



CABINET – 18 MARCH 2025

ENVIRONMENT AND TRANSPORT
2025/26 HIGHWAYS AND TRANSPORTATION
CAPITAL PROGRAMME AND WORKS PROGRAMME

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to seek the Cabinet's approval for the Environment and Transport Department's 2025/26 Highways and Transportation Capital Programme and Works Programme, both of which are appended to this report.
2. These Programmes have been developed in accordance with the overall budget envelopes included in the Medium Term Financial Strategy (MTFS) 2025/26 to 2028/29, as approved by the County Council on 19 February 2025. No additional funding is being sought through this report.

Recommendations

(Key Decision)

3. It is recommended that:
 - a) The Cabinet notes the acute financial context in which the 2025/26 Programmes have been developed and will be delivered, as set out in Part B of this report;
 - b) The Programmes be approved;
 - c) The Director of Environment and Transport be authorised,
 - i) following consultation with the Director of Corporate Resources and the Cabinet Lead Members for Highways and Transportation and Corporate Resources, to prepare and submit bids, as appropriate, to secure external funding for delivery of schemes identified in the Programmes;
 - ii) following consultation with the Director of Corporate Resources, the Director of Law and Governance and the Cabinet Lead Member for Corporate Resources, to enter such contracts as is necessary to progress schemes in the approved

Programmes to allow early contractor involvement to take place in advance of all external funding required to deliver the scheme being secured, noting the challenges set out in paragraph 22 of this report;

- iii) following consultation with the Director of Corporate Resources, the Director of Law and Governance and the Cabinet Lead Member for Corporate Resources, to undertake preparatory work as considered appropriate to develop savings as set out in the Medium-Term Financial Strategy and to consider that further savings are implemented in a timely manner.

Reason for Recommendations

4. To highlight the challenging financial context in which the Programmes are being developed and will be delivered.
5. To enable the delivery of the Programmes for the 2025/26 financial year.
6. To enable the delivery of large capital schemes using a collaborative approach, to work with contractors to reduce risk and increase cost certainty. Working in this way will also provide necessary assurance to partners and third-party funders contributing to the cost of delivering the Capital Programme.
7. To enable early work to be undertaken on the development of new savings to address the worsening financial position.

Timetable for Decisions (including Scrutiny)

8. The Highways and Transportation Capital Programme and Works Programme report was considered by the Highways and Transport Overview and Scrutiny Committee on 6 March 2025. Its comments are included in Part B of this report.
9. Subject to the Cabinet's approval, the Programmes will be published after 18 March 2025.

Policy Framework and Previous Decisions

10. The Programmes are rolling financial and business plans that are updated annually.
11. The Government's budget, announced on 30 October 2024, set out the national spending totals for 2025/26 and a direction of travel in terms of future policy by the Government. However, it provided little detailed information or certainty in terms of future funding for highways and transport or more generally any certainty for the Council's MTFS.
12. Levels of uncertainty and challenges are making financial planning extremely challenging and require the Council to be flexible and adaptable. Recently,

these financial challenges have heightened, further complicating the Council's ability to present a balance budget without the use of reserves and placing additional strain on the finance function as well as wider service teams. Until a multi-year ringfenced commitment from the Government is provided, rather than one-year settlements, then these uncertainties will continue.

13. The provisional MTFS 2025/26 to 2028/29 was approved for consultation and scrutiny by the Cabinet on 19 December 2024.
14. At its meeting on 7 February 2025, the Cabinet recommended a proposed MTFS 2025-29 for approval by the County Council. The County Council approved the MTFS at its meeting on 19 February 2025.
15. The 2025/26 Programmes have been developed with reference to the Department's key plans and strategies and align with these aims and underpin the Strategic Plan's delivery.
16. Leicestershire County Council's Strategic Plan 2024 – 2026 outlines the Council's long-term vision for the organisation, as well as for the people and place of Leicestershire. The Programmes will, at least partially, contribute to supporting all of the Strategic Plan's five outcomes, in particular supporting the 'Clean and Green' and 'Strong Economy, Transport and Infrastructure' outcomes. It should be noted that the outcomes represent long-term aspirations for Leicestershire, which may not be achieved in full during the four-year course of the Strategic Plan.

