
Local Transport 27/28 Programme

EDTCE Scrutiny

Date of meeting: 26 August 2026

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
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- Report version number: 01

1. Purpose of Report

- 1.1 To share the proposed transport capital works programme for the 2027 – 2028 financial year with members of the commission
- 1.2 To make members of the commission aware of forthcoming opportunities to refresh ward priorities and feed into the programme
- 1.3 To provide members of the commission with details on the Local Transport Grant and its requirements.

2. Summary

- 2.1 The Government has, over the past 18 months, consolidated the various different transport grants that were made available to local authorities into a smaller number, alongside significantly increasing their value and profiling across multiple financial years.
- 2.2 Details of this approach, and funding levels, was presented to the commission during the 25 June 2025 session.
- 2.3 As a result of this consolidation and increase, the authority has been able to act with much more assurance of future funding levels and requirements, and so has been able to better manage and develop a capital programme.
- 2.4 The attached presentation outlines the current local transport programme for 27/28, totalling £28.9m across multiple workstreams; including highway maintenance, healthier neighbourhoods, future city, city connectivity, and the city centre.
- 2.5 In developing the programme, officers have given consideration to various factors, including:
 - i Ward member priorities.
 - ii Expected funding levels shared by the Department for Transport
 - iii Existing programmes that can be scaled up or expanded.
 - iv Our internal delivery capacity.
 - v The need to ensure that there is progress towards all transport outcomes, to ensure the programme is compliant and delivers good value.

3. The Transport Outcomes Framework

- 3.1 In commissioning the Local Transport Grant, the Department for Transport also presented local authorities with 31 outcomes that they will monitor and will expect to see progress against.
- 3.2 Only one of the outcomes – increase in tram/light rail patronage – does not apply to Leicester. Those that do apply include:
- i Reduction in road casualties
 - ii Increase in bus patronage
 - iii Increase in bus reliability, travel speed, and punctuality
 - iv Number of walking/wheeling/cycling trips
 - v Length of new active travel network
 - vi Programme delivery efficiency and effectiveness
- 3.3 The overall programme must show progress against all outcomes, and every project or scheme funded in whole or in part should lead to a positive impact on relevant outcomes.
- 3.4 Clarification on the reporting mechanism is still required, but we expected this to be done via quarterly programme reports and then annual data submissions.

4. Future Year Delivery

- 4.1 Officers are continuing to develop the 28/29 programme in parallel to delivering on 27/28.
- 4.2 This programme will be constantly reviewed in the light of the recent announcements on Local Government Reorganisation. At this time, we intend to continue to focus efforts on:
- i Expanding and delivering existing work programmes
 - ii Supporting highway asset renewal and maintenance
 - iii Delivering targeted, effective improvements across the city neighbourhoods
 - iv Developing future, larger scale, transport schemes in key locations across the city and region.

5. Financial, Legal, Equalities, Climate Emergency, and Other Implications

5.1 Financial Implications

The approved capital budget for the Local Transport Programme in 2027/28 is £28.9m. This comprises the following schemes, with budgets previously approved as part of the three-year programme set out in the 2026/27 Capital Budget Report:

Local Transport Schemes: £13.9m

Consolidated Active Travel Fund: £2.1m

Local Authority Bus Grant: £6.3m

Highways Capital Maintenance: £6.6m

The 2027/28 funding allocations for the Local Transport Schemes and Local Authority Bus Grant are currently held within a policy provision and will require an Executive decision before the budget can be released. All budgets within the programme are fully funded by grant.

Signed: Kelly Jones – Senior Capital Accountant

Dated: 18/8/26

5.2 Legal Implications

While there are no legal implications arising from the report, legal advice will continue to be provided throughout the programme as required. The Legal Commercial Team can advise on the implications of grant funding conditions. Legal advice will be updated and reviewed in full before the programme of works is confirmed.

Signed: Zoe Iliffe, Principal Lawyer (Property Highways & Planning)

Dated: 18/8/26

5.3 Equalities Implications

Under the Equality Act 2010, public authorities have statutory duties, including the Public Sector Equality Duty (PSED) which means that, in carrying out their functions they have to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

Protected characteristics under the Equality Act 2010 are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

The report provides the commission with an overview of the Local Transport 2027/28 programme. The programme will impact city residents who will be from a range of protected characteristics by carrying out improvements that benefit neighbourhoods across the city and take account of ward member priorities.

It is recommended that Equality Impact Assessments are undertaken to ensure equality considerations are taken into account as programme workstreams are progressed. An overarching EIA has been undertaken for the Local Transport

Grant Programme, with further EIAs to be undertaken at project level, to ensure they consider the local area and the needs of the population.

Signed: Sukhi Biring, Equalities Officer

Dated: 11 August 2026

5.4 Climate Emergency Implications

The proposed 2027/28 Local Transport Programme is expected to have a broadly positive impact on the Council's Climate Emergency objectives through significant investment in sustainable and low-carbon transport infrastructure, including improvements to bus services, active travel routes, cycle parking facilities, pedestrian crossings, School Streets, 20mph schemes and neighbourhood-focused interventions. These measures are likely to encourage a shift away from private car use, support reductions in transport-related carbon emissions, improve air quality and promote healthier, more sustainable travel choices. The programme also includes specific investment in biodiversity and ecological enhancement projects. While some schemes include highway and junction capacity improvements to support growth and network performance, climate impacts should continue to be considered through detailed scheme design and delivery to ensure opportunities for sustainable transport, carbon reduction and climate resilience are maximised.

Signed: Phil Ball, Sustainability Officer

Dated: 12th August 2026

5.5 Other Implications

6. **Appendices and Other Papers**

6.1 Local Transport Programme 27/28.pptx