
Report to CABINET

CRSTS Bus & Highway Improvement Funding - Grant Acceptance Report

Decision Maker: Shelley Kipling, Chief Executive

Officer Contact: Emma Barton, Deputy Chief Executive

Report Author: Alister Storey, Traffic Team Leader
Ext. 0161 770 9442

21st September 2026

Decision

Approval of this report is required in order to draw down the Bus Pinch Point (BPP) Phase 2 funding for a number of highway improvement schemes which will support bus stop and bus journey improvements.

Executive Summary

The bus pinch point schemes in Oldham are funded by Greater Manchester's City Region Sustainable Transport Settlement (CRSTS) and Transforming Cities Funding. These are National investment funds to improve transport and accessibility for residents, local businesses and organisations.

Bus Pinch Point schemes aim to:

- Improve bus routes which are known to experience delays or be unreliable by providing better waiting facilities, including:
 - raised kerbs for level boarding and alighting at bus stops.
 - improved access to and from bus stops.
- Increase access to real time information at key points on the network
- Ensure signage is well maintained
- Enhance intelligent traffic solutions to provide:
 - Optimised signals and monitoring
 - Improved information for people using public transport

Recommendations

It is recommended that the design fee and associated scheme implementation costs are accepted and that the design of the improvement schemes is delivered.

Bus Pinch Point 2 – Funding acceptance Report

1 Background

- 1.1 A bid to the BPP programme has been successfully submitted and the grant acceptance letter that requires approval is contained in Appendix A of this report.
- 1.2 The acceptance relates to 12 minor BPP schemes and these are outlined below:
- Featherstall Road North – Bus Clearway Improvements and road marking improvements;
 - M60 J22 Manchester Road/Hollinwood Avenue – Yellow Box enforcement;
 - Foxdenton Lane - Bus stop clearways, new restrictions and renewing road markings;
 - Eaves Lane - Bus Clearway Improvements and road marking improvements;
 - Fields New Road - Bus Clearway Improvements and road marking improvements;
 - Lees Road - Bus Clearway Improvements and road marking improvements;
 - Chadderton Way – New Yellow Box and enforcement;
 - A62 Huddersfield Road/Ripponden Road - Yellow Box enforcement, Bus Clearway Improvements and road marking improvements;
 - Ashton Road/Fir Tree Avenue - Yellow Box enforcement, Bus Clearway Improvements and road marking improvements;
 - Copster Hill Road - Bus stop clearways, new restrictions and renewing road markings;
 - High Street, Lees - Bus Clearway Improvements and road marking improvements;
 - High Street, Uppermill - Bus stop clearways, new restrictions and renewing road markings
- 1.3 Any new formal restrictions requiring a Traffic Regulation Order will be subject to a full Traffic Regulation Order (TRO) consultation as required by statute. As per standard practice, a pre consultation will be carried out with Ward Members at TMU stage.
- 1.4 The design grant for these 12 schemes is **£162,050.00**, with a total grant including design and implementation costs **£566,550.00**.

2 Current Position

- 2.1 The Bus Pinch Points programme seeks to enhance the Greater Manchester bus network by delivering schemes which will help make bus journeys more reliable and improve access to and from stops. Works will be delivered by the Council in collaboration with Transport for Greater Manchester (TfGM) and funded by Greater Manchester's City Region Sustainable Transport Settlement (CRSTS).
- 2.2 Currently, bus services at the locations identified above suffer from services delays due to obstructions, either at bus stops or at signalised junctions.
- 2.3 Where it is proposed to enforce yellow box markings with fixed camera technology, the enforcement process will be carried out by Oldham Parking Services.
- 2.4 CRSTS funding must be fully allocated by the end of March 2027; design work on the schemes listed above will commence as soon as possible after approval of this report.

3 **Options/Alternatives**

A. To accept the design fee and scheme implementation funding, advertise and implement the schemes set out above.

B. Not to accept the design fee and scheme implementation funding.

4 **Preferred Option**

A. To accept the design fee and scheme implementation funding, advertise and implement the schemes set out above.

5 **Consultation**

5.1 A full MOD GOV and RTRA consultation will be carried out on each of the proposal as design progresses.

6 **Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998**

None

7 **Risk Assessments**

The failure to address the issues raised by the Bus Pinch Point Team will lead to continued delays to bus services.

8 **Co-operative Implications**

None

9 **Procurement Implications**

The Design team are internal Oldham staff, and subsequent Civil Works will be delivered by inhouse staff. There are no procurement implications.