Resource Implications

17. The Programmes involve significant amounts of money and represent a continued commitment by the Council to deliver on its strategic objectives.
18. However, based on the current evidence, future population growth projections and current societal behaviours and expectations, the levels of funding available through the Council's own budgets and funding allocations from the Government, while delivering vital highways and transport work, are insufficient to meet current and future needs of the County. Without investment from other sources, growth will be frustrated and/or travel conditions on Leicestershire's transport system will deteriorate.
19. Nor is the level sufficient to maintain the current standards of Leicestershire's existing highways assets. Again, without additional funding from other sources, the condition of the county's roads and other assets will continue to decline.
20. There are also likely to be significant costs to the Council in respect of climate change. This is both in terms of the resources and work required to support efforts to decarbonise travel (transport) in the County to the degree necessary to meet net zero commitments by 2050 and from the impacts of increased extreme weather events on highway assets.

21. Thus, what monies are available need to be invested in projects and measures that deliver the maximum benefit over the longest possible period. Also, the importance of ensuring that the Council is well prepared to secure additional funding from other sources, including via 'bids' to the Government and from developers (not just via planning applications, but also through ensuring that the Local Plans prepared by district councils provide a robust policy basis for seeking contributions), needs to be emphasised.
22. The Programmes are resource intensive, both in staff and financial terms. The delivery in recent years has been impacted by the Covid-19 Pandemic, which has also impacted on the timeframes of important work being undertaken by other bodies, including work by the district councils to develop new Local Plans. Work by other bodies also creates resource pressures that have the potential to impact on the Programme's delivery. Additionally, like many sectors of the economy, skill shortages and/or the inability to retain the necessary skills, is and will continue to impact on the Programme's delivery. The implications of which are the risk of slippage on Programme delivery and cost escalation as market prices increase. Thus, going forward, it will be evermore important to ensure that resources are focused on the effective delivery of the approved Programmes.
23. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

24. This report will be circulated to all Members.

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PART B

Background

25. The development of the Programmes has taken place against an ever more challenging and evolving backdrop.
26. In general, the Programmes continue to be impacted by increased costs on some major schemes due to the impact of inflation and weather-related delays (increasingly exacerbated by the apparent effects of climate change), as well as additional pressures in highways maintenance and from more frequent severe weather events. The following sub-sections provide further details.

Financial / Funding

27. The Government has established six missions as part of its stated 'decade of national renewal'. It is being ambitious in seeking to deliver on them through several major policy announcements, including planning reform to achieve its ambition to see 1.5m new homes built within the next five years.
28. However, it is presently unclear as to what extent the Government will fund the delivery of its missions and ambitions. There have been some recent welcome additional one-off funding announcements, including:
 - a) An additional circa £7.7m for highway maintenance in 2025/26, subject in part to yet unspecified incentive criteria (which would give a potential maximum budget of circa £28.8m).
 - b) Funding from the Government for passenger transport services in 2025/26 (subject to terms and conditions), which in total is worth circa £7.5m
29. Until recently, the previous self-assessment process applied to highway maintenance operations providing incentives in the funding structure. A new incentivised approach is proposed and would provide further uncertainty.
30. The Department for Transport (DfT) has indicated that the Authority will continue to receive its ring-fenced Integrated Transport Block settlement, currently worth circa £2.8m per annum, and it is used flexibly by the County Council to fund work to underpin the development of future transport programmes and schemes ('Advanced Design' budget). If it is rolled into an overall settlement, this may limit the flexibility with which it is presently used and have a negative effect of undermining the long-term certainty that the sector is seeking.
31. Further, whilst it is seemingly apparent that the Network North funding is no longer extant, it is unclear at this time what alternative funding might be put in place by the Government, particularly for new major capital projects or renewals. The situation may begin to become clearer once the national Spending Review has been fully completed by the Government (spring of this year). In addition, there are challenges now facing the position of the national

economy, which means that there is still some uncertainty hanging over the sector.

