	Council **24 September 2026 at 10.00 a.m.**	Public

Local Transport Consolidated Funding

Cabinet Members:	Councillor David Vasmer - Portfolio Holder for Highways and Waste Councillor Rob Wilson - Portfolio Holder for Transport and Regeneration
Lead Director:	Andy Wilde – Service Director
Service Area:	Infrastructure
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Electoral Divisions Affected	All Division
Key Decision?	Not Key Decision
Cabinet Forward Plan	27 July 2026
Report considered by	

1. Purpose of Report

1.1 The Department for Transport (DfT) has set out details of the new Local Transport Consolidated Funding settlement for Local Transport Authorities (LTAs) and confirmed funding allocations for the next Spending Review period (2026/27 to 2028/29 for resource funding and 2026/27 to 2029/30 for capital funding). This funding arrangement replaces a number of separate funding streams previously provided by the DfT to support transport related activity and expenditure. The new settlement grant conditions require Shropshire Council to submit a Local Transport Delivery Plan (LTDP) to the DfT by 31st October 2026. The LTDP must set out at detailed funding plan for 2026/27 and planned future investment to 2029/30.

1.2 This report sets out the recommended LTDP (refer to **Appendix A**) for consideration and seeks approval and delegation to manage and deliver it.

2. Recommendations

Full Council is recommended to:

Approve the Local Transport Delivery Plan for 2026/27 for submission to the Department for Transport.

Delegate delivery of the Local Transport Delivery Plan to the Service Director for Infrastructure in consultation with the Portfolio Holder for Highways and Waste and the Portfolio Holder for Transport and Regeneration.

Delegate authority to the Service Director for Infrastructure to set up a Local Transport Consolidated Funding Board to manage programme delivery and reporting to the Department for Transport, in line with local transport and highways priorities, as detailed within the Local Transport Plan.

Delegate authority to the Service Director for Infrastructure to reprofile budget allocations in response to service changes through the Local Transport Consolidated Funding Board.

3. Background

3.1. The Department for Transport (DfT) has introduced a new multi-year local transport funding system for Local Transport Authorities (LTAs). The new approach has consolidated previous funding streams to give LTAs the flexibility to use funding more effectively and efficiently across programmes and packages of spend to deliver priorities and measurable outcomes set out both nationally by the DfT, through a new Local Transport Outcome Framework, and in their Local Transport Plan (LTP).

3.2 The new approach also marks a shift away from previous annual settlements to provide councils with multi-year funding certainty, so that pipelines of work can be planned and developed. This change affects the entire highways and transport service in Shropshire.

4. Summary of Main Proposals

4.1. The Department for Transport (DfT) has introduced a new multi-year local consolidated transport funding framework for Local Transport Authorities (LTAs). As part of this, the DfT has set out allocations for capital funding (CDEL) from 2026-27 to 2029-30, and resource funding (RDEL) from 2026-27 to 2028-29.

4.2. The new framework comprises of two main elements: the Integrated Transport Fund and the Bus Services Fund. The DfT expects the Integrated Transport Fund (ITF) to be spent on local transport outcomes, including infrastructure projects across all modes (including for highways maintenance, active travel, bus and electric vehicle charging infrastructure); behaviour change programmes, and to build the Authority's capacity and capability to develop and deliver Shropshire's local transport investment and policies.

4.3. The Bus Services Fund (BSF) is a resource funding allocation solely to support outcomes for bus passengers and services.

4.4. Based on the 2025 Spending Review settlement and subsequent Ministerial decisions, the DfT has allocated at total of £228.2m in funding to Shropshire Council, as shown in Table 1:

Table 1: Funding allocations for Shropshire Council by year and spending category, in thousands (£000s)

	2026/27	2027/28	2028/29	2029/30	Total

Integrated Transport Fund					
Capital (CDEL)	£45,211.4	£51,875.3	£56,303.4	£63,671.3	£217,061.4
Resource (RDEL)	£604.3	£877.2	£877.2	£-	£2,358.7
Bus Services Fund					
Resource (RDEL)	£2,919.7	£2,919.7	£2,919.7	£-	£8,759.1
Total	**£48,735.4**	**£55,672.2**	**£60,100.3**	**£63,671.3**	**£228,179.2**

4.5 LTAs must meet several requirements set out by the DfT which are conditional to the ongoing allocation of funds. One requirement is that LTAs must produce a single Local Transport Delivery Plan (LTDP) that sets out how all of the available funding has been prioritised. The LTDP must include details of schemes, programmes or packages of planned spend that are consistent with the priorities in Shropshire's Local Transport Plan (LTP) and demonstrate how progress against the indicators in the Local Transport Outcome Framework will be achieved. There are additional requirements around the application of the DfT's Quantified Carbon Guidance (QCG) and in embedding active consideration of inclusivity and accessibility within the development and delivery of policies funded through their consolidated funding settlement. This report focuses on the LTDP requirement.

