



OUR STREETS FOR ALL

APPROACH TO THE KING STREET AREA OF OLDHAM

Greater Manchester, United Kingdom

June 2022

Transport for Greater Manchester TfGM

Our Streets for All

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area of Oldham

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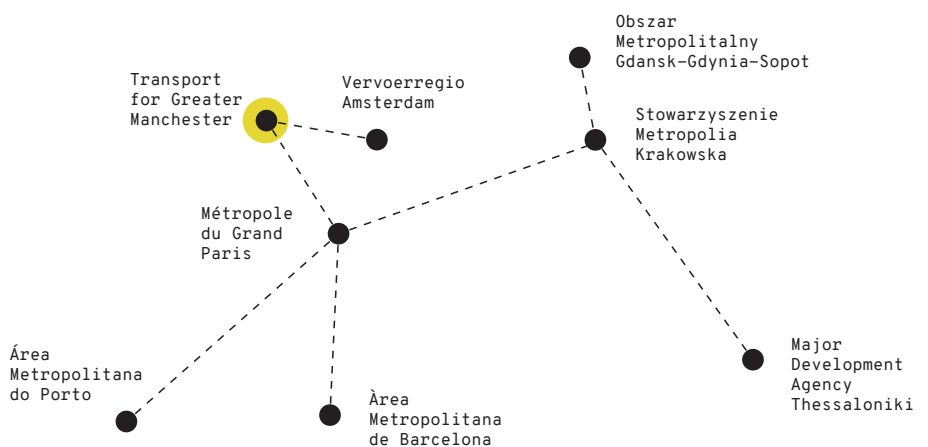
Brief

RiConnect's focus on 'transforming and integrating mobility infrastructure' - including by making urban streets easier to get around and pleasant to be in, especially when travelling by public transport, on foot or by bike - makes this project well-aligned with Greater Manchester's work to foster a progressive streets agenda, through our newly adopted Streets for All approach.

Streets for All allows a range of challenges - including problems with congestion, air quality and public health, which are common to all city-regions involved in this project - to be addressed through a single, coherent approach to street design and management, rather than through different, unconnected plans. Greater Manchester's Streets for All Strategy was published towards the end of 2021: Streets for All | Transport for Greater Manchester (tfgm.com)

We agreed to make the Oldham King Street area the focus of our Integrated Action Plan (IAP). This area is home to past, successful interventions, including Campus Oldham and King Street foot and cycle bridge refurbishment, and presents a variety of transport challenges and opportunities. Past, current and planned work in this area has a clear focus on improving the environment, enhancing people's access to and experience of public transport and simplifying pedestrian movement.

In future, this area will form part of a 'Quality Bus Transit' corridor. This will improve the reliability, accessibility and attractiveness of local buses and connect people to key destinations, such as town centres, schools, hospitals, and employment sites, and to Greater Manchester's wider rapid transit network.

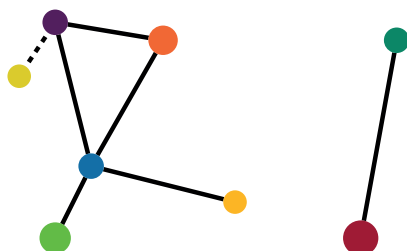


On the network

RiConnect is a network of eight metropolises whose purpose is to rethink, transform and integrate mobility infrastructures in order to reconnect people, neighbourhoods, cities and natural spaces.

We will develop planning strategies, processes, instruments and partnerships to foster public transport and active mobility, reduce externalities and social segregation and unlock opportunities for urban regeneration.

Our long-term vision is a more sustainable, equitable and attractive metropolis for everyone. It is an URBACT project and is co-financed by the European Regional Development Fund.



RiCONNECT
RETHINKING INFRASTRUCTURE

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1. General description

1.1

Relevance of RiConnect to the organization

The RiConnect project has helped us to break down and better understand the transport challenges in this part of Greater Manchester. It has also enabled us to start to apply our Streets for All approach through public engagement and co-design; thoroughly considering the role and key functions of Oldham King Street (before we start to apply new Streets for All design guidance) and generally enhancing our plans to further develop and deliver the Quality Bus Transit corridor and other interventions in this area.

This IAP also includes broad details of: potential risks, funding opportunities and a monitoring framework for tracking progress against strategic objectives.



1.2

Focus of the IAP

OUR APPROACH

In Greater Manchester, we have developed the **Streets for All approach**: an overarching framework for everything we do on our city-region's streets. It is about ensuring that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses. Our Streets for All approach is at the core of this Integrated Action Plan (IAP).

The Streets for All Strategy, adopted by the Greater Manchester Combined Authority in September 2021, places a strong emphasis on meeting Greater Manchester's **Right Mix target**: for at least 50% of all journeys in Greater Manchester to be made by public transport, walking, and cycling by 2040.

We know that, in future, some journeys will continue to be made by car, but if we want more people to spend more time on our streets – travelling sustainably, safely and easily – we need to champion a people-centred approach to the decisions we make about how our streets are designed and managed.

Streets for All has a particular focus on the trips people make: 1) within their local neighbourhoods and 2) to, and within, the Regional Centre (Manchester city centre and the surrounding area). The approach is about enabling more active travel and public transport use for these key journey types. Greater Manchester, like the other city-regions involved in this project, will see this as we deliver the public transport and cycling and walking infrastructure and services needed for people to leave their cars at home, and as we support land use changes which make it easier for people to access services from where they live.

We have developed seven **Streets for All Essentials** (Objectives) – these are our priorities and our promise to the people of Greater Manchester. They relate to the challenges and ambitions – improving quality of life, protecting our environment, supporting sustainable economic growth and developing an innovative city-region – we aim to address as we roll out our Streets for All approach.

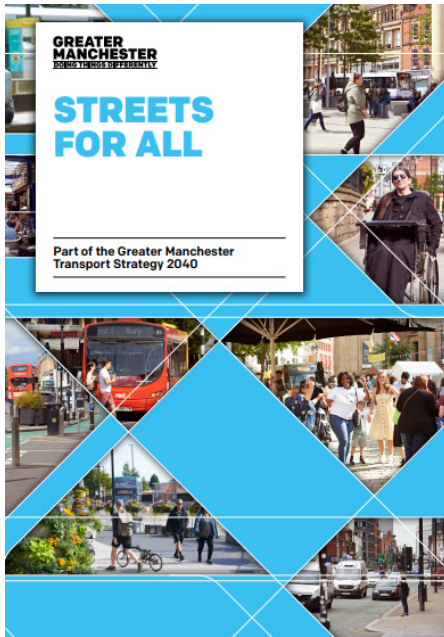


Image 1: The Streets for All Strategy

Source: TfGM

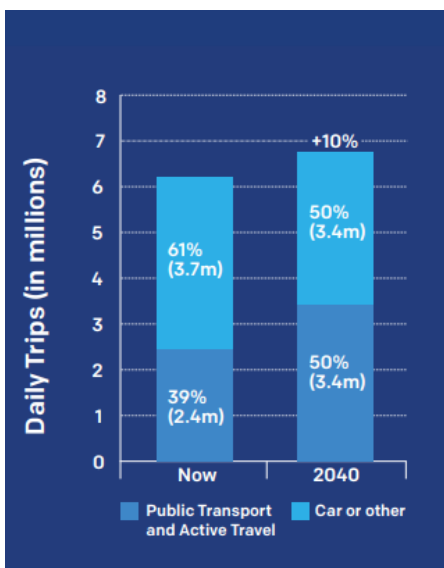


Image 2: The 'Right Mix' vision

Source: TfGM

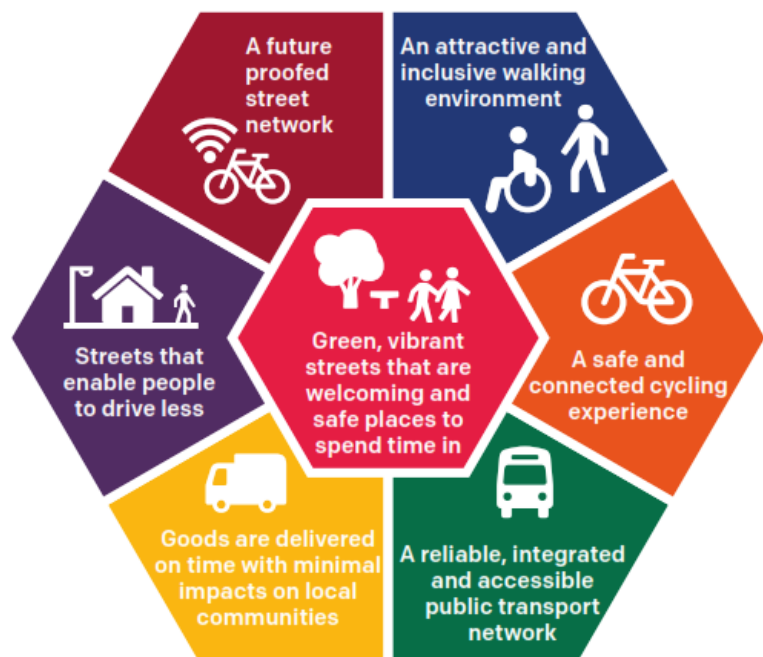


Image 3: Streets for All 'Essentials' (Objectives)

Source: TfGM

STREET TYPES

Streets in Greater Manchester have many different roles and are used by a wide range of people. They are places where people live, shop, work, learn, play, eat and drink, use medical services or simply spend time. Our streets are also corridors for movement – to allow people to walk, cycle, drive and travel by bus or tram to a range of activities – and to move goods around. Streets for All involves applying a new, more tailored and sensitive approach to meet these varied needs. As we developed our Streets for All approach, we identified five main street types in Greater Manchester:

Image 4: Street types in Greater Manchester

Source: TfGM



In future, each street type will be designed to offer a particular ‘level of service’ for different users. Some streets - including Oldham King Street, which is the focus of our IAP - are ‘**Destination Places**’ which should be designed for limited levels of slow-moving through traffic. We need to make sure these kinds of streets are pleasant places to live and spend time in, where it is easy to access local facilities on foot or by cycle.

