

## **Report to CABINET**

# **Transport Capital Programme 2026/27**

### **Portfolio Holder:**

XXX – Cabinet member for Transport & Highways

### **Officer Contact:**

Emma Barton – Deputy Chief Executive (Place)

### **Report Author:**

Nasir Dad – Director of Environment

Gordon Anderson – Assistant Director of Highways & Engineering

**June 2026**

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### **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 also outlines the schemes to be delivered as part of the Oldham Council Capital Investment. The report also seeks approval of the programmes recommended for delivery utilising these funds in full, for 2026/27

### **Recommendations**

Cabinet are asked to consider the content of this 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**

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| 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.

## Transport Capital Programme 2026/27

### 1 Background

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- 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), 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
  - 1.4 Recognising the increased investment needed on the highway, as part of the 2026/27 budget, the Council also allocated an additional £2m of capital investment for highways improvement across the borough. This report also sets out how this additional investment will be spent on schemes.

## 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.

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, Strategic Highway Maintenance & 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 2026/27, 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 2026/27, 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.
- For 2026/27, 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.

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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 2026/27.

Appendix 3 details 2026/27 schemes forming part of the approved 5-year Structures Programme, which is now in its final year of delivery.

### 2.3 Oldham Council £2m Capital Investment

- As outlined above, as part of the 2026/27 budget setting process, recognising the need for additional investment to improve the highway network across the borough, Oldham Council also committed to invest £2m in capital funding.
- This funding will be used to undertake larger resurfacing and patching schemes and to supplement the revenue-based maintenance work across the borough. The funding also has an allocation to purchase cameras to support enforcement of moving traffic offences across the borough.
- Details of the proposed schemes are outlined in Appendix 4.

## 3 **Options/Alternatives**

### 3.1 Option 1

- Cabinet Approves 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

### 3.2 Option 2

- Cabinet does not approve the proposed programme of schemes which would fully utilise the expected City Region Sustainable Transport Settlement (CRSTS), Strategic Highways

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Maintenance, DfT Incentive Funding & Integrated Transport Block (ITB) allocations available for 2026/27 as per the formal grant notifications from GMCA.

#### 4 Preferred Option

- 4.1 Option 1 is recommended to progress delivery of the Transport Capital Programme 2026/27 and deliver improvements and infrastructure across the borough's highway assets.
- 4.2 Cabinet are asked 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

#### Funding

| ITB     | CRSTS     | Strategic Maintenance | DfT Incentive | Total     |
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#### Scheme Delivery

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- 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 delegate approval and authorization 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

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no need to gain further approvals to deliver additional schemes, ensuring they can be delivered as soon as practically possible.

## **5 Consultation**

- 5.1 Consultation will take place with ward members and residents / businesses once the programme is approved, to ensure awareness ahead of the works taking place.

## **6 Financial Implications**

- 6.1 The Council has been awarded £5,392,000 Integrated Transport Block funding, CRSTS funding, strategic maintenance funding, and DfT Incentive funding to deliver the 2026/27 transport capital programme, which will be allocated as follows:

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|-------------|------------|-------------|---------|----------|-----------|
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6.2 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.

6.3 This allocation is an decrease of £2,129,000 compared to 2025/26, as the 2025/26 allocation included one-off funding of £2,000,000 for Manchester Street Viaduct, and Vision Zero funding allocation, which has not been received in 2026/27.

Leonnie Wharton-Brown, Senior Accountant

## **7 Legal Implications**

- 7.1 I agree the proposal as to the acceptance of various funds is lawful and within the Council's powers. The funds shall be used to allow the Council to perform its statutory duties. The Council's Contract Procedure Rules should be followed in sourcing goods and services with the funding.

Bryan Boese – Solicitor, Legal Services

## **8. Procurement Implications**

- 8.1 It is acknowledged the report concerns a funding request so at this stage there are no Procurement implications. Once the funding becomes active then any sourcing activity needs to be implemented in line with the Council's Contract Procedure Rules.

Darren Judge – Category Manager, Procurement Team

## **9 Equality Impact, including implications for Children and Young People**

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9.1 None applicable

10 **Key Decision**

10.1 Yes

11 **Key Decision Reference**

11.1 NEI-06-26

12 **Background Papers**  
None

13 **Appendices**

13.1 Appendix 1 – CRSTS Maintenance Programme 2026-27  
Appendix 2 – ITB Local Transport Plan 2026-27  
Appendix 3 – CRSTS Structures Programme 2026-27  
Appendix 4 – Additional £2m 2026/27

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| <b>APPROVALS</b> |
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| Signature of Approval                                                                                                                    | Date         |
|------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Signed _____<br>Chief Executive under Executive Powers as Cabinet not determined at this time                                            |              |
| Signed _____<br>Cabinet Member (insert)                                                                                                  | N/A          |
| <br>Executive Director/Deputy Chief Executive (Place) | 15 June 2026 |