcyclists	44	54	46	+5%	-

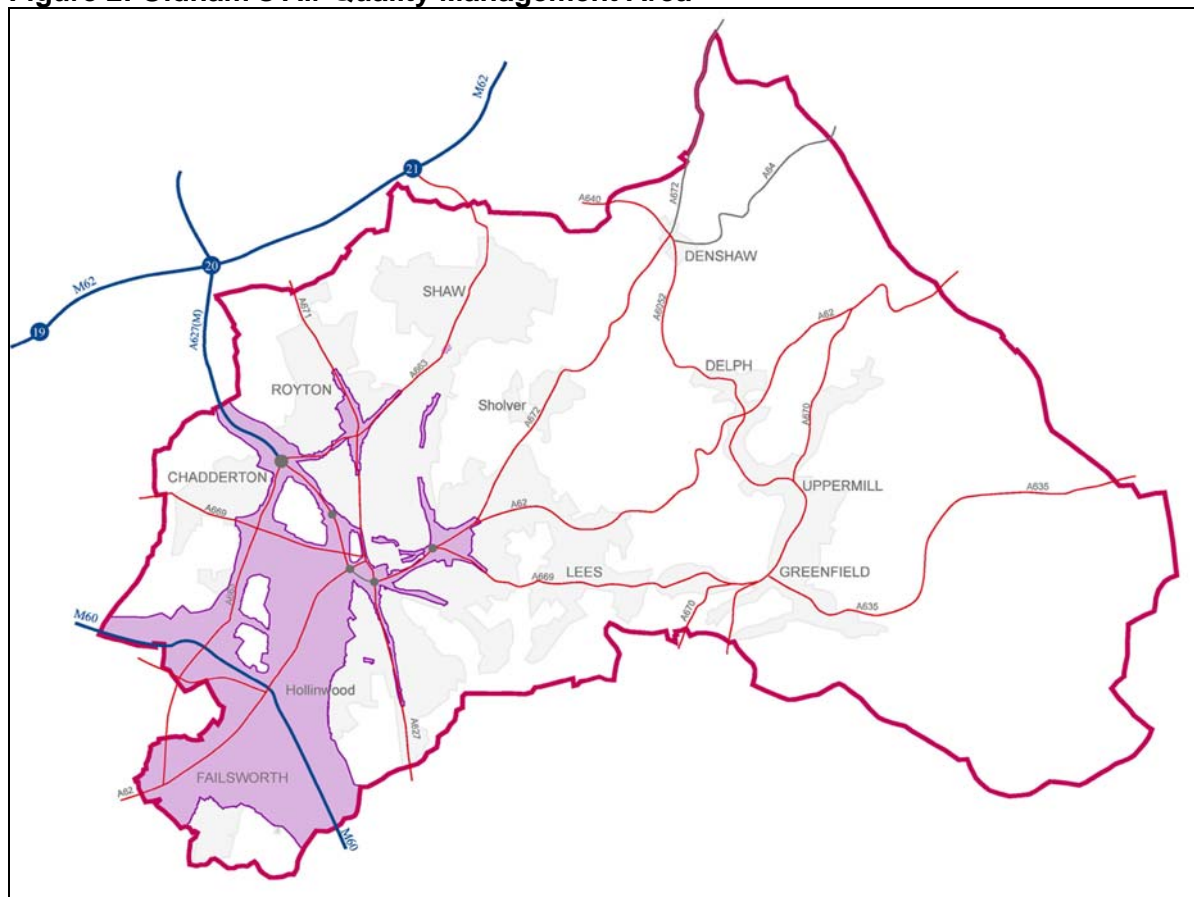
5.4.4 It can be seen from the above table that there have been reductions of about 50% in accidents and casualties of all types. The number of slight casualties in 2009 was 256 below the 2010 target. Reductions in pedestrian and pedal cycle casualties are in excess of 50%, with a drop of 60% in child pedestrian casualties, whilst motorcycle casualties have risen slightly. Pedestrian accidents, particularly involving children, remain a significant problem especially in disadvantaged areas of the borough, despite traffic calming being in place.

5.4.5 Increasing congestion means that it now takes longer to make a journey at most times of the day than it used to. The slowest roads in the morning peak hour (0800 – 0900) are mainly found around the southwest of the town centre, particularly along the A62 Manchester Road, but also the A669 Middleton Road to the northwest of the town centre and the areas around Mumps and Royton. A major challenge for Oldham will be to accommodate the additional growth in travel that the development proposals in our Local Development Framework will create without increasing congestion and reducing journey time reliability, particularly along main routes in the vicinity of the M60 at Hollinwood.

5.4.6 Air Quality is linked to health problems particularly in the young, elderly and those suffering with existing health conditions. Road traffic emissions contain a range of pollutants

including nitrogen oxides (NOx) and particulate matters (PM10). In 2005 Oldham declared an Air Quality Management Area for nitrogen dioxide as Government health-based targets could be exceeded in some parts of Oldham, particularly next to busy roads. Around half of the nitrogen dioxide comes from road vehicles, particularly goods vehicles.

