Report to CABINET

Grant Acceptance: City Region Sustainable Transport Settlement (CRSTS) – Revenue Funding

Portfolio Holder:
Councilor Goodwin, Cabinet Member for Transport and Highways

Officer Contact:
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Reason for Decision

To formally accept £496,000 in City Region Sustainable Transport Settlement (CRSTS1) revenue grant funding that has been allocated to Oldham Council to Support the development of the borough's transport pipeline and Local Implementation Plan (LIP).

Recommendations

1) That the grant offer from the City Region Sustainable Transport Settlement (CRSTS1), for revenue grant funding of £496,000 available to Oldham Council to support the development of our transport pipeline and Local Implementation Plan (LIP) be accepted;

2) That approval is granted for part of this resource to be used to support Council teams, as required, in developing a pipeline to potentially secure further capital funding for Oldham; and

3) That approval to the Director of Legal Services or his nominated representatives be granted to execute and complete any contractual documents.

Grant Acceptance: City Region Sustainable Transport Settlement (CRSTS) Revenue Funding

1 Background

1.1 At the GMCA meeting on 27 June 2025, approval was granted to allocate £5.9m of CRSTS1 revenue funding to Greater Manchester Local Authorities, as set out in

Section 9 of the CRSTS Reprioritisation Strategy Report. Section 9 states:

"In addition to the capital reallocations, it is proposed to allocate 50% (i.e. £5.9m) of the £11.8m of additional CRSTS1 revenue funding to the Local Authorities to support the development and delivery of the Integrated Pipeline, and to retain 50% for the ongoing development of the Bee Network. It is intended that both allocations will be predominantly utilised to support the development of the longer-term transport priorities to be set out in the ten-year Integrated Pipeline and updated Local Transport Plan (LTP) and Delivery Plan."

1.2 Following this approval, a proposal on the distribution of the Local Authority allocation was considered at the Directors of Place (DoP) meeting on 29 July 2025. It was agreed that the 2025/26 revenue funding would be apportioned on a population basis. This approach was subsequently recorded in the DoP report presented on 12 August 2025.

2 Current Position

2.1 As a result of this agreed distribution, £496,000 has been made available to Oldham Council to support the development of its transport project pipeline and Local Implementation Plan (LIP).

2.2 A letter from TfGM to Oldham's Deputy Chief Executive was sent to confirm this on 25th August 2025 (see attached).

3 Options/Alternatives

3.1 Accept the grant funding of £496,000 and develop the transport project pipeline and Local Implementation Plan (LIP).

3.2

3.3 Decline the grant funding £496,000 and then be unable to develop the transport project pipeline and Local Implementation Plan (LIP). Risk falling behind on required transport plans and potential future funding opportunities.

4 Preferred Option

4.1 That the grant offer from the City Region Sustainable Transport Settlement (CRSTS), providing £496,000 in revenue funding to Oldham Council to support the development of the transport pipeline and the Local Implementation Plan (LIP), be accepted.

4.2 This option will enable the Council to:

- Progress the development of a robust transport project pipeline, ensuring Oldham is well-positioned to secure future capital funding.
- Advance the Local Implementation Plan (LIP), strengthening alignment with Greater Manchester's strategic transport priorities.
- Provide targeted support to Council teams, enabling the necessary technical, planning and business-case work to be undertaken at pace.
- Maximize opportunities within the CRSTS City Region Sustainable Transport Settlement, ensuring Oldham benefits fully from regional investment programmes.
- Reduce the risk of missed funding windows, by ensuring schemes are sufficiently developed and ready for submission when opportunities arise.

4.3 Rejecting or delaying this acceptance risks missing further funding opportunities and could undermine Oldham's wider strategic transport and regeneration objectives.

5 Consultation

5.1 The Portfolio Holder (Transport and Highways) and Senior Management were briefed in February 2026.

5.2 Engagement with senior stakeholders and ward members will continue as the pipeline and Local Implementation Plan develops.

6 Financial Implications

6.1 Approval to accept the CRSTS grant will increase the financial resource available to the Council by £496,000. The grant is provided to the Council to support the development of our transport pipeline and Local Implementation Plan (LIP).

6.2 Separate cost centres will be established for each project funded by this grant to ensure individual compliance with the grant conditions and to monitor that all expenditure remains within the allocated funding.

6.3 There is no assumption of any match funding from the Council when accepting the grant. Therefore, there are no adverse financial implications anticipated.

6.4 Although the original grant conditions expected all spend to be incurred by 31 March 2026, a further email from TfGM has since confirmed that the grant may be carried forward into 2026/27. TfGM have confirmed that they will allow eligible expenditure up to the end of September 2026. The service is therefore encouraged to ensure that the grant is fully spent by September 2026.

(Mohammed Hussain)

7 **Legal Implications**

7.1 The proposal to accept the funding from City Region Sustainable Transport Settlement is lawful and in line with the council's constitution. (Bryan Boese – solicitor)

8. **Procurement Implications**

8.1 [None (S.Kapoor Commercial Procurement Unit)

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

9.1 No

10 **Key Decision**

10.1 Yes

11 **Key Decision Reference**

11.1 RBO-06-26.

12 **Appendices**

12.1 [All appendices for the report should be listed]