

**CABINET – 15 JULY 2025****ADDITIONAL HIGHWAYS AND TRANSPORT FUNDING AWARDS
2025/2026****REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to set out the proposed changes to the existing Highways and Transport Capital Programme delivery, including the North and East Melton Mowbray Distributor Road (NEMMDR), Section 106 (S106) programme and The Parade, Oadby Cycle Optimised Protected Signals (CYCLOPS) scheme.
2. The report also provides an update on the additional £22m highways and transport related funding awarded to Leicestershire County Council since the current Medium Term Financial Strategy (MTFS) was approved by the County Council in February 2025. The report also seeks approval for the development and delivery of the additional programmes in relation to these latest funding awards, in line with the relevant funding terms and conditions.

Recommendations

3. It is recommended that the Cabinet:
 - a) Approves the following proposed changes to the 2025/26 Highways and Transportation Capital Programme:
 - i. Reallocation of funding from the advanced design programme to the North and East Melton Mowbray Distributor Road (NEMMDR), as set out in paragraphs 23 to 31 of this report.
 - ii. Creation of a Market Harborough Programme, in line with the approach set out in paragraphs 10 and 32 to 35 of this report, making use of the Section 106 (S106) monetary contributions collected against the Market Harborough Transport Strategy and Consolidated Active Travel Funding.
 - iii. Proposed delay to delivery of The Parade, Oadby Cycle Optimised Protected Signals (CYCLOPS) scheme, to allow for additional work, including redesign, following public consultation and engagement with Active Travel England (ATE) noting the risks that are associated

with this approach, as set out in paragraphs 11 and 36 to 40 of this report;

- b) Notes the additional funding awarded to the Local Highway Authority (LHA), including the Local Transport Grant (LTG), the Active Travel Fund 5 (ATF5) and Consolidated Active Travel Fund (CATF), and the Department for Transport's (DfT) additional maintenance grant;
- c) Approves the associated programmes as detailed in paragraphs 41 to 61 of this report;
- d) Authorises the Director of Environment and Transport:
 - i. To undertake the necessary work and secure the necessary resources to progress the development and delivery of programmes, as set out in paragraphs 32 to 61 of this report, in line with the specific funding grant conditions.
 - ii. Following consultation with the Director of Corporate Resources, the Cabinet Lead Member for Highways, Transport and Waste, and the Cabinet Lead Member for Resources, to prepare and submit bids, as appropriate, to secure external funding for the delivery of schemes that are identified in the programmes.
 - iii. Following consultation with the Director of Corporate Resources, the Director of Law and Governance and the Cabinet Lead Member for Resources, to enter such contracts as are necessary to progress schemes in the approved programmes.

(Key Decision)

Reasons for Recommendations

- 4. The reallocation of funding will allow the Council, as the LHA, to complete the Large Local Majors (LLM) scheme (such as NEMMDR) by reallocating funding provisionally profiled across the four years of the MTFS from the Highways and Transportation Advanced Design Programme. Activities, such as bid preparation, designing schemes to mitigate growth and smaller active travel and safety schemes, can now be funded through LTG funding.
- 5. The recommendations ensure that the LHA makes best use of external funding by consolidating the funding that is available and meeting the timescales for the S106 spend.
- 6. The LHA is committed to promoting active and sustainable travel and it is critical that funding invested in infrastructure designed to encourage walking and cycling is effective. The recommendations in this report will allow the LHA to redesign The Parade, Oadby CYCLOPS scheme to respond to community and safety concerns and liaise with ATE to ensure that the funding can still be applied to the revised scheme. Although there is a risk that ATE will not approve the revised scheme, officers have considered that implementing the scheme, as currently approved by ATE, would not reflect the community

priorities, that it would fail to realise the full potential for encouraging more active travel journeys in the area and that it would potentially present safety issues caused by lack of compliance with the new layout. The outcome of this work will be reported to the Cabinet following further design work and public engagement.

7. The programmes will be developed and delivered in accordance with the guidance issued by the relevant funding bodies and, where it is necessary, seek support from the external market to manage the significant increase in delivery that is now required in 2025/26.