The following table sets out our Streets for All Essentials (Objectives) against the ‘Destination Places’ street type and helps to guide what people can expect to experience on our future streets in Greater Manchester.

Streets for All Essential	Destination places (such as King Street in Oldham)
Green and vibrant streets that are welcoming and safe places to spend time in	<p>These streets should:</p> <ul style="list-style-type: none"> • Prioritise the movement, health and safety of people who spend time on them over motor vehicles • Be interesting, active places that attract people to come and spend time in them • Be safe, comfortable spaces, with minimal noise and air pollution • Incorporate green space, be resilient to climate change and support biodiversity
An attractive and inclusive walking environment	<p>These streets should:</p> <ul style="list-style-type: none"> • Enable people of all ages and abilities to walk and spend time on these streets, prioritising these people over motor traffic • Be interesting, engaging, and playful places to walk through. • Be fully accessible by people who use mobility aids or have sensory impairments. • Be easily accessible by walking from local public transport connections, residential and employment areas
A safe, convenient and attractive cycling experience	<p>These streets should:</p> <ul style="list-style-type: none"> • Enable people of all ages to reach them by bike, providing Bee Network-standard routes • Provide parking for all types of cycles, including trikes, cargo bikes and adapted bikes, in convenient, visible and secure locations

Streets for All Essential	Destination places (such as King Street in Oldham)
A reliable, integrated and accessible public transport network	<p>These streets should:</p> <ul style="list-style-type: none"> • Be easily accessed by public transport used by people of all ages and abilities. This should include reliable, frequent services and well-integrated stops with easy last-mile journeys to destinations • Where needed, incorporate public transport so that it does not affect the safety or enjoyment of the street for people spending time in it
Goods delivered on time with minimal impact on local communities	<p>These streets should:</p> <ul style="list-style-type: none"> • Enable goods vehicles to use these streets safely and efficiently, with minimal impacts on people spending time on them • Offer facilities to support alternative delivery practices, such as off-peak deliveries, virtual loading bays, and last mile deliveries by cargo bike • Have designated delivery times that improve the reliability of journey times and minimise interaction with vulnerable road users
Streets that enable people to drive less	<p>These streets should:</p> <ul style="list-style-type: none"> • Prioritise and allocate road space to businesses and destinations, and people who walk, cycle or take public transport • Manage parking to provide the space needed for walking, cycling, landscaping, seating, play, businesses, or community uses • Be designed to be resilient to climate change, incorporating Sustainable Urban Drainage and minimising embedded carbon through material choice
A future-proofed street network	<p>These streets should:</p> <ul style="list-style-type: none"> • Allocate space and incorporate shared mobility innovations that support the Greater Manchester Transport Strategy 2040 objectives – including bike, eBike and cargo bike hire, eScooters, and eCar clubs. • Support alternative delivery mechanisms such as cargo bike and consolidated delivery

APPLYING OUR STREETS FOR ALL APPROACH

Alongside developing the Streets for All Strategy, we have undertaken study work to test our Streets for All approach by exploring key issues and potential interventions - focused on improving the movement of people and goods and creating more people-friendly and less polluted places - along significant 'Orbital', 'Radial' and 'City Centre' corridors in Greater Manchester.

One area of focus in the 'Orbital study' is part of the A627 motorway, which connects Oldham and Ashton-under-Lyne (in north Greater Manchester). The smaller area within this, that we have decided to focus on in this IAP, relates to part of King Street, west of Oldham Town Centre.

This approach is important for our city-region because we know that, by taking small steps to make our streets easier to get around and more pleasant to be in, we can tackle some of the challenges that people in Greater Manchester face: from struggling to incorporate physical activity - such as walking and cycling - into their daily lives; to poor air quality; to increased isolation for older people, those with mobility impairments and people without access to a car.

This project is relevant on a local level because these challenges are exacerbated by local factors in Oldham, including cars being able to cut north-south through the town centre on this route, a poor environment for pedestrians - with guard railing and multiple stage crossings - and being a confusing area, generally, for people walking, cycling, and driving.

In terms of governance, Oldham Council is the local highways and planning authority: it is responsible for ensuring that the road is safe and usable, for producing local plans and considering all planning applications. The Council is also responsible for neighbourhood planning and leading on the delivery of services in the Oldham area.

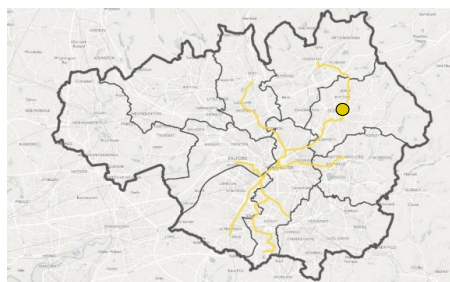


Image 5: Location of our IAP site in GM

Source: TfGM

2. URBACT Local Group

2.1

Organisation

‘Core team’ meetings to develop and discuss plans for this area, including a bus priority measure, and enhanced public realm to improve the environment and simplify pedestrian movement, have included TfGM officers, Oldham Council officers and consultants working on Quality Bus Transit.

We have been working to keep key stakeholders - including people who live and work in the local area, local walking and cycling groups, local elected officials, bus operating companies, National Highways, and local authority officers from a range of disciplines - involved with our plans.

We are aware of the importance of broadening our field of expertise and involving people from a range of backgrounds, such as business owners, residents, and representatives from nearby education establishments (possibly part of ‘Campus Oldham’) for example. We will continue to work with Oldham Council to try to bring together a diverse range of people with ideas for resolving this policy challenge.

Later in this document, we set out details of our Small-Scale Action (SSA) which took the form of a public engagement exercise with residents to enable us to understand their ideas for the King Street area, and to encourage them to take ownership of these. We hope to learn from this - and apply this approach more - in the future.

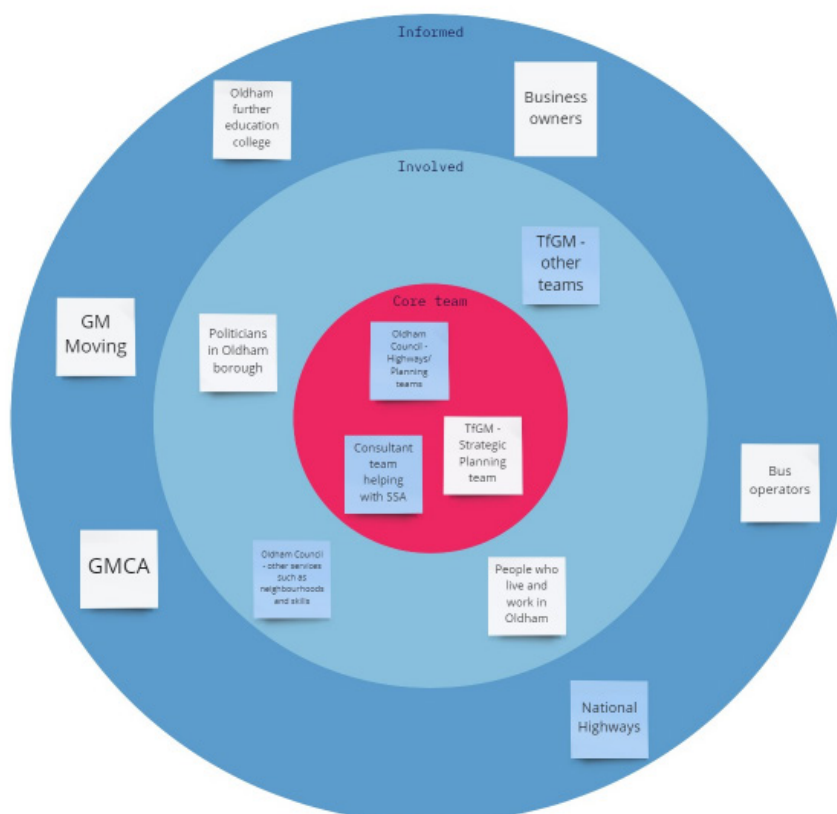


Image 6: Chart of stakeholder involvement

Source: TfGM

2.2

Engagement actions

In terms of other specific engagement actions, in May 2021 (when it was safe to do so, in light of the Covid-19 pandemic) we carried out a 'walkaround' with Oldham officers, and held two design workshops with Oldham Council officers and Unity Partnership.

In April 2022 we met with the Leader of the Council, Lead Member for Transport and local council members from Werneth ward (the local ward) to present on Streets for All, Quality Bus Transit and aspirations for King Street. During this session we received feedback from members to inform our engagement event and further design proposals. One of our next steps will be to further engage local politicians (Councillors) on the proposals, especially following the May 2022 local elections. This could be a useful opportunity to frame some bolder thinking and/or a vision for Oldham town centre, and to potentially use Oldham as a case study for best practice.

We will also hold more sessions linked more closely to progressing the scheme development of this part of the proposed Quality Bus Transit (QBT) corridor (close to King Street, Oldham Town Centre).

Due to continued Covid-19 restrictions, we have often been limited to virtual meetings using MS Teams over the past two years. In future we will continue to make use of tools that are relatively new to us - such as the Microsoft Whiteboard application, and Miro - to facilitate discussion and collaboration. We will also continue to use the Commonplace online community engagement platform to aid co-design.



3. IAP Site

3.1

Definition of IAP area

THE IAP SITE

As described in Section 2, the borough of Oldham is in the north-east of Greater Manchester. Within this, the town of Oldham (after which the borough is named) is its administrative centre. King Street is located slightly to the west of Oldham town centre.

