

Lancashire County Council

Environment, Economic Growth and Transport Scrutiny Committee

Thursday, 25th April, 2024 at 10.30 am in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Agenda

Part I (Open to Press and Public)

No. Item

1. Apologies

2. Disclosure of Pecuniary and Non-Pecuniary Interests

Members are asked to consider any pecuniary and non-pecuniary interests they may have to disclose to the meeting in relation to matters under consideration on the agenda.

3. Minutes of the Meeting Held on 11 March 2024 (Pages 1 - 8)

4. Enabling Net Zero Infrastructure – National Grid (Pages 9 - 30)

5. Strategic Approach to Decarbonising County Council Assets and Operations (Pages 31 - 34)

6. Carbon Capture through Nature (Pages 35 - 40)

7. Work Programme 2023/24 (Pages 41 - 50)

8. Urgent Business

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the minutes, the chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency. Wherever possible, the chief executive should be given advance warning of any member's intention to raise a matter under this heading.



9. Date of Next Meeting

The next meeting of the Environment, Economic Growth and Transport Scrutiny Committee will be held on Thursday 13 June 2024, at 10:30am in Committee Room B – The Diamond Jubilee Room, County Hall, Preston.

County Hall
Preston

H MacAndrew
Director of Law and Governance



Lancashire County Council

Environment, Economic Growth and Transport Scrutiny Committee

**Minutes of the Meeting held on Monday, 11th March, 2024 at 10.30 am in
Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston**

Present:

County Councillor Rob Bailey (Chair)

County Councillors

S Rigby	J Oakes
G Dowding	A Schofield
J Gibson	J R Singleton JP
A Hosker	K Snape

1. Apologies

Apologies were received from County Councillor Sean Serridge and Jenny Purcell.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

County Councillor Rob Bailey declared a non-pecuniary interest in agenda item 5 - Value for Money - Potholes as he was employed by the Association for Public Service Excellence (APSE).

3. Minutes of the Meeting Held on 25 January 2024

Resolved: That the minutes of the meeting held on the 25th January 2024 be approved as an accurate record.

**4. Lancashire Economic Recovery and Growth (LERG) Programme update and
Aerospace Watchtower Case study**

The Chair welcomed to the meeting County Councillor Aidy Riggott, Cabinet Member for Economic Development and Growth, Andy Walker, Head of Service Business Growth, and Steve Burns, Head of Service Strategic Development.

The committee was presented a report on the county council's contribution towards the £12.8m Lancashire Economic Recovery and Growth programme towards post-Covid 19 economic recovery. The report also provided information on the pan-Lancashire Aerospace Watchtower Growth Accelerator project as a case study.



A presentation was provided during the meeting, and a copy can be found within the minutes.

Comments and questions raised by the committee were as follows:

- Some of the challenges the area faced was the ability of manufacturers to effectively use digital technologies they had. For instance, some companies would purchase an Enterprise Management System with considerable capabilities, but they might only use it for managing the financial and logistics elements. What some of this work had found was that these companies could put relatively low cost monitoring systems on machining equipment, to help with productivity gains. In addition, it was highlighted that repair and maintenance schedules should also be put in place to minimise unforeseen outages.
- It was noted that for Lancashire the evidence was suggesting that digital wasn't displacing jobs but complementing them. Businesses were not reducing jobs but using digital to supplement the work and processes.
- The concept of how cyber interacted with the physical world would be an important factor for the Lancashire area. It was felt this could be an opportunity for the area to lead on this sector nationally and potentially worldwide.
- The £12.8 million Lancashire Economic Recovery and Growth (LERG) fund was approved by Cabinet in September 2021. Whilst some funding was still available, officers were reassessing budget positions before allocating funds towards additional projects due to an increase in costs. Further conversations with District Councils were expected to take place to establish the most effective way to allocate funding.
- On the £5m additional Levelling Up Fund, £1m of match funding was offered to those district councils who could evidence £2 million of local match funding (Tier 1) and £500,000 offered to successful Tier 2 bids. With funds remaining, it was reported some district councils were reviewing some of their plans.
- It was noted that the Growth Accelerator Programme was a sector intelligence led steering group and did not necessarily include companies who were looking to benefit from the programme itself. The group provided an opportunity to share high level intelligence with companies further down the supply chain to deliver programmes around innovation and diversification.
- It was confirmed that officers would carry out checks with those companies who had received interventions to check they had sustained any employment increases. Officers explained that engagement could continue with businesses and organisations involved in the Growth Accelerator Programme with repeat audits taking place on a revolving 6 month cycle up to 2 years after the awarding of funds to analyse the company's increase in productivity, sales and exports.
- It was highlighted that Apprenticeship Grants were delivered through the Skills Hub Team, with companies offered a small financial incentive to take on new apprentices. Whilst the apprenticeship levy was available to larger organisations such as the county council. It was reported that there had been some efforts in Lancashire to pool levy where it had not been spent and for



this to be deployed within supply chains. Apprenticeship Grants was a more discrete programme that helped businesses with adaptations and provided assistance to apprentices with equipment or uniform that would be needed to fulfil their role. The targeting of this programme was aimed at those companies who had not taken on an apprentice for the last two years or hadn't taken on any at all.

