



Local Transport Grant 2025/26 spend

Decision maker: Cabinet member transport and infrastructure

Report by: Chief Operating Officer & Transport Planning Services Manager

24/03/2026

Classification

Open

Decision type

Key

Notice has been served in accordance with Part 3, Section 9 (Publicity in Connection with Key Decisions) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

Wards affected – All

Purpose

To present the proposed allocation and planned expenditure of the 2026/27 Local Transport Grant and set out how the funding will be used to deliver Herefordshire Council's priority transport programmes. The report outlines the recommended investment approach for maintaining a safe, resilient and accessible transport network, and seeks formal approval from the Chief Operating Officer and the Cabinet Member for Transport and Infrastructure to proceed.

Recommendation(s)

That:

- a) **The proposed allocation of the 2026/27 Local Transport Grant is approved, enabling delivery of the council's priority transport programmes, including statutory highway maintenance, road safety interventions and active travel improvements;**
- b) **Authority is delegated to the Chief Operating Officer, in consultation with the Cabinet Member for Transport and Infrastructure, to take all operational decisions necessary to implement and vary the allocations of the approved programme within the available grant funding and in accordance with the council's governance and procurement procedures; the budget holder is able to vary the plan within the budget;**

Alternative options

1. Do not approve the proposed 2026/27 Local Transport Grant allocation
This option was discounted because it would prevent the council from undertaking essential statutory and high-priority transport activities. Without approval, the council would be unable to commit funding to core programmes such as highway maintenance, network safety, and active travel schemes. This would lead to deterioration of the network, increased safety risks, and potential non-compliance with national grant conditions. Failure to utilise the grant effectively may also undermine the council's position in future funding allocations.
2. Delay approval until later in the financial year
This option was discounted because delaying approval would significantly shorten the delivery window for 2026/27 programmes. Early approval allows time for scheme design, procurement, mobilisation and coordinated delivery. A delay would increase the risk of under-spend, contractor availability issues, and reduced programme effectiveness. It would also constrain the council's ability to manage seasonal works efficiently, particularly those that must be delivered in specific weather or daylight conditions.

Key considerations

3. The Local Transport Grant is allocated annually by the Department for Transport (DfT) to support local authorities in delivering statutory transport responsibilities, highway maintenance, and local transport improvements. The funding forms a core element of Herefordshire Council's transport capital programme and underpins delivery of key priorities within the Local Transport Plan (LTP).
4. The council has previously approved annual transport grant allocations, including decisions taken in March 2024 and March 2025, which established the programme structure and delegations for the 2024/25 and 2025/26 financial years. This report builds on those decisions and sets out the proposed allocation for 2026/27, applying updated asset condition data, stakeholder feedback, and alignment with current strategic priorities.
5. The projects proposed within the 2026/27 Local Transport Grant programme form part of the priority actions set out in Herefordshire's adopted Local Transport Plan (LTP). The LTP was approved by Full Council, and as such the strategic direction, priority schemes and required actions within it already carry Full Council endorsement.
6. The allocation proposed in this report therefore gives effect to those previously agreed commitments. Approval of the 2026/27 programme enables officers to progress delivery of the LTP actions within the timelines, funding framework and statutory responsibilities already mandated by Full Council in its approval of the [capital programme](#) on 13 February 2025. This ensures continuity, supports compliance with the council's long-term transport strategy, and provides a clear basis for investment decisions.

Project Element			Proposed Budget 2026/27	Total
LTG - Staff Recharges			£ 600,000.00	£ 600,000.00
LTG - S106 Top Up in rural areas			£ 750,000.00	£ 750,000.00

LTG - Implementation of Parking, Freight & Safety Works as detailed in the Strategies			£ 350,000.00	£ 350,000.00
LTG - Safety Scheme - Upper Sapey & Locks			£ 2,680,000.00	£ 2,680,000.00
LTG - Market Town Investment			£ 1,000,000.00	£ 1,000,000.00
LTG - Burcott Road Bridge Replacement			£ 200,000.00	£ 200,000.00
LTP - Contingency			£ 395,000.00	£ 395,000.00
TOTAL			£ 5,975,000.00	£ 5,975,000.00