Figure 2: Oldham's Air Quality Management Area



- 5.4.7** The UK is seeking to reduce carbon emissions by 34% (on 1990 levels) by 2020. Around 20% of these emissions come from transport. Oldham has a local target to reduce emissions by 15% by 2014, which is approximately 180,000 tonnes of CO₂. Oldham is one of three towns identified to be the first in the City Region to establish the infrastructure for electric vehicles under the Government's Plugged in Places initiative.
- 5.4.8** Transport has the potential to impair health through encouraging sedentary lifestyles. Figures published by the NHS Information Centre for Health and Social Care estimate that around a quarter of Oldham adults (aged 16 or over) are obese. The epidemic in childhood obesity has led to at least 8,000 children in Oldham under 16 years old being obese and more than a quarter of all children being overweight or obese. Oldham is aiming to halt the rise in obesity by 2015.

6 Delivering our transport objectives

6.1 Introduction

6.1.1 Government funding for transport will be scarce, particularly in the short-term, so we will need to prioritise expenditure and maximise other funding opportunities such as the Local Sustainable Transport Fund. During the early years of this Plan, our priorities will be to maintain and improve the condition of the highway network and to improve the safety of its users. We will also address climate change wherever possible. We know the type of things we would like to do to deliver our shared transport objectives for Greater Manchester and our local priorities and these are detailed in the following paragraphs. Some of them relate to the way we work, some would require revenue funding, while others depend on capital investment. We acknowledge however that we will not have the money to do everything we would like to do and will therefore need to prioritise our investment when developing programmes of work.

6.2 Maintaining and improving the quality of the network

6.2.1 We will maintain and improve the quality of the network by:

- Providing well maintained, good quality roads and footways, including through delivery of our £10 million Highways Investment Programme aimed at reducing the maintenance backlog;
- Upgrading street lighting infrastructure;
- Repairing highway retaining walls;
- Strengthening bridges and structures, particularly those with weight restrictions on them.

6.2.2 Maintenance of the network will be done within the framework of the Council's Transport Asset Management Plan (TAMP), which was adopted in 2008.

6.3 Reducing road accidents and casualties and promoting safety and security

6.3.1 We will reduce road accidents and casualties and promote safety and security through:

- Incorporating safety measures into maintenance and other schemes wherever possible;
- Supporting driver improvement and speed awareness courses;
- Providing children with the necessary skills to travel safely through road safety education and training;

- Promoting safety information campaigns;
- Improving street lighting;
- Maximising personal safety and security in the design of new developments and transport schemes;
- Providing safety information.

6.3.2 The Casualty Reduction Section of the Unity Partnership has responsibility for reducing road traffic casualties on the Council's behalf. To date, Unity's casualty reduction strategy has comprised a data-led approach and the close integration of the engineering and education functions. They have interrogated the police accident database to identify sites, areas or road-user groups for action and targeted these with either engineering measures or education, or both. An important feature in Unity's approach has been the extensive involvement of the public in the preparation of schemes.

6.3.3 Many education activities are particularly aimed at children and parents. Unity works with numerous partners, both statutory and voluntary, including all schools in the Borough. They also have excellent co-operative relationships with the Police and the Safety Camera Partnership for enforcement.

6.3.4 Oldham has achieved significant reductions in road casualties partly through its success in obtaining additional funding such as two Government Road Safety Partnership Grant allocations. We received £330,000 for our 3 'til 7 project to reduce child pedestrian accidents between these times and £480,000 for our Take Care Get There project which has targeted pedestrian accidents in disadvantaged areas through a combination of education and training alongside the installation of a network of zebra crossings.

6.3.5 Our casualty reduction aims will be restrained by the reduction in funding available for this type of work. Under LTP2 we were able to fund a local safety scheme programme of the order of three quarters of a million pound per year, supplemented by contributions from other budgets and funding sources. Although capital and revenue funding for road safety work has been cut dramatically, our casualty reduction aims will be assisted by co-ordinating with other programmes such as the Highways Investment Programme, including the use of accident and casualty data to inform priorities and the addition of small scale safety improvements to resurfacing work.

6.4 Improving access for disabled people

6.4.1 We will address the needs of people with mobility difficulties through:

- Improving footway surfaces, particularly for people with impaired mobility;
- Introducing more tactile surfaces, dropped kerbs and upgraded crossing facilities;
- Ensuring that the public realm is appropriately designed;

- Supporting the provision of concessionary fares, Local Link services and the Ring and Ride scheme.

6.5 Managing congestion, the demand for transport and our highways

6.5.1 We will manage congestion and the demand for transport by:

- Implementing traffic management schemes, parking schemes and environmental improvements to reduce conflict between pedestrians and cyclists and vehicular traffic;
- Developing a town centre parking strategy;
- Improving how we manage the Council's own car parks;
- Providing information and signing on preferred freight routes;
- Improving access for delivery vehicles;
- Introducing traffic regulation orders where appropriate;
- Enforcing parking restrictions;
- Co-ordinating road works and managing traffic at events such as sporting fixtures;
- Providing information to the travelling public;
- Promoting development in sustainable locations;
- Making provision for taxi ranks.