4.6 The deadline for the submission of the LTDP to the DfT is 31st October 2026. This must include a detailed plan for 2026-27 and the planned future years investment needs up to 2029-30. The draft plan submitted in March 2026 varies little from the current proposed plan. The Council will be expected to report quarterly on progress against the LTDP and the Local Transport Outcome Framework.

4.7 The next LTP for Shropshire is currently in development following the publication of the DfT's updated guidance on LTPs in April 2026. Following a series of engagement activities with Shropshire Council Members and other key stakeholders, it is planned that a six-week consultation with be launched in Autumn 2026. There is no expectation from the DfT that LTPs are to be updated ahead of the October 2026 deadline for the 2026/27 LTDP.

4.8 The proposed LTDP to be submitted to the DfT for Shropshire Council is shown in **Appendix A.** To ensure that the appropriate governance structure is in place to manage programme delivery, risks and changes and to comply with the DfT's reporting requirements, it is recommended that a Local Transport Consolidated Funding Board is set up and chaired by the Service Director for Infrastructure.

5 Alternative Options

5.1 There are no alternative options. The requirements outlined in this report are as specified by the DfT for LTAs.

5.2 The DfT will offer support and intervention to LTAs in meeting their requirements where appropriate and necessary. However, ultimately, failure to comply with the requirements set out against the funding allocation will result in either return of funding to central government or a reduction in future funding allocations, which is often referred to as 'clawback'.

6 Key risks and Opportunities

6.1 The new approach introduced by the DfT presents Shropshire Council with an opportunity to better plan resource for future years effectively and enable the reallocation of funding across different local transport workstreams to best achieve its strategic priorities for the highway and transport network. For example, for 2026/27 an additional £4 million has been allocated to highways maintenance.

6.2 Some of the programmes or interventions outlined in the LTDP (Appendix A) reflect work that is already ongoing. These will either reach a natural conclusion or will be subject to general review and change in response to emerging strategic priorities. Any changes will need to be agreed by the proposed Local Transport Consolidated Funding Board.

6.3 No significant risk implications in relation to the approval of LTDP and delegations around its management and delivery have been identified. A risk of not approving the recommendations outlined in this report is shown as follows:

Risk	Mitigation	Link to Strategic Risk
Failure to comply with the requirements will result in either return of funding to central government or a reduction in future funding allocations.	A Local Transport Consolidated Funding Board is to be set up by the Service Director for Infrastructure to ensure that all requirements are met.	Risk and mitigation to be identified in the Corporate Risk Register and monitored accordingly to comply with DfT spend requirements

7. Council Priorities

The Local Transport funding and outcomes outlined in this report link to the following ambitions detailed in Shropshire Council's Corporate Plan 2026-2030 (May 2026)

- A Council that is financially sustainable, with clear priorities and purpose, and a workforce that is supported to excel.
- Communities are connected by well-maintained roads, accessible transport and infrastructure.
- People live in safe, inclusive places with homes that meet their need.
- A thriving economy that benefits everyone.

8. Financial Implications

8.1 The Consolidated Transport funding is 100% revenue / resource and capital grant, funded by the DfT. The allocation consolidates the following for formula-based local transport grants:

- Highways Maintenance (CDEL)
- Active Travel (RDEL and CDEL)
- Local Electric Vehicle Infrastructure (LEVI) Capability Funding (RDEL)
- Local Transport Grant (RDEL and CDEL)
- LA Bus Grant (CDEL)

8.2 The purpose of consolidation is to give the LTA flexibility to use funding more effectively and efficiently across programmes and packages of spend to deliver priorities and in line with their Local Transport Plan.

8.3 The DfT expects the Consolidated Transport Fund to be spent on local transport outcomes, including infrastructure projects across all modes (including for highways maintenance, active travel, bus, light rail and electric vehicle charging infrastructure) and multi-modal schemes; behaviour change programmes, and to build the LTA's capacity and capability to develop and deliver the local transport investment and policies.

