



Borough of Telford and Wrekin

Full Council

26 February 2026

Highways & Transport Capital Investment Programme 2026 - 2030

Cabinet Member:	Cllr Richard Overton – Deputy Leader and Cabinet Member: Highways, Housing and Enforcement
Lead Director:	Dean Sargeant – Director: Neighbourhood & Enforcement Services
Service Area:	Highways, Engineering & Project Delivery
Report Author:	Adam Brookes – Service Delivery Manager – Highways Engineering & Project Delivery
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Wards Affected:	All Wards
Key Decision:	Not Key Decision
Forward Plan:	Not Applicable
Report considered by:	SMT – 13 th January 2026 Business Briefing – 22 nd January 2026 Cabinet – 12 th February 2026 Full Council – 26 th February 2026

1.0 Recommendations for decision/noting:

It is recommended that Council:

- 1.1 Approve the planned Highways and Transport Capital investment programme for 2026/27 – 2029/30; and

- 1.2 Delegate responsibility for agreeing any variations or changes to schemes in the capital programme that remain within overall approved budget limits to the Director for Neighbourhood & Enforcement Services, in consultation with the Deputy Leader and Cabinet Member for Highways, Housing and Enforcement.

2.0 Purpose of Report

- 2.1 This report identifies the proposed Highways and Transport Capital Investment Programme for financial years 2026/27 – 2029/30 which aims to ensure Telford & Wrekin Council continues to have well maintained highways. In line with the Council's plan to Protect, Care and Invest in our borough, a significant investment of £90.55m is proposed over the next four years to maintain roads, footpaths, bridges and deliver infrastructure improvements and sustainable transport improvements.

3.0 Background

- 3.1 In 2025, Telford & Wrekin Council was ranked joint second in the West Midlands for overall satisfaction in relation to the Highways and Transport Service according to the National Highways and Transport (NHT) Survey.

- 3.2 The Council's adopted Asset Management Policy & Strategy sets out the future vision for highways in Telford & Wrekin: The vision is as follows: -

'We will keep Telford moving by delivering a safe, efficient and sustainable highway to meet the needs of communities and businesses, providing access to jobs and services, supporting health and wellbeing and catering for future growth and maximising and managing investment into the highway network to support the local economy, investing in new technologies and our workforce to promote innovation and creativity. Consultation, collaboration and community engagement will be the key to our success.'

- 3.3 Telford and Wrekin continues to face the need for continuing investment into infrastructure to support our residents and communities and to make the Borough attractive for securing inward investment, in turn helping to create new jobs. The New Town status of Telford means that much of the infrastructure is deteriorating at a similar rate and is now coming to the end of its useful life. This presents a challenge in prioritising investment into the highway network, but this challenge is managed through our effective approach to asset management.

- 3.4 In 2025/26, over £19m is being invested into the Boroughs Highways and Transport infrastructure. The benefits of this investment were highlighted in the 2025 NHT survey where it was acknowledged that satisfaction with the condition of roads in Telford & Wrekin ranked higher than the regional and national average. Significant improvements have been made to the overall condition of roads and footpaths and major improvements made to drainage, structures, street furniture and road markings.

4.0 Summary of main proposals

4.1 The 2026/27 – 2029/30 Capital Investment Programme outlined below totals £90.554m and includes grants (2026/27 – 2029/30) from the Department for Transport (DfT) as shown in Table 1 and Table 2. Should allocations be amended by the DfT, the overall Highways and Transport Capital Programme may need to be updated accordingly.

4.2 For 2026/27, the proposal is to invest £17.942m as follows:

- £6.110m into roads and footpaths
- £0.992m into structures
- £1.050m into drainage, flooding and council owned assets
- £2.493m into street furniture, road marking, streetlighting and road safety improvements
- £7.297m into sustainable transport, strategic road improvements, EV charge points and future strategic scheme development

4.3 In line with the Council's plan to Protect, Care and Invest in our borough, a further investment from the council of £72.612m is proposed for 2027/28 – 2029/2030. This outlay will allow for the following investments during the period:

- £24.5m into roads and footpaths
- £3.0m into structures
- £3.85m into drainage, flooding and council owned assets
- £7.816m into street furniture, road marking, streetlighting and road safety improvements
- £33.446m into sustainable transport, strategic road improvements, EV charge points and future strategic scheme development

4.4 The planned investment over the next four financial years will significantly improve the condition of the Council's highway assets as well as upgrading vital infrastructure, reducing risks to the public and facilitating sustainable transport.

Table 1 – Summary of Funding Sources

Source	2026-27	2027-28	2028-29	2029-30	Total 4 - Year Programme
	£'000	£'000	£'000	£'000	£'000
4-Year Budget					
Council Capital					
Highways maintenance and improvements	300	2,300	2,300	300	5,200
Total Council Capital	300	2,300	2,300	300	5,200
External Funding					
Highways maintenance and improvements	14,445	18,455*	19,686*	22,068*	74,654
Active Travel	1,142	618	618	618	2,996
On-street Electric Vehicle Charging (LEVI)	408	510	0	0	918
Bus Service Improvement Plan	1,647	1,680	1,713	1,746	6,786
Total External Funding Capital	17,642	21,263	22,017	24,432	85,354
Total Funding	17,942	23,563	24,317	24,732	90,554