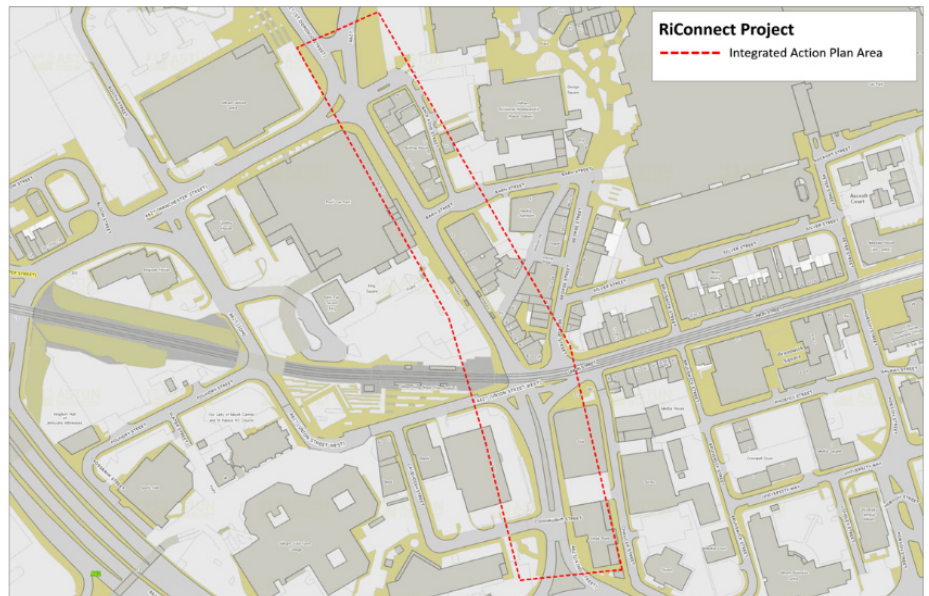


Image 7: Map showing the location of our IAP site in Oldham town centre and photos of the area

Source: TfGM

King Street is typical of the urban core with shops and restaurants, and it provides direct pedestrian access to the central shopping district and civic buildings. Some of the key attractors for travel into this part of Oldham include Oldham Sixth Form College, Spindles Shopping Centre and wider town centre, Oldham Leisure Centre, and Sainsbury's supermarket. Oldham King Street Metrolink (tram) stop is located on the junction of Union Street.



Image 8: Photo of Oldham King Street Metrolink stop

Source: TfGM

This is a popular stop for those visiting and commuting to Oldham. Some upgrades to public realm and crossing facilities have been implemented recently, making the area slightly more accessible.

The size of our area of interest is 11.4 hectares. This map shows some important buildings, points of interest and planned future developments around the IAP site.



Image 9: Map of IAP area and surroundings, with points of interest labelled

Source: TfGM



4. Site Analysis

To support the site analysis quantitative and qualitative data was collated. The following includes a summary of key data collected on highway network delay and road safety. This is followed by a summary of perception survey data. This has been supplemented with our Small Scale Action exercise which is summarised in section 6.

4.1

Congestion

These traffic congestion maps show the AM/PM peak comparisons for over-night journey times during school term time (2019). Pre-Covid-19, King Street was heavily congested in both the AM peak and PM peak (showing '100%' or more when it comes to level of delay). This has implications for the journey time and reliability of bus services operating on this key corridor.

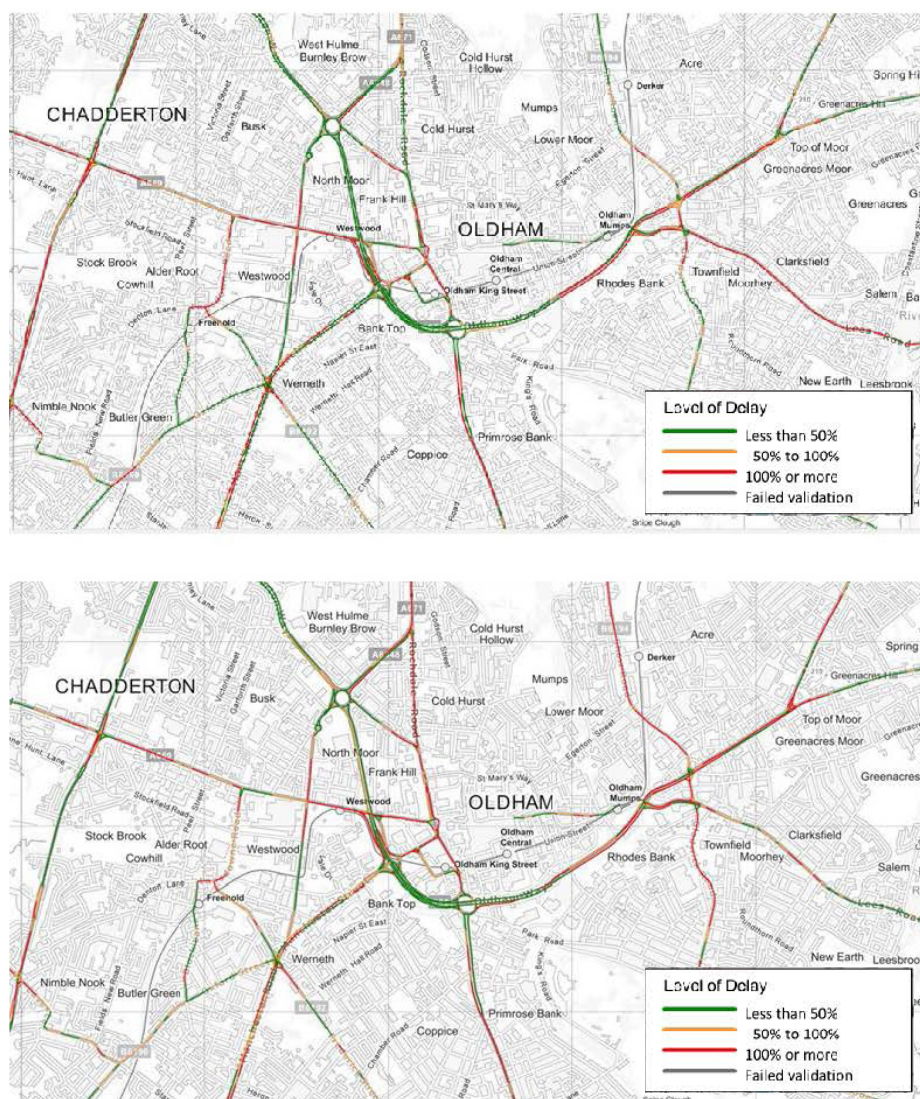


Image 10: Traffic congestion maps of King Street (and surrounding streets) showing '100% or more' levels of delay in the AM and PM peak periods

Source: TfGM

4.2

Road safety

In addition, in recent years, a number of road collisions have taken place in the King Street area. In 2019, some of these were serious but no fatalities were recorded. Reducing collisions and road danger will be a key objective of improvements to this area.



Image 11: Reducing collisions and road danger will be a key objective of improvements to this area.

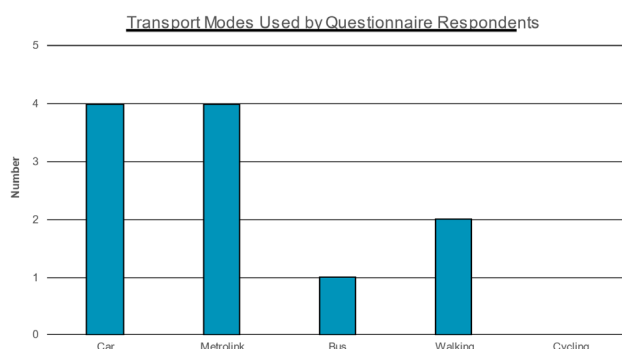
Source: TfGM

4.3

Interviews

As part of our initial work, in 2020, we collected some questionnaire responses from people who live close to the IAP site and/or know it well. Most of the people we surveyed travelled to the area by car or Metrolink. None of the respondents accessed the area by cycle.

If applicable, how do you tend to travel to the area?



What do you think the main purpose(s) of the area should be?



There were mixed responses when it came to what people thought the main purpose of the area should be. The view that it should enable people to access to **sustainable and active modes** was expressed a few times, as was the need for it to provide access to **education/Oldham Education Campus and other local amenities**. Supporting the town centre and providing an attractive 'gateway' to it – including for visitors – and offering more shops and hospitality venues were also included in people's thoughts about the purpose of this area.

How would you improve the area immediately and/ or in the short, medium and longer term?



There were lots of comments about improving reducing congestion and improving crossing facilities in terms of what people thought would improve the area. There were also a few comments about buildings – for example, putting them to better use or demolishing altogether – and the need to think about how the area is served by public transport in the longer term.

In May 2022, we engaged with more residents on King Street through face-to-face interaction using consultation boards at the street stall, as well as collecting feedback through an online survey (as part of our Small-Scale Action, further details of which are set out later in this document). Much of this stakeholder feedback supports our early stakeholder feedback.

From the responses to the consultation boards, people listed: 'unsafe / poor personal security', 'dangerous for active travel users', 'cleanliness' and 'lack of / under used green space' as their main comments about how the area currently is.

They identified interventions that would make their surroundings 'green and vibrant', 'enhanced lighting' and 'eco-conscious' interventions as things they would like to see more of in the area.

Below are some comments made by people who visited our street stall.