Resource Implications

8. The delivery of the NEMMDR has required significant resources from the County Council. The current budget for the scheme is £127.2m, which consists of £49.5m LLM grant funding, £14.0m in developer contributions, £4.0m from the Leicester and Leicestershire Local Enterprise Partnership (LEP) Business Rates Pool and £59.7m of the Council's capital funds.
9. The potential additional cost pressures of approximately £6m associated with archaeological work, substantial ground soft spots, and adverse weather conditions were identified in September 2024. The cost has increased due to some delays in third-party works outside of the control of the LHA. Whilst the project team continue to work at a senior level to mitigate these cost pressures, in completing the scheme it is necessary to make the provision for up to an additional £7.4m should these pressures be realised in full on the scheme. The recent announcements of multiyear funding settlements from the DfT, as set out in paragraph 60, will help to mitigate the impact of these potential cost increases on the LHA's future programme.
10. The proposal to create a Market Harborough Programme making use of the S106 funds will result in £4.35m from the third-party schemes budget line and £1m from the CATF being consolidated in one programme budget of £5.35m over six years within the Highways and Transportation Capital Programme. This will be managed through the existing governance arrangements and developed and delivered in line with the ATE grant funding conditions.
11. Funding for The Parade, Oadby CYCLOPS scheme consists of £1.0m of Leicestershire County Council funding and £0.9m of ATE grant funding. A revised design has been developed, and a new programme and delivery date will be confirmed once approved with ATE. The proposal to delay The Parade, Oadby CYCLOPS scheme will result in a slippage of £1.9m from the 2025/26 Highways and Transportation Capital Programme to the 2026/27 programme. Seeking the authorisation to change the proposals therefore carries the risk of losing the £0.9m of ATE funding. Officers have been collaborating with ATE to reduce the risk of this as far as practicable.
12. A summary of the additional funding and its purpose is provided in Table 1 below. The additional funding represents a significant increase to the Highways and Transportation Capital Programme for 2025/26. Additional resources will

be required to enable the quantity of programmes to be delivered, and the revenue aspects of the grants will be used to support the delivery alongside the developer funding where this is appropriate.

Table 1: Additional Funding overview

Funding Allocation	Capital Allocation	Revenue Allocation	Total Funding Allocation
Local Transport Grant	£12,305,000	£581,000	£12,886,000
Consolidated Active Travel Fund (CATF)	£1,005,216	£ 441,698.00	£1,446,914
Active Travel Fund 5	£377,172	£48,530	£425,702
DfT Maintenance Grant	£7,700,000	£0	£7,700,000
Total	£21,387,388	£490,228	£22,458,616

Policy Framework and Previous Decisions

13. On 12 December 2017, the Market Harborough Transport Strategy was approved by the Cabinet.
14. On 13 September 2024, the Cabinet approved the MTFS refresh, including the increased budget provision for the NEMMDR.
15. On 19 December 2024, the provisional MTFS 2025/26 to 2028/29 was approved for consultation and scrutiny by the Cabinet.
16. 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.
17. On 18 March 2025, the Cabinet approved Highways and Transportation Capital and Works Programmes based on the MTFS for the 2025/26 financial year.
18. The additional Programmes have been developed with reference to the Department's key plans and strategies, including the Local Transport Plan 4, and align with these aims and underpin the Strategic Plan's delivery.
19. 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 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.

Circulation under the Local Issues Alert Procedure

20. This report will be circulated to all Members.

Officers to Contact

Ann Carruthers
Director, Environment and Transport
Telephone: (0116) 305 7000
Email: Ann.Carruthers@leics.gov.uk

Janna Walker
Assistant Director, Development and Growth
Telephone: (0116) 305 0785
Email: Janna.Walker@leics.gov.uk

PART B

Background

21. In March 2025, the Cabinet approved Highways and Transportation Capital and Works Programmes, reflecting the MTFS that was approved by the Cabinet in February 2025. These Programmes were developed based on the confirmed funding that was available at the time of writing. Additional funding from the DfT has since been confirmed, and it has been necessary to update the position in respect of the existing schemes and programmes. These are the NEMMDR, The Parade, Oadby CYCLOPS scheme, and the S106 delivery programme.
22. Specific updates are provided in the following paragraphs and, unless it is otherwise stated, the Programmes remain the same as set out in the March 2025 Highways and Transportation Capital and Works Programmes. This report should therefore be read in conjunction with the previous report to provide an up-to-date summary of the full 2025/26 Highways and Transportation Capital and Works Programmes.