6.5.2 We will carry out studies and consultation on the introduction of residents' parking schemes and additional waiting restrictions associated with Metrolink to enhance road safety and prevent long stay parking nuisance around the stations.

6.6 Encouraging walking and cycling

6.6.1 We will encourage more travel by cycling and walking through:

- Improving walking and cycling routes to Metrolink stops, including the provision of new and improved links from existing networks;
- Delivering our Sustainable Modes of Travel to School Strategy, produced under the Education and Inspections Act;
- Improving street lighting and route design;
- Improving footway surfaces;
- Delivering cycle training, particularly to children through the Bikeability programme;
- Improving Public Rights of Way, and other green infrastructure such as canal towpaths, that meet local travel needs in line with our Rights of Way Improvement Plan;
- Ensuring that new developments meet the needs of pedestrians and cyclists.

6.6.2 The Oldham Cycle Network sets out a masterplan for the borough to develop a network of cycle routes that are accessible to everyone in the community. The network will cost in

excess of £30 million and will therefore take many years to complete. Oldham has been successful in acquiring funding and incorporating routes within the development control process to enable many elements of the network to be completed. However the levels of funding likely to be available in future mean that it will be several decades before every community in the borough has access to high quality cycle routes.

- 6.6.3** Priority will be given to enhancing existing cycle route corridors through the cycle review/audit process, by taking advantage of match funding opportunities and by linking to other cycling initiatives such as the Wheels For All project or Cycling to School Initiatives.
- 6.6.4** There are a number of sections of the Oldham Cycle Network in existence and a long term masterplan for the signing of the network has been developed. There are also many locations across the borough in need of cycle parking.
- 6.6.5** To facilitate the promotion of walking and cycling to the Metrolink stops we would like to undertake a study of the catchment areas around each stop to identify gaps in infrastructure provision, with measures funded from the capital programme associated with the project. We would also like to engage with employers along the Metrolink corridor to encourage the use of Metrolink services. We will be looking to the Local Sustainable Transport Fund to help deliver this work.
- 6.6.6** To support schools in delivering their school travel plans, a number of initiatives have been progressed in recent years, namely an Engagement Activities programme, WOW and the Safer Routes to School programme, funded through both the LTP and the Area Based Grant, which will cease in March 2011. These initiatives have focused on encouraging sustainable modes of transport, in particular walking and cycling, but have also involved others such as Park and Stride, Car Sharing and Scootability. This is another area we would like to develop within the GMITA's Local Sustainable Transport Fund (LSTF) bid.
- 6.6.7** Oldham has also carried out detailed investigations to identify pedestrian issues in several local areas, namely as part of the Take Care Get There project, the Building Schools for the Future project, the Sustainable Modes of Travel to School Strategy and the disability audit of Shaw district centre. We will use the outcome of these studies to direct and prioritise investment in infrastructure to support cycling and walking.

6.7 Promoting Smarter Travel Choices

6.7.1 We will encourage Smarter Travel Choices by:

- Promoting the benefits of alternative modes to the car;
- Providing information on alternatives to the car;
- Securing travel plans through the planning process;

- Supporting the delivery of electric vehicle infrastructure through our involvement in the Government's Plugged in Places initiative and the successful AGMA bid;
- Encouraging our own staff to travel more sustainably through the Council's travel plan.

6.7.2 Our behavioural change or 'Smarter Choices' work to date has included securing travel plans through the planning process, working with schools and major employers to develop plans and encouraging our own staff to travel more sustainably. We aim to continue these activities subject to the funding being made available through the LSTF.

6.8 Encouraging more travel by public transport

6.8.1 Oldham Council has limited control over public transport provision in the borough. We will however, support GMPTE in securing improvements to the public transport provision in the borough through the following initiatives:

- Delivering Metrolink 3a and 3b, and lobbying to ensure that new services are routed directly to key destinations such as Manchester Airport and Piccadilly Station and securing a new stop at Kingsway in Rochdale;
- Extending park and ride facilities on the rail and Metrolink systems, such as Mills Hill Rail Station;
- Enhancing the role of the bus in providing feeder services to Metrolink;
- Supporting Network Rail's Northern Hub initiative including increased network capacity on the Manchester – Huddersfield line and a potential new rail station at Diggle;
- Increasing rail capacity, particularly on the Huddersfield - Manchester line and the Calder Valley Line;
- Improving rail station access and facilities, including maximising the role that franchise commitments can play in improving passenger facilities at rail stations;
- Providing subsidised non-commercial bus services to meet social needs;
- Integrating the bus network with other transport modes;
- Increasing bus service frequencies and reliability;
- Delivering more bus priority measures;
- Introducing more cross-town and orbital bus services;
- Introducing more Yellow School Bus services to supplement the one we have in Oldham at present;
- Providing high quality public transport information;
- Offering simpler, more attractive fares and ticketing, including the introduction of Smartcard technology;
- Managing the concessionary fares scheme;
- Providing community transport, demand responsive services such as Local Link and the Dial-a-Ride service;
- Improving cross-boundary services into West Yorkshire, both bus and rail.