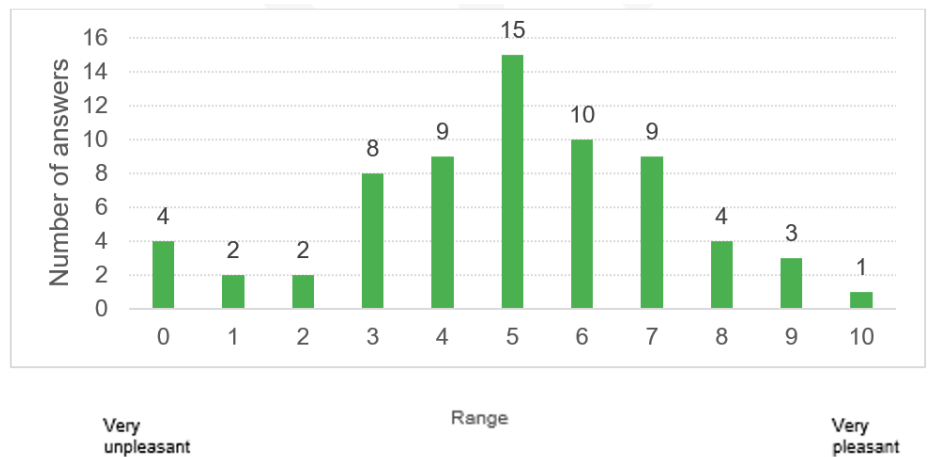
"I get dropped off for college in the mornings, but I get the tram home. I can get around pretty well on my own, the streets are fine and college is accessible, it is only the shops I can't get into."

Whatever you do here would need to be accessible obviously, but it would be good to smarten the place up... those buildings just look old and rundown."

"With the tram stop it's an improvement to what it was. Around here it feels safe but less safe the further you go in that direction. There have been times I've felt so unsafe that I've just ran."



In terms of the online survey feedback, also completed in May 2022, one of the questions asked was around respondents' feelings regarding the 'pleasantness' of King Street, currently. The majority of respondents gave the current area a score of 5 out of 10.



4.4

Emerging topics

Transport challenges in the area include:

- The junction of King Street and Union Street not being enhanced as part of previous works; it remains an unpleasant environment for people walking with guard railing and multiple stage crossings;
- Cars being able to cut north-south through the town centre on this route, despite Oldham Way providing a bypass;
- The junction of Middleton Road and Rochdale Road is hard to cross and there is an issue with cars turning left from King Street and mistakenly entering the Metrolink stop along the tracks.

In terms of opportunities, or 'potential', one proposed solution is creating a buses-only south bound restriction on King Street, to complement the existing north bound restriction. This would provide bus priority and push car through-trips out of the town centre and on to Oldham Way.

It is proposed that this would form part of a 'Quality Bus Transit' corridor (illustrated overleaf) which would aim to improve the reliability, accessibility, and attractiveness of local bus on the Rochdale-Oldham-Ashton strategic corridor to connect people to key destinations, such as town centres, schools, hospitals and employment sites, and Greater Manchester's wider rapid transit network.

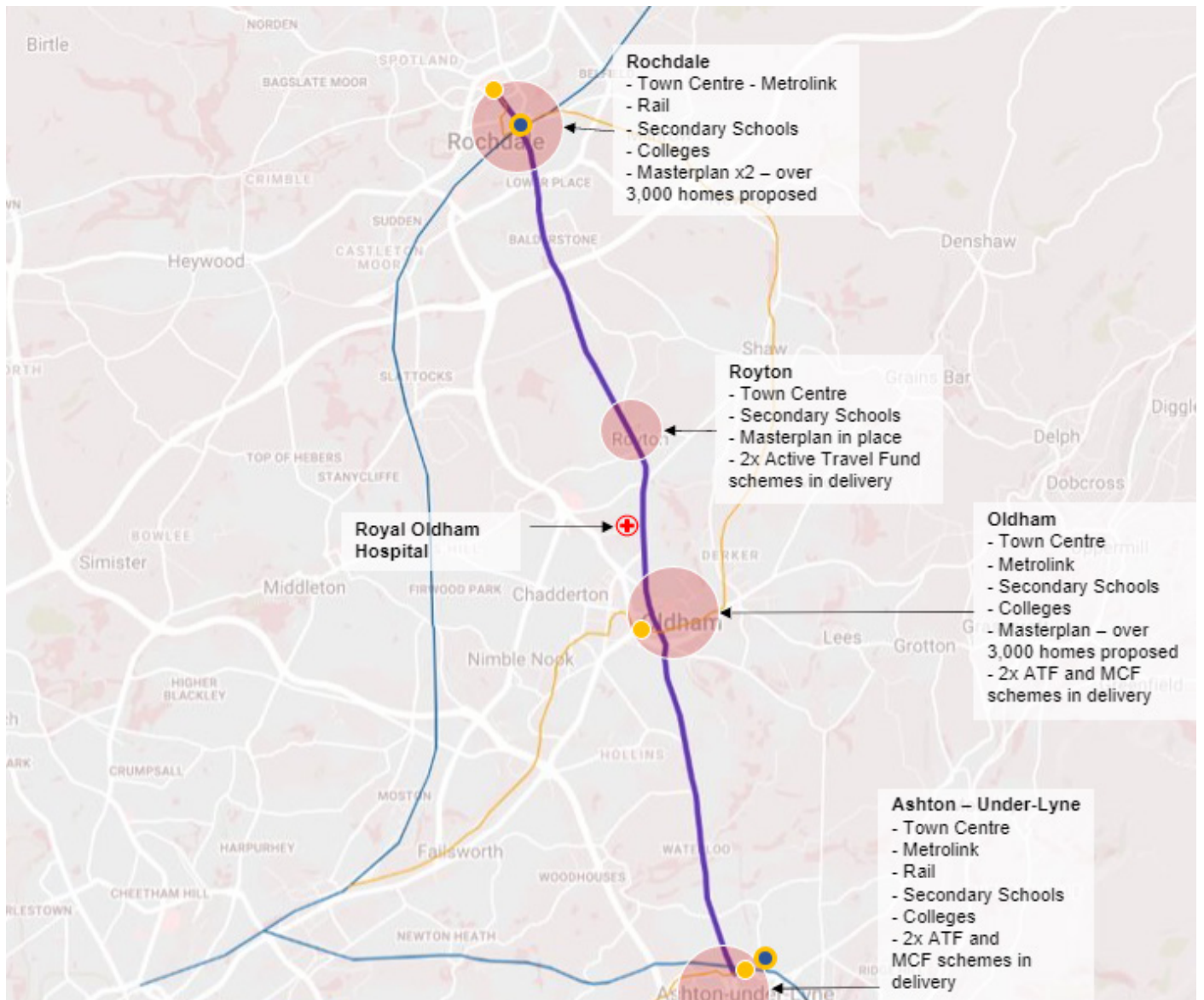


Image 12: Map showing proposed route of Rochdale-Oldham-Ashton Quality Bus Transit Corridor

Source: TfGM

5. Urban Strategy

5.1

Vision of the project

RATIONALE – OUR STREETS FOR ALL APPROACH

Greater Manchester's streets make up the majority of our public space. We use these spaces not only to travel through, but for living, learning, working, relaxing, playing, socialising and exercising in. In the past, our streets were not always designed with people in mind. Instead, there was a focus on designing streets for high volumes of motorised vehicles. As in many places across the UK and Europe, people in Greater Manchester live with the legacy of decisions that have not put people first, and that have led to excessive dependence on cars for day-to-day travel.

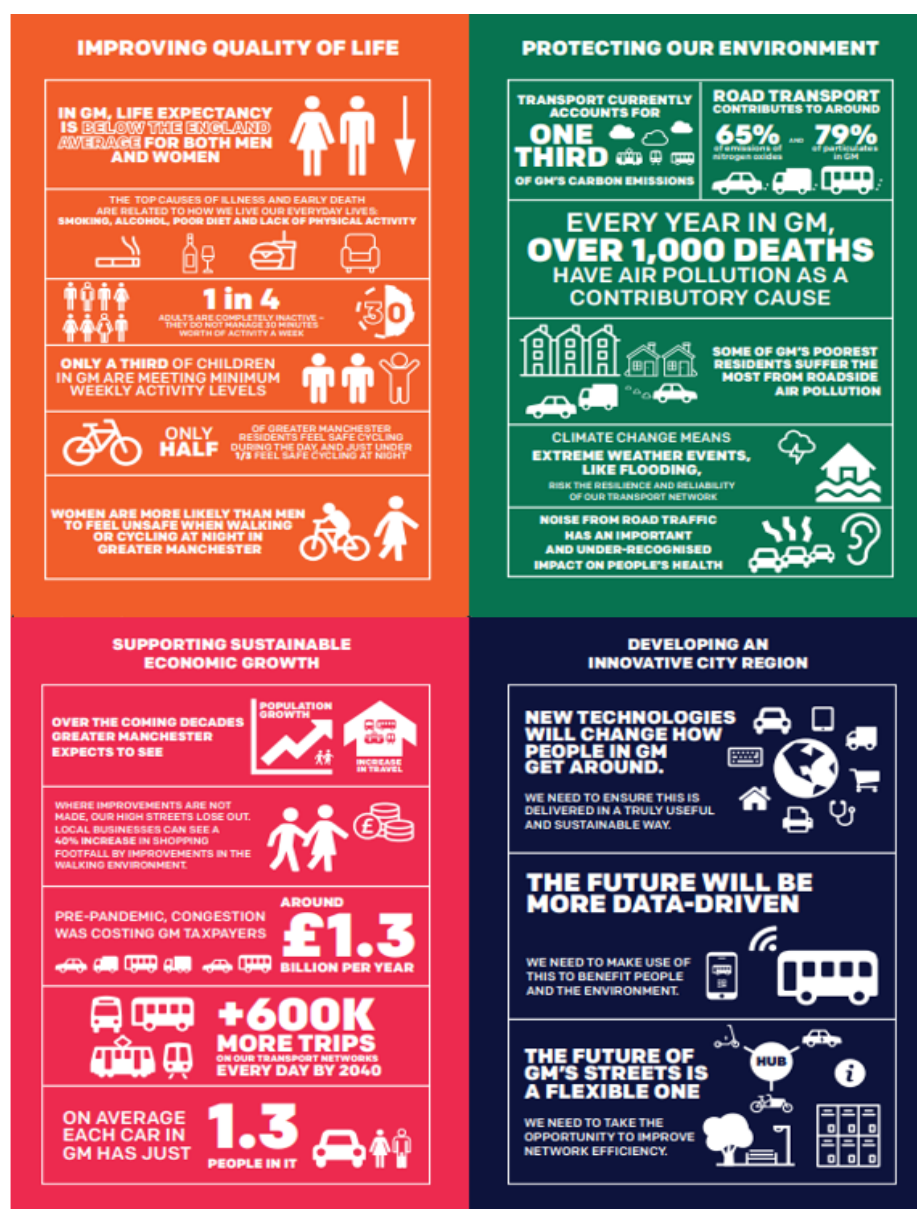


Image 13: Streets for All 'Challenges and Opportunities' infographics which help to provide our rationale for taking this approach

