

Portfolio Report

Portfolio Holder: Councillor Chris Goodwin, Cabinet Member for Transport & Highways

This report provides an update on the main activity since the last Council meeting relating to portfolio responsibilities.

Winter Maintenance:

After a very mild October and early November, the Winter Maintenance activities have recently had to commence properly in earnest as temperatures fell with arctic air across the entire country in mid-November.

So far there have been 10 precautionary grits of all Primary Routes, across 8 days of activity, with a total of 330tn salt used. This equates to over 2,000 miles already travelled and gritted already. The grit bins across the borough were all filled ahead of the winter season and are currently being re – filled, so will have been all filled twice by mid-December.

Highways Maintenance:

In terms of the annual capital maintenance highways resurfacing programme funded via TfGM / GMCA and the external CRSTS funding stream, 7 schemes have been completed thus far, including the most major schemes (Middleton Rd, Chadderton & Buckstones Rd), 1 currently is on site, and a further 6 will be completed before the Christmas break.

Also been completed is some targeted safety surfacing works using High Friction Surfacing (HFS) in various key locations across the borough.

In terms of the relevant capital spend so far, this equates to around £1.5m with a further £1.5m targeted to be spent before the end of the financial year, including surface dressing and micro asphalt preventative surfacing works targeted for March 2026.

Storm Claudia:

As mentioned in other portfolio reports Storm Claudia was a very disruptive event – the Highways call out team logged 43 hrs of out of hours work over a 24hr period with over 25 specific individual call outs relating to requirements largely to close / make safe roads with barriers – the usual average would be 2 or so call outs in a 24hr period, and would be mostly related to car related incidents.

Major projects:

Numerous externally funded capital projects related to Highways, Transport and Regeneration objectives are delivered within the wider Highways & Engineering team, including some as detailed below with their current progress:

- Quality Bus Transit (QBT) - Royton Town Centre – currently programmed to begin construction on 12th Jan 2026 for 9 months with c.£2m of investment secured.
 - Site visit last week attended by Casey, Oldham Council, TfGM and the Leader
 - Follow up “meet and greet” public facing meetings taking place in the run up to Christmas and beyond.
 - On going public engagement during construction
- QBT other interventions – currently in detail design. Completion of design by end of Feb 26 in preparation for construction in phased approach. (c.£16m of investment)
 - Phasing and road space currently being developed with a holistic overview of the entire Highway Network to minimise disruption and coordinate with other significant roadworks, utilities’ works etc.
- CRSTS St Marys Way – currently in detailed design following significant site investigations. Scheme being developed in conjunction with the Low Carbon Heat Network to optimise site occupation, efficiencies and economies of scale. (c.£8m of investment)

- Market Street – Works are ongoing and on track for completion in March 2027. The new play area, and the associated planting in the vicinity, are set to be ready for the grand opening on the 5th December, which will be officiated by the Leader. Comms have been actively involved in promoting this space and event to the public and coordinating with the Leader's office for the opening ceremony scheduled for the 5th December at 11 am. The main works will carry on further down High Street heading towards Lord St in January 2026. (c. £8m of investment)
- CRSTS Mumps - With the exception of the street lighting, all the detailed design work is complete and ready for the initial issue to the contractor, to begin pricing and programming the works. The business cases are currently being drafted, and once the pricing is finalised to support the business case, the Full Business Case (FBC) is scheduled for submission in the last quarter of the financial year, in preparation for the commencement of works in June 2025. (c £5m of investment)
- LUF2/UKSPF/UU Tommyfield Park Phase 1 – initial start on site in October. Construction phase to increase in productivity next week following some minor ground remediation works. Completion planned for Autumn 2026 (c.£2m of investment)
- LUF2 – Tommyfield Market Hall demolition – Awaiting the decant of Market Traders after Christmas period (estimated to be February 26). Demolition to commence immediately after their relocation.
- LUF2/CRSTS/UU – Tommyfield Park Phase 2 currently in detailed design with construction immediately following the demolition of the Market Hall, as above. (c. £6m of investment)

Strategic Transport & Bee Network:

We have been working closely with Transport for Greater Manchester and colleagues across GM to prepare the new Local Transport Plan. A 12-week public consultation on the draft Plan will run from December 2025 to February 2026. As part of this process, Oldham will host an in-person consultation event at Oldham Library on 28 January 2025. This is an opportunity for residents, businesses, and community groups to share their views and help shape the future of transport across Greater Manchester.

We are pleased to confirm that the trial period for our latest School Streets Scheme at St Luke's CofE Primary School in Chadderton will begin in mid-February 2026. The purpose of the trial is to:

- Give children the opportunity to walk, wheel, or cycle to school safely.
- Improve the school journey experience by reducing traffic hazards.
- Address the high levels of congestion faced by local residents during drop-off and pick-up times.

The scheme will have several community benefits, including:

- Safer, healthier travel options for families.
- A calmer, more pleasant environment around the school gates.
- Support for Oldham's wider active travel ambitions and the Greater Manchester Bee Network vision.

We also continue to progress our CRSTS schemes through the appropriate business case stages. Each project is being developed in line with government requirements for assurance and funding. This process ensures schemes are robustly appraised, deliver clear value for money, and align with Greater Manchester's transport priorities. As schemes move through Strategic Outline, Outline, and Full Business case stages, they will be supported by public engagement and formal approvals.

Recommendations: Council is requested to note the report.