Community impact

9. The proposed 2026/27 Local Transport Grant programme supports delivery of several priorities within the Herefordshire Council Corporate Plan, including improving connectivity, supporting a safe and resilient transport network, enabling sustainable communities, and promoting health and wellbeing through increased opportunities for active travel. The programme is also aligned with the Local Transport Plan (LTP), which has been approved by Full Council, and contributes to the council's wider strategic commitments on carbon reduction, inequalities, and inclusive access.
10. Improving the safety of the transport network is central to the wellbeing of all residents. As part of the 2026/27 programme, the council will be delivering two major road safety schemes that directly address identified collision risks and support safer movement across the county. These schemes respond to evidence from collision data, community concerns and route-based safety assessments, and are expected to reduce the likelihood and severity of incidents for all road users.
11. Alongside scheme delivery, the council will also be implementing key elements of its road safety strategies, including speed management measures, behavioural change initiatives and route-based risk reduction. This strategic approach strengthens the council's contribution to national casualty-reduction priorities and aligns with emerging Safe System principles.

Environmental impact

12. The proposed 2026/27 Local Transport Grant programme supports these aims by investing in improvements to the transport network that encourage safer, more reliable and more efficient travel. Improved transport infrastructure can help reduce carbon emissions by supporting more sustainable travel choices, improving route efficiency, and reducing unnecessary vehicle movements.
13. Each individual project within the programme will be subject to its own environmental assessment, where required, to ensure that environmental impacts are fully considered and appropriate mitigation measures are identified at scheme level.
14. At this stage, there are no identified significant adverse environmental impacts from approving the overall programme allocation, and the works will be undertaken in line with the council's environmental policy commitments and relevant statutory requirements.

Equality duty

15. Due to the potential impact of this decision being low, a full Equality Impact Assessment is not required.
16. Only projects identified within the Local Transport Plan (LTP) are being funded through the grant. Equality considerations have been embedded throughout the preparation of the LTP.
17. The LTP includes an assessment of how proposed policies and interventions support access for people with protected characteristics, particularly in relation to reducing barriers to travel for disabled people, older residents, young people, and those without access to a private vehicle.

Resource implications

18. DfT issued the local transport grant allocations and for 26/27 £5.975m grant will be received and spent across a number of projects as detailed in the table in paragraph 6. The capital grant has to be spent within the financial year and is subject to review by internal audit. Staffing costs to manage delivery of the programme of works have been identified as a unique spend project code and will be subject to timesheet entry and approvals.
19. Any revenue implications of the projects will be covered through existing budgets however the aim is to not have any revenue implications
20. Procurement will be carried out in line with the council's contract procedure rules to ensure value for money, the route taken will be detailed in the record of officer decision.

Legal implications

21. This report does not contain any specific legal implications.
22. The relevant legal provisions for this decision can be found in the council's constitution, www.herefordshire.gov.uk/constitution.

Risk management

<p>Risk</p> <p>If the programme is not approved in good time, there is a risk that projects cannot be procured, designed or delivered within the 2026/27 financial year. This may lead to delays, incomplete works or the need to reprofile funding.</p> <p>There is a risk that without a clear, approved programme, the council may be unable to demonstrate sufficient progress against Local Transport Plan (LTP) actions, national requirements, and internal governance expectations.</p> <p>Non-delivery or poorly coordinated delivery of the grant programme may lead to public dissatisfaction, negative community feedback, and reputational impact for the council and elected members.</p> <p>Delays or changes to the programme could slow progress on key safety improvements, including the major safety schemes, potentially leaving known risk locations unaddressed for longer.</p>	<p>Mitigation</p> <p>Approve the programme</p>
<p>Opportunity</p> <p>The grant provides a direct opportunity to progress projects already approved by Full Council within the Local Transport Plan, reinforcing the council's long-term transport vision.</p> <p>The programme enables delivery of significant safety schemes and the implementation of safety strategies, providing a strong opportunity to reduce collision risks and improve travel conditions countywide.</p> <p>Parking, freight and safety strategy actions provide opportunities to work closely with schools, local communities, the police, freight operators and town councils, enabling shared solutions and joint delivery approaches.</p>	

Consultees

23. Internal consultees such as Highways, finance, transport, planning etc have had the opportunity to input on the allocation
24. Each individual project will have their own consultees who will be involved and engaged.