- On whether the visitor economy had improved as a direct result of grants being awarded, the committee was informed that Marketing Lancashire had an established methodology in place to measure the impact of grant funding within the tourism sector. This was based on the STEAM (Scarborough Tourism Economic Activity Monitor) tourism economic impact model which was designed to provide a structured framework to develop a wider range of tourism input data. Smaller grants used the methodology of the national and rural business funds and previously European rural business funds which track new customers as the principal measure, whilst measuring increases in turnover and employment.
- It was noted that in Lancashire, tourism had not quite reached the levels that were seen before the COVID-19 pandemic in 2020. Some of the rural tourism offer was still struggling to reach previous levels.
- On how funding would be utilised to invest in the continuing development of projects, it was clarified that the funding provided for newly commissioned projects was on the basis that the project would be credible and sustainable over time and enabled companies to develop a future business and funding plan.
- Officers commented that future investment into projects could be more aligned around the county council's economic, environment and transport strategies, with new funding for transport, regeneration and levelling up projects to be considered as well. Projects which had the best chance of success were those that could provide the best outcomes and value for money in terms of investment back into the county.
- With regard to the Aerospace Watchtower Programme, low carbon goods and services were areas for potential diversification and there was considerable synergy in terms of the skillset that was readily available that could be transferred into other companies. Collaboration with colleagues at East Lancashire Chamber of Commerce was underway to explore this further. However, there was no discrete project for this in terms of the programmes that were picked up by the LERG programme.
- Officers confirmed that there was significant support on offer for businesses looking to expand into the low carbon sector, an example was the programme from the Northwest Net Zero Hub which was effectively the Department for Energy Security and Net Zero (DESNZ) working on a regional basis providing funds and officers to work as part of the county council's Business Growth Team to encourage low carbon sector development.
- It was reported that the county council was at the point of making some grant awards for piloting new energy reduction activities within the business space in Lancashire. It was highlighted that there was additional officer resource focussing support around green finance for businesses transitioning towards low carbon technology.



- On ensuring that newly created jobs were not redeployed or reallocated from other areas, officers confirmed that there was an established methodology in place where a baseline was taken from businesses. Any jobs that were classed as at risk of redundancy were categorised as safeguarded, whilst any net additional jobs above this threshold were classed as newly created jobs.
- It was suggested that an update on Lancashire BOOST programme be added to the work programme.

Resolved: That, an update on the Boost programme, Lancashire's Business Growth Hub be considered for potential inclusion on the 2024/25 work programme at the next work programming session for the committee in June 2024.

5. Value for Money - Potholes

The Chair welcomed to the meeting County Councillor Rupert Swarbrick, Cabinet Member for Highways and Transport, John Davies, Head of Service Highways Management Service, Kirstie Williams, Highways Group Manager – Countywide projects, Paul Binks, Asset Manager (Highways – Principal Engineer) and Rebecca Makinson, Highway Asset Principal (Capital Programme and Projects Development).

The committee was presented a report which provided information on the Transport Asset Management Plan (TAMP) and how Lancashire County Council intended to manage highways assets efficiently and effectively. A presentation was provided during the meeting, and a copy can be found within the minutes.

On the duration taken for requests received from county councillors for work to be carried out under the Local Deterioration Fund, it was confirmed that all the data was analysed up to three times per year, with any requests that came through from the middle of the year being added onto the next tranche of LDF schemes. On the weightings/factors used to determine the prioritisation of work, it was reported that a document had been signed off by the former Cabinet Member for Highways and Transport which set out how the Capital Programme was allocated. A copy of the document would be circulated to the committee.

Comments and questions raised by the committee were as follows:

- It was confirmed that a summary of how the Transport Asset Management Plan (TAMP) operated would be provided on the Lancashire County Council website and on the Local Deterioration Fund (LDF).
- It was noted that approximately £40m worth of schemes had been submitted. With £15m of schemes costed up and an available budget of £4.6 million for the 2023-24 financial year to carry out repairs to road surfaces. It was clarified that the service did not have £15m in the budget to deliver those schemes in 2023/24.
- Officers highlighted that the reactive maintenance and repair works for highways assets was only available for smaller, localised repairs for the 2023-24 financial year. It was highlighted that they did not have the budget to commission repairs to larger patches. In these instances, officers were



making requests via the LDF pot to carry out that work. However, officers were in the process of reviewing and trialling new methods for repairs to larger patches.

- Members of the committee felt disenfranchised with how reported highways defects were prioritised, and the TAMP appearing to be fully driven by a remote computer system. The ability for councillors to have some influence over this was not in place at Lancashire whereas other local authorities allocated around 80% through the modelling process and the remaining 20% driven by councillor engagement. Officers explained that with pothole repairs it was difficult to obtain member involvement, as this type of repair was done on a reactive basis. It was also explained that without using the TAMP process, the county council would have lost over £3m per year because the county council wouldn't have been following the well managed highways process and the requirements posed by the Department for Transport. A balance was needed and having member involvement could potentially lose that money because the county council might not be demonstrating that it was following good practice. Although, it was acknowledged the LDF perhaps provided some flexibility and a mechanism for councillor involvement in Lancashire.
- It was noted that schemes needed to be under 2000 square metres for consideration as part of the LDF. The prioritisation of schemes on the LDF did not relate to strategic importance and was based on accepted customer complaints and the number of repeat visits to potholes to help reduce the burden on revenue spend.
- It was confirmed that over a period of 7 years, an indicative allocation of £494m from the previously earmarked funding for HS2 could be given to Lancashire County Council. The allocation would be back loaded in that less funding would be given in the first two years, with more funding provided in the remaining five years. However, guidance was awaited on how much of this could be allocated to maintenance programmes. Once the guidance was received, there would be a requirement for the county council to submit a plan for the first two years of funding detailing how this would be distributed. At this stage the amount of funding to be provided in the first two years was not known.
- It was suggested that a review of the TAMP to determine if it's working effectively should take place.
- On footways it was acknowledged that the county council didn't achieve what it set out to do in Phase 1 of the TAMP. It was highlighted that further repairing of footways within Lancashire could only take place if additional funding and resources was made available.
- It was suggested that a decision making process would be beneficial for members when submitting requests through the Local Deterioration Fund.
- It was noted that 48% of repairs carried out on potholes across Lancashire were done within 10 days, with a variation in timescales for pothole repairs depending on the location and its depth. It was confirmed that potholes were sealed, however there were circumstances where this was not possible in areas where there was significant deterioration. It was acknowledged that there was a backlog of potholes that needed repairing following the winter period.