7 Monitoring

- 7.1** The effects of the GMLTP3 transport strategy will be monitored to ensure that its objectives are being achieved. This will be done through the development of a limited number of headline indicators and targets. At the time of writing these were still under development. Once finalised, the overall performance monitoring framework for the GMLTP3 strategy will enable us to determine how best to monitor delivery and achievements locally.

8 Government funding for local transport infrastructure

8.1 Outcome of the October 2010 Spending Review and Local Government Capital Settlement

- 8.1.1** The Coalition Government published details of its Spending Review in October 2010, the priorities for which were to reduce the massive budget deficit, facilitate long-term economic growth and tackle carbon emissions. Although transport spending was prioritised as one of the main areas for capital investment in recognition that it provides the crucial links that allow people and businesses to prosper, the Department for Transport faces an 11% cut in its capital budget over the period 2011/12 – 2014/15 (and a 21% reduction in revenue), which will mean less funding for local transport.

- 8.1.2** In terms of local transport funding, the Government has reduced the number of funding streams from 26 to just four:

- i) LTP block funding for highways maintenance (capital)
- ii) LTP block funding for small transport improvement schemes (capital)
- iii) Major schemes (capital)
- iv) A Local Sustainable Transport Fund (capital and revenue).

8.2 LTP block funding for highways maintenance: Oldham's allocation

- 8.2.1** The maintenance block, which provides funding support for transport capital maintenance of roads, bridges and street lighting, was announced in December 2010 as part of the Local Transport Capital Settlement. Oldham's share of the Greater Manchester capital maintenance allocation is set out in the table 3 below. Compared with 2010/11, the figures represent a phased reduction over the next 4 years, with Oldham receiving 2.2% less in 2011/12, 8.2% less in 2012/13, 14.4% in 2013/14 and 19.4% in 2014/15.

Table 3: Oldham's Capital Maintenance Block allocation (assumed)

	Actual Received	Final allocation (notional) Announced		Indicative allocation (notional) Announced	
		2010-11 £	2011-12 £	2012-13 £	2013-14 £
Greater Manchester	N/a	27,434,000	26,153,000	25,323,000	23,542,000
Oldham	2,597,000	2,541,000	2,382,000	2,222,000	2,093,000

8.3 LTP block funding for small transport improvements

8.3.1 Integrated Transport Block (ITB) is capital funding used for small transport improvement schemes costing less than £5 million. Schemes typically include small road projects, road safety schemes, bus priority measures and walking and cycling schemes. Across Greater Manchester as a whole, ITB funding for 2010/11 reduced by 25% in June 2010 and then by a further 27% for 2011/12 following the autumn 2010 Spending Review. After this reduction the total amount of LTP funding for Greater Manchester is £0.7 million less than the amount of the topslice required for Major Capital Projects included in the Greater Manchester Transport Fund programme in 2011/12. This shortfall is fully offset by increases in the next two years however it means that there will be no ITB funding available to Oldham or any other Greater Manchester Authority, including GMITA, until 2014/15. Table 4 shows the Greater Manchester ITB allocation over the next four years, along with Oldham's indicative allocation of £475,000 in 2014/15.

Table 4: Greater Manchester Integrated Transport Block allocation

	Actual Received	Final allocation Announced		Indicative allocation Announced	
		2010-11 £	2011-12 £	2012-13 £	2013-14 £
Greater Manchester	37,752,000	21,462,000	22,893,000	22,893,000	32,193,000
Oldham	694,000	0	0	0	475,000

8.4 Major schemes

8.4.1 Greater Manchester has established a Greater Manchester Transport Fund through which it will deliver a £1.5 billion programme of major schemes covering Metrolink, road, rail and bus networks, which are being funded partly by the Department for Transport (DfT) and partly by local funding from AGMA. The programme includes a number of schemes which will result in investment in Oldham:

- Oldham Metrolink extension (3a);
- Oldham Town Centre extension (3b);
- Accelerated Park and Ride Package.

Oldham Metrolink extension (3a)

- 8.4.2** The Metrolink Oldham - Rochdale line, currently under construction, will deliver a new Metrolink line between Manchester Victoria railway station, Rochdale and Oldham and is due to open as far as Oldham Mumps in autumn 2011.
- 8.4.3** The first section of the line is being constructed along the route of the disused railway line to Central Park with the remainder being the conversion of the former heavy rail Oldham Loop Line to Metrolink operation. The stops within the borough of Oldham will be at Failsworth, Hollinwood, South Chadderton, Freehold, Oldham Mumps (temporary), Derker and Shaw & Crompton. The line to Oldham Mumps will travel along a temporary route which by-passes the town centre whilst a line through the town centre is constructed.

