

Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 11 March 2026
Subject:	Approval to proceed with Bury's Integrated Transport Block (ITB) Minor Works Road Safety programme of works for financial year 2026/27	
Report of	Cabinet Member for Environment, Climate Change and Operations	

Summary

1. This report seeks formal approval to proceed with the Integrated Transport Block (ITB) Minor Works Road Safety programme of works for financial year 2026/27.
2. These schemes support Bury's Road Safety strategy and Transport for Greater Manchester's (Tfgm) Vision Zero strategy of improving road safety and reducing road danger on the roads of Bury.
3. The total funding allocation for Bury Council for the Integrated Transport Block (ITB) Minor Works Road Safety programme is £543,000 , with the ITB funding provided by Tfgm
 - The full breakdown of schemes proposed for the financial year can be seen in **Appendix A**
4. No Business case is required for this work.
5. The procurement of the works and subsequent award decisions, for each of the schemes set out in Appendix A shall be subject to a separate report to the Executive Director of Place in consultation with the Director of Regeneration, which will ensure that delivery timescales are met.
6. Approval of the receipt of the funding from Tfgm and the programme will enable works to commence in **April 2026** and be complete by **March 2027**, ensuring compliance with funding conditions.

Recommendation(s)

7. Cabinet approves the receipt of the funding allocation from Transport for Greater Manchester (Tfgm), in respect of the Integrated Transport Block (ITB) Minor Works Road Safety programme for 2026/27, in the sum of £543,000.
8. Cabinet approves the proposed ITB programme of works for 2026-27, as set out in Appendix A, which will fully utilise the £543,000 funding allocation from Tfgm.

9. Cabinet delegates all decisions in respect of the procurement of the works set out in Appendix A, to the Executive Director of Place in consultation with the Director of Regeneration, which will ensure that delivery timescales are met.
10. Cabinet delegates all tender award decisions in respect of the works set out in Appendix A, to the Executive Director of Place in consultation with the Director of Regeneration, which will ensure that delivery timescales are met.

Reasons for recommendation(s)

11. To meet the commitments to spend ITB monies on behalf of Tfgm.
12. Delays to the progression of the schemes may risk funding being withdrawn by Tfgm and impact the council's reputation with TfGM and the Department for Transport (DfT).

Alternative options considered and rejected

13. Selection of other safety schemes lower down the priority list.
14. Costs. ITB is provided for the introduction of more moderate sized road safety schemes which it is hoped will provide good returns in improving road safety and reducing road danger reduction. The funding is not to be used on one large project.
15. Not proceeding with the schemes could result in funding withdrawal by Tfgm.

Report Author and Contact Details:

Name: Kenneth Asquith
Position: Road Safety Engineer- Transportation
Department: Operations
E-mail: k.asquithi@bury.gov.uk

Background

16. The ITB funding provided for road safety schemes in Bury is provided by Tfgm. ITB monies are distributed to all 10 Local Authorities in Greater Manchester as part of Tfgm's City Regional Sustainable Transport Settlement (CRSTS) initiative. This money is provided to Tfgm by the Department of Transport (DfT) for it to spend on a variety of Transport initiatives throughout Greater Manchester of which ITB is one such programme of works. The ITB money provided for each of the 10 Local Authorities is allocated and distributed to the 10 Greater Manchester authorities. The amount received by each Local Authority depends on its size.

17. The total funding provision for Integrated Transport Block (ITB) Minor Works Road Safety programme at Bury for the financial year 2026/27 is £543,000. This money comes with the proviso that the funding is spent on modest safety schemes which target recognised existing injury collision 'hotspot' locations, schemes which help to reduce speeds, safety schemes in the vicinity of schools and schemes which assist vulnerable road users (ie pedestrians and cyclists) on the highway such as the provision of new or upgraded crossing points.
18. The selection of schemes for progression is based around several key factors. Primarily this is existing injury collision information but also evidence of regular speeding being recorded, rat running traffic, volume of traffic, costs of the schemes proposed and evidence of significant footfall for pedestrian schemes.
19. Schemes selected for inclusion in the programme also need to tie in with Tfgm's 'Vision Zero' policy and 'Road Danger Reduction' targets regarding injury collision reduction throughout Greater Manchester.
20. 'Vision Zero' is a global movement which has been adopted by Tfgm and the 10 Greater Manchester Local Authorities. The goal is to eventually eliminate all traffic related fatalities and injuries. Bury's Road Safety plan links in to this strategy.
21. The purpose of the ITB funding provision to Local Authorities by Tfgm is to provide funding for relatively modest road safety schemes which can provide high value for money with the finite resources provided.
22. As noted previously, the ITB schemes proposed for financial year 2026/27 are listed in **Appendix A**.