8.4 Funding is conditional upon the submission of a Local Transport Delivery Plan, setting out how the LTA will use the consolidated funding to achieve progress against the indicators in the Local Transport Outcome Framework over the funding period, with details of schemes and interventions or programmes and packages of expenditure.

8.5 The DfT may require the repayment of the whole or any part of the grant and/or reduce, suspend or withhold future grant payments, or put additional conditions on funding if scheme delivery does not progress as set out in the Local Transport Delivery Plan; Transport Outcomes are not being met; or excessive funding is carried forward into future financial year. Should the LTA remove completed capital schemes funded by the Consolidated Local Transport Fund prematurely or without proper evidence, the DfT may require repayment of the commensurate part of the grant.

8.6 The DfT expects spending to largely reflect the funding profile at paragraph 4.4, but the LTA has some discretion to move funding between financial years where necessary to ensure value for money or respond to local circumstances. Capital (CDEL) spend must remain with the overall funding period: 2026/27-2029/30 and not beyond.

8.7 Revenue (RDEL) spend must be contractually committed by the end of the funding period: 2026/27-2028/29.

8.8 Excessive carry-forward of unspent funds is discouraged. If delivery does not progress as planned or significant amounts remain unspent, the DfT may intervene, which could include reducing future allocations or recovering funding. Any instances where funding is expected to be used beyond the funding period (such as project/programme evaluation) must be discussed and agreed with the DfT. In the absence of agreement, surplus will be expected to be returned to the DfT at the end of the funding period.

8.9 The LTA must accept responsibility for meeting any costs over and above the DfT funding, including potential cost overruns and the underwriting of any funding contributions expected from third parties for schemes identified with the Local Transport Delivery Plan.

9. Legal and HR implications

9.1. Public engagement and / or consultation will be undertaken on specific projects where appropriate and legal advice provided on an ongoing basis as specific projects emerge. Relevant legislation and processes will be complied where statutory consultation is required.

9.2. The ability to deliver the LTDP and meet the DfT's monitoring and reporting requirements is subject to sufficient staff resource being available within the Highways and Transport department and the ability to secure appropriate support through Shropshire Council's

Built Environment Consultancy Contract (BECC23) with WSP. The following workforce risk have been identified:

- Capacity: Existing Highways and Transport resource may not be sufficient to deliver the LTDP, manage the Board, complete quarterly DfT reporting, and oversee delivery across multiple schemes/programmes.
- Capability/specialist skills: Delivery may require specialist technical, project management, data/reporting, carbon, accessibility, procurement or contract management skills, which may not be fully available within current internal capacity.
- Dependency on external support: Reliance on specialist third party support creates a dependency risk if external capacity, cost, availability or contractual scope does not align with delivery timescales.
- Delivery and compliance: If the workforce capacity is insufficient, this could affect the Council's ability to meet the DfT conditions, reporting deadlines and outcome framework requirements, with potential implications for future funding
- Workload and wellbeing: Additional programme delivery and reporting expectations may increase pressure on existing teams if not planned and resourced appropriately.
- Change-management: If delivery later requires new posts, temporary assignments, backfill, changes to duties, agency support or revised reporting lines, HR should be engaged early to ensure that the appropriate governance, job evaluation, consultation and approval processes are followed.

9.3. Whilst no immediate staffing changes are anticipated, workforce capacity and capability will need to be actively monitored through the proposed Local Transport Fund Consolidated Funding Board and any future requirement for additional roles, temporary resource, backfill, agency support or changes to existing responsibilities will be reviewed with HR at the earliest opportunity.

9.4. Where appropriate, and where transformational opportunities are identified, the potential for making use of the Budget Change and Transformation Panel (BTCP) to bring in additional resource will be explored.

10. Electoral Division Implications

There are no implications for any particular electoral division.

11. Health, Social (including "Child Friendly Shropshire") and Economic Implications

The LTDP includes schemes and programmes of work that aim to improve road safety, promote sustainable and active travel and / or minimise congestion. These projects have the potential to improve the health and wellbeing of Shropshire residents by reducing the likelihood of serious injury on the road network, increasing levels of physical activity, promoting transport independence for young people and improving air quality.