- It was suggested that more formal feedback be provided from Highways Officers following the conclusion of the quarterly District Briefing meetings involving members.
- Concerns were raised that the only way to report defects to the county council was through the Love Clean Streets App. However, it was queried whether an equality impact assessment had been undertaken prior to the roll out of the App. Whilst, officers were not aware of any policy change and agreed to check this point, it was suggested that an urgent review of the defect reporting system be conducted to confirm that there were other methods to report potholes including via the call centre.
- It was felt that clarification on the workings of the Transport Asset Management Plan (TAMP) and the Local Deterioration Fund (LDF) be provided to the committee.
- Some concern was expressed on how defects were being identified through the highway inspection process in that repeat visits had been made to particular locations whereupon second opinions eventually determined that work was actually required to resolve those matters. It wasn't clear if pothole depths were being estimated from a drive-by or whether officers were parking up and walking to physically inspect and measure given the number of cases one councillor had been involved with. It was suggested that a review of the highways safety inspection process be undertaken.

Resolved: That; the Cabinet Member for Highways and Transport gives consideration to;

- (i) Conducting an urgent review of the defect reporting system and to confirm that there are other methods to report potholes via the call centre.
- (ii) Providing clarification on the workings of the Transport Asset Management Plan (TAMP) and the Local Deterioration Fund (LDF) with a view to enhanced member engagement in the LDF.
- (iii) Reviewing the highways safety inspection process.

6. Work Programme 2023/24

A copy of the committee's work programme for 2023/24 which contained an update on progress with responses to the committee's recommendations on the Love Clean Streets App Review was presented.

Resolved: That;

- (i) The Environment, Economic Growth and Transport Scrutiny Committee work programme for 2023/24 be noted.
- (ii) The formal response from the Cabinet Member for Highways and Transport to the committee's recommendations on the Love Clean Streets App Review be noted.



7. Urgent Business

There was no urgent business.

8. Date of Next Meeting

The next meeting of the Environment, Economic Growth and Transport Scrutiny Committee would be held on Thursday 25th April 2024 at 10:30am in Committee Room B – The Diamond Jubilee Room, County Hall, Preston.

H MacAndrew
Director of Law and Governance

County Hall
Preston



Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Thursday, 25 April 2024

Electoral Division affected:
(All Divisions);

Corporate Priorities:
N/A;

Enabling Net Zero Infrastructure – National Grid
(Appendix 'A' refers)

Contact for further information:
Gary Halsall, Tel: (01772) 536989, Senior Democratic Services Officer,
gary.halsall@lancashire.gov.uk

Brief Summary

Representatives from the National Grid Group will attend the meeting to provide an overview of the business and Connections Reform.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to consider the report with a view to formulating any recommendations to the Cabinet Member for Environment and Climate Change.

Detail

At its meeting held on 26 October 2023, the committee received an update from Electricity North West Limited (ENWL) on progress with enabling net zero infrastructure in Lancashire. The report, presentation and minutes of that meeting are available on the council's website here:

<https://council.lancashire.gov.uk/mgAi.aspx?ID=98704>

At that meeting a resolution was made accepting the suggestion from members that a future meeting involving representatives from the National Grid and their role in energy supply and enabling net zero infrastructure should take place.

Representatives from the National Grid Group will attend the meeting to present on the Connections Reform and to provide a regional update on their work in the North West area and in particular for Lancashire. A presentation has been submitted in advance of the meeting and is set out at Appendix 'A'.

The committee is asked to consider the report with a view to formulating any recommendations to the Cabinet Member for Environment and Climate Change. Members are advised to read through the previous report and minutes from 26 October 2023 meeting in conjunction with this report.

Appendices

Appendix 'A' is attached to this report. For clarification it is summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Presentation by the National Grid Group

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Legal

There are no significant legal implications detailed in the report.

Finance

There are no significant financial implications detailed in the report.

Risk management

This report has no significant risk implications detailed in the report.

The presentation at Appendix 'A' represents the views of the National Grid Group and are not those of Lancashire County Council.

Local Government (Access to Information) Act 1985

List of Background Papers

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		



Electricity
Transmission

The connections challenge and reform

Kiran Jassal: Stakeholder Lead
National Grid Electricity Transmission

nationalgrid



National Grid businesses

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Electricity Transmission and Strategic Infrastructure (ET & SI)



Electricity Distribution (ED)
•(previously WPD)