Oldham Town Centre extension (3b)

- 8.4.4** Construction has already started on the extension through Oldham town centre. This extension will divert from the Oldham Rochdale line near the Westwood Business Park. It will head north through the business park and then run parallel to Featherstall Road South as far as Middleton Road. The route then crosses Manchester Street roundabout, heads along Union Street and rejoins the Oldham Rochdale line at Mumps roundabout. This extension will have four new stops at Westwood, King Street, Union Street and Oldham Mumps. It is due to open in 2014.
- 8.4.5** The arrival of Metrolink through the town centre and educational quarter will be a major catalyst for growth. As well as transforming our sustainable transport system, it will provide the ducting through which New Generation Broadband will be introduced into the town centre, which in turn will provide business and educational establishments with access to the fastest, highest capacity broadband connections in the UK and stimulate business growth along the town centre Metrolink route.
- 8.4.6** Additional investment in the highway network adjacent to Mumps, the eastern gateway to the town centre, will draw the successful Southlink Business Park closer to the town centre and to the Metrolink stop. As well as improving connectivity for business, the extension of Metrolink through Oldham town centre will support the enhancement of the retail offer.

Accelerated Park and Ride Package

- 8.4.7** As part of the Accelerated Park and Ride Package, provision of an extra 180 parking spaces at Shaw and Crompton Metrolink, 75 spaces at Derker Metrolink, 260 spaces at Oldham Mumps Metrolink and 92 spaces at Hollinwood Metrolink was identified for early delivery within the Greater Manchester Transport Fund programme. DfT is currently unable to confirm the availability or timing of future funding for the package and as a result GMPTE

will be working in conjunction with key stakeholders to identify a way forward for this proposed package of works.

Greater Manchester Retaining Wall Reconstruction Scheme

8.4.8 The Government is also providing funding for a Greater Manchester Retaining Wall scheme. In collaboration with Rochdale, Stockport and Tameside Councils, a joint Greater Manchester Authorities bid for £45 million to repair or reconstruct highway retaining walls was submitted to the DfT. The bid was approved in August 2009 under the requirement that the entire programme be implemented over the three year period 2009/10 – 2011/12. Oldham's share of the bid is £22.2 million, 10% of which is to be funded by the Council. Funding received through this scheme complements the £17.5 million of Government funding already invested in the borough's retaining walls since 2002. In carrying out these works, the Council has taken a sympathetic approach to maintaining the heritage of the area by using appropriate construction techniques and materials.

8.5 Local Sustainable Transport Fund

8.5.1 The Government announced its intention to create the Local Sustainable Transport Fund in the Comprehensive Spending Review and issued guidance on 19th January 2011. The £560 million fund will provide £350 million revenue and £210 million capital funding nationally over the period 2011/12 to 2014/15. This Fund is intended for smarter choices and active travel measures. It is anticipated that there will be a single AGMA bid to the Fund by GMITA, which will include projects put forward by individual Greater Manchester local authorities, including Oldham.

8.5.2 The Government has already confirmed that the Local Sustainable Transport Fund will support Bikeability cycle training over the next 4 years. Oldham has previously received funding from Cycling England to deliver Bikeability cycle training in schools at the level of £97,000 per year. The training has been provided to schools with an approved travel plan, which in 2010/11 included 102 schools. The funding has enabled cycle training levels to exceed 80%, the target set in the National Cycling Strategy and adopted by Oldham. The continuation of this funding through the LSTF is welcomed; Oldham has been awarded £96,960 for 2011/12.

8.5.3 Oldham Council has been using a range of approaches intended to encourage sustainable travel, particularly for journeys to school, work and other key services and to make low carbon forms of transport safer for those who choose to use them. We will not be able to continue many of our existing activities, particularly around school travel, now that funding sources such as Area Based Grant (ABG) have ceased. ABG was particularly useful in helping us to develop and implement our Sustainable Modes of Travel (to School) Strategy (SMoTS) and to provide the School Travel Advisor function. We will be looking to the LSTF to continue initiatives such as:

- Our school travel plan engagement programme, the ongoing implementation of school travel plans and the work we have recently begun with schools in conjunction with the Enhanced Healthy Schools programme to develop individual school SMoTS.
- Promotional activities for cycling such as the CycleGM website, the GM cycle maps, Bikeweek and other events throughout the year.
- Our business travel planning work which we deliver through the planning process, through partnership working with major employers and within our own organisation, where we have a travel plan in place that we would like to develop further as an example of best practise to enable us to lead by example.

8.5.4 We would like to expand on the type of Smarter Choices activities we have been able to undertake in the past including through:

- The development of travel plans for Metrolink stops and the introduction of an engagement programme with businesses to maximise their use and add value to the investment in major public transport infrastructure which Oldham is benefitting from. We would take a holistic view of each Metrolink stop and audit the pedestrian and cyclist infrastructure in the vicinity and identify necessary improvements. We would also engage with local businesses along the route to maximise use of the service and support their staff in making sustainable travel choices.
- The development of area-based local walking strategies and additional infrastructure to support them. We would engage with the local community in developing these strategies. We have already adopted this approach in the work we have undertaken as part of the Take Care Get There road safety project, our Building Schools for the Future programme and our Sustainable Modes of Travel (to School) Strategy.

