

Report to CABINET

Transport Capital Programme 2025/26 – City Region Sustainable Transport Settlement (CRSTS), Vision Zero, DfT Additional Funding, DfT Incentive Funding & Integrated Transport Block (ITB)

Portfolio Holder:

Cllr Chris Goodwin – Cabinet member for Transport & Highways

Officer Contact:

Emma Barton – Deputy Chief Executive (Place)

Report Author:

Gordon Anderson – Head of Highways & Engineering

21st July 2025

Reason for Decision

With the strategic approach for the 5-year City Region sustainable transport settlement (CRSTS) programme approved in March 2022 (appended to this report), this 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 approval of the programmes recommended for delivery utilising these funds in full, for 2025/26.

Recommendations

That cabinet approve:

- The allocation of CRSTS, Vision Zero, Additional Funding, Incentive Funding & ITB Maintenance funding as shown in the tables below:

Funding

ITB	CRSTS	CRSTS Drawdown	Vision Zero	DfT Additional Funding	DfT Incentive	Total
£ 707,000	£3,067,000	£ 2,250,000	£ 200,000	£ 973,000	£ 324,000	£ 7,521,000

Scheme Delivery

£ Drainage	£ Footway	£ Structures	£ Carriageway	£ Road Safety	Total
£ 100,000	£ 400,000	£ 3,905,000	£ 2,209,000	£ 907,000	£ 7,521,000

- The proposed programme of schemes, which would fully utilise the City Region Sustainable Transport Settlement (CRSTS) highway maintenance, Vision Zero, DfT Additional Funding, DfT Incentive Funding & Integrated Transport Block (ITB) allocations available for 2025/26 as per the formal grant notification from GMCA.
- That all tender award decisions are approved by the Authorised Officer (as per 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 delegate 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 in this report.
- That any underspend generated as the attached programme progresses (as per Appendices) be used to deliver additional schemes in priority order (although lower priority schemes may be selected depending on available budget, value for money and 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.

Transport Capital Programme 2025/26 – City Region Sustainable Transport Settlement (CRSTS), Vision Zero, DfT Additional Funding, DfT Incentive Funding & Integrated Transport Block (ITB)

1 Background

- 1.1 Funding previously received for Core Highways Maintenance and Integrated Transport Block (ITB) has been consolidated into the City Region Sustainable Transport Settlement (CRSTS) funding settlement, with effect from 2022/23, and for the subsequent 5 financial years.
- 1.2 On 1 April 2022, Great Manchester (GM) was notified of its final CRSTS allocation of £1.07bn, based upon the CRSTS prospectus, which had been submitted to Government in September 2021, and the draft Programme Case submitted on 31 January 2022.
- 1.3 This allocation includes an amount of £175m for core highways maintenance and £82m for ITB funding for the period 2022/23 to 2026/27

2 Current Position

2.1 Core Highways Maintenance Funding

A core highway maintenance allocation of £35m (covering the first year of the £175m) will be made available to local authorities based on an allocation process agreed with the GM Delivery Group, the GM Highways Group and the GM Treasurers.

In an effort to maintain the progress made as part of the recently completed Highway Investment Programme (HIP), the proposal is to prioritise funds going forward in the same manner. Ensuring scheme selection is carried out in the same manner will allow for prioritising the correct intervention on the highway at the correct time.

Prioritising the programme using the most recent condition data from the range of condition surveys undertaken annually, and cross referencing those against claims and enquiry data, has allowed the Council to target the worst roads across the borough, but also continue to reduce highway claims and revenue repairs throughout Oldham.

Appendix 1 details the highway schemes to be funded from CRSTS, DfT Additional Funding & DfT Incentive Funding, which will enable delivery of a resurfacing programme alongside the preventative maintenance programme.

2.2 Integrated Transport Block (ITB) Funding

ITB is capital funding granted to local authorities for expenditure on their local transport plans. Following the confirmation of the final CRSTS award by DfT, the proposal for allocating ITB in 2025/26, that has been agreed by the GM Delivery Group and GM Highways Group, is as follows:

- There is no requirement for ITB to be used as part of the funding strategy for Bus Franchising in 2025/26, and therefore, it can be released, in full, for funding local transport. However, the potential requirements for ITB to be applied as a funding mitigation for Bus Franchising will need to be reviewed on an annual basis.