32. As was set out in the report to the Cabinet in February on the provisional MTFS 2025/26 to 2028/29, the County Council's financial position has been challenging for several years.
33. Given the current national funding position aligned to the Council's latest MTFS position, significant additional savings or income generation options will still be required.
34. The proposed savings for the Environment and Transport Department is £4.5m, with £3.5m for Highways and Transport (this includes £2m from the assisted transport programme). Further savings or additional funding will be required to close the budget shortfall of £38m in 2026/27, rising to £91m in 2028/29. Areas of potential savings (which are additional to the savings already identified) include:
 - a) Fleet efficiencies and improvements.
 - b) The commercialisation of Highway Services.
 - c) Fees and charges.
 - d) School crossing patrol (by seeking contributions from third parties).
 - e) Lane rental (charging third parties for working on the highway network).
 - f) Energy cost reductions.
35. To ensure that the Council remains financially sustainable, the Council's savings will need to be greater than the transformation of services and they will need to focus on the following activities:
 - a) Service redesign and a review of the policies to focus on essential spend.
 - b) Effective procurement.
 - c) Spend controls.
36. Through financial management and robust budgeting, the Council is in a better position than many other authorities. However, the Council's financial position means that it is severely limited as to the extent to which it can fund highways, and transport works and programmes from its own budgets, and this is compounded by the challenges and demands posed by a growing population and climate change, as summarised below.

Population Growth

37. Population growth presents a significant budget and service challenge. The County's population is growing and ageing at rates faster than the national averages. An increasing population drives increased travel demand by all modes. This has multiple implications for the County's highway assets, including:
 - a) More and heavier vehicles that result in ever greater damage to roads, bridges, and drainage systems.

- b) Continuing challenges in the ability to manage and maintain footways and cycleways to standards increases the potential for trips, falls and accidents to occur, especially with greater demand and notably creating a barrier for vulnerable residents, especially those with mobility difficulties.
 - c) The greater use and acceptance of low standard of unclassified roads that were never designed or built to be used by such volumes of traffic.
38. It also presents a significant challenge in the County Council's ability to maintain and provide transport services, especially around Special Educational Needs and Disabilities transport, which provides those eligible with access to educational opportunities.
39. In addition, operation of the bus network remains challenging, especially in the provision of bus services to rural communities. Without such provision, there is potential for social isolation and exclusion, and access to educational and employment opportunities, therefore undermining these residents' health and wellbeing and the potential for increased economic deprivation within these communities.
40. The County Council cannot 'prevent' population growth, so unless significant changes occur in societal behaviours and expectations, there are significant limitations as to the extent to which the impacts of growth on the County's transportation system can be mitigated in the future.
41. Furthermore, a growing population drives the need for new homes and jobs. A national failure to keep pace in investment in transport (and other) infrastructure is now manifesting in challenges to the development and delivery of Local Plans (the primary vehicles by which planned growth is delivered). However, supporting new homes and jobs is becoming increasingly challenging as the scope of mitigation, including transport, has significant implications on development sites viability, placing a greater burden on the Council's limited resources.
42. Given its financial position and considerations of risk, the County Council is not able to forward fund transport measures required to deliver new homes and jobs. Wider public investment (from the Government) has hitherto borne no resemblance to the delivery of real homes and jobs on the ground, either in terms of quantum, timing, and of the approach to business case development. The County Council, as the Local Transport Authority is, therefore, increasingly struggling to support Local Plans as being sound from a transport perspective where it has no confidence that the necessary investment in transport interventions will come forward over the Local Plans' lifetime. This is especially the case where Local Plans fail to reflect/are not underpinned by lawful methodologies to seek to maximise developer contributions towards the transport interventions required to address cumulative and/or cross-boundary transport impacts.
43. Until such time as the Government's policy reflects and addresses the challenges faced by local authorities in meeting housing needs whilst ensuring

that infrastructure is available and appropriate, district councils, as Local Planning Authorities are in the best position to manage the developer contribution risk. It is therefore necessary for the district councils to work with the County Council to ensure that the Local Plans include policies that balance the need to support the delivery of growth, without exposing the County Council to further financial risk. Similarly, a collaborative approach is required to ensure funding is directed towards priority infrastructure.

44. Without new funding, the County Council can only commit to constructing new infrastructure upon the receipt of funds from developers. Whilst the County Council will always be mindful of its statutory duty to ensure that highway safety is not compromised, it is likely there could be adverse impacts of development, such as increasing congestion, if sufficient developer funding is not secured through the planning process.