8.5.5 In view of the lack of LTP funding available for local safety schemes and the ending of grants such as the Specific Road Safety Grant, we will also be looking to the LSTF to enable us to supplement our casualty reduction work, both capital and revenue. We would target our LSTF-funded activities at the most vulnerable road users, which tend to be those choosing the low carbon forms of travel such as cycling and walking.

8.5.6 GMPTE will be looking to the Fund to assist in bringing forward improvements in relation to bus network efficiency.

9 Oldham's LTP spending plans 2011/12 – 2014/15

9.1 The authority will target its investment on maintaining and improving the condition of the network and making it safer for users.

9.2 A summary of planned LTP expenditure over the next 4 years is shown in table 5, while section 10 contains detailed spending programmes for 2011/12 by programme area.

Table 5: Summary of 4-year LTP spending plans

	2011-12 £	2012-13 £	2013-14 £	2014-15 £
Integrated transport block allocation	0	0	0	475,000
Capital maintenance allocation				
Integrated transport block commitments from 2010/11	35,920	0	0	0
Contribution to Oldham Metrolink	100,000	0	0	0
Carriageways and footways	1,269,080	1,502,000	1,365,000	1,287,000
Bridges	543,000	611,000	598,000	562,000
Street lighting	223,000	269,000	259,000	244,000
Retaining wall major scheme contribution	370,000	0	0	0
Capital maintenance total	2,541,000	2,382,000	2,222,000	2,093,000
GRAND TOTAL	2,541,000	2,382,000	2,222,000	2,568,000

10 2011/12 Local Transport Plan capital programme

- 10.1** In developing the 2011/12 programme, the first call on resources was commitments from 2010/11, including completion of schemes started in that year. The value of commitments is subject to confirmation once final spend figures for 2010/11 are known.
- 10.2** In identifying new schemes to be delivered in 2011/12, we have considered a number of factors including:
- Critical investment priorities;
 - Level and nature of support;
 - Consultation undertaken/proposed;
 - Revenue implications; and
 - Delivery risks.
- 10.3** A joined-up cross-programme approach has been taken to maximise value for money.
- 10.4** The capital maintenance programme covers highways, bridges and street lighting. In the event that the street lighting PFI goes ahead the call on LTP funding may reduce, in which case reserve schemes identified for highways and bridges will be brought forward. Schemes prioritised for inclusion in the maintenance programme have been identified using a combination of condition data, safety inspections, accident data and requests for service by members of the public and elected members. The LTP highway programme is being co-ordinated with the Highways Investment Programme. The bridges included in the programme all currently have weight restrictions on them due to their condition.

Table 6: 2011/12 highway maintenance programme

HIGHWAY MAINTENANCE SCHEMES				
Scheme name / location	2011/12 budget for scheme (£)	LTP commitment into 2012/13 (£)	Total scheme cost (£)	Wards affected
Commitments from 2010/11	0	-	-	-
New starts				
Project management	35,000	-	35,000	N/a
Metrolink	80,000	-	80,000	Various
A672 Ripponden Road, Denshaw village to M62 Junction 22	110,080	-	110,080	Saddleworth North
A6050 Stockport Road	80,000	-	80,000	Saddleworth South
Greenacres Road	160,000	-	160,000	Waterhead
A62 Huddersfield Road, Stamford Road to Heywood Avenue	169,000	35,000	204,000	Saddleworth West and Lees, Saddleworth North
Smithy Lane, Uppermill	38,000	-	38,000	Saddleworth South
Gartside Street/Holland Close, Delph	55,000	-	55,000	Saddleworth North
Beal Lane, Shaw, Metrolink to Westway	50,000	-	50,000	Shaw
Sugar Lane, Dobcross	50,000	-	50,000	Saddleworth North
Fairbottom Street footways	45,000	-	45,000	Coldhurst
High Street/Henshaw Street, footway/carriageway	62,000	-	62,000	Coldhurst
Slackcote Lane	30,000	-	30,000	Saddleworth North
Public Rights of Way	25,000	-	25,000	Boroughwide
Duchess Street, Shaw footways	30,000	-	30,000	Crompton, Shaw
A62 Huddersfield Road, Diggle, Ward Lane to Shaw Pallets access road	80,000	-	80,000	Saddleworth North
Footways – detailed breakdown of £170,000 below	170,000	-	170,000	Boroughwide
- Bardsley Vale Avenue, Oldham Road to end, Oldham	10,000	-		