12. Equality and Diversity Implications

12.1. Local Transport Authorities (LTAs) must comply with statutory obligations under the Equality Act 2010, including the duty to make “reasonable adjustments” and the Public Sector Equality Duty. The DfT has outlined a number of requirements for LTAs that are conditional to the ongoing allocation of funding authorities around the adoption of inclusive policy making and embedding active consideration of accessibility within the development and delivery of policies funded through the consolidated funding settlement.

12.2. This report recommends the formation of a Local Transport Consolidated Funding Board and it will be part of the responsibility of this Board to determine how these requirements are met within the Highways and Transport Service. The focus of this report is the approval of the LTDP and formation of the Board.

12.3. An Equality, Social Inclusion and Health Impact Assessment (ESHIA) Stage One Screening has been carried out for the LTDP and is shown in Appendix B.

13. Climate Change, Biodiversity and Environmental Implications

13.1. LTAs are required to report on the forecast carbon emissions estimates of their LTDP as an indicator in the Local Transport Outcomes Framework. To achieve this, Shropshire Council must use the Quantifiable Carbon Guidance (QCG) specified by the DfT to provide carbon metrics for their proposed programme of interventions. This forms part of the conditions for securing the funding for Shropshire Council, as outlined in 8.

13.2. The DfT acknowledges that the process of embedding QCG methodologies for carbon analysis and quantitative reporting may take time and therefore, as a minimum, the DfT will expect a quality update on how Shropshire Council is planning to onboard QCG and develop robust carbon emission estimates. This will be led by the Local Transport Consolidated Funding Board.

13.3. Biodiversity and environmental implications will be considered for specific schemes where appropriate and in line with standard highways and transport scheme design and construction processes.

14. Background papers

None.

15. Appendices

Appendix A Proposed Local Transport Delivery Plan submissions for Shropshire for 2026-2027 and 2027-30

Appendix B Equality, Social Inclusion and Health Impact Assessment (ESHIA) Stage One Screening

Appendix A: Proposed Local Transport Delivery Plan submissions for Shropshire for 2026-2027 and 2027-30

The following tables show:

- Local Transport Delivery Plan for the allocation of the Department for Transport's package of consolidated funding in 2026-27, and
- Outline Local Transport Delivery Plan for the allocation of the Department for Transport's package of consolidated funding for 2027-30 for capital funding (CDEL) and 2027-29 for resource funding (RDEL).

The recommendations in this report are centred upon the delegation of authority to the Service Director for Infrastructure to set up a designated Local Transport Consolidated Funding Board to manage the delivery of the programme and to reprofile budget allocations in response to any service changes or risks.

Key:

LTA Local Transport Authority
ITF Integrated Transport Fund (includes capital and resource funding allocations)
BSF Bus Services Fund (resource funding only)

Local Transport Delivery Plan for Shropshire: 2026-2027

Consolidated Fund	Programme or intervention	Location	Total Estimated Cost RESOURCE (£m)	ITF/BSF RESOURCE contribution (£m)	Total Estimated Cost of scheme CAPITAL (£m)	ITF CAPITAL contribution (£m)
Asset and Network Management						
ITF	Update the Highways Asset Management Strategy	LTA wide	60,000	**60,000**	-	**-**
ITF	Structural Maintenance of Bridges and Structures: Right of Way Programme	LTA wide	-	**-**	215,194	**215,194**
ITF	Structural Maintenance of Bridges and Structures: Bridgeguard & Structure Programme	LTA wide	-	**-**	2,735,503	**2,735,503**
ITF	Structural Maintenance of Roads: Countywide Drainage	LTA wide	-	**-**	1,098,759	**1,098,759**
ITF	Structural Maintenance of Roads: Countywide Landslip/Embankment Works	LTA wide	-	**-**	322,791	**322,791**