Source: TfGM

This legacy includes poor air quality; serious road traffic injuries and deaths and people struggling to incorporate physical activity - such as walking and cycling - into their daily lives. It also includes major roads dividing communities; parents worried about how to keep their children safe and active; and increased isolation for older people, those with mobility impairments and people without access to a car.

The Covid-19 pandemic has brought the quality of our streets into sharp focus. Now, more than ever, people understand the urgent need to improve streets in their local neighbourhoods and town centres to support better health, wellbeing, and economic vitality.

We also need to ensure that Greater Manchester achieves its environmental target: to be carbon neutral by 2038. As road transport generates nearly a third of all carbon emissions, we will need to see significant changes in travel behaviour over the coming years. This will require both a rapid transition to cleaner vehicles and a significant reduction in travel by private motor vehicles.

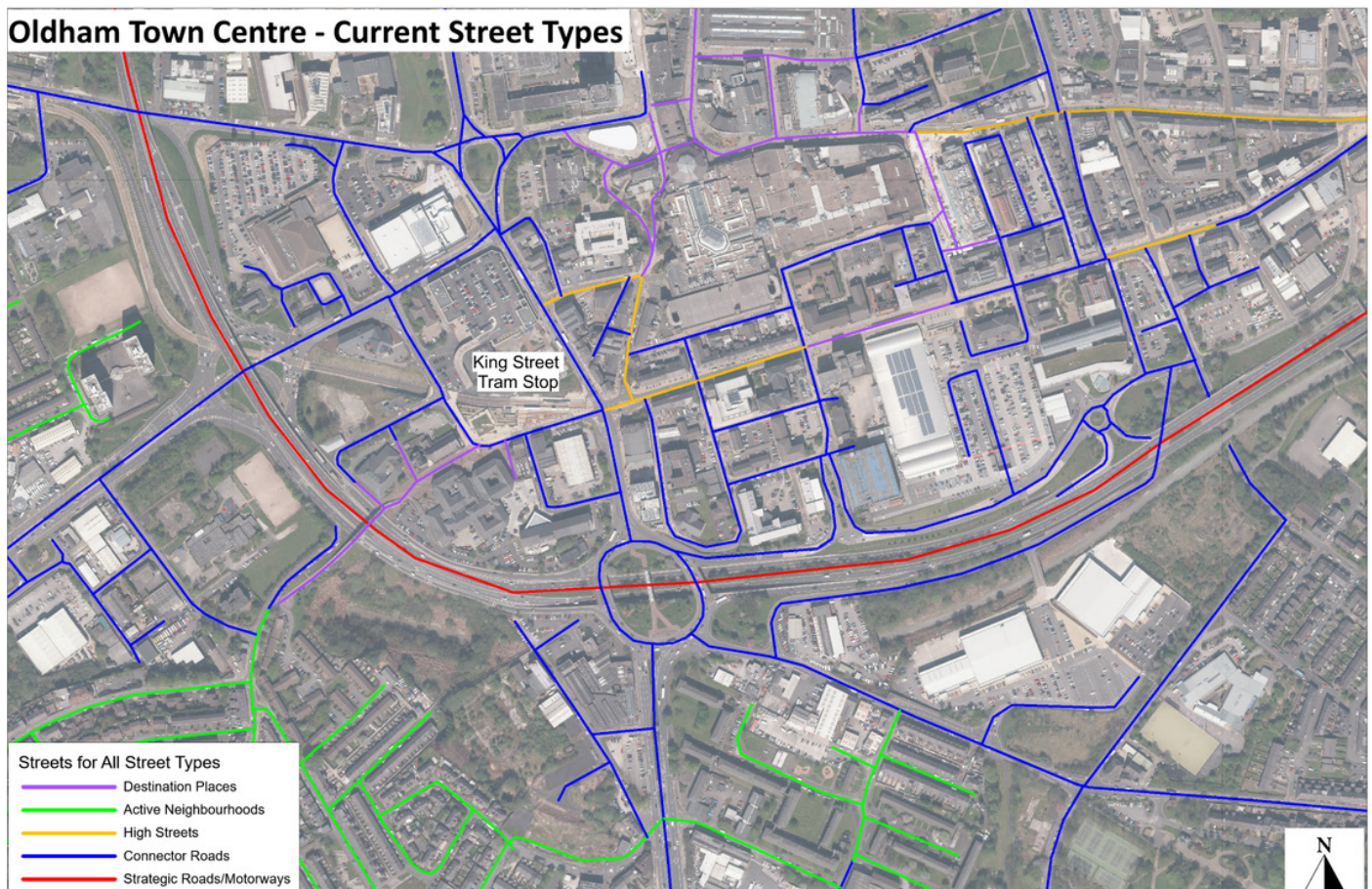
STREETS FOR ALL VISION

We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel on foot, by cycle and using public transport while creating thriving places that support local communities and businesses.

We are using a street typologies framework to help achieve this vision and support shaping the future role of streets across Greater Manchester. This helps us to assess the extent to which a street (or network of streets) meets the Streets for All Essentials criteria, and so works well for everyone using it.

The map below shows a classification of street types in Oldham town centre. This is a good starting point when it comes to thinking about how we achieve our vision, as it enables us to highlight where there is a mismatch between a street type and how people are using it. Mapping streets in this way helps when it comes to: co-design, setting priorities for different streets and balancing the requirements of different street users.

Image 14: Street types in Oldham town centre
Source: TfGM



6. Small Scale Action

Description

Our Small-Scale Action focussed on supporting co-design, consensus, and the ownership of ideas amongst residents in relation to the future transformation of the IAP area.

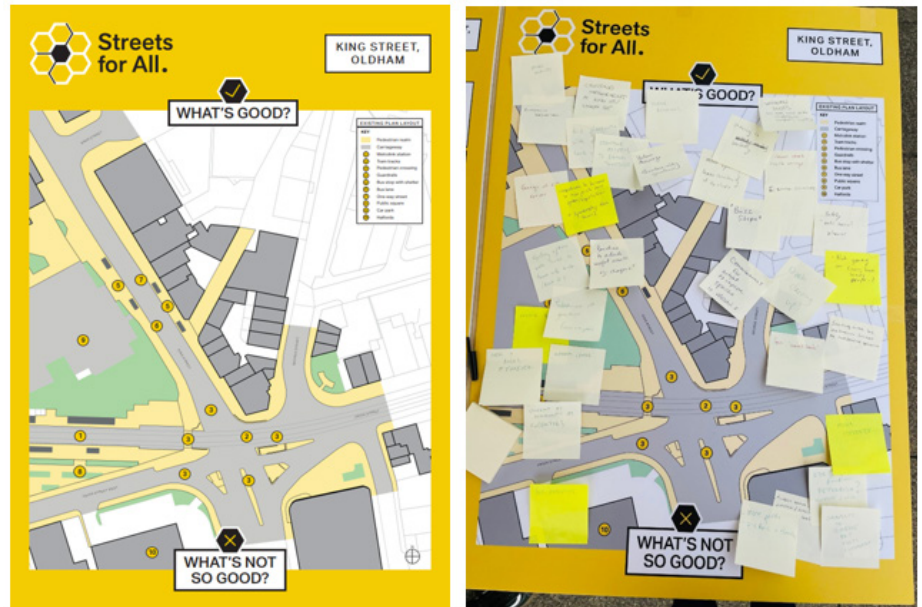
On 6th and 7th May 2022, a face-to-face 'open workshop' approach enabled ideas from members of the public to be captured for the King Street Streets for All vision, supported by a local artist who was present to document the engagement via 'live sketch' ideas, portraits, and description from stakeholders. Please see images from the open workshop below.



The location of this engagement was on King Street, with a focus on the junction of King Street and Union Street to the west of Oldham Town Centre. A site to the north of King Street tram stop enabled a good catchment and spread of demographic in responses.

To capture engagement with as wide a cross-section of people as possible, consultation was undertaken on a Friday and a Saturday, to comprise a working day and weekend.

The first consultation board was designed to allow people add their own thoughts via 'post-it' notes of 'what's good' and 'what's not so good' about the current King Street area, with a plan of the junction to aid conversation.