Changes to the Programmes

NEMMDR funding profile and forecast outturn

23. The NEMMDR is a major scheme aimed at reducing congestion in Melton Mowbray town centre, as well as supporting growth in local employment and enabling local housing delivery. The scheme is funded by the Government, Leicestershire County Council, the Leicester and Leicestershire LEP, and developer contributions, and it will deliver a 7.1km road with walking and cycling facilities. Works on the scheme started in early 2023 and the road is expected to open in spring 2026.
24. The scheme is the largest capital transport scheme delivered by the LHA and it has been progressed over a number of years, with relevant updates, both to expected outturn and the programme, being reported to the Cabinet as part of capital programme monitoring. The scheme aims to improve access to housing and employment, reduce congestion and pollution within Melton Mowbray, improve access to Melton town centre, and reduce the number of HGVs travelling through the town.
25. In September 2024, the Cabinet received the MTFS Budget Monitoring and the MTFS Refresh report. This report confirmed that it was expected that the scheme would require the full contingency provision of £11.6m that was set out in the planning for the scheme. The contingency funding together with the approved scheme budget of £116.1m, combined to give a revised approved budget of £127.7m.
26. The September report also explained that additional potential cost pressures had been identified to the value of approximately £6m. The project team have continued to work with the contractor to reduce and mitigate these pressures.

Since then, the scheme has progressed well, with much of the major construction work being completed, including:

- a) Two major structures, including a river and railway bridge crossing.
 - b) The diversion of the River Eye, with significant ecological works improving biodiversity.
 - c) The major diversions of the statutory undertaker infrastructure, such as broadband, electricity and water.
 - d) The construction of the major elements of a new road line, with significant cut and fill activity.
27. Despite this progress, cost risks remain, particularly where the LHA is reliant on the activities of third parties, such as the statutory undertakers, to maintain its critical path (this identifies the activities that are time critical and that will have cost implications if any delays occur). The project team are working at a senior level with the contractors and the third parties to ensure that the risks are reduced and mitigated. However, as the scheme moves towards its completion, it is necessary to ensure that there is sufficient funding should all of the recognised risks materialise in the final outturn cost. Therefore, funding will be reallocated and reprofiled from the existing advanced design budget.
28. This allocation will be based on a recent review of project risks, including those that are set out in the September 2024 report to the Cabinet, and the additional programme risks that are associated with water main repairs delivered by Severn Trent Water, as well as the increased land values and the potential future claims under the Land Compensation Act 1973. There is a difference of £7.25m between the Council's forecast outturn cost and current budget and it is proposed to allocate up to a further £7.25m from assumed future years budgets to the NEMMDR project to mitigate this risk. This allocation will be managed through the existing programme governance and only the minimum additional funding necessary to complete the scheme will be allocated, with any allocation that is remaining being returned to the Highways and Transportation Capital Programme for other priority work.
29. In recent years, the LHA has used advanced design funding to develop bids and business cases, to identify the impact of growth on the highway and transport network, and to develop schemes that can then be funded through developer contributions, as well as the development of walking and cycling measures.
30. The reallocation of this funding to the NEMMDR would have reduced the LHA's ability to undertake this type of work. However, following the recent outcome of the national spending review, as detailed in paragraph 62, and the County Council's successful progression to Level 1 ATE funding, leading to the funding awards that are set out in paragraph 12, it is anticipated that the LHA will be able to maintain all of the workstreams as appropriate. The future programmes will be presented to the Cabinet for approval.

31. Following the substantive completion of the NEMMDR scheme, a further report will be presented to the Cabinet upon completion confirming the project outturn and highlighting the lessons that have been learnt.

Market Harborough Accelerated Programme

32. In 2017, the County Council and Harborough District Council developed a Transport Strategy to support cumulative growth in the district area. The strategy, developed in consultation with the local community, identified the cumulative impacts of development on the transport network and it enabled the collection of developer contributions to mitigate those impacts within Market Harborough.
33. Developer contributions play a fundamental role in helping to ensure that infrastructure is delivered that supports sustainable development and mitigates the impacts of that development on the highways and transport network. Through applying the strategy in the development management process, the LHA has secured £4.35m of funding in the area. As S106 agreements often have five-year expiry dates, it is necessary for the LHA to make use of the funding in line with these dates. Appendix C of this report details the contributions expiring within the next two years and the planning obligation associated with the contribution.
34. In order to make maximum use of the significant developer funding, it is proposed to add a specific programme of works in Market Harborough to the Highways and Transportation Capital Programme in 2025/26 and 2026/27 that focusses on improving the capacity of the town centre junctions and allows for better walking and cycling connections. Later phases of the delivery will be developed as part of the emerging Multi Modal Area Investment Plan, in line with the recently adopted Local Transport Plan 4 core themes.
35. In order to deliver increased benefits, the LHA is proposing to allocate the CATF (£1.1m), ATE funding to the Harborough programme, as set out in paragraphs 49 to 54 below. By bringing together funds for the delivery in this way, the LHA is able to:
 - a) Better manage the works on the network, therefore reducing disruption where it is possible.
 - b) Provide better information for communities on the planned works.
 - c) Deliver a more complete programme.
 - d) Realise efficiencies through the economies of scale.