ITF	Structural Maintenance of Roads: Minor Patching	LTA wide	-	**-**	5,475,594	**5,475,594**
ITF	Structural Maintenance of Roads: Capital Repair Gangs	LTA wide	-	**-**	6,169,429	**6,169,429**
ITF	Structural Maintenance of Roads: Countywide Footway Programme (Slurry Sealing)	LTA wide	-	**-**	1,135,995	**1,135,995**
ITF	Structural Maintenance of Roads: Countywide Surface Dressing Programme	LTA wide	-	**-**	6,439,473	**6,439,473**
ITF	Structural Maintenance of Roads: Countywide Resurfacing Programme	LTA wide	-	**-**	13,120,906	**13,120,906**
ITF	Structural Maintenance of Roads: Local Improvement Schemes North Shropshire	LTA North	-	**-**	293,930	**293,930**
ITF	Structural Maintenance of Roads: Local Improvement Schemes Central Shropshire	LTA Central	-	**-**	293,930	**293,930**
ITF	Structural Maintenance of Roads: Local Improvement Schemes South Shropshire	LTA South	-	**-**	293,930	**293,930**
ITF	Street Lighting Maintenance Programme	LTA wide	-	**-**	1,183,566	**1,183,566**
ITF	Rolling programme of traffic signal, zebra, and electrical signs upgrades	LTA wide	-	**-**	1,200,000	**1,200,000**
ITF	Introduce Moving Traffic Enforcement infrastructure in appropriate locations	LTA wide	-	**-**	500,000	**500,000**
ITF	Highways Infrastructure Replacement Programme	LTA wide	-	**-**	250,000	**250,000**
Public transport network improvements						
ITF	Park and Ride	LTA wide	-	**-**	500,000	**500,000**
BSF	Shrewsbury Park & Ride - Improved Frequency	Shrewsbury	270,000	**270,000**	-	**-**
ITF	Bus stop upgrades and improved passenger facilities at busiest locations, specifically at Shrewsbury bus station	Shrewsbury	-	**-**	350,000	**350,000**

ITF	Grant funding provided to Community Transport Consortium	LTA wide	-	**-**	105,000	**105,000**
ITF	Oswestry Town Service Review	Oswestry	-	**-**	-	**-**
ITF	Bus Priority	LTA wide	-	**-**	404,000	**404,000**
BSF	Staff to support delivery of BSIP objectives	LTA wide	85,000	**85,000**	-	**-**
BSF	Transport Focus - Your Bus Journey Survey	LTA wide	55,532	**55,532**	-	**-**
BSF	Shropshire EP - local bus operator revenue support	LTA wide	812,800	**812,800**	-	**-**
BSF	BSOG Allocation	LTA wide	512,447	**512,447**	-	**-**
BSF	Shropshire local bus network development (BSIP) (potential to include Connect on Demand in later years)	LTA wide	1,183,921	**1,183,921**	-	**-**
Active Travel						
ITF	LCWIP Review	LTA wide	77,300	**77,300**	-	**-**
ITF	Programme of improving walking and cycling routes (LCWIP)	LTA wide	-	**-**	150,000	**150,000**
ITF	Programme of Safer Routes to Schools Infrastructure Improvements	LTA wide	-	**-**	80,000	**80,000**
ITF	School Streets Programme, Enforcement and Maintenance	LTA wide	-	**-**	450,000	**450,000**
ITF	Road Safety Education workstream (primary schools & young drivers)	LTA wide	50,000	**50,000**	-	**-**
ITF	Oswestry Innovation Park Connectivity	Oswestry	-	**-**	200,000	**200,000**
ITF	The Coppice Clayton Way Active Travel Route	Shrewsbury	-	**-**	30,400	**30,400**

Road Safety						
ITF	Programme of introducing 20mph speed restrictions	LTA wide	-	**-**	1,500,000	**1,500,000**
ITF	Rolling programme of targeted accident reduction schemes	LTA wide	-	**-**	245,000	**245,000**
ITF	Project PRIME DfT trial	LTA wide	60,000	**60,000**	100,000	**100,000**
ITF	Programme of prioritised traffic engineer led schemes to improve perception of road safety based on local needs	LTA wide	-	**-**	218,000	**218,000**
ITF	Strategic review of speed management and development of speed management strategy	LTA wide	50,000	**50,000**	-	**-**
Demand Management						
ITF	Shrewsbury Movement and Public Space Strategy (including Strategic Network Review)	Shrewsbury	200,000	**-**	150,000	**150,000**
Spatial Planning						
ITF	'Decide and provide' Strategy to support Local Plan	LTA wide	40,000	**40,000**	-	**-**
Climate Change						
ITF	Electric Vehicle Charging Infrastructure (Staff and Resources)	LTA wide	148,400	**148,400**	-	**-**
Local Transport Plan						
ITF	Ongoing development and delivery of LTP	LTA wide	75,000	**75,000**	-	**-**
Monitoring and Evaluation						
ITF	Data and intelligence programme to inform DfT Local Transport Outcomes indicators and LTP monitoring	LTA wide	33,600	**33,600**	-	**-**