Following the engagement exercise, the post-it comments were collated and categorised, to understand the most common themes occurring. Most comments on this board over the two days were negative, and these are summarised by frequency here:

- Unsafe / poor personal security**
- Dangerous for active travel users**
- Cleanliness**
- Lack of and / or under-used green space**
- Lack of cycle infrastructure**
- Poor quality urban environment**
- Poor retail offer**
- Lack of shelter**
- Cost of travel**

KEY COMMENTS AND THEMES INCLUDED

a) Unsafe/poor personal security (26%)

The perception of safety, or lack thereof, was a theme repeated throughout both engagement days and will be touched upon further within the analysis the survey results in Section 4. The conversational engagement found that many people felt as though the area can be hostile, with antisocial behaviour and lack CCTV/lighting enough to put people off visiting the area alone and especially at night. Personal safety is an essential part of creating equitable streets, and as such the prevalence of this theme during engagement demonstrates the need to improve safety and security around King Street.

b) Dangerous for active travel users (14%)

The second most common theme found through this exercise was focussed on the problems encountered by people walking and cycling on King Street. A number of responses commented on the problems caused by the right-turning bus lane onto Union Street, which does not give sufficient priority for cyclists. Others felt that the junction is a 'racetrack' and unsuitable for pedestrians. Overall, comments suggest a need to simplify and give more priority to active travel users in order to create a more pleasant environment.

c) Cleanliness (12%)

Many people commented on the untidiness of the study area, which included the amount of litter observed, as well as the general tiredness of some of the buildings and infrastructure. This was cited as a major factor in contributing to people not feeling comfortable to dwell and spend time in the area.

d) Lack of and / or under-used green space (12%)

The fourth most common theme considered the green space in the area. Many people felt as though there was a lack of green areas in the vicinity, particularly garden areas or places for children to play. One of the post-it responses suggested more urban drainage or biodiversity gardens to contribute towards sustainability.



Other themes that arose from our engagement exercise

Other comments on this board included those around the lack of cycle infrastructure, with the suggestion that more cycle lanes and/or cycle storage are needed in order to encourage people to travel by bike more.

Furthermore, 'poor quality urban environment' was mentioned several times with wobbly paving and run-down buildings being cited as issues.

Other comments included the poor retail offer, namely the abundance of take-aways on Union Street, along with the lack of shelter available and cost of travel to access the town centre.

The second consultation board at the open engagement event was an opportunity for people to view the Streets for All essentials diagram, along with some best practice examples of streetscape improvements. Participants could then apply 'sticky dots' to the interventions that they liked and would like to see applied to the King Street area.

'Green and vibrant' and 'improved lighting' were the improvements the most people said they would like to see in the IAP area.

7. Integrated actions

Action 1 Careful engagement with neighbourhood groups and local businesses, from the planning stage to construction

SHORT DESCRIPTION

We will ensure that the process for designing projects which affect our streets includes engagement with local communities and stakeholders at an early stage, so that their views can play a leading role in designs. This includes building upon existing local authority consultation and engagement processes and developing new ways to engage with local communities and businesses - e.g., face-to-face engagement events such as our Small Scale Action, and Commonplace online engagement platform - to make sure they are fully involved in decision-making.

STAKEHOLDERS

People involved in neighbourhood groups and local business owners.

ACTION OWNER

TfGM and local authorities.

FINANCE AND RESOURCES

TfGM and local authorities.

ACTION READINESS

We are starting to apply this new approach.

RISKS

The wrong information is given out, or it raises public expectations too much about what's possible in the area. There is also the challenge of engaging enough local people from a variety of backgrounds.



Action 2 ‘Streets for All’ Crossing and Public Realm Improvements as part of the ‘Quality Bus Transit’ Corridor

SHORT DESCRIPTION

The delivery of the Rochdale-Oldham-Ashton Quality Bus Transit (QBT) Corridor, including improvements around King Street. This will include the creation of safe places to cross the road, an increased amount of greenery and tree planting (where appropriate), the street being kept in a good state of repair and Sustainable Urban Drainage (SUDS).

Greater Manchester’s Active Bee Network mapping process – which directly involved members of the public in 2018-19 - helped to inform this work. Streets for All study work, in 2019, helped with developing an understanding of the current and future transport issues in the Oldham King Street area, and a re-view of this study work resulted in the recommendation that the proposals would be developed to a “programme entry ready” level, to potentially draw on funding as a priority intervention for GM. Between 2020 and 2021, further scheme design and continued engagement with stakeholders including the public, and bus operating companies, has taken place, and a business case has been developed.



Between now - 2022 - and 2026/27, we will see the delivery of the initial phase of Quality Bus Transit schemes including improvements on and around King Street. These new crossings and public realm improvements will form a vital part of the QBT corridor. A high quality and reliable public transport link for people using the Rochdale-Oldham-Ashton strategic corridor will also enable people to reach key destinations. We will deliver walking and cycling networks between Rochdale, Oldham, and Ashton that meet Active Bee Network standards.

STAKEHOLDERS

Local residents.

ACTION OWNER

Oldham Council and TfGM.

FINANCE AND RESOURCES

National government funding prioritised at a local level (e.g., Transforming Cities Fund to deliver walking and cycling infrastructure in line with the proposals in the Bee Network infrastructure plan. Also, City Region Sustainable Transport Settlement and Bus Service Improvement Plan funding, as they will be delivered alongside the QBT corridor).

ACTION READINESS

2023-4

RISKS

Ensuring there is enough, high quality engagement/co-design with and agreement from members of the public and local politicians. Making sure it is integrated with the wider network and active and sustainable modes. We also need to make sure that the corridor is accessible to all.

Action 3

Improved Walking and Cycling Infrastructure to link King Street with Alexandra Park



SHORT DESCRIPTION

Link King Street with Alexandra Park by providing high quality walking and cycling infrastructure. To encourage people to walk or cycle between King Street and an attractive and historically significant public park. The Park Road – Town Centre connection will provide new and upgraded walking and cycling routes and crossings to connect the National Cycling Network route 626. A multi-million-pound ‘eco centre’ will be constructed close to the park in future (as part of a broader, Oldham Council-led regeneration project). This will create jobs in the area so this infrastructure could support access for commuters, by active modes, too.

The Active Bee Network mapping process helped to inform this proposal, too. Members of the public helped local authority officers to identify potential severance and unsafe crossing points across the active travel network.

In terms of potential future street design and scheme development in this area, we will use our upcoming Streets for All Design Guide to help identify the key functions of the street and apply design guidance and a design check to the proposal. We will continue and build upon existing local authority consultation and engagement processes, and we will develop new ways to engage with local communities, businesses and people travelling to make sure they are fully involved in decision-making.

STAKEHOLDERS

Local residents.

ACTION OWNER

Oldham Council and TfGM.

FINANCE AND RESOURCES

MCF Funding

ACTION READINESS

Medium-term, part of GM Transport 2040. Estimated scheme completion date is April 2023.

RISKS

Important to ensure that, as part of the design process, the maintenance, cleaning and enforcement implications of new schemes are carefully considered.

Action 4

Consider Community Uses for the former Grand Theatre Building



SHORT DESCRIPTION

To better understand the ownership and current condition of the former Grand Theatre (on the junction of King Street and Union Street) - which has also previously been used as a cinema, a bowling alley, and a nightclub – and to consider whether it could be used as a community building. Stakeholder engagement is key, to gain a better understanding of whether this is something that people who live and do business locally would consider a positive development.

STAKEHOLDERS

Local residents.

ACTION OWNER

Oldham Council and TfGM.

FINANCE AND RESOURCES

TBD

ACTION READINESS

2023/2024

RISKS

Raising public or political expectations when this may not be possible or there may be insufficient funds.

Action 5 Carbon analysis

SHORT DESCRIPTION

Initial assessment of carbon impacts of these interventions, in terms of behavioural change (travel) impacts and embodied carbon impacts. We want to better contribute to a carbon neutral GM transport pipeline when it comes to scheme selection, design and delivery supported by appropriate behaviour change programmes. To do this, we will build on work TfGM officers carried out in 2020 to test the application of a carbon tool we have developed, at a project level.

STAKEHOLDERS

People who live, study and work in the area.

ACTION OWNER

TfGM

FINANCE AND RESOURCES

TfGM

ACTION READINESS

2023/2024

RISKS

Aspects of the carbon tool are resource intensive, and at present it requires further refinement.

8. Implementation strategy

We have developed a simple timeline to show the approximate timeframes for the different elements of our IAP actions being implemented.

Our Streets for All Approach to the King Street area in Oldham, Greater Manchester									
		Project Start Date		2018/2019					
WP	Activity			% DONE		FY19/20	FY20/21	FY21/22	FY22/23
1	Action 1: Careful engagement with neighbourhood groups and local businesses, from the planning stage to construction								
1.1	Street stall in May 2022			60%					
2	Action 2: Streets for All' Crossing and Public Realm Improvements as part of the 'Quality Bus Transit' Corridor			0%					
2.1	Greater Manchester's Bee Network mapping process.			100%					
2.2	Streets for All study work			100%					
2.3	Review of study work and making recommendations			100%					
2.4	Scheme design and continued engagement with stakeholders including the public, and bus operating companies.			20%					
2.5	Business case development								
2.6	Delivery of initial phase of schemes (including schemes in and around King Street)								
3	Action 3: Improved Walking and Cycling Infrastructure (linking King Street and Alexandra Park)			0%					
3.1	Greater Manchester's Bee Network mapping process.			100%					
3.2	Project design and continued public engagement			10%					
3.3	Business case development			0%					
3.4	Delivery			0%					
3.5	Measuring success			0%					
4	Action 4: Consider Community Uses for the former Grand Theatre Building			0%					
4.1	Engaging with Oldham Council officers about the ownership and current condition of the theatre.			0%					
4.2	Engaging with residents and business owners/groups about how they would like to see the building used.			0%					
5	Action 5: Carbon analysis			0%					
5.1	Initial high level assessment of carbon impacts of these interventions, in terms of behavioural change impacts and embodied carbon			100%					

8.1

Risks

Throughout the process of developing our Integrated Actions, we identified some broad risks and considered how we might mitigate against them.