Active Travel Fund 4 (ATF4) – The Parade, Oadby

36. In 2024, the Council was successful in securing £0.9m ATF4 monies towards an active travel improvement at The Parade junction in Oadby. Along with this funding, the Council is to contribute £1.0m from the advanced design programme to fund the scheme. The funding bid was to enable delivery of a CYCLOPS scheme at the junction. In July 2024, the LHA carried out

engagement and consultation on the proposal. The LHA has reviewed the consultation feedback, which highlighted concerns that:

- a) The scheme would introduce longer diversions for existing cyclists, therefore making their journeys less attractive.
 - b) This diversion, together with an innovative junction embedded into traditional highway layout, might lead to non-compliance and the associated safety issues.
 - c) The scheme would therefore not represent value for money.
37. In response to these concerns, the LHA has continued to work with ATE to explore the options to revise the scheme in a way that maintains the benefits of the proposed scheme, which include:
- a) Encouraging more people to choose sustainable modes of transport, like cycling or walking.
 - b) Promoting healthier lifestyles.
 - c) Environmental benefits.
 - d) Reducing the risk of motor vehicle and cyclist conflicts.
 - e) Encouraging better traffic flow by reducing the number of signal stages.
38. When a revised proposal has been developed, a formal change request is required by ATE for assessment and approval. Should this be successful, a further round of consultation and engagement with the local community and stakeholders will also be required.
39. There are risks associated with this approach because further queries could arise as part of the ATE approval process: costs could increase as a result of the revised designs, or the change request could ultimately be denied. This would result in the loss of £0.9m of external funding and it would likely adversely affect the LHA's ATE Capability Rating, which has recently increased from 0 to 1 and determines the ability to access ATE funding.
40. However, on balance, the LHA considers that it is important to resolve the potential issues for the scheme before proceeding and to ensure that the scheme has a positive impact on the community and represents value for money. Therefore, it is proposed to update the programme to reflect the delays in delivering the scheme to allow the above redesign, change requests, and consultation processes to be undertaken. This will result in the slippage of capital spend into 2026/27 financial year in this interim period. Following this, a full report will be presented to the Cabinet on the outcome of the proposed activities and recommended next steps.

Additional Funding

Local Transport Grant

41. In April 2025, the DfT allocated to Leicestershire County Council £12.3m capital and £0.5m revenue of LTG funding as an extension to the Integrated Transport Block. This is a one-year capital grant for the financial year 2025/2026. The DfT

has used a formula to calculate allocations nationally based on population, weighted at 70%, and deprivation, weighted at 30%.

42. Local authorities can choose where to invest this funding, including in transformative and ambitious transport improvements, such as:
 - a) Improving roads by filling in potholes or making junctions safer.
 - b) Making streets safer by installing better street lighting and increasing the accessibility for all.
 - c) Tackling congestion to reduce journey times for car and bus users.
 - d) Increasing the number of Electric Vehicles chargepoints.
 - e) Refurbishing bus stops and bus and railway stations (not including track projects).
 - f) Using revenue funding to fund the necessary resources to deliver the programme.

43. There is flexibility for each LHA in how the funding is spent; however, the DfT has confirmed that the LTG funding allocation should be spent in the 2025/26 financial year. Whilst the investment in the Leicestershire highways and transport network is welcomed, it is often difficult to deliver works of such a substantial value this quickly for a number of reasons, including that:
 - a) The works and resources have already been planned and approved.
 - b) Finding the additional resource at short notice, both within the Council and through external supply chains, is challenging.
 - c) There is often limited time for engagement.
 - d) There are limited opportunities to coordinate road space bookings and avoid 'clashes' in road closures and diversions.
 - e) One-off in-year funding often precludes larger projects that would span multiple years or take up a large proportion of the funding.
 - f) The one-off nature of the funding places the greatest emphasis on delivery, whereas multiyear funding would allow for greater assessment and prioritisation with reference to the longer-term value for money, spend-to-save initiatives, climate adaptation, opportunities for preventative maintenance, and maximising other available funding, such as developer contributions.