Climate Change

45. Transport is an enabler of everyday lives; when it fails, normal life is disrupted. This is becoming ever more the case with the apparent impacts of climate change. The effects of warmer and wetter winters, hotter and drier summers and more frequent and intense weather extremes include:
- a) Increased levels of, and more frequent occurrences of, highway flooding that result in road closures.
 - b) More wind damage to trees, resulting in road closures, and potential injury.
 - c) Damage to highway assets or worsening existing conditions, causing risks of increased vehicle damage, subsequent increased levels of insurance claims to the County Council and road closures.
 - d) Increases in demand for funding to repair assets and staff resourcing, because of the impact of bad weather, causing pressures to services and increasing the need to adapt to climate change.
 - e) Disruption to the operation of the County's safe and resilient transport networks, including the bus network.
 - f) Disruption to planned maintenance programmes, which in the long-term will have implications for the condition of the highway assets.
46. Further, increased levels of flooding, including of property, places pressures on the County Council, as the Lead Local Flood Authority, for investigation and increased demand for revenue repairs and for capital flood alleviation schemes.

Highway Asset Condition

47. The condition of the County's highway network has been deteriorating at an increasingly rapid rate. This is evidenced through the increase in the percentage of network requiring maintenance to prevent the need for structural intervention. This situation is reflective of a continuing national decline in the public satisfaction of highway maintenance services and the network condition.

48. The under-investment in highway maintenance at a national level has meant that the Council has been unable to halt or slow the decline in the condition of the local highway network or mitigate the risks against further deterioration of the Council's highway assets. The programmes are only sufficient to maintain the existing rate of decline of the Council's highway assets.
49. Proactive, planned, consistent, and sustained investment in the Council's transport services, and infrastructure condition and capacity, is necessary to mitigate the implications of network deterioration, population growth and climate change. The Council, as the Local Highway Authority, operates in circumstances of one-year financial settlements from the Government (an approach that makes it difficult to plan spending effectively), uncertainty in national spending promises, and one-off annual allocations from the County Council's own budgets.
50. Leicestershire has been renowned for having well maintained roads, and safeguarding key transport services. However, where the rate of proactive investment continues to fail to keep pace with the impacts of population growth and climate change, the implications, as previously mentioned, will continue to grow and be exacerbated.
51. A continuation of a growing reliance on reactive and short-term less expensive treatments, based on the Government's focus on providing funding for potholes rather than wider asset renewal programmes, if continued, will perpetuate a spiral of decline, to the point where assets fail completely and become unusable and/or unsafe. This directly impacts on other service areas due to the impact of poor transport provision, which undermines the health and wellbeing of Leicestershire's communities, as well as the ability for businesses to deliver goods and services in a reliable and timely manner adding to their costs.
52. In recognition of the challenges faced in seeking to maintain the County's highway assets, a Network Resilient Strategy is being developed by the Council with the aim to finalise this by March 2026.

Electric Vehicles

53. The Government's policy is moving away from internal combustion engines towards ultra-low emission vehicles, such as electric vehicles (EVs). Some of the key reasons why the Council is promoting EVs and charging infrastructure include air pollution, carbon reduction and climate change and noise.

National and Local Policy

54. In November 2024, the Government announced an intended significant shift in national transport policy to put 'the needs of people first'.
55. The Government continues to proceed with its call for ideas to inform the development of an Integrated National Transport Strategy (INTS), which will give effect to this policy shift. Following consultation with the Cabinet Lead

Member, the Director of Environment and Transport will be submitting a response to the call for ideas under delegated powers.

56. It is currently understood that the INTS will be published before the end of the 2025 calendar year.
57. It appears that the County Council's recently adopted Local Transport Plan 4 Core Document will be well aligned with the intent of the proposed INTS, as it is based on the premise of transport being an enabler to help improve the health, the safety and the wellbeing of Leicestershire's communities.
58. The evolving national and local policy situation has come too late to have a material impact on the contents of the proposed 2025/26 Programmes. However, in future years, it is anticipated that it will have a significant impact on both the content and structure of the Programmes, including the need to ensure greater clarity about how the work of the Local Transport Authority is helping to deliver on national and local policies and bringing wider health and environmental benefits to local communities.