New York New England National Grid



Partners



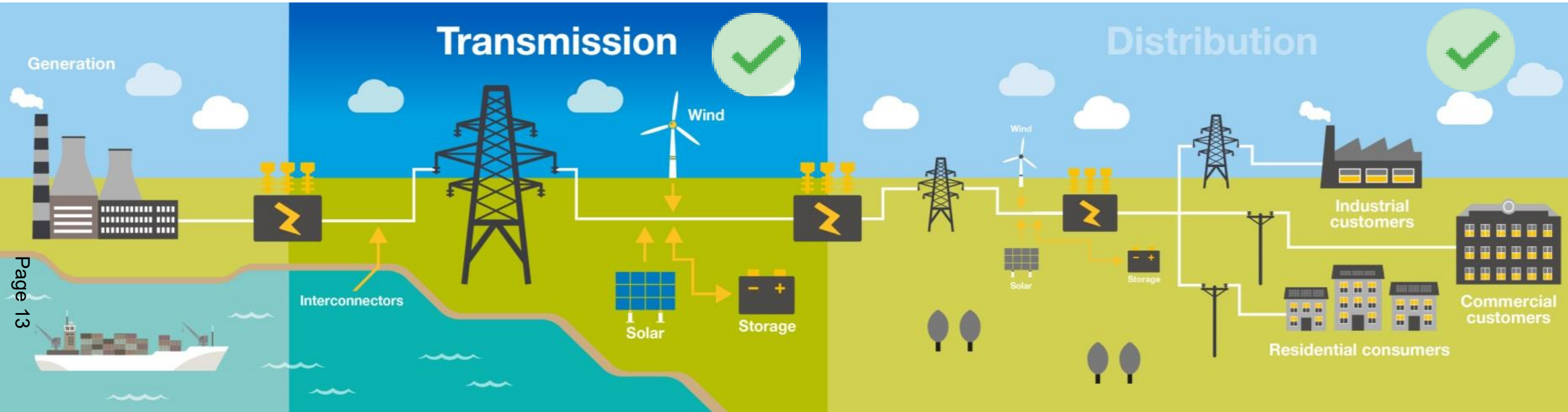
National Grid Ventures



Electricity System Operator (ESO) *(to be divested)*

•National Grid

The role we play in delivering energy



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Electricity Generation

Transmission Owners

nationalgrid

Distribution Network Operators

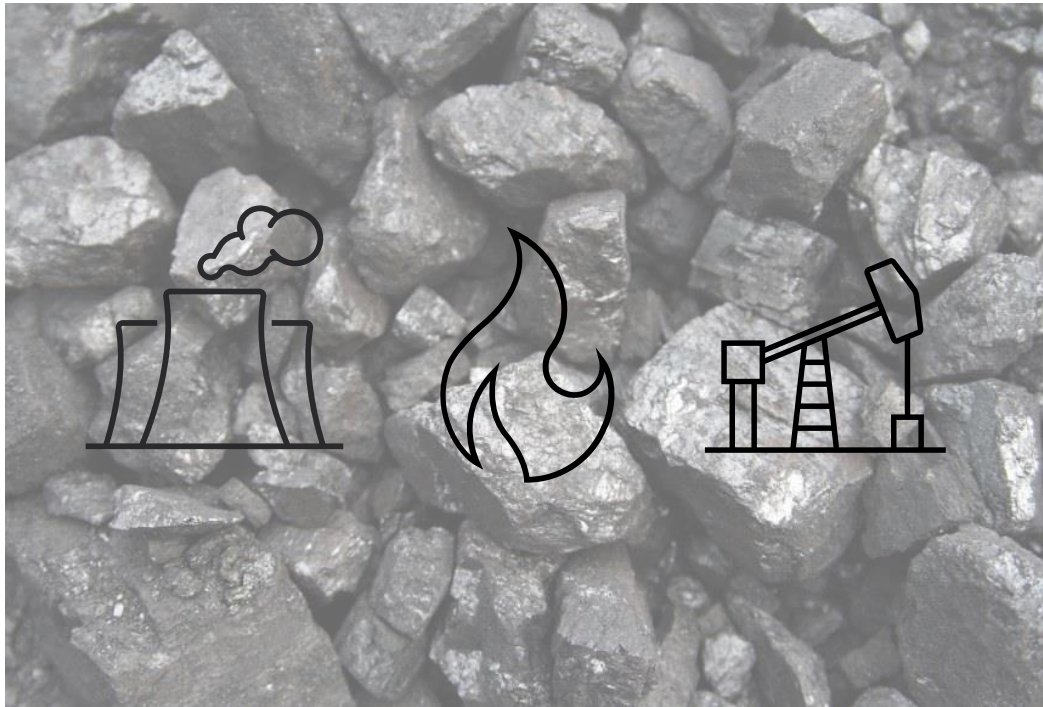
Examples:

Examples of iDNOs:

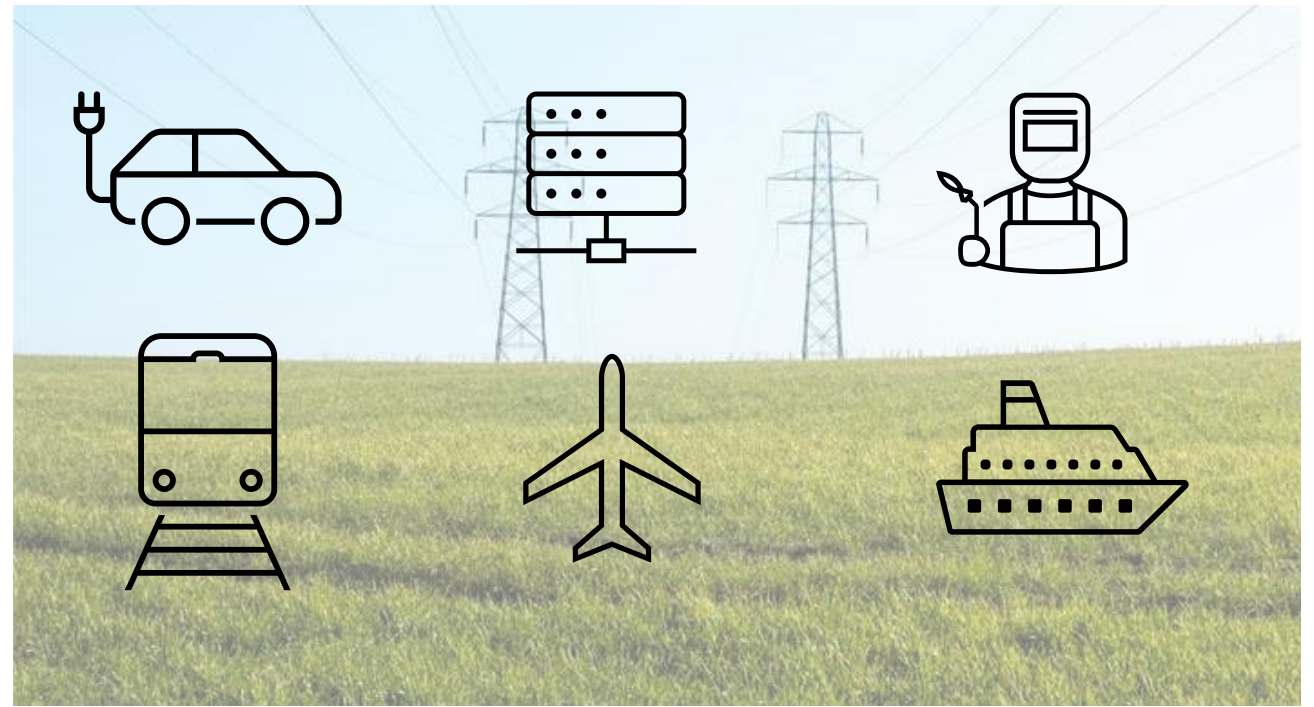
Networks/Complements

nationalgridESO ofgem

Our customers are changing



A 1960's view



Enabling the energy transition

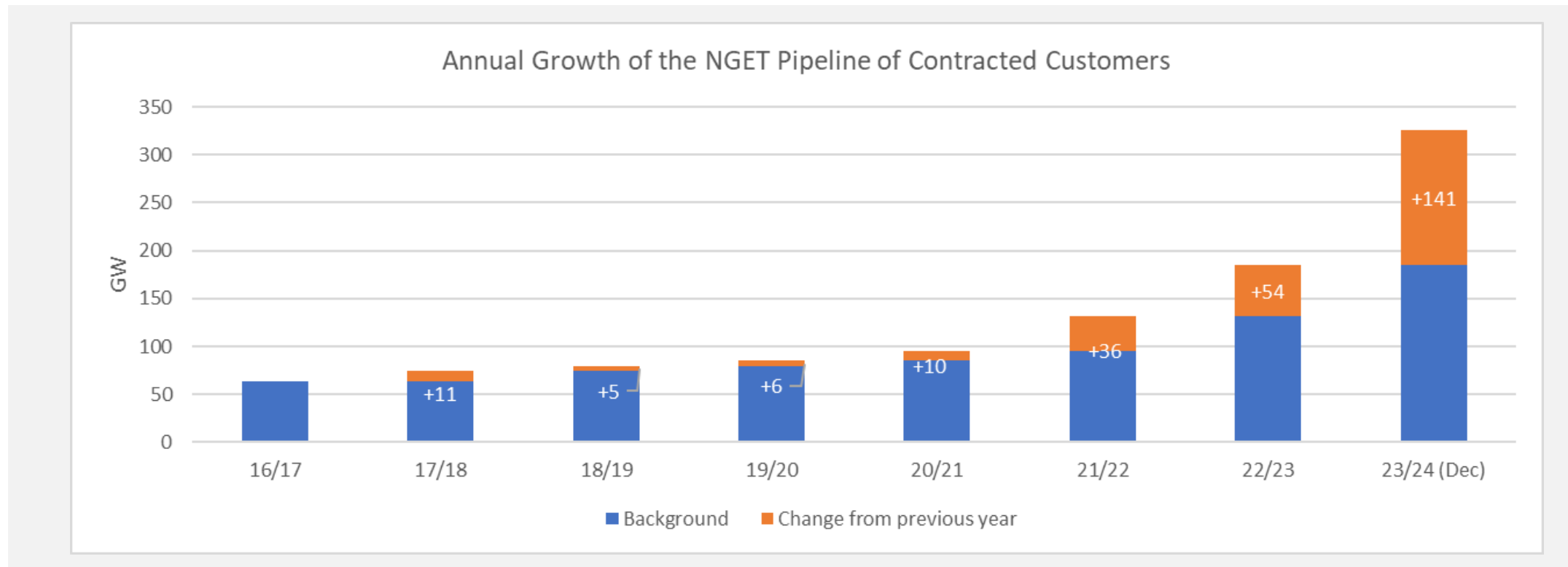
The connection landscape has undergone an extensive transformation in the past 10 years, we have moved from a fossil fuel led energy mix, to clean low carbon generation and innovative demand technologies, all of which require connection to the Transmission or Distribution networks

The pace and scale of change in the connections landscape is vast

We're keeping up with the challenge to connect over 60GW of low-carbon generation by 2035 to meet net-zero targets.

The market has responded to Government targets with significant volume of low-carbon technologies coming forward to connect – and the volume is still increasing!

We have gone from connecting a handful of large-scale developments per year, to managing a **contracted background of over 300GW and over 700 contracts** (for England & Wales alone).



Delivering for 2035

01 Reform the planning system, centred around a strategic clean energy vision

02 Ensure the regulatory and governance framework is set up for delivery

04 Put communities and consumers at the forefront of the transition

05 Develop supply chain capacity and a skills pipeline across the country

03 Transform how clean energy connects to the grid, accelerating net zero projects

- Shift from a 'first come, first served' to 'connect or move' connections process.
- Develop strategic 'capacity hubs', enabling a more coordinated and innovative approach to connections.
- Create a fast-track connection route for critical net zero projects, prioritising those areas where the economic value could be greatest



Electricity
Transmission

The connections challenge



nationalgrid

The connections challenge can be broken down into three key elements

There is not one problem nor one solution



Market

Customers can **apply when they want**, for what they want and **get allocated capacity on a first come first served basis** – resulting in a pipeline of **almost 300GW of generation and demand connections** to the network in England and Wales



Contract

Lack of contractual discipline and authority to effectively manage customer contracts and ensure efficient connections for connecting customers



Physical works

Required network investment is based on a view of those wanting to connect (currently an extreme unlikely reality of almost 300GW – and roughly only 70GW required to connect to meet net zero and 2035 demand)