(S Kapoor Commercial Procurement Unit)

10 **Financial Implications**

The Council has been awarded £162,050 of City Region Sustainable Transport Settlement(CRSTS) grant funding to develop and design the Bus Pinch Point schemes listed above. The costs will be charged to M1393 as part of the Transport Capital Programme.

The funding must be committed and business case for the scheme approved by 31 March 2027, or it will have to be paid back.

(Leonnice Wharton-Brown, Senior Accountant)

11 **Legal Implications**

The Council may lawfully accept the grant funding on the terms proposed. Section 1 of the Localism Act 2021 give Local Authorities a general power of competence to do anything

which an individual may do for the benefit of the authority, its area or persons resident or present in their area.

The Council must be satisfied it can meet the objectives and terms and conditions and milestones of the funding imposed by the funding and to monitor, keep any necessary records and file any necessary returns. Officers must also check the terms do not conflict with other funding conditions for the scheme/s or project/property already in place and ensure compliance with the Public Sector Equality Duty and obtain any necessary Environmental Assessments

Any works, services and goods procured by or on behalf of the Council must be procured in compliance with the Council's Contract Procedure Rules and all other relevant regulations including, where applicable, the Financial Procedure Rules and Land and Property Protocol. Officers must work with legal colleagues to approve and formalise the terms of any grant agreement or MOU in conjunction with Finance and Audit colleagues

The Acceptance Letter in Appendix A sets out conditions which the Council must observe. In addition Paragraph 7 contains a broad indemnity in favour of TfGM enforceable against the Council in the event the Council is found liable for events or omissions. The terms of the indemnity are not unreasonable and are designed to ensure TfGM does not become liable for the Council's negligence in applying the funds. Under paragraph 8 the liability of TfGM is restricted to the Development Costs which the Council obtains which is a proportionate liability cap. (A Evans)

12 Equality Impact, including implications for Children and Young People

12.1 No

13 Key Decision

13.1 Yes

14 Key Decision Reference

14.1 NEI-12-26

15 Background Papers

15.1 None

16 Appendices

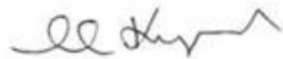
16.1 A – Fee Acceptance Letter – for signing

Approved by the Chief Executive following consultation with the political group leaders who were in attendance as follows:-

Cllr Mark Wilkinson
Cllr Max Woodvine
Cllr Mark Kenyon
Cllr Maggie Hurley
Cllr Kamran Ghafoor
Cllr Aisha Kouser
Cllr Arooj Shah
Cllr Elaine Taylor

Decision made under the authorisation contained in Section 9C (5) Delegations of Specific Officers of Part 3 (Responsibility for Functions) and Section 3.6 of Part 4 (Executive Procedure Rules) of the Council Constitution for the Chief Executive to take emergency decisions in respect of the Council's executive functions.

Signed:



Shelley Kipling, Chief Executive
Dated: 22/09/2026

Date of Group Leaders meeting:

Summary of feedback from the political group leaders

Group Leader's asked for assurance on implementation timelines and the impact that delivery would have on traffic management.

APPENDIX A – ACCEPTANCE LETTER



2 Piccadilly Place
Manchester M1 3BG
0161 244 1000
www.tfgm.com

Oldham Council ("**Council**")
Civic Centre
West Street
Oldham
OL1 1UT

Our ref
Your ref

Date

Dear Sirs

Re: Reimbursement of development costs incurred by the Council in connection with City Region Sustainable Transport Settlement Fund ("Scheme**")**

1. We refer to the project being developed by the Council for the purposes of (amongst other things) improving bus infrastructure within the boundary of the Council ("**Project**"). Details of the Project can be found at Schedule 1.
2. We note that:
 - 2.1 the Project is to be funded by grant monies made available from the Greater Manchester Combined Authority ("**GMCA**") for the Scheme ("**Grant**");
 - 2.2 the Project has been approved in accordance with the Local Growth Assurance Framework, being the process adopted to provide assurance of the Scheme on behalf of the GMCA;
 - 2.3 the Council intends to enter into a grant funding agreement with TfGM in order to provide the required funding from the Grant to deliver the Project ("**Grant Agreement**"), subject to full funding approval of the Project by the GMCA;
 - 2.4 the Council will incur costs in the form of development, planning and feasibility costs for the Project, as more particularly described in Schedule 1 ("**Development Costs**"); and
 - 2.5 to the extent that the Project involves supplementing and/or enhancing existing alternately funded infrastructure (such as an existing Growth Deal scheme, MCF Scheme or Active Travel Fund), Development Costs may only be claimed in relation to the aspects of the Project that are proposed to be funded by the Scheme.
3. Subject to the requirements of paragraphs 4 to 7 of this letter, and in consideration of the Council incurring Development Costs in relation to the Project, then upon receipt

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of the completed Grant Claim Form (a template of which is attached at Schedule 2), valid invoices and/or other appropriate evidence as may be agreed with TfGM relating to the Development Costs from the Council, TfGM shall procure the payment of these Costs to the Council, by way of an advanced payment of the Grant.

