Report to Chief Executive

Additional Highways Grant Funding Acceptance Report 2026/27

Officer Contact:
Emma Barton – Deputy Chief Executive (Place)

Report Author:
Gordon Anderson – Head of Highways & Engineering
Gordon.Anderson@Oldham.gov.uk

2nd November 2026

Reason for Decision
With the strategic approach for the 5-year City Region sustainable transport settlement (CRSTS) programme approved in March 2022, this report seeks approval for formal acceptance of the Additional CRSTS Highways Maintenance funding and approval of the recommendations for delivery utilising these funds in full, for 2026/27.

Recommendations
That the Chief Executive approves:

- The allocation of Additional CRSTS Highway Maintenance Funding
- The proposed breakdown of funding, which will fully utilise the City Region Sustainable Transport Settlement (CRSTS) highway maintenance additional grant funding allocation available for 2026/27 as per the formal grant notification from GMCA.
- That delegated authority be granted to the Director of Environment in consultation with the Director of Finance to take all necessary decisions in relation to the award of contracts arising from this procurement process to ensure procurement decisions can be made within the timescales required to support programme delivery.
- That the Director of Legal Services or their nominated representative be authorised 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 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.

Funding

CRSTS Additional Funding	Total
5,258,000	5,258,000

Scheme Delivery

Preventative Maintenance	Carriageway Resurfacing	Machine Laid Patching	Footway	Total
2,508,000	1,850,000	500,000	400,000	5,258,000

Transport Capital Programme 2026/27

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**

An additional highway maintenance allocation of £60m has been made available to local authorities based on an allocation process agreed with the GM Delivery Group, the GM Highways Group and the GM Treasurers, of which Oldham are set to receive £5,258,000.

The aim is to invest the full £5.25 million into highway planned maintenance activities across the Oldham highway network. The proposed investment strategy has been developed in accordance with Oldham Council's Highway Safety Inspection Policy and the principles of risk-based asset management contained within the Well-Managed Highway Infrastructure Code of Practice.

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.

3 Options/Alternatives

3.1 Option 1 – the Chief Executive agrees

- The allocation of Additional CRSTS Highway Maintenance Funding
- The proposed breakdown of funding, which will fully utilise the City Region Sustainable Transport Settlement (CRSTS) highway maintenance additional grant funding allocation available for 2026/27 as per the formal grant notification from GMCA.
- That delegated authority be granted to the Director of Environment in consultation with the Director of Finance to take all necessary decisions in relation to the award of contracts arising from this procurement process to ensure procurement decisions can be made within the timescales required to support programme delivery.

- That the Director of Legal Services or their nominated representative be authorised 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 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.

3.2 Option 2 – the Chief Executive does not agree

- The allocation of Additional CRSTS Highway Maintenance Funding

- The proposed breakdown of funding, which will fully utilise the City Region Sustainable Transport Settlement (CRSTS) highway maintenance additional grant funding allocation available for 2026/27 as per the formal grant notification from GMCA.

- That delegated authority be granted to the Director of Environment in consultation with the Director of Finance to take all necessary decisions in relation to the award of contracts arising from this procurement process to ensure procurement decisions can be made within the timescales required to support programme delivery.

- That the Director of Legal Services or their nominated representative be authorised 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 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.

3.3 Option 1 is recommended to progress delivery of the Additional CRSTS Highway Maintenance Funding 2026/27 and deliver improvements and infrastructure across the borough's highway assets.

4 Preferred Option

4.1 Option 1 – the Chief Executive agrees

- The allocation of Additional CRSTS Highway Maintenance Funding
- The proposed breakdown of funding, which will fully utilise the City Region Sustainable Transport Settlement (CRSTS) highway maintenance additional grant funding allocation available for 2026/27 as per the formal grant notification from GMCA.
- That delegated authority be granted to the Director of Environment in consultation with the Director of Finance to take all necessary decisions in relation to the award of contracts arising from this procurement process to ensure procurement decisions can be made within the timescales required to support programme delivery.
- That the Director of Legal Services or their nominated representative be authorised 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 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.

Scheme Delivery

Preventative Maintenance	Carriageway Resurfacing	Machine Laid Patching	Footway	Total
2,508,000	1,850,000	500,000	400,000	5,258,000

5 **Consultation**

5.1 N/A

6 **Financial Implications**

6.1 The Council has been awarded £5,258,000 CRSTS Highway Maintenance Funding to deliver highway planned maintenance activities across the Oldham highway network, which will be allocated as follows:

Preventative Maintenance	Carriageway Resurfacing	Machine Laid Patching	Footway	Total
2,508,000	1,850,000	500,000	400,000	5,258,000

The expenditure is capital and cost centres have already been set up for these schemes. 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 the overspend.

Leonnie Wharton-Brown, Senior Accountant

7 **Legal Implications**

7.1 The proposal is lawful and complies with the Council's constitution. The Council is under a statutory duty to maintain highways under the Highways Act 1980. The Contract Procedure Rules should be followed as outlined by Procurement below.

Bryan Boese - solicitor

8. **Procurement Implications**

8.1 The sourcing routes for the additional funding are to be in line with the Council's Contract Procedure Rules (CPRs) rule 4.1 - where an existing contract, framework or in-house service is available to meet the Council's specific procurement requirements and offers value for money it should be used unless there is particular circumstances which justify an alternative route to market. If Rule 4.1 does not apply, the sourcing must comply with the procurement thresholds noted in rule 4.3, which sets out the required procedure for different Contract Values, the minimum number of tenders that must be invited and how invitations to tender must be publicised.

Darren Judge – Category Manager

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

9.1 Yes

10 **Key Decision**

10.1 Yes

11 **Key Decision Reference**

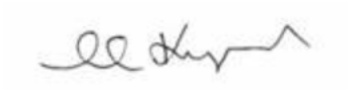
11.1 KDD-26-40

12 **Background Papers**

12.1 N/A

13 **Appendices**

13.1 N/A

Approved by the Chief Executive following consultation with the political group leaders who were in attendance as follows:- Councillors: Maggie Hurley, Sam Al-Hamdani, Paul Taylor, Ioan Williams, Arooj Shah, Lisa Navesey, Beth Sharp, Max Woodvine, Brian Hobin, Elaine Taylor, Kamran Ghafoor and Aisha Kouser 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: 05/11/2026
Date of Group Leaders meeting: 02/11/2026
Summary of feedback from the political group leaders: Group Leaders discussed how schemes would be selected for funding and requested greater visibility of the prioritisation process. Officers explained that selections would be informed by condition data and highway inspections. Questions were raised about alternative approaches to pothole repairs, including the possible use of specialist repair equipment, and concerns were expressed regarding the quality of some repairs. Group Leaders also sought opportunities for greater member involvement in scheme selection. It was agreed that a broader discussion on highway maintenance priorities would be brought to Place Portfolio and Place Scrutiny, including consideration of alternative repair methods and opportunities to improve efficiency.