National Grid



We have an ambition for future connections that best serves our customers and communities

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A
collaborate
and
coordinated
approach is
needed



Market

The market sends the right signals to customers to **invest in the right place at the right time** to create a **network that is aligned to Government energy strategy**

Sufficient entry requirements ensure only viable projects apply to connect to the network



Contract

Customers are required to **connect, or move out of the way to allow others to connect**

There is **flexibility in contracts** to enable allocation and reallocation of capacity, enabling efficient connections

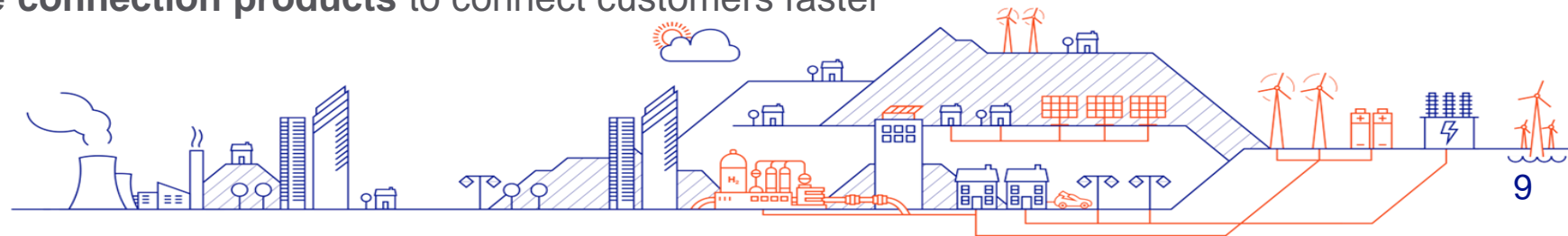


Physical works

Network investment is planned and delivered based on strategic view of required connections, creating a **'connection ready' network** for customers

Innovative connection products to connect customers faster

National Grid



In 2023, we changed the way we treated connections, leading to acceleration of ~50GW of planned connections

ESO's 5-point plan to accelerate connections

1. TEC Amnesty

Allowing customers to leave the pipeline without penalty

2. Modelling assumptions

Updating Construction Planning Assumptions when calculating connection dates

3. Storage

Updating assumptions by better understanding storage impact

4. Contract terms

Introducing Queue Management principles to manage progress

5. Interim offer for BESS

Acceleration of BESS by allowing non-firm connections

We're also working in collaboration with the ENA to change how transmission and distribution networks coordinate connections, improving their interactivity.

Ofgem and DESNZ have set out clear expectations for the direction of reform

Six key areas of action for Government, Ofgem, ESO and network companies

1. Raise entry requirements
2. Remove stalled projects
3. Better utilise existing network capacity
4. Better allocate available network capacity
5. Improve data and processes and sharpen obligations and incentives
6. Develop longer term connections process models aligned with strategic planning and market reform



Ambition for connection dates to be on average no more than 6 months beyond the date requested by the customer



c.150GW accelerated: expected impact through initiatives in flight and completion of plan



Connections Delivery Board established to guide and monitor progress in delivering actions



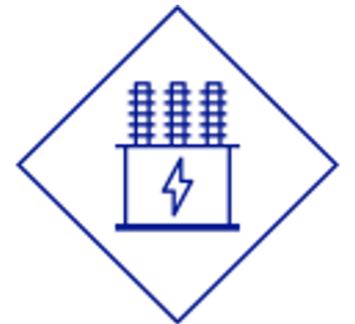
Industry parties invited to bring forward recommendations to;

- Improve certainty and progression of customers holding capacity
- Optimise existing network capacity

Current connections overview.

Recently, National Grid Electricity Transmission has seen a significant volume of customers applying to connect to the electricity transmission network, with an increase of over 250GW in the past year - pushing the total contracted capacity to over 500GW.

- The increased number of connections drives the need for greater network reinforcement - delaying connection dates behind triggered enabling works. The enabling works triggered are further increasing connection dates across the network . Based on historic evidence, the ESO predict that up to two thirds of these projects will never connect.
- NGET is working hard alongside industry to advocate for connections reform. To improve the timescales of connections we must all work to prioritise credible projects and those ready to connect. Crucial progress has been made through the implementation of Queue Management, the Letter of Authority requirements, and the proposal for a new connections process by the ESO in 2025.
- We will continue to work for significant changes, and to deliver a network which is reliable, efficient and ready for the future.



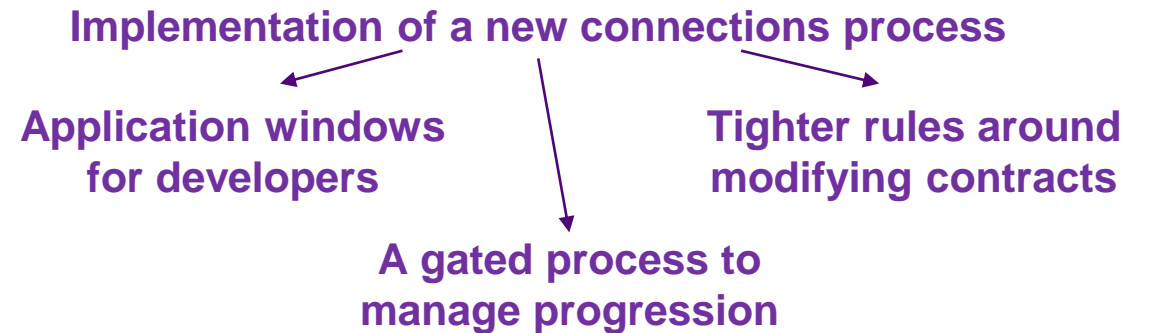
2024 will be a year of change in electricity connections



Including...