*Includes unconfirmed external funding

Table 2 – Summary of Highways & Transport Capital Programme

Highway Programme Area	2026-27	2027-28	2028-29	2029-30	Total 4-Year Programme
	£'000	£'000	£'000	£'000	£'000
Maintenance of Existing Assets					
Carriageway Maintenance	5,110	6,500	7,500	7,500	26,610
Footpath maintenance	1000	1000	1000	1000	4,000
Structures maintenance	992	1000	1000	1,000	3,992
Street lighting maintenance	753	400	500	300	1,953
Drainage Maintenance	700	800	1000	1000	3,500
Road Markings	255	270	300	300	1,125
Street furniture & Traffic Signals	960	960	1,500	1,500	4,920
Council Owned Assets	350	350	350	350	1,400
Road Safety Improvements	525	525	736	525	2,311
Maintenance Programme sub-total	10,645	11,805	13,886	13,475	49,811
Transport & Major Schemes (Improving and Amending the Highway Network)					
Sustainable Transport Improvements	1,700	2,900	150	143	4,893
Bus Service Improvements	1,647	1,680	1,713	1,746	6,786
Employment Centre Connectivity Package	0	0	1,200	0	1,200
Active Travel	1142	1,368	1,368	1,368	5,246
Electric Vehicle Charging	408	510	0	0	918
Scheme Development	900	300	300	300	1,800
Strategic Road Improvements	1,500	5,000	5,700	7,700	19,900
Transport & Major Schemes-sub-total	7,297	11,758	10,431	11,257	40,743
Total Investment Programme	17,942	23,563	24,317	24,732	90,554

5.0 Alternative Options

5.1 The allocations outlined in Section 4 of this report provide the optimum outcomes in relation to managing the various Highway and Transport Assets. However, the allocations set out can be adjusted within the overall allocated budget based on competing priorities and in consultation with the Deputy Leader and Cabinet Member for Highways, Housing and Enforcement.

6.0 Key Risks

- 6.1 The proposals set out in Section 4 provide the most efficient use of the overall budget allocation. Allocations may need to be adjusted within the overall budget should unforeseen priorities become apparent over the four-year period.
- 6.2 The allocations set out in Section 4 are based on allocations by the Department for Transport and assume the Council receive all funding in respect of the Incentive element of the Highways Maintenance Block funding.
- 6.3 In addition to this, inflationary rises may result in adjustments of budget allocations to ensure priority projects are delivered.
- 6.4 Other key risks are covered in detail in other sections of this paper.

7.0 Council Priorities

- 7.1 Effective management of the Council's Treasury portfolio helps support the Council's overall financial position through minimising borrowing costs and optimising investment income whilst following the principles of Security, Liquidity and Yield; and therefore, supports the delivery of all Council priorities.
- 7.2 This paper details the planned investment in Highways and Transport services over the next four years. Effective management of the Council's Highways and Transport assets ensures that Telford & Wrekin Council continues to have well maintained highways and delivers the Council Priority that All neighbourhoods are a great place to live.

8.0 Financial Implications

- 8.1 Where appropriate these are detailed in the body of the report and the appendices.

9.0 Legal and HR Implications

- 9.1 There are no direct legal implications arising from this report.
- 9.2 A number of general and specific statutory powers and duties are conferred on the Council regarding its highway network management, maintenance and improvement functions. In particular, the Council has a duty to maintain the Borough's publicly maintainable highways and a duty to assert the rights of the public to use and enjoy those highways. The capital investment programme is a key Council response to those duties. Any works will be properly procured and managed in accordance with financial and contract procedure rules.

10.0 Ward Implications

10.1 This report impacts all wards.

11.0 Health, Social and Economic Implications

11.1 The Economic Climate has direct relevance to Treasury Management and is covered in detail in the report.

11.2 The proposed investment over the next four years will deliver a number of active travel schemes and the provision of other modes of sustainable transport. This will promote active and healthy lifestyles as well as improving access to local communities, schools, businesses and places of work. It is recognised that a good transport network is essential for a successful economy and the planned investment will ensure this network continues to be well maintained.

12.0 Equality and Diversity Implications

12.1 Where possible, as part of the capital programme, improvements to accessibility will be carried out, such as, but not limited to, the provision of dropped kerbs and tactile paving. This allows the Council to support its Local Transport Plan objective of improving accessibility.

12.2 A well maintained highways and transport network provides a safe and effective access to all areas of the Borough providing suitable access to jobs and other services.

13.0 Climate Change and Environmental Implications

13.1 Environmental improvements are incorporated into schemes wherever appropriate to support the recognition that highway and footpath condition can have a significant bearing on the perceived environmental quality of an area. Again, by identifying links with other programme the Council will aim to take a Total Place approach when delivering highways schemes, thereby ensuring that both environmental and highways issues are addressed.

13.2 The Council will be seeking to use recycling of materials and new more sustainable surfacing treatments, in collaboration with other local authorities, with the aim of reducing the Council's Carbon Emissions. Investment into Sustainable transport also improves access and quality of modes other than cars. There are a number of actions on the Council's Climate Action Plan that the Highways & Transport services are supporting to deliver on the Council's priorities.

14.0 Background Papers

14.1 The Council's Highway Asset Management Policy and Strategy sets out 12 key objectives to ensure the highway and transport network is well maintained and meets the need of the Boroughs residents.

15.0 Appendices

15.1 None

16.0 Report Sign Off

Signed off by	Date sent	Date signed off	Initials
Finance	07/01/2026	07/01/2026	ER
Legal	07/01/2026	07/01/2026	RP