HIGHWAY MAINTENANCE SCHEMES				
- Blackthorn Road, Laburnum Road to Lime Green Road, Oldham	20,000			
- Cashgate Court, Heron Street to Collier Hill	5,000			
- Chapel Street, Rochdale Road to King Albert Street, Shaw	4,000			
- Clifton Street, Mabel Road to Roman Road, Failsworth	15,000			
- Clough Gate, Hollins Road to end, Oldham	2,000			
- Collier Hill Avenue, Colenso Street to end, Oldham	10,000			
- Cow Lane, Densmore Street to Rothwell Street, Failsworth	6,000			
- Denmore Street, Dunkerley Avenue to Cow Lane, Failsworth	6,000			
- Galland Street, Greenacres Road to entrance to Greenacres Congregational Church	8,000			
- Grimshaw Avenue, Roman Road to Woodford Road, Failsworth	15,000			
- Hedges Street, Roman Road to Ashton Road East, Failsworth	9,000			
- Houghton Avenue, Hollins Road to Poplar Avenue, Oldham	7,000			
- King Albert Street, Milnrow Road to Crompton Way, Shaw	7,000			
- Linden Avenue, Beech Avenue to Greenacres Road, Oldham	10,000			
- Longley Street, Oldham Road to end, Shaw	10,000			
- Lulworth Crescent, 114 Westminster Road to 86 Westminster Road	10,000			
- Mabel Road, Mersey Road North to Clifton Street, Failsworth	10,000			
- Moss Hey Street, Leach Street to end, Shaw	6,000			
Total programme	1,269,080	35,000	1,304,080	

RESERVE HIGHWAY MAINTENANCE SCHEMES				
Scheme name / location	2011/12 budget for scheme (£)	LTP commitment into 2012/13 (£)	Total scheme cost (£)	Wards affected
RESERVE SCHEMES				
Footways				
Rosehey Lane (part)	10,000	-	10,000	Failsworth West
Platt Street, Lees (full)	10,000	-	10,000	Saddleworth West and Lees
Park Cottages, Greenfield (full)	7,000	-	7,000	Saddleworth South
Subtotal	27,000		27,000	
Surface dressing works				
Valley Rise, Shaw (part)	10,000	-	10,000	Crompton
Back o'th' Low Road, Saddleworth (part)	15,000	-	15,000	Saddleworth North
Penmore Close, Shaw (full)	14,000	-	14,000	Shaw
Raven Road, Chadderton (patch)	15,000	-	15,000	Chadderton Central
Knowl Top Lane, Uppermill (full)	28,000	-	28,000	Saddleworth South
The Grove, Shaw (part)	8,000	-	8,000	Crompton
Subtotal	90,000		90,000	
Carriageway works				
Woodend, Shaw	9,000	-	9,000	Shaw
Sam Road, Diggle	12,000	-	12,000	Saddleworth North
Higher Fullwood, Moorside	12,000	-	12,000	St James'
Subtotal	33,000	-	33,000	
Total reserve schemes	150,000	-	150,000	

Table 7: 2011/12 bridge maintenance programme

BRIDGE MAINTENANCE SCHEMES				
Scheme name / location	2011/12 budget for scheme (£)	LTP commitment into 2012/13 (£)	Total scheme cost (£)	Wards affected
Commitments from 2010/11				
Br 374 Carr Lane Bridge Strengthening	112,000	-	400,000	Saddleworth North
Br 320 Millcroft Lane Bridge Works	110,000	-	150,000	Saddleworth North
Br 366 Network Rail Ward Lane Bridge	15,000	-	35,000	Saddleworth North
Subtotal commitments	237,000	-	* 585,000	
New starts				
Project management	15,000	-	15,000	N/a
Inspection and Assessment	90,000	-	90,000	Boroughwide
Minor retaining wall works	20,000	-	20,000	Boroughwide
Br 274 Horest Lane Bridge	85,000	90,000	175,000	Saddleworth North
Br 504 Union Street West Footbridge	81,000	119,000	200,000	Werneth
Br 385 Cote Intake Lane Bridge	15,000	205,000	220,000	Saddleworth North
Subtotal new starts	306,000	414,000	720,000	
Total programme	543,000	414,000	1,305,000	
Reserve Bridge Schemes				
Br 386 Dirty Lane Culvert	-	-	100,000	Saddleworth North
Br 422 Middleton Road Bridge	-	-	200,000	Werneth
Total reserve schemes	-	-	300,000	

* Includes some expenditure in earlier years.

Table 8: 2011/12 street lighting programme

STREET LIGHTING				
Scheme name / location	2011/12 budget for scheme (£)	LTP commitment into 2012/13 (£)	Total scheme cost (£)	Wards affected
Commitments from 2010/11	0	0	0	-
New starts				
Mills Hill Road	48,000	-	48,000	Chadderton Central
Shaw Road	49,000	-	49,000	St Mary's
Manchester Street Roundabout	47,000	-	47,000	Coldhurst/Werneth
Chadderton Park Road	33,000	-	33,000	Chadderton North
Featherstall Road North	46,000	-	46,000	Coldhurst
Total programme	223,000	-	223,000	

Table 9: 2011/12 other commitments including local capital contribution to major retaining wall scheme

