

**Oldham Borough Council
Record of Decision**



1. **TITLE:** Transport Capital Programme 2026/27
2. **SERVICE AREA:** Place Directorate – Highways Service
3. **PURPOSE OF DECISION**

With the strategic approach for the 5-year City Region sustainable transport settlement (CRSTS) programme approved in March 2022 (appended to this report), the submitted report seeks approval for formal acceptance of the CRSTS funding, as well as the acceptance of the Vision Zero, DfT Additional Funding, DfT Incentive Funding, Integrated Transport Block (ITB), and also outlines the schemes to be delivered as part of the Oldham Council Capital Investment.

4. **DECISION MADE BY:** Chief Executive

5. **DECISION:**

That the Chief Executive be requested to consider the content of the submitted report and to approve:

- The allocation of CRSTS, Strategic Maintenance, Incentive Funding, ITB Maintenance funding as outlined in the tables below (Funding & Scheme Delivery), and
- Delivery of highway improvements as part of Oldham Council's £2m capital investment agreed in the 2026/27 Budget.

Funding

ITB	CRSTS	Strategic Maintenance	DfT Incentive	Total
707,000	3,067,000	250,000	1,368,000	5,392,000

Scheme Delivery

Carriageway	Structures	Road Safety	Footway	Drainage	Total
2,890,000	1,245,000	707,000	400,000	150,000	5,392,000

- The proposed programme of schemes, which will fully utilise the City Region Sustainable Transport Settlement (CRSTS) highway maintenance, Strategic Highways Maintenance, DfT Incentive Funding & Integrated Transport Block (ITB) allocations and the £2m Oldham Council Capital Investment available for 2026/27 as per the formal grant notification from GMCA.
- That all tender award decisions are approved by the Authorised Officer (as per the Departmental Scheme of Delegation) (Up to £99,999) and where applicable (£100k+) by the Executive Member, in consultation with the Deputy Chief

Executive, Assistant Chief Executive and Director(s) (as relevant). This is necessary to meet delivery timescales.

- That Cabinet delegates approval and authorisation to the Director of Legal Services or their nominated representative to sign and/or affix the Common Seal of the Council to all contracts/agreements/documents and associated or ancillary paperwork to give effect to the recommendations of this report.
- That any additional funding received from DfT / GMCA or any underspend generated as the attached programme progresses (as per the Appendices) be used to deliver additional schemes in priority order (although lower priority schemes may be selected depending on the available budget, value for money, or type of treatment) until the budget is fully expended in year. This approach to utilising underspend means there is no need to gain further approvals to deliver additional schemes, ensuring they can be delivered as soon as practically possible.

6. **REASON FOR DECISION**

The submitted report seeks approval of the programmes recommended for delivery utilising these funds in full, for 2026/27.

7. **ALTERNATIVE OPTIONS CONSIDERED**

Option 1 (preferred Option) – To approve the proposed programme of schemes which would fully utilise the expected City Region Sustainable Transport Settlement (CRSTS), Strategic Highways Maintenance, DfT Incentive Funding & Integrated Transport Block (ITB) allocations available for 2026/27 as per the formal grant notifications from GMCA. Also approve the proposed schemes as part of the £2m council capital investment

Option 2 – To not approve the proposed programme of schemes which would fully utilise the expected City Region Sustainable Transport Settlement (CRSTS), Strategic Highways Maintenance, DfT Incentive Funding & Integrated Transport Block (ITB) allocations available for 2026/27 as per the formal grant notifications from GMCA.

8. **INTERESTS AND NATURE OF INTERESTS DECLARED**

None

9. **PRINCIPAL GROUPS CONSULTED:** N/A

10. **DOCUMENT CONSIDERED:** 004 Emergency Powers Report - Highways Capital 004 NEI 06 26 Transport Capital Programme 2026-27 - Cabinet Report