

CABINET

DATE	19 th August 2026
REPORT OF	Cllr Paul Batson Portfolio Holder for Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom Director of Economy, Environment and Infrastructure
SUBJECT	Highways & Transport capital programme 2026/2027
STATUS	Open
FORWARD PLAN REF NO.	CB 08/26/05

CONTRIBUTION TO OUR AIMS

The Highways & Transport capital programme for 2026/27 sets out a range of schemes which contribute towards the Council's Stronger Communities outcome by promoting physical activity, reducing transport related carbon emissions, supporting accessibility, and improving road safety.

The plan also contains schemes that contribute to a resilient, well managed highway network, which in turn supports a Stronger Economy outcome by reducing congestion, supporting access to employment, education, training and wider opportunities as well as encouraging sustainable growth with an efficient network for residents and businesses.

EXECUTIVE SUMMARY

The following report provides details of the 2026/2027 Highways & Transport capital programme. It seeks approval of the programme from Cabinet to allow the delivery of the annual programme.

RECOMMENDATIONS

It is recommended that Cabinet

1. Approves the Highways & Transport capital programme for 2026/27 (Appendix1).
2. Delegates authority to the Director of Economy Environment and Infrastructure, in consultation with the Portfolio Holder for Housing, Infrastructure and Transport to:
 - a. Finalise the terms of the funding arrangements with the Department for Transport and the Greater Lincolnshire Combined County Authority (GLCCA) and to receive funds.
 - b. Establish programme governance arrangements including the approval of any project variations, commence any related procurement exercises

in line with the Procurement Act 2023 and to make the appropriate contract awards.

- c. Implement appropriate monitoring arrangements including the receipt of a monthly highlight update report on programme progress.
3. Authorises the Director of Economy, Environment, and Infrastructure in consultation with the Portfolio Holder for Housing, Infrastructure and Transport to receive any additional in year grant funding and allocate spend accordingly and to deal with all ancillary matters arising.
4. Authorises the Assistant Director Law and Governance to settle, complete and execute all documentation arising from the above.

REASONS FOR DECISION

A Cabinet decision is required to formally receive the funding from the Greater Lincolnshire Combined County Authority and for the 2026/2027 Highways & Transport capital programme to be delivered within the necessary timescales and to the requirements of the GLCCA and Department for Transport

1. BACKGROUND AND ISSUES

- 1.1 North East Lincolnshire Council is responsible for the delivery of a programme of maintenance and improvements to local highway and transport networks utilising capital funding received via the Greater Lincolnshire Combined County Authority from the Department for Transport (DfT).
- 1.2 In 2026/27 the total budget available is £17,438,155, this includes £5,401,000 of grant funding specifically for highways (roads, footways, structures and street lighting) maintenance, £11,467,050 of Local Transport Grant (LTG) and a corporate allocation of £400,000 towards planned highway maintenance projects.
- 1.3 The annual programme supports North East Lincolnshire by providing the investment in highways, transport, road safety, public transport and active travel. It is designed to help deliver the Council's wider vision of a stronger economy and stronger communities alongside supporting many of the transformative regeneration schemes that are under way now.
- 1.4 Since there are many competing demands on available funding each year careful appraisal of schemes takes place during the development of each year's capital programme. This approach is geared towards prioritising activities that involve statutory duties and those actions that deliver most effectively against the Council's key priorities and the local transport challenges.
- 1.5 The proposed schemes are identified in the accompanying Highways & Transport capital programme 2026/2027 (Appendix 1). These schemes have been identified by programme managers using data from a variety of sources including:
 - analysis of technical data including road condition data, accident statistics and asset life-cycle planning information,
 - review of any recent and relevant public and councillor requests,
 - monitoring and review of previously delivered schemes.

- 1.6 Where appropriate the Council seeks to lever in additional benefit from the design of schemes to deliver maximum value for money and impact. This approach helps to ensure efficient delivery of schemes across all programme areas whilst also reducing the potential impact of highway works on the network and travelling public.
- 1.7 The 2026/2027 programme covers a range of areas including borough-wide programmes of active travel, road safety and traffic management. In addition, there are extensive maintenance programmes for roads and footways, highway bridges (and other structures) and street lighting. Finally, there are specific contributions to wider regeneration projects and funding to support innovation and trials of new technologies and processes aimed at improving how works are done. The programme for 2026/2027 is presented in Appendix 1.
- 1.8 Within each year the scheduling of schemes is determined by several factors including the desire to avoid conflicts with major events, the wish to deliver schemes within the vicinity of schools outside of term-time and the requirements to deliver most maintenance schemes during periods of good weather to minimise the possibility of weather-related disruption. Where possible, schemes of a similar nature, or within a similar geographical area, are combined to achieve economies of scale, increase value for money and reduced disruption for the travelling public.
- 1.9 During the year it may be necessary to make changes to the programme, where for example, an emerging high-priority scheme comes forward that needs to be delivered in year, or a programmed scheme is no longer deliverable and needs to drop out of the programme. These will be agreed with the Portfolio Holder for Housing, Infrastructure and Transport and formally confirmed via a monthly Highlight report.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

- 2.1. The Highways & Transport capital programme is closely aligned with the Council's strategic outcomes of Stronger Economy and Stronger Communities and as such supports (and is supported by) other key Council strategies such as the Local Plan and the NELC Carbon Roadmap. It therefore presents a low strategic risk.
- 2.2. The programme is mainly funded via grants from Government and is delivered in a way that retains flexibility to move schemes around within the lifetime of the programme. Monthly financial monitoring is undertaken, and a quarterly review is completed with Finance partners to ensure that robust measures are in place to monitor spend and anticipated year end expenditure. The residual financial risk is therefore considered to be low.
- 2.3. At an early stage all schemes are scrutinised to ensure that they are in line with corporate objectives, then as the project moves through the delivery phase there are safeguards built into the process to ensure quality delivery, these include gateway signoffs at key stages and the requirement for all schemes to follow NELC procurement guidelines. The risk of non or poor delivery is therefore low.