LOCAL CAPITAL CONTRIBUTION TO MAJOR RETAINING WALL PROGRAMME				
Scheme name / location	2011/12 budget for scheme (£)	LTP commitment into 2012/13 (£)	Total scheme cost (£)	Wards affected
Committed expenditure				
Local contribution to major retaining wall programme	370,000	0	370,000	Various
Completion of 2010/11 minor works programme	9,920	0	9,920	Royton South
Completion of 2010/11 local safety scheme programme	26,000	0	26,000	Various
Metrolink – project development	100,000	0	100,000	Various
Total	505,920	0	505,920	

11 Other planned transport investment

11.1 Highways Investment Programme (capital)

11.1.1 The Council's Highways Investment Programme is a major investment programme in the highway network totalling £10 million over four years. The aim of this programme is to stop the decline in the condition of the road network and bring it up to the average condition currently within Greater Manchester. The work includes a mixture of resurfacing and reconstruction of carriageways and footways. It will help to improve connectivity to the Metrolink by creating good quality routes to and around new Metrolink stops. The Local Transport Plan programme will complement the Highways Investment Programme, the phasing of which is shown in table 10 below.

Table 10: Four-year Highways Investment Programme

	2010/11 £	2011/12 £	2012/13 £	2013/14 £	Total £
Highways Investment Programme	1,500,000	3,000,000	3,000,000	2,500,000	10,000,000

11.2 Private Finance Initiative (PFI) Street Lighting Programme

11.2.1 The Council is currently working in collaboration with Rochdale Council in the procurement of a Private Finance Initiative (PFI) for a street lighting service. Our two councils are currently establishing a preferred bidder for the project. The project will be for a period of 25 years where the successful bidder will maintain the street lighting infrastructure for both authorities for the full term of the contract. Within the first five years of the contract up to 80% of the street lighting equipment in Oldham will be replaced. The total value of the project for Oldham, over 25 years, is approximately £120 million.

11.3 Metrolink

11.3.1 Oldham Council is planning to invest an additional £5 million to enhance the highway infrastructure and public realm as part of the construction of the new tram line for Metrolink 3B. The figures are shown in table 11 below.

Table 11: Metrolink investment programme

	2010/11 £	2011/12 £	2012/13 £	Total £
Metrolink	3,000,000	1,750,000	250,000	5,000,000

11.4 Building Schools for the Future and Academies Programme

11.4.1 The Building Schools for the Future/Academies programme is the largest government investment to improve school buildings and facilities in fifty years. Under this national programme Oldham will benefit from:

- A new Roman Catholic school at the site of the former Lower Radclyffe school; plus the refurbishment of North Chadderton school (both BSF schemes);
- The new-build Oasis and Waterhead Academies, plus the new Oldham Academy North (to be located at the current Our Lady's school site, which will be upgraded).

11.4.2 Work is underway to identify the transport improvements required to support the changes in pupil travel patterns that will result from this programme, including cycling and walking facilities. A maximum capital resource of £2.166 million has been set aside by the Council towards the cost of complying with planning requirements and delivering the necessary improvements over the next 2-3 years. The large catchment areas associated with these schools will mean that a number of surrounding primary schools will also benefit from associated cycling and walking infrastructure.

11.5 Developer funding

11.5.1 In the past, Oldham has been successful in negotiating contributions from developers towards transport infrastructure improvements required to mitigate the impact of development on the transport network, for example, a £10,000 contribution towards a pedestrian/cyclist refuge on A671 Rochdale Road. We will continue to do this through the development control process.

11.6 Revenue

11.6.1 The LTP capital programme is supported by other complementary transport related activities financed through the authority's revenue budget. In 2009/10, revenue spending on transport was around £20 million as shown in table 12 below. The revenue budget for 2011/12 has not yet been determined but will be under increased pressure following reductions in local authority funding announced in the Local Government Finance Settlement in December 2010.

Table 12: 2009/10 Highways revenue expenditure

Type of expenditure	£
Highway structural maintenance	2,546,000
Street light maintenance	2,061,000
Street light energy	829,000
Cyclic maintenance	4,728,000
Winter maintenance	1,384,000
Bridges / structural maintenance	103,000
Traffic management and safety	471,000
Greater Manchester Urban Traffic Control	282,000
Greater Manchester Transportation Unit	96,000
Road safety Education, Training and Publicity	117,000
School Crossing Patrol service	267,000
Car parking	2,432,000
Finance costs	4,512,000
Planning and design	22,000
Total	19,850,000

11.7 European Funding for the MOBISEC project

11.7.1 Oldham is likely to become a partner in the European MOBISEC project that includes cycling promotion. The full title of this project is Mobility Initiatives for Sustainable European Communities. Its objectives are to:

- Promote the use of the bicycle as a usual form of transport;
- Guarantee the safety of users of public roads, especially cyclists and pedestrians;
- Promote the integration of cycling with other modes; and
- Encourage citizen participation.

11.7.2 It is hoped that a decision on funding will be made at European level early in April 2012.