4. Any payments of the Grant in accordance with paragraph 3 above shall only be made to the extent that the Development Costs represent costs properly and reasonably incurred by the Council in delivering the Project, and the Council agrees to provide all such documents and further supporting documentation as TfGM may reasonably require to verify the amount of the Development Costs.
5. For the avoidance of doubt, any part of the Development Costs comprising VAT on the fees of external consultants and/or contractors shall not form part of the Grant and TfGM will reimburse the net amount of such fees.
6. Upon payment of any Development Costs, an amount equal to these Development Costs shall be deducted from the maximum amount of grant monies to be made available to the Council under the Grant Agreement, post full approval of the Project.
7. The Council shall keep TfGM indemnified in full against all reasonably and properly incurred costs and expenses, damages and losses (except indirect losses), including any interest, fines, legal and other professional fees and expenses awarded against or incurred by TfGM to the extent that such costs and expenses, damages and losses are attributable to any acts or omissions of the Council, its employees, agents or subcontractors in relation to the Project, except to the extent that such claims, liabilities, damages, demands or expenses arise out of any negligence, act or the default or omission of TfGM.
8. The aggregate liability of TfGM under or in connection with the terms of this letter shall not exceed an amount equal to the Development Costs properly and reasonably incurred by the Council in delivering the Project.
9. The Council acknowledges and agrees that the payment of the Development Costs by TfGM is subject to compliance with the terms of the Memorandum of Understanding entered into between GMCA and the Department for Transport. The Council shall repay to TfGM any Development Costs already paid pursuant to this letter which GMCA are subsequently required to repay to the Department for Transport.
10. The Council shall comply with its obligations as “Client” under Regulation 4 of the Construction (Design and Management) Regulations 2015, and the Parties agree that the Council shall act as the “only client” in this respect.

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11. We should be grateful if you would acknowledge your acceptance of the terms of this letter by signing and returning the enclosed copy of this letter, as provided below.
 12. This letter may be signed in any number of counterparts, each of which when signed is an original, but all the counterparts together shall constitute the same document.
 13. This letter (and any non-contractual obligations arising out of or in connection with it) shall be governed by and construed in accordance with the laws of England and Wales and each of the parties hereby irrevocably submit to the exclusive jurisdiction of the Courts of England and Wales.

Yours faithfully

Signed by:

.....
For and on behalf of Transport for Greater Manchester

Signed by:

.....
For and on behalf of Transport for Greater Manchester

We hereby acknowledge receipt of, and accept the terms of, this letter.

.....
Signed by:
as an authorised signatory, for and on behalf of Oldham Council

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Schedule 1

Bus Pinch Points, Oldham, Phase 3		
Development of the schemes listed below to detailed design, final costs and a programme of works ahead of Business Case submission.		
Scheme	Description	Maximum Commitment
Foxdenton Lane	Bus stop clearways, new restrictions and renewing road markings	£12,800.00
Eaves Lane	Bus stop clearways	£7,750.00
Fields New Road	Bus stop clearways and renewing road markings where required	£7,750.00
Lees Road	Bus stop clearways and renewing road markings where required	£1,500.00
Chadderton Way	Yellow box junction and enforcement camera	£20,000.00
Huddersfield Road-Ripponden Road	Renewing road markings where required and yellow box junction enforcement camera	£20,000.00
Ashton Rd-Fir Tree Ave	Bus stop clearways, yellow box junction, enforcement camera and renewing road markings where required	£27,500.00
Copster Hill Road	Bus stop clearways, new No Waiting At Any Time restrictions and renewing road markings where required	£7,750.00
High Street, Lees	Bus stop clearways and renewing road markings where required	£7,750.00

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High Street, Uppermill	Bus stop clearways, new No Waiting At Any Time restrictions and renewing road markings where required	£7,750.00
Featherstall Road North	Linemarking (TRO) implementation	£1,500.00
J22 M60 / Manchester Road / Hollinwood Avenue	Bus stop clearway signage	£40,000.00
TOTAL		£162,050.00