Concluding Comments

59. Whilst the backdrop is challenging and evolving, nevertheless the Programmes continue to represent an important and worthwhile investment in resources and monies to improve the usability/accessibility, safety and capacity of the County's transport system to support the needs of Leicestershire's communities and businesses. The Programmes also help to ensure that the Council is in the best possible position to secure third-party funding from the Government and developers.
60. Officers will continue to maintain their regular liaison with the DfT to gain possible further insight into the Government's intended direction of travel in terms of funding and policy implementation. Officers will also continue to take opportunities to influence the Government's perspective, through responses to relevant consultations, and any future discussions on local government reorganisation and devolution.

2025/26 Highways and Transportation Capital Programme & Works Programme

General Overview

61. The 2025/26 Programmes reflect the Environment and Transport Department's current duties and the key highway service-related policies, strategies, and plans, as detailed above, whilst also taking account of the Council's future priorities.
62. The Department's Capital Programme budget totals £200.7m over the four years 2025-29, of which the major part, £197.2m (98.23%), is the Highways and Transportation element (it should be noted that these figures do not include any potential slippage/acceleration). This capital funding comes from several sources, such as various grants from the Government and competitive funding

streams; capital receipts; the County Council's capital budget and revenue balances; external contributions, such as developer contributions; and earmarked funds.

63. There will be a very limited scope to add further capital schemes to the Capital Programme.

The 2025/26 Highway Capital Programme

64. The 2025/26 Highway Capital Programme (attached as Appendix A) sets out a summary of the budget breakdown for each of the highway's capital lines set out in the refreshed MTFS. It also presents figures for the period 2026/27 to 2028/29, although those may be subject to change because of future MTFS refreshes and/or funding announcements from the Government.
65. Over the period of the MTFS, a Capital Programme of £197.2m is required for Highways and Transportation (£438.6m for the entire authority's Capital Programme) of which £87.4m is planned for 2025/26. The areas of spend are as follows:

Major Schemes

- a) Melton Mowbray Distributor Road - North and East Sections, £23.7m in 2025/26
- b) Zouch Bridge Replacement – Construction and Enabling Works, £8.2m in 2025/26
- c) Advance Design / Match Funding (Local Transport Plan Implementation), £2.9m in 2025/26
- d) Leicestershire Cycling and Walking Infrastructure Plan Delivery, £1.0m in 2025/26
- e) A511 / A50 Major Road Network – Full Business Case, £4.2m in 2025/26
- f) The Parade Oadby, £1.8m in 2025/26

Minor Schemes / Other

- g) County Council Vehicle Replacement Programme, £4.4m in 2025/26
- h) Highways Depot Improvements, £0.1m in 2025/26
- i) Property Flood Risk Alleviation, £0.9m in 2025/26.
- j) Safety Schemes, £0.5m in 2025/26
- k) Externally Funded Schemes (Section 106), £0.6m in 2025/26.
- l) Melton Depot Replacement, £2.1m in 2025/26
- m) Plant renewals, £0.1m in 2025/26

Transport Asset Management

- n) Transport Asset Management Programme, £25.0m in 2025/26

Funding – Capital Grants

66. Grant funding for the Capital Programme totals £139.0m across the 2025-29 Programme. Most grants are awarded by the Government's departments, such as the DfT.

The 2025/26 Works Programme

67. The 2025/26 Highways and Transportation Works Programme (attached as Appendix B) contains actions (such as intervention/work/treatment), some of which are part of longer-term projects that will take place over several years or may be implemented beyond 2025/26. Appendix B provides more information behind the budget lines set out in Appendix A, further highlighting how the work is aligned to the delivery of strategies, supporting growth, and reducing carbon levels.

Funding

68. The actions outlined in the Programmes will be funded from a variety of sources, including capital and revenue budgets and external sources of funding, for example, developer contributions. Officers will continue to explore and, as appropriate, pursue any additional sources of external funding.

Consultation

69. Where appropriate, individual schemes and projects will continue to be subject to further consultation with Local Members and the public, and reports will be presented to the Members as necessary.
70. The Highways and Transportation Overview and Scrutiny Committee considered the report on 6 March 2025 and its comments will be reported to the Cabinet on 18 March 2025.