ITF	Quantified Carbon Reduction assessments and monitoring mandated by DfT	LTA wide	10,000	**10,000**	-	**-**
		Totals	**3,724,000**	**3,524,000**	**45,211,400**	**45,211,400**

Outline Local Transport Delivery Plan for Shropshire: 2027-2030 (capital) and 2027-2029 (resource)

Consolidated Fund	Programme or intervention	Location	Total Estimated Cost RESOURCE (£m)	ITF/BSF RESOURCE contribution (£m)	Total Estimated Cost CAPITAL (£m)	ITF CAPITAL contribution (£m)
Asset and Network Management						
ITF	Structural Maintenance of Bridges and Structures: Right of Way Programme	LTA wide	-	**-**	654,294	**654,294**
ITF	Structural Maintenance of Bridges and Structures: Bridgeguard & Structure Programme	LTA wide	-	**-**	10,741,558	**10,741,558**
ITF	Structural Maintenance of Roads: Countywide Drainage	LTA wide	-	**-**	4,552,911	**4,552,911**
ITF	Structural Maintenance of Roads: Countywide Landslip/Embankment Works	LTA wide	-	**-**	981,441	**981,441**
ITF	Structural Maintenance of Roads: Minor Patching	LTA wide	-	**-**	21,741,033	**21,741,033**
ITF	Structural Maintenance of Roads: Capital Repair Gangs	LTA wide	-	**-**	20,694,430	**20,694,430**
ITF	Structural Maintenance of Roads: Countywide Footway Programme (Slurry Sealing)	LTA wide	-	**-**	5,502,001	**5,502,001**
ITF	Structural Maintenance of Roads: Countywide Surface Dressing Programme	LTA wide	-	**-**	25,005,038	**25,005,038**
ITF	Structural Maintenance of Roads: Countywide Resurfacing Programme	LTA wide	-	**-**	36,718,136	**36,718,136**
ITF	Structural Maintenance of Roads: Local Improvement Schemes North Shropshire	North Shropshire	-	**-**	1,075,513	**1,075,513**

ITF	Structural Maintenance of Roads: Local Improvement Schemes Central Shropshire	Central Shropshire	-	**-**	1,075,513	**1,075,513**
ITF	Structural Maintenance of Roads: Local Improvement Schemes South Shropshire	South Shropshire	-	**-**	1,075,513	**1,075,513**
ITF	Street Lighting Maintenance Programme	LTA wide	-	**-**	3,598,617	**3,598,617**
ITF	Network Management Strategy	LTA wide	75,000	**75,000**	-	**-**
ITF	Rolling programme of traffic signal, zebra, and electrical signs upgrades	LTA wide	-	**-**	1,800,000	**1,800,000**
ITF	Introduce Moving Traffic Enforcement infrastructure in appropriate locations	LTA wide	-	**-**	500,000	**500,000**
ITF	Highways Infrastructure Replacement Programme	LTA wide	-	**-**	250,000	**250,000**
Public transport network improvements						
ITF	Park and Ride	LTA wide	-	**-**	1,000,000	**1,000,000**
BSF	Shrewsbury Park & Ride - Improved Frequency	Shrewsbury	540,000	**540,000**	-	**-**
ITF	Bus stop upgrades and improved passenger facilities at busiest locations, specifically at Shrewsbury bus station	LTA wide	-	**-**	700,000	**700,000**
ITF	Grant funding provided to Community Transport Consortium	LTA wide	-	**-**	210,000	**210,000**
ITF	Oswestry Town Service Review	Oswestry	65,000	**65,000**	-	**-**
ITF	Bus Priority	LTA wide	-	**-**	808,000	**808,000**
BSF	Staff to support delivery of BSIP objectives	LTA wide	170,000	**170,000**	-	**-**
BSF	Transport Focus - Your Bus Journey Survey	LTA wide	111,064	**111,064**	-	**-**