Introducing a Letter of Authority for landowners – raising barriers to entry

Queue Management principles



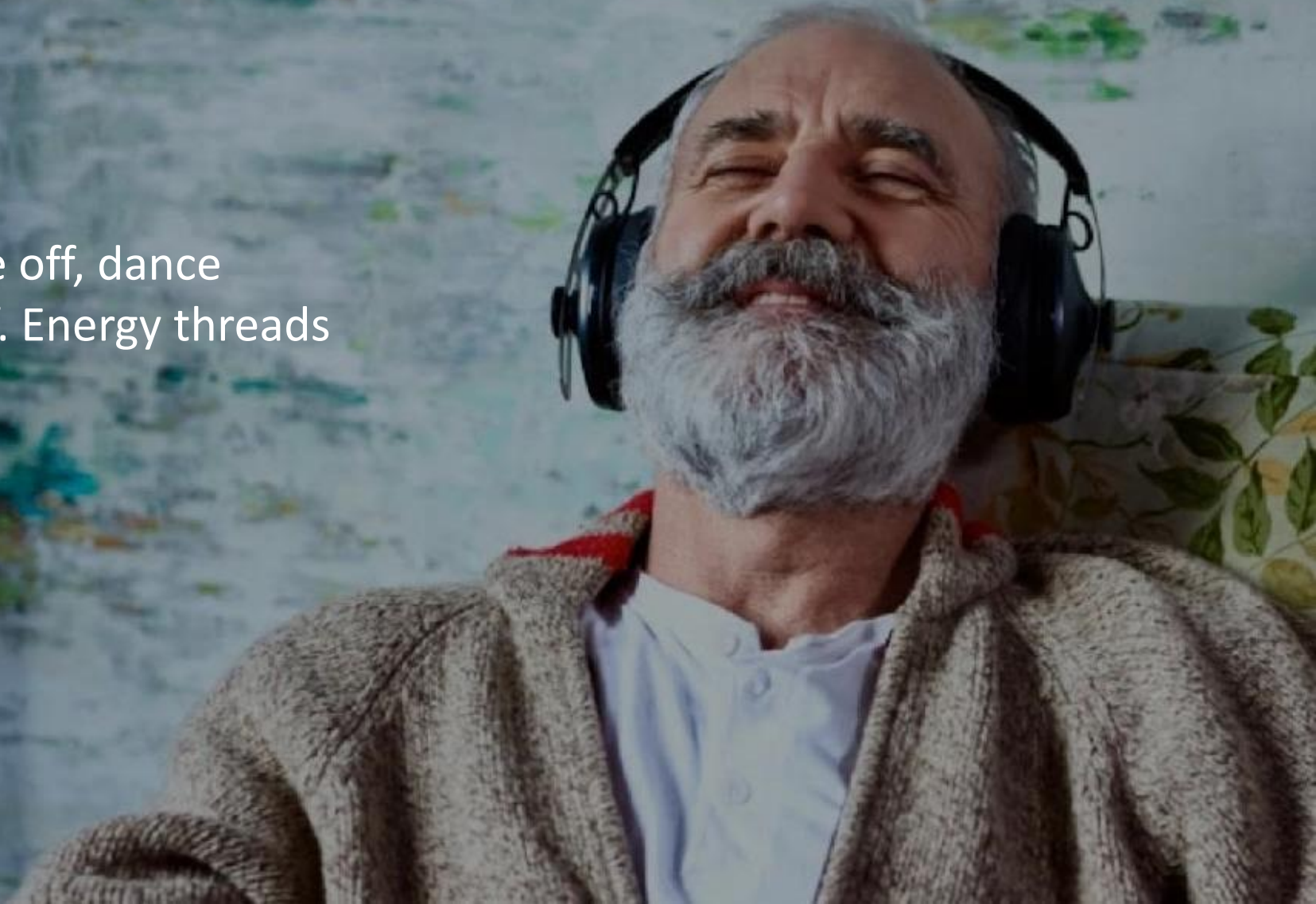
But... with a constantly growing pipeline does more need to be done?

The Great Grid Upgrade



The Great Grid Upgrade

A nice-cuppa, a hot soak, bake off, dance off, turning heating on and off. Energy threads through everything we do.