Conclusion

71. This year's Programmes have been put together against an evermore challenging and evolving backdrop. Evidence is showing the enormous challenges faced in seeking to provide for population growth, whilst simultaneously seeking to maintain an effectively operating transport system and achieve net zero requirements / ambitions.
72. This year's Programmes contain important projects that will help to support the County's growth and that seek ultimately to deliver improved facilities across all modes, including for cyclists and pedestrians.
73. The Programmes are of value and importance in delivering on the Council's Strategic Plan's outcomes and seeking to improve the health and wellbeing of Leicestershire communities.
74. Looking beyond 2025/26, the structure and content of future year Programmes are likely to evolve in the light of significant changes in local and national policy,

as well as meeting the challenges of net zero and adapting to a changing climate and discussions on local government reorganisation and devolution.

Equality Implications

75. There are no equality implications arising directly from the content of this report. It has not been necessary to undertake a detailed Equality Impacts Assessment on the Programmes.
76. However, Equality Impact Assessments will be carried out in relation to work undertaken on individual projects contained within the Programmes, when appropriate.

Human Rights Implications

77. There are no human rights implications arising from the content of this report.
78. However, relevant assessments will be carried out in relation to work undertaken on individual projects contained the Programmes, when appropriate.

Environmental Implications

79. No detailed environmental assessment has been undertaken on the Programmes. However, the Council will assess the environmental implications of relevant new policies and schemes at appropriate points during their development.

Partnership Working and Associated Issues

80. Working and consulting with key partners (such as Leicester City Council, the district councils, the DfT, National Highways, Network Rail, developers and Midlands Connect), will be considered along with any impact issues, and will continue to be important in seeking to secure additional funding to deliver future transport measures and infrastructure.

Risk Assessment

81. The Programmes have been risk assessed as part of a wider risk assessment of the Environment and Transport Department's business planning process.
82. The delivery of both Programmes is supported by the Department's business planning process and risk assessments will be undertaken for individual teams, schemes and initiatives, as appropriate.

Background Papers

Report to the Cabinet 23 June 2017 - Highway Asset Management Policy and Highway Asset Management Strategy
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135andMId=5120andVer=4>

Report to the Cabinet 15 September 2017 - Highways Infrastructure Asset Management Plan (HIAMP)

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135andMId=4863andVer=4>

Report to the County Council 8 July 2020 - Revised Environment Strategy and Action Plan

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MID=6040>

Report to the Cabinet on 20 July 2021 – Cycling and Walking Strategy

<https://democracy.leics.gov.uk/ieListDocuments.aspx?MId=6445>

Report to the Cabinet on 20 July 2021 – Interim Melton Mowbray Transport Strategy

<https://democracy.leics.gov.uk/ieListDocuments.aspx?MId=6445>

Report to the Cabinet on 17 September 2021 – Interim Coalville Transport Strategy

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/faq/2021/9/22/LCC-ID6-LCC-Cabinet-Decisions-Friday-17-September-2021.pdf>

Report to the County Council on 18 May 2022 – Leicestershire County Council's Strategic Plan 2022 – 2026

<http://cexmodgov1.ad.leics.gov.uk:9075/ieListDocuments.aspx?CId=134&MId=6482&Ver=4>

Report to the Cabinet on 15 September 2023 – Medium Term Financial Strategy Latest Position

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7078&Ver=4>

Report to the Highways and Transport Overview and Scrutiny Committee on 9 March 2023 - Environment and Transport 2023/24 Highways and Transportation Capital Programme and Works Programme

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=1293&MId=7172&Ver=4>

Report to the Cabinet on 24 April 2023 – Environment and Transport 2023/24 Highways and Transportation Capital Programme and Works Programme.

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7075&Ver=4>

Report to the Cabinet on 22 November 2024 – Leicestershire County Council's Local Transport Plan 4 (LTP4) Core Document

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7511&Ver=4>

Report to the Cabinet on 7 February 2025 – Medium Term Financial Strategy

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7873&Ver=4>

(item 4)

Appendices

- Appendix A - Environment and Transport 2025/26 Highways and Transportation Capital Programme
- Appendix B - Environment and Transport 2025/26 Highways and Transportation Works Programme

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