Firstly, during public engagement and consultation, there is always a risk around the wrong information being given out or raising public expectations too much about what is possible in the area. There is also the challenge of engaging enough local people from a variety of backgrounds. When preparing for and undertaking the engagement event on Oldham King Street, for example, we were careful to provide members of the public and other stakeholders with information about the scope of the RiConnect project and Streets for All, and to emphasise that it was about collating people's ideas to contribute to a vision statement. We also chose a location and times of the week that we thought would enable us to engage with a diverse range of people.

Secondly, broad risks related to delivering 'Streets for All' Crossing and Public Realm Improvements as part of the 'Quality Bus Transit' Corridor include ensuring there is enough, high-quality engagement and co-design with and agreement from members of the public and local politicians. Again, events like our Oldham King Street engagement activity can help with this, as can tools like the Commonplace online platform.

In terms of the scheme itself, we need to make sure it is integrated with the wider rapid transit network, and active and sustainable modes. We also need to make sure that the corridor is accessible to all. Design guidance, including our emerging Streets for All Design Guide, is helping us to do this.

Finally, aspects of the carbon tool are resource intensive, and at present the tool requires further refinement before it is applied to all schemes. Further investment is needed to ensure we know how much carbon each transport scheme produces.

8.2

Funding

Our Five-Year Transport Delivery Plan (2021- 2026) sets out how Greater Manchester's planned transport interventions, which are at various stages of development, are to be funded.

£22 million from the UK Government's Transforming Cities Fund (from which Greater Manchester was awarded £243m in the first round, and £69.5m in the second round) is, alongside other investment, being used to improve Greater Manchester's bus network. £10m of this has been earmarked for 'Quality Bus Transit' scheme development, including the Rochdale-Oldham-Ashton corridor and associated improvements around King Street.

When it comes to longer-term funding, £1.07 billion of capital funding – the City Region Sustainable Transport Settlement – was agreed in autumn 2021, to help deliver Greater Manchester's Bee Network. This will be backed by £170 million in local contributions. This money will be invested in new bus corridors, cycling and walking routes and improved transport infrastructure and connectivity for towns and high streets in the region over the next five years. This includes a significant programme of investment in Streets for All projects.

It is important to note that the success of delivering Streets for All schemes does not just depend on the funding of new projects, but on the prioritisation and adequate funding of routine activities including street maintenance and cleaning, and policing.

8.3

Measuring success

Through work on the Greater Manchester Transport Strategy 2040 - which the Streets for All Strategy sits beneath - we have developed a monitoring framework for tracking progress against strategic objectives.

We have further developed this approach to support the process of reporting our progress when it comes to delivering our Streets for All objectives and principles.

'Supply-side' indicators are about how much we (as TfGM and partners) do, and how well we do it, to affect customer choices and perceptions. 'Demand-side' indicators tell us what is happening in the travel market, including in relation to satisfaction and propensity to use particular transport modes.

Please see details in Appendix C.

We have also started work on a Streets for All 'Design Check' – an audit tool used to check performance of all schemes against key S4A measures. Forty-five different metrics assess schemes covering walking, cycling, public transport and streetscape. This is expected to be used on all schemes through design review.

draft S4A tool update: version 3.1 22/02/22

Suggest metric names below which are easier to understand. These would replace those in

	Walking	Cycling	Metric	Critical Issue	Basic	Good	Very Good
				C	0	1	2
Junctions							
1	W	C	Left/right hook collisions at junctions or side roads	Heavy streams of turning traffic out across main cycling or walking stream (>20% of traffic flow from the arrival arm) or >200 in peak hour, without segregation	Side road junctions frequent and/or untreated. Conflicting movements at major junctions not separated	Use of entry treatments. Conflicting movements are separated at major junctions with dedicated stages	Side roads closed or footway is continuous. All conflicting streams separated in time and space at signalised junctions.
2			Cycle safety at junctions	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment
3	W	C	Other vehicle fails to give way or disobeys signals		Poor visibility, no continuity across junctions and unclear priority	Clear continuity through junctions, good visibility, priority clear for all users	Cycle priority at signalised junctions; implied priority for cyclists and pedestrians across side roads
4		C	Delay to cyclists at junctions		Journey time longer than motor vehicles	Journey time around the same as motor vehicles	Journey time less than motor vehicle
Crossings							
5	W		Kerbside activity or risk of crossing conflict	Formal crossing more than 400m apart where PCU>8000 No gaps in parking and loading on desire lines if uncontrolled crossing of multiple lanes with no gaps in traffic.	Formal crossing >200m<400m where PCU >8000. Formalised loading/parking with crossing gaps if uncontrolled crossing of multiple lanes. Lack of priority.	Formal crossing >100m<200m where PCU>8000 Crossing gaps on desire lines if PCU<8000	Formal crossing <100m apart where PCU>8000 Single lane crossing if PCU<8000
6	W		Standard of crossing facility		Uncontrolled crossing of multiple lanes. Lack of priority.	Signalised crossing where appropriate or implied priority	Countdown with signalised crossing, priority with unsignalised
7	W		Delay to pedestrians at signal		Maximum waiting time >60secs	Maximum waiting time 40-60secs	Maximum waiting time <40secs
8	W		Crossing speed		1.2m/s	1m/s	0.8m/s
9	W		Desire line crossing		Not met	Some met	All met

9. Appendix

9.1

Appendix A

QUALITY BUS TRANSIT – OLDHAM TOWN CENTRE

Greater Manchester's Quality Bus Transit network is formed of 8 strategic bus routes aligned on corridors that are currently under-served by our rapid transit network. Schemes will aim to transform orbital and radial bus journeys to and between our local centres, and better connect communities to the rapid transit network, GMCA growth corridors, and other local services where bus is the only high-frequency public transport option.

As key movement corridors that connect town centres, employment sites, rapid transit modes, and growth areas, applying our Streets for All approach to this bus improvement programme is essential to ensuring schemes support economic growth and mode-shift needed to meet our Right Mix targets. Importantly, schemes will boost local economies by enhancing connectivity and quality of public space at key destinations, deliver high quality active travel networks alongside bus improvements, and support seamless journeys between bus, rail and Metrolink.

The **Rochdale – Oldham – Ashton** corridor is a 17.5km corridor, linking four town centres and the North East Growth Corridor, providing access to 18,500sqm of planned new employment space and 3,500 new homes at town centres, and two hospitals and multi-modal connectivity to four Metrolink stops and two Rail stations.

Plans include strategic bus priority to overcome points of delay on the approach to town centres; over 80 bus stop improvements; signal priority for bus; corridor wide cycle and walking connections; and urban realm improvements at town centres, integrated with proposals for regeneration and growth. CRSTS funding will enable us to deliver the first phase of this £100 million corridor in the next 5-year period.

Oldham King Street is our RiConnect IAP focus area. This is a key bus connection to Oldham Town Centre and forms a gateway and direct connection to four education facilities, the town centre shopping area and local amenities within Oldham, the rapid transit Metrolink stop and communities surrounding Oldham. There are significant development opportunities within Oldham Town Centre, and there is potential to deliver over 2,000 homes within the town centre and 1,000s of sqm of new retail and commercial unities.



The proposals for Oldham Town Centre are developed up to Strategic Outline Business case, and include proposals for new bus priority, improved bus stops and bus interchange with the rapid transit network, better walking connections to the town centre, and links to the wider cycling network. Images of the adjoining projects are below.

Spindles Town Square Shopping Centre

We plan to completely redevelop the centre changing it from being solely retail-focused to a place for all the community to use. This means providing better shops, new space for work and an improved leisure and entertainment offer for people of all ages.

New town centre park

A new 5.7 acre park on the site of the former Oldham Sports Centre and the site of the current Tommyfield Market – which is moving into Spindles Town Square. The park will create a new space to exercise, play, or spend time with friends family and colleagues outdoors.

New Tommyfield Market

Stretching from a redeveloped area of Town Square, through the former T.J Hughes unit and onto Parliament Square. A retail market and a wide range of services will be at mall level and downstairs will be food and drink stalls with a place to sit and eat.

The Old Library and Cultural Quarter

We are keen to preserve the heritage of the Old Library which is a key part of our cultural quarter. We would love to hear your ideas and suggestions for the future of the building.

Entrepreneur workspace

A co-working space for entrepreneurs and local small businesses looking for flexible, contemporary workspace with modern workshops and facilities. Our business investment team will be based within the workspace to offer 1-1 advice to help businesses to flourish and grow.

New archive centre

A new venue to access Oldham's artefacts and archives that are not currently on display. Explore your family history, see old photographs, documents, artwork and museum collections. Pop in or book a guided tour – perfect for schools and community groups.

New event space

A new event space above the new Tommyfield Market, it will boost the cultural, leisure and entertainment offer in Oldham. Also available for private functions and community use and featuring roof-top views of the borough.

New theatre

A new home for Oldham Coliseum within redeveloped heritage buildings. This project will expand the current performing arts offer in Oldham and give the community more opportunities to take part in theatre-based activities.

9.2

Appendix B

ACTIONS TABLES SUMMARISING ACTIVITIES

1. Careful engagement with neighbourhood groups and local businesses, from the planning stage to construction

Activities summary:

Activity	Dates	Outputs	Related activities	Problems and concerns
Streets for All Engagement Event (Small Scale Action)	This took place on 6th and 7th May 2022	Sketches of ideas, portraits and description from stakeholders, and responses to a range of questions around the future use, users and appearance of the street.	This will help to inform future 'Quality Bus Transit' corridor development work and work on planned crossing and public realm improvements.	One potential challenge is engaging enough local people from a variety of backgrounds. By carefully considering the times and location of the face-to-face engagement we did in May (our SSA) we were able to successfully address this.