BSF	Shropshire EP - local bus operator revenue support	LTA wide	1,625,600	**1,625,600**	-	**-**
BSF	BSOG Allocation	LTA wide	1,024,894	**1,024,894**	-	**-**
BSF	Shropshire local bus network development (BSIP) (potential to include Connect on Demand in later years)	LTA wide	2,367,842	**2,367,842**	-	**-**
ITF	Shared Transport feasiblity review	LTA wide	30,000	**30,000**	-	**-**
Active Travel						
ITF	First and last mile access at rail stations	LTA wide	100,000	**100,000**	300,000	**300,000**
ITF	LCWIP Review	LTA wide	22,700	**22,700**	-	**-**
ITF	Programme of improving walking and cycling routes (LCWIP)	LTA wide	-	**-**	600,000	**600,000**
ITF	Programme of Safer Routes to Schools Infrastructure Improvements	LTA wide	-	**-**	600,000	**600,000**
ITF	Road Safety Education workstream (primary schools & young drivers)		50,000	**50,000**	-	**-**
ITF	Support the development of the Gobowen–Oswestry rail line business case for passenger services or as a walking and cycling route	Oswestry	50,000	**50,000**	-	**-**
ITF	Expand Shrewsbury e-bike scheme	Shrewsbury	-	**-**	200,000	**200,000**
ITF	Oswestry Innovation Park Connectivity	Oswestry	-	**-**	500,000	**500,000**
ITF	The Coppice Clayton Way Active Travel Route	Shrewsbury	-	**-**	569,600	**169,600**
Road Safety						

ITF	Programme of introducing 20mph speed restrictions	LTA wide	-	**-**	500,000	**500,000**
ITF	Rolling programme of targeted accident reduction schemes	LTA wide	-	**-**	1,500,000	**1,500,000**
ITF	Programme of prioritised traffic engineer led schemes to improve perception of road safety based on local needs	LTA wide	-	**-**	720,000	**720,000**
ITF	Review and update Shropshire Council's Road Safety Policy	LTA wide	60,000	**60,000**	-	**-**
Demand Management						
ITF	Update Shropshire Council's Parking Strategy to support public transport, walking, cycling, EV and shared transport,	LTA wide	60,000	**60,000**	-	**-**
ITF	Shrewsbury Movement and Public Space Strategy (including Strategic Network Review)	Shrewsbury	-	**-**	3,500,000	**3,500,000**
ITF	Market Town Traffic Improvement Programme	LTA wide	-	**-**	2,500,000	**2,500,000**
Spatial Planning						
ITF	Develop Healthy Neighbourhoods Strategy	LTA wide	30,000	**30,000**	-	**-**
ITF	Allocation for future infrastructure improvements in Shrewsbury SUE West pending review. To be partly funded from consolidated fund subject to review outcome.	Shrewsbury	-	**-**	41,635,000	**5,000,000**
Inclusive Accessibility						
ITF	Inclusive taxi and PHV service plan	LTA wide	50,000	**50,000**	250,000	250,000
ITF	Develop Rural Proofing Toolkit and introduce Health Impact Assessments (will link to emerging Local Plan)	LTA wide	60,000	**60,000**	-	**-**

Rural Accessibility						
ITF	Rural Access Strategy	LTA wide	60,000	**60,000**	-	**-**
Freight and Logistics						
ITF	Develop a Freight and Logistics Strategy	LTA wide	70,000	**70,000**	-	**-**
Climate Change						
ITF	Air Quality Action Plans Mitigation	LTA wide	-	**-**	1,000,000	1,000,000
ITF	Electric Vehicle Charging Infrastructure (Staff and Resources)	LTA wide	296,800	**296,800**	2,006,000	-
Monitoring and Evaluation						
ITF	Data and intelligence programme to inform DfT outcomes monitoring and LTP monitoring	LTA wide	106,400	**106,400**	-	**-**
ITF	Quantified Carbon Reduction assessments and monitoring mandated by DfT	LTA wide	30,000	**30,000**	-	**-**
Resource						
ITF	Staff resource to support Transport Strategy and Monitoring	LTA wide	188,500	**188,500**	-	**-**
Unallocated Reserves						
ITF	Retained Integrated Transport Fund RDEL - to allow review of emerging LTP resourcing requirements and to respond to yet unidentified pressures.	LTA wide	350,000	**350,000**	-	**-**
ITF	Retained Integrated Transport Fund CDEL - to allow review of emerging LTP capital requirements and to respond to yet unidentified pressures.	LTA wide	-	**-**	15,826,400	**15,826,400**

TOTALS	**7,593,800**	**7,593,800**	**210,891,000**	**171,850,000**