44. In addition, working at pace also adds additional risks for the County Council, as there is less time to assess and mitigate the risks that are associated with scheme delivery. Therefore, in developing a programme for approval, officers have sought to recommend schemes that are based on balancing the above challenges and risks with demonstrating an ability to deliver. It is understood that a strong track record for delivery will support positive future funding awards.

45. Officers have developed the proposed programme, attached as Appendix A to this report, to provide the best value for money with the schemes that can be delivered within the funding timeframes and criteria. The programme combines maintenance and improvement schemes and, where possible, the delivery programmes will be coordinated to enable the works to be packaged together.

This will ensure that there is minimal disruption on the network, and it will enable internal efficiencies to be made.

46. As set out in Appendix A, a greater emphasis on the asset management (maintenance) schemes is proposed, with approximately two thirds of the funding being directed towards managing and maintaining the Council's highway related assets. The LHA has long recognised the risks associated with the deteriorating condition of highways assets and will seek to prioritise value for money maintenance activities linked to previously identified amber and red risk sites where it is possible.
47. As part of seeking to manage and mitigate the challenges and risks outlined above, the programme includes £1.18m allocated as a contingency, should any unexpected costs arise, or should any opportunities to maximise benefits emerge. The contingency will be managed through the existing Highways and Transportation Capital Programme governance.
48. Flexibility within the programme may be required as the detailed designs for specific schemes are completed and the delivery arrangements are finalised, to ensure that the funding allocation is delivered within the grant's timescales. The Department has therefore included reserve schemes that may be brought forward in the event that a programmed scheme is delayed in delivery.

Consolidated Active Travel Fund

49. Under CATF, ATE has allocated the Council £1.4m, of which £1.0m is to be spent on capital improvements and £0.4m on revenue activities.
50. As specified by ATE, the funding should be spent on:
 - a) New construction schemes with robust delivery plans.
 - b) Change control funding to unblock the existing ATF schemes to secure timely delivery and improve scheme quality.
 - c) Essential maintenance funding to address safety or accessibility concerns on the existing travel routes.
 - d) The early development of future active travel schemes.
 - e) The development and delivery of high-quality capability building and behaviour change activities, that enable authorities to plan for and activate existing infrastructure and new capital schemes.
51. The revenue funding is to be spent by the end of September 2026 and the capital funding is to be spent by March 2027.
52. It is proposed that the focus for the capital CATF funding allocation is directed to the Market Harborough Programme for the reasons set out in paragraph 34. This will enable active travel measures to be incorporated within the wider programme, enhancing infrastructure and adding value to the investment provided by the S106 contributions. This will provide an overall better connected transport network that is delivered more efficiently.

53. The revenue funding focus is proposed to be Countywide and incorporate the following initiatives:
- a) Personalised Travel Planning;
 - b) The Set Pedal Go initiative;
 - c) Engagement events – including the support of the Market Harborough Accelerated Programme;
 - d) The school streets programme;
 - e) The e-bike scheme;
 - f) Social Prescribing;
 - g) The Community Programme;
 - h) Monitoring and evaluation;
 - i) The training and upskilling of the Council's officers.
54. ATE has confirmed that it supports the use of revenue funds for the above schemes and initiatives, and a formal programme will be submitted in line with grant conditions by the end of September 2025.

Active Travel Fund 5 (ATF5)

55. The Council has been awarded £0.4m from ATE. This allocation consists of £0.3m capital funding and £0.1m revenue funding.
56. ATE has confirmed that the focus of the ATF5 is:
- a) New construction schemes, particularly schemes that can be delivered quickly, such as less complex, high impact schemes like road crossings and school streets. Schemes that test new approaches, such as retrofitting routes to existing housing developments with poor provision, are also encouraged.
 - b) Change control funding to unblock the existing ATF schemes to secure timely delivery and improve scheme quality.
 - c) Essential maintenance funding to address safety or accessibility concerns on existing routes.
 - d) The early development of future active travel schemes to be funded in the next spending round period.
57. There is a requirement for proposed scheme designs to be submitted to ATE by March 2026, with construction to be completed by March 2027. The programme for delivery of the ATF5 funding will focus on enhancing routes to schools, to encourage families to walk and wheel to school. The improvements will be delivered within the funding timeframes and meet the specified criteria, and may include:
- a) Crossings points;
 - b) Resurfacing and accessibility improvements;
 - c) Signing and lining;
 - d) Scooter/cycle parking.