2. Action title: 'Streets for All' Crossing and Public Realm Improvements as part of the 'Quality Bus Transit' Corridor

Activities summary:

Activity	Dates	Outputs	Related activities	Problems and concerns
Greater Manchester's Bee Network mapping process.	2018-19	Future road crossing points identified, alongside other improvements.	In the same area, King Street foot/cycle bridge refurbishment – a key connection into Oldham town centre. Completed August 2021	Raising public expectations too much, before detailed design work has been done/it has been agreed that a scheme has officer and/or political approval.
Streets for All study work	2019	An understanding of the current and future transport issues, including in the Oldham King Street area	Greater Manchester's Bee Network mapping process.	
Review of study work and making recommendations	2019	Agreement to develop the above to a "programme entry ready" level to potentially draw on funding as a priority intervention for GM.	Carbon analysis.	

Activity	Dates	Outputs	Related activities	Problems and concerns
Scheme design and continued engagement with stakeholders including the public, and bus operating companies.	2020-2022	Scheme design using existing design guidance – including Guidance produced by the National Association of City Transportation Officials (NACTO) and more local guidance, such as Greater Manchester Interim Active Travel Design Guide.	Ensuring that the process for designing projects which affect our streets includes engagement with local communities and stakeholders at an early stage, so that their views can be considered when developing designs. On schemes like the above, we will continue to work collaboratively with people who live locally from the planning stage through to construction.	Challenge of engaging enough local people from a variety of backgrounds.
Business case development	2021-22	Making the case for investment	In future, we will strengthen our business case methodologies to better account for the health and social benefits that Streets for All projects will deliver.	
Delivery of initial phase of Quality Bus Transit schemes, including the improvements (as detailed above) around King Street on Rochdale-Oldham-Ashton corridor	2023/24-2025/26	New crossings and public realm improvements, as part of QBT corridor. Providing a high quality and reliable public transport link for people using the Rochdale-Oldham-Ashton strategic corridor to reach key destinations to deliver walking and cycling networks between Rochdale, Oldham, and Ashton that meet Active Bee Network standards.	Part of broader QBT corridor work. Part of Bee Network delivery programme which is now in place (TfGM, plus Greater Manchester's Urban Traffic Control (UTC) team and the ten Greater Manchester councils). Development for first phase of schemes (including those in Oldham Town Centre) in FY22/23 Delivery timeframe for entire corridor from FY22/23 - FY26/27	
Measuring success	From 2026/27 onwards	Tracking progress against our GMTS 2040 strategic objectives and reporting our progress in delivering our Streets for All commitments.		

3. Improved Walking and Cycling Infrastructure to link King Street with Alexandra Park

Activities summary:

Activity	Dates	Outputs	Related activities	Problems and concerns
Greater Manchester's Bee Network mapping process.	2018-19	Active Bee Network mapping process identified potential severance and unsafe crossing points across the active travel network.	In the same area, King Street foot/cycle bridge refurbishment – a key connection into Oldham town centre. Completed August 2021.	As above - raising public expectations too much, before detailed design work has been done/it has been agreed that a scheme has officer and/or political approval.
Project design and continued engagement	2022-23	<p>In future, each street type will be designed to offer a particular 'level of service' for different users. We will use our upcoming Streets for All Design Guide to help identify the key functions of the street and apply design guidance and a design check to the proposal.</p> <p>We will continue and build upon existing local authority consultation and engagement processes, and we will develop new ways to engage with local communities, businesses and people travelling to make sure they are fully involved in decision-making.</p>	<p>Scheme design using existing design guidance – including</p> <p>Guidance produced by the National Association of City Transportation Officials (NACTO) and more local guidance, such as Greater Manchester Interim Active Travel Design Guide.</p> <p>King Street public engagement exercise (Small Scale Action).</p> <p>Bee Network audit will provide details of the quality and connectivity of the existing infrastructure.</p>	Challenge of engaging enough local people from a variety of backgrounds.
Business case development	2022	Understanding and communicating the case for investment. Important to make best use of local data to help with this.		
Delivery	April 2023	High quality walking and cycling infrastructure to link King Street with Alexandra Park		
Measuring success	April 2023 onwards	Tracking progress against our GMTS 2040 strategic objectives and reporting our progress in delivering our Streets for All commitments.	We are developing a new process for reviewing project specifications at key stages to ensure each project	

4. Consider Community Uses for the former Grand Theatre Building

Activities summary:

Activity	Dates	Outputs	Related activities	Problems and concerns
Engaging with Oldham Council officers about the ownership and current condition of the theatre.	2022	Use this knowledge to consider whether it could be used as a community building.	King Street public engagement exercise (Small Scale Action)	None
Engaging with residents and business owners/ groups about how they would like to see the building used.	2023	Gain a better understanding of whether this is something that key local stakeholders would consider a positive development.		None, but Oldham Council would take a lead role - rather than TfGM - in this kind of engagement exercise.

5. Carbon analysis

Activities summary:

Activity	Dates	Outputs	Related activities	Problems and concerns
Initial assessment of carbon impacts of proposed interventions	2023/2024	To support a carbon neutral GM transport pipeline when it comes to scheme selection, design and delivery.	Work in 2020 to test the application of the carbon tool at a project level, including on Ashton-Oldham-Rochdale QBT corridor.	The tool requires further refinement. Application of the embodied carbon aspect of the tool, in particular, is resource intensive.

9.3

Appendix C

MEASURING SUCCESS

‘Supply-side’ indicators are about how much we (as TfGM and partners) do, and how well we do it, to affect customer choices and perceptions. ‘Demand-side’ indicators tell us what’s happening in the travel market, including in relation to satisfaction and propensity to use particular transport modes.

Streets for All Essentials	Principles	Potential Measurements
Green and vibrant streets that are welcoming places to spend time in	<p>Healthy green places</p> <p>Economically active places</p> <p>Streets and places that are safe</p>	<p>Supply side:</p> <ul style="list-style-type: none"> • Nitrogen dioxide and carbon emissions • Reduced noise • Tree planting <p>Demand side</p> <ul style="list-style-type: none"> • Proportion of people reporting at least two 10-minute periods of walking or cycling each day (Greater Manchester Travel Diary Surveys) • Data on retail footprint to understand local shopping patterns • Town centre data showing changes in how people travel to and from town centres (this can be collected using ‘cordon counts’ – where people are counted as they pass through an area).
An attractive and inclusive walking environment	Walking is the natural choice for everyday journeys	<p>Supply side</p> <ul style="list-style-type: none"> • Length of street delivered through schemes which have good Streets for All design check scores. <p>Demand side</p> <ul style="list-style-type: none"> • Proportion of trips under 2km that are walked (Source: Greater Manchester Travel Diaries Survey). • Rate your neighbourhood for ‘Ease of walking around the neighbourhood’ (TfGM, Neighbourhoods survey). • ‘I feel like I belong in this neighbourhood’ (TfGM, Neighbourhoods survey).
	There is space on our pavements for everyone to walk in comfort	<p>Supply side: Measure pedestrian comfort levels – potentially via the ‘double buggy test’ at a random sample of locations annually.</p> <p>Demand side: Question on whether there is space on the pavements for people to walk and pass each other in comfort (TfGM, Neighbourhoods survey)</p>

Streets for All Essentials	Principles	Potential Measurements
A safe, convenient and attractive cycling experience	People can reach everyday destinations easily and safely by cycle	Supply side : roportion of residents living within 200m of an Active Travel Bee Network route. Demand side: How easy is it to cycle on roads in your neighbourhood? (TfGM, Neighbourhoods survey)
	People feel valued when they are cycling	Supply side: Amount of Active Travel Bee Network delivered. Demand side: Relative importance and satisfaction of different aspects including 'Good cycle routes/lanes and facilities' (NHT survey).
	Cycling is widely considered to be a safe and secure travel option	Demand side: <ul style="list-style-type: none"> • Proportion of trips under 10km that are cycled (Source: Greater Manchester Travel Diaries Survey). • 'Proportion of cyclists feeling safe from traffic' (GMTS 2040 Network Principles survey).
A reliable, integrated and accessible public transport network	Buses turn up and arrive at their destinations on time	Supply side: 'Average excess waiting time' (frequent services) and 'proportion of bus services departing between 1 minute early and 6 minutes late' (other services). (TfGM survey) Demand side : 'The bus arrives at the destination at the time you expect it to arrive'. (TfGM survey)
	It will be easier to reach public transport on foot or by bike	Supply side: Proportion of Greater Manchester population at Greater Manchester Accessibility Level 4 or better Demand side: Ease of getting to the stop or station for bus, tram and train (GMTS 2040 Network Principles survey)
	Taking the bus is a safe and attractive option	Demand side: Perception measures for personal security on-bus, waiting, and walking to stop during day and night (TfGM survey)
Goods are delivered on time with minimal impacts on local communities	Reliable freight routes are clearly defined The negative impacts of freight movement, deliveries and servicing on local communities are minimised	Demand side: There are an acceptable number of HGVs driving around my neighbourhood (TfGM Neighbourhoods survey)
Streets that enable people to drive less	Giving more road space to the most efficient and sustainable modes of transport	Supply side: Proportion of people walking, cycling and using public transport on a weekly basis (GM Travel Diary Survey) Demand side : Network encourages environmentally responsible travel (GMTS 2040 Network Principles survey)
	Reducing levels of traffic on our roads	Supply side: Car users rate satisfaction with traffic congestion (GMTS 2040 Network Principles survey) Demand side: Overall and peak period reductions in motorised traffic (Automatic travel counters)
A future proofed street network	Good design makes maintenance easier New mobility technologies help us to create safe, sustainable streets which make better use of existing street space	Supply side Question on how people rate their neighbourhood on several different elements – safety, space and pollution – when travelling around. (TfGM Neighbourhoods survey)



urbact.eu/riconnect