Social Value Considerations

23. The schemes proposed will improve road safety, reduce road danger for all road users and help to contribute to Bury Council's corporate priorities.
24. The schemes will also help promote healthier lifestyles, reduce carbon emissions, improve permeability and improve safer travel for all throughout the borough.

Links with the Corporate Priorities:

25. These schemes directly support the priorities outlined in Bury's Let's Do It Strategy, including:
 - Local Neighbourhoods: Enhancing access to safe, active travel infrastructure fosters healthier, more independent, and cohesive communities.

- Delivering Together: Collaboration with TfGM, community stakeholders, The Police, Greater Manchester Urban Traffic Control (GMUTC) and contractors demonstrates a commitment to co-design and shared accountability.
- Strength-Based Approach: Utilising local assets to amplify community strengths while advancing carbon neutrality goals.
- Economic Growth and Inclusion: Improved connectivity and safety of transit boosts local commerce, attracts investment, and supports inclusive growth within the borough.
- Climate Agenda: Promoting walking and cycling directly aligns with Bury's target of carbon neutrality by 2038.
- The measures proposed also support Bury's corporate plan which feeds in to the 'Let's do it Strategy'

Equality Impact and Considerations:

26. A full EQIA has been completed for the whole programme. Impacts have been identified for some characteristics which are positive or neutral with mitigations. There are no further equalities considerations at this stage.

Environmental Impact and Considerations:

27. The scheme proposals will improve road safety, reduce road danger reduction on the roads of Bury, promote sustainable travel and contribute towards Bury's 'Zero Vision' targets of injury collision reduction and Bury's target of Carbon neutrality by 2038.
28. Biodiversity impacts will be assessed and mitigated during the design phase.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Failure to approve progression of the schemes could result in delays to the delivery of the scheme improvements proposed or them not being progressed at all.	Approval of scheme proposals will ensure compliance with funding spend and delivery timescales.

Legal Implications:

29. Local Authorities have a legal duty to maintain the highways under their control. The Integrated Transport Block (ITB) Minor Works Road Safety programme will assist the Council in complying with its requirement under section 41 of the Highways Act 1980.
30. The Council is required to ensure that, in identifying a suitable contractor to undertake the works for each of the schemes outlined in Appendix A, it complies with the relevant procurement law, and its own Contract Procedure Rules.
31. The decisions in respect of the procurement route and subsequent awards are not decisions that Cabinet can reasonably be expected to make at this juncture, as this report does not contain this information. Therefore, these are decisions that should be subject to separate reports and Cabinet can delegate the procurement route decision/s and/or contract award decision/s under the Council's Constitution and Scheme of Delegations.
32. Approving the recommendations for delegations would enable the procurement and award decisions to be made by the delegated decision maker within the parameters already agreed by Cabinet, and in accordance with the Council's Contract Procedure Rules. The delegated officer must ensure that the procurement has been conducted lawfully and in accordance with the published evaluation criteria. Delegation avoids the need to return to Cabinet and does not present additional risk, provided that the award is within the scope of the approvals already given.

Financial Implications:

33. The cost of the ITB Minor Works Road Safety programme for 2026/27, as set out in Appendix 1, is £0.543m. This is fully funded from the confirmed ITB Minor Work/Road Safety allocation of the City Region Sustainable Transport Settlement (CRSTS) received from Transport for Greater Manchester.

Appendices:

Appendix 1 – ITB5 Scheme programme 2026/27

Background papers:

None.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
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ITB	Integrated Transport Block
TfGM	Transport for Greater Manchester
CRSTS	City Regional Sustainable Transport Settlement
DfT	Department for Transport
GMUTC	Greater Manchester Urban Traffic Control