- 2.4. Where appropriate schemes are subject to individual communication plans which seeks to promote the positive benefits of the scheme and mitigate any negative aspects.
- 2.5. The importance of robust planning and delivery of the capital programme is critical as the Council forecasts its borrowing and investment decisions based on the assumed spending and delivery plans of the programme. In order to further reduce risk, the delivery team follow good practice and have developed a range of reserve schemes which can be substituted should there be any delay in the programmed schemes.
- 2.6. Overall delivery of the annual Highways & Transport capital programme is not wholly without risk but there are comprehensive measures in place including an annual audit of expenditure to ensure compliance with requirements and further reduce risk.

3. OTHER OPTIONS CONSIDERED

- 3.1. In developing this annual programme, managers consider a range of schemes and projects, carrying out a robust assessment of the scheme deliverables, their impact against both transport and corporate priorities and value for money.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1. There are potential positive and negative reputational implications for the Council resulting from this report. An action plan will be agreed with the Council's communications service, covering all aspects of project delivery including early-stage consultation and information concerning scheme implementation dates and any disruption that may be caused by the project delivery. Copies of any public correspondence will be shared with the Portfolio Holder for Housing, Infrastructure and Transport and Ward Members.

5. FINANCIAL CONSIDERATIONS

- 5.1. The annual capital programme is mainly funded through grant funding from the Department for Transport. In 2026/27, the Council received £4.516m of Highways Maintenance funding and £7.317m of Local Transport Grant funding. A further £5.034m associated underspend from 2025/26 is also available this year.
- 5.2. Since the creation of the Greater Lincolnshire Combined Authority, funding is administered via the GLCCA Transport Board which makes the decisions about how much of the total regional allocation is given to each of the constituent local authority areas. An allocation of £0.4m has been identified from corporate funding to support maintenance and improvement projects.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1. This report is not expected to have any significant implications specifically for children and young people.

7. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

- 7.1. Investment in sustainable transport infrastructure can help reduce emissions by encouraging; walking and cycling, public transport use, electric vehicle uptake through charging infrastructure and reduced traffic congestion and idling.
- 7.2. Schemes that reduce traffic volumes or improve vehicle flow can lead to lower emissions which can provide environmental benefits, particularly near schools, residential areas, and town centres.
- 7.3. The delivery of capital improvements also allows for the use of less environmentally damaging materials and where appropriate the implementation of Sustainable Urban Drainage Systems (SUDS) and enhanced biodiversity.

8. PUBLIC HEALTH, HEALTH INEQUALITIES AND MARMOT IMPLICATIONS

- 8.1. Along with the environmental benefits outlined above there are also likely to be benefits to people's health from schemes that support walking, scootering and cycling as well as where schemes benefit resident's quality of life which can be negatively impacted by roads and transport networks.
- 8.2. Transport and highway improvements around schools can help give every child the best start in life', wider network improvements contribute to ensure a healthy standard of living for all as well as supporting access to employment and training opportunities and helping to create healthy and sustainable places and communities.

9. CONSULTATION WITH SCRUTINY

- 9.1 This report has been considered by the Transport, Infrastructure and Housing Scrutiny Committee.

10. FINANCIAL IMPLICATIONS

- 10.1 The proposed Highways and Transport Capital Programme for 2026/27 is supported by funding already incorporated within the Council's approved Capital Investment Programme.

11. LEGAL IMPLICATIONS

- 11.1 The above is business as usual for the Council albeit with the added governance layer as a result of devolution and the advent of the Greater Lincolnshire Combined County Authority (GLCCA). In March 2026 Cabinet received a report to receive back highway related functions from the GLCCA which gives the Council a degree of autonomy in its allocation of funding but subject to oversight of the GLCCA. That is common for all constituent councils.
- 11.2 The program will be supported by relevant officers and all procurement activity will be conducted so as to comply with the Council's policy and legal obligations, specifically in compliance with the Council's Contract Procedure Rules and the Procurement Act 2023.

11.3 The delegations sought are consistent with an exercise of this nature .

12. HUMAN RESOURCES IMPLICATIONS

12.1 *No HR Implications*

13. WARD IMPLICATIONS

13.1 Schemes within the Highways and Transport capital programme impact all Wards.

14. BACKGROUND PAPERS

14.1 None

15. CONTACT OFFICER(S)

- Paul Evans, Assistant Director for Infrastructure, 01472 323 029

COUNCILLOR PAUL BATSON

**PORTFOLIO HOLDER FOR HOUSING, INFRASTRUCTURE AND
TRANSPORT**

Appendix 1 – Highways & Transport capital programme 2026/2027

Programme area	2026/27 budget figure
Borough wide accessibility improvements and Active Travel programme	£1,613,111
Grimsby town centre transport hub	£104,206
Abbeywalk car park	£468,928
Corporation bridge	£1,563,092
Preventative maintenance technology and innovation trial	£168,210
Borough wide road safety and traffic management programme	£1,422,414
Borough wide highway maintenance and resurfacing programme	£9,491,343
Smart networks technology	£197,606
Street lighting CMS system	£781,546
Borough wide traffic signals refurbishment programme	£653,095
Borough wide structures maintenance and refurbishment programme	£974,327
Total	£17,438,155