58. Such improvements will have a positive impact on the journeys to schools that in turn are likely to encourage active travel to schools and help to reduce school gate congestion.

DfT Additional Maintenance Grant

59. In March 2025, the DfT allocated £7.7m as an additional maintenance grant on top of a base of £21.1m to the Council, making a total of £28.8m to be spent in 2025/26. When Highways and Transportation Capital and Works Programmes were presented to the Cabinet in March 2025, this figure had only recently been announced. As such, a proposed programme for additional funding was unable to be presented to the Cabinet, but this is now available at Appendix B.
60. The additional maintenance programme will focus on:
- a) Carriageway patching;
 - b) Footway patching;
 - c) Highways flood alleviation;
 - d) Reactive repairs;
 - e) Surface dressing and surface dressing pre-patching;
 - f) Street lighting replacement.
61. The conditions that were set out by the DfT in relation to this funding include monitoring spend to ensure that the Council delivers proactive maintenance. The funding has built-in incentives, with 25% of this uplift potentially held back unless good effective delivery is demonstrated by the LHA.

Future Years Funding

62. On 11 June 2025, the Chancellor of the Exchequer announced the results of the National Spending Review. As part of this, a multiyear allocation was confirmed for Leicestershire under the LTG. The allocations were confirmed as set out in Table 2 below, and the LHA is awaiting confirmation of the terms and conditions that are associated with the funding. Work will begin on developing a programme for future years that will be presented to the Cabinet as part of the 2026/27 Highways and Transportation Capital and Works Programmes.

Table 2: Total Capital Funding

Total capital funding (£m)	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)
73.941	15.331	17.597	19.537	21.476

Consultation

63. Appropriate engagement and consultation will be undertaken in respect of each of the schemes and programmes that are set out within the report.

Equality Implications

- 64. There are no equality implications arising directly from the recommendations in this report.
- 65. Equality Impact Assessments will be carried out in relation to work undertaken on individual projects, when appropriate.

Human Rights Implications

- 66. There are no human rights implications arising from the recommendations in this report.
- 67. Human Rights Assessments will be carried out in relation to work undertaken on individual projects.

Environmental Implications

- 68. The proposed programmes are aligned to the Local Transport Plan 4, which included an Environmental Impact Assessment that highlighted the potential for schemes and initiatives to have a positive impact on the environment.

Partnership Working and Associated Issues

- 69. The LHA will continue to work and consult with key partners (such as Leicester City Council, district councils, the DfT, National Highways, Network Rail, developers and Midlands Connect), to maximise the benefits of highways and transport investment in Leicestershire.

Risk Assessment

- 70. Each project and programme have been risk assessed as part of a wider risk assessment of the Environment and Transport Department's business planning process. Whilst efforts have been made to find additional experienced resource to deliver these additional programmes at short notice, it is possible that the timescales and the scale of funding that has been made available has meant that there are risks associated with the delivery.
- 71. The delivery and management of these programmes is supported by the Department's business planning process and capital scheme governance. Risk assessments will be undertaken for individual teams, schemes and initiatives, as appropriate.

Background Papers

Decision details – Market Harborough Transport Strategy – Report to the Cabinet 12 December 2017

<https://democracy.leics.gov.uk/ieDecisionDetails.aspx?AllId=53673>

2025/26 Highways and Transportation Capital and Works Programme – Report to the Cabinet 18 March 2025

<https://democracy.leics.gov.uk/documents/s189151/Final%20Capital%20Works%20Programme%20Cabinet%20Report%20180325.pdf>

Melton Mowbray Distributor Road – Report to the Cabinet 12 December 2017

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/9/7/DM2-LCC-Cabinet-Report-December-2017.pdf>

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

<https://democracy.leics.gov.uk/ieListDocuments.aspx?MId=7873>

Leicestershire County Council Strategic Plan 2024–2026

<https://www.leicestershire.gov.uk/about-the-council/council-plans/the-strategic-plan>

North and East Melton Mowbray Distributor Road – Cost Implications – Report to the Cabinet 16 December 2022

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=6746&Ver=4>

Appendices

Appendix A – Local Transport Grant Programme

Appendix B – DfT Additional Maintenance Grant Programme

Appendix C – Market Harborough S106 contributions

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