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- For 2025/26, it is proposed that the allocation basis for ITB returns to the 'historic' 50:50 split between the GM local authorities and public transport investment via GMCA. Therefore, the proposal is that £16.3m of ITB is released on a 50:50 basis between the GM local authorities and GMCA.

Following discussions with local authorities via the GM Delivery Group and the GM Treasurers, it is proposed that the allocations of ITB funding per local authority will follow the same as that used when ITB was last allocated to the GM local authorities in 2010/11.

A programme of works has been compiled by highways officers based on the following factors:

- Commitments to road safety, traffic management and minor works schemes established as part of the previous programmes which are still a priority for delivery.
- Council priorities, including accident reduction schemes, and pedestrian safety improvements, Oldham along with all other Manchester Boroughs have signed up to Vision Zero which commits to reducing all killed or seriously injured collisions on the highway to zero by 2040.
- Scheme requests received throughout the year, including from Councillors, members of the public and other organisations, which are all recorded for consideration as part of this process.
- The authority's statutory duties in relation to highways, including:
 - acting to reduce the likelihood of accidents occurring at known accident locations.
 - promoting safe and sustainable travel to school.
- Ensuring the programme is consistent with the Council's Asset Management Plan (AMP).

Appendix 2 sets out a proposed programme of schemes which would fully utilise the expected ITB allocation and is recommended for delivery in 2025/26.

Appendix 3 details the approved 5-year Structures Programme, which is now in its Fourth year of delivery.

3 Options/Alternatives

3.1 Option 1 – Members agree:

- The proposed programme of schemes which would fully utilise the expected City Region Sustainable Transport Settlement (CRSTS), Vision Zero, DfT Additional Funding, DfT Incentive Funding & Integrated Transport Block (ITB) allocations available for 2025/26 as per the formal grant notifications from GMCA.

3.2 Option 2 – Members do not agree:

- The proposed programme of schemes which would fully utilise the expected City Region Sustainable Transport Settlement (CRSTS), Vision Zero, DfT Additional Funding, DfT Incentive Funding & Integrated Transport Block (ITB) allocations available for 2025/26 as per the formal grant notifications from GMCA.

3.3 Option 1 is recommended to progress delivery of the Transport Capital Programme 2025/26 and deliver improvements and infrastructure across the borough's highway assets.

4 Preferred Option

4.1 4.1 Option 1 – Members agree:

- The allocation of CRSTS, ITB & Advanced Pothole funding to the figures shown below.

Funding

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- That Cabinet delegate 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 in this report.
- That any underspend generated as the attached programme progresses (as per Appendices) be used to deliver additional schemes in priority order (although lower priority schemes may be selected depending on available budget, value for money and 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.

5 **Consultation**

5.1 N/A

6 **Financial Implications**

6.1 The Council has been awarded £7,521,000 of CRSTS funding, Vision Zero funding, DfT Additional funding, DfT Incentive funding, and Integrated Transport Block funding to deliver the 2025/26 transport capital programme, which will be allocated as follows:

£ Drainage	£ Footway	£ Structures	£ Carriageway	£ Road Safety	Total
£ 100,000	£ 400,000	£ 3,905,000	£ 2,209,000	£ 907,000	£ 7,521,000

Capital cost centres have already been set up for these schemes, and the budgets will be monitored against expenditure on a monthly basis. In the event that any overspends are identified, the service will be required to identify schemes where the original budget allocation can be reduced to offset it.

This allocation is an increase of £2,969,000 compared to 2024/25 and an increase of £324k over the Capital Strategy for 2025/30 due to the inclusion of the incentive funding.

Leonie Wharton-Brown, Senior Accountant

7 **Legal Implications**

7.1 None (Alan Evans)

8 **Equality Impact, including implications for Children and Young People**

8.1 Yes. Appendix 4

9 **Key Decision**

9.1 Yes

10 **Key Decision Reference**

11.1 NEI-03-25

12 **Background Papers**

12.1 None

13 **Appendices**

13.1 Appendix 1 – CRSTS Maintenance Programme 2025/26
Appendix 2 – Local Transport Plan Programme 2025/26
Appendix 3 – CRSTS Structures Programme
Appendix 4 - IAReport_Transport_Capital_Programme_2025-26