**Electricity
Transmission**

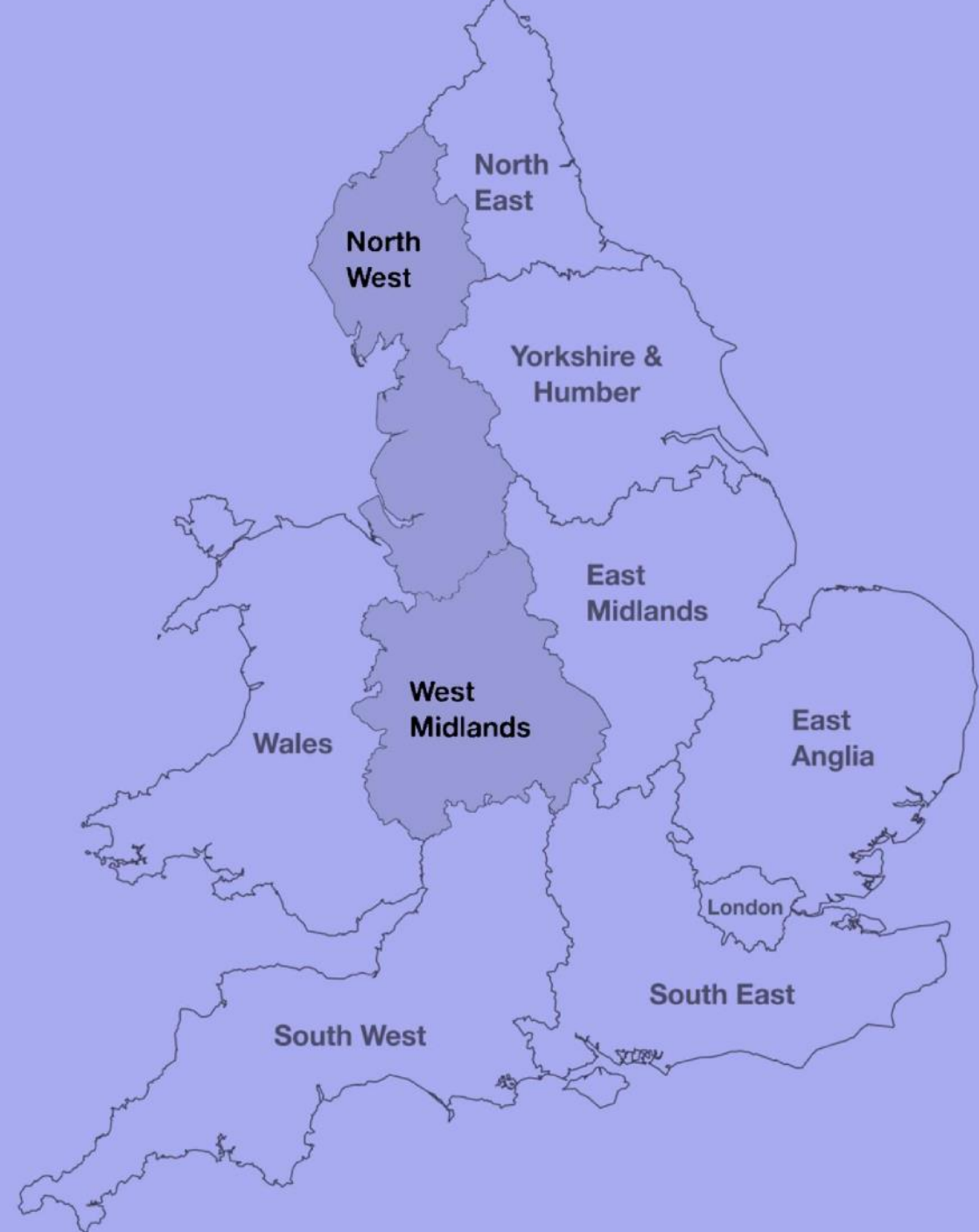
Lancashire County Council

Regional Update

**Tariq Ajumal
Regional Connections
Manager**

25/04/24

nationalgrid



Northwest & West Midlands

•Dates each Combined Authority aims to meet 100% of its electricity needs from renewable sources: Greater Manchester 2038, Liverpool 2040, West Midlands 2041

The network in Northwest & West Midlands

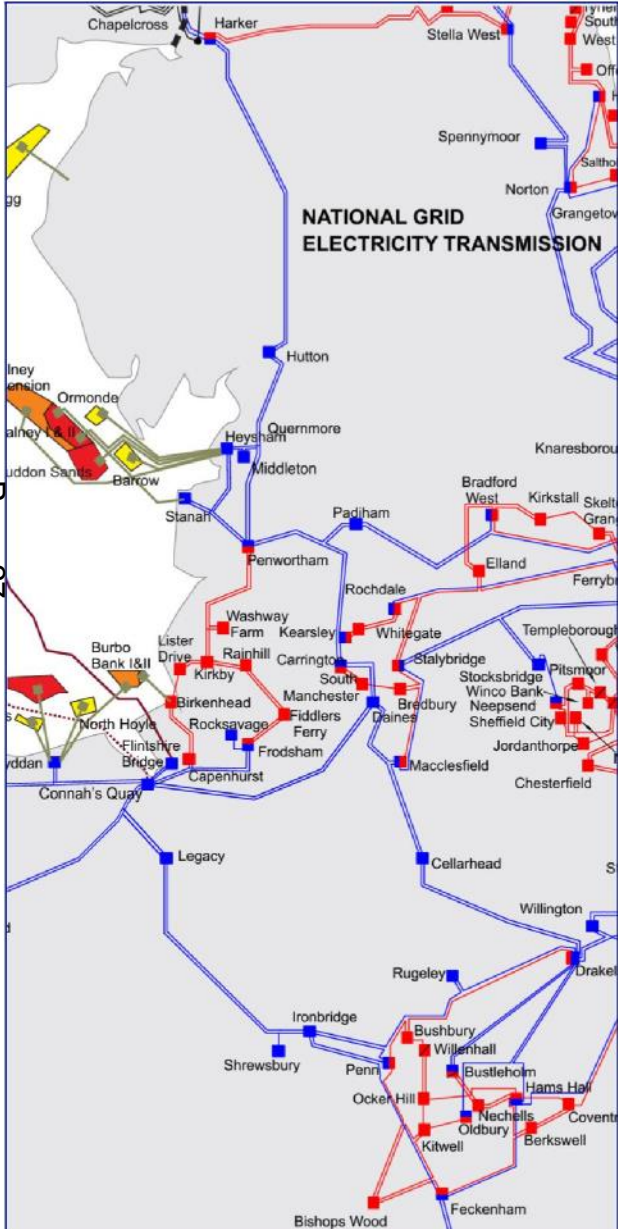
- Northwest and West Midlands transmission network is ranging from Cumbria and the Scottish border to Wales in the west, extending to Staffordshire in the South and Yorkshire & Derbyshire to the east
- The transmission network within Northwest of England consists of 400kV substations. This region is characterised as **net exporter of electricity**
- The Mersey Ring and Greater Manchester consist of 275kV networks and are characterised as **net importers of power** due heavy demands together with a lack of generation
- The West Midlands' transmission system consists of a 400kV outer ring and 275kV inner ring. The network acts as net **importer of power follows** due to high density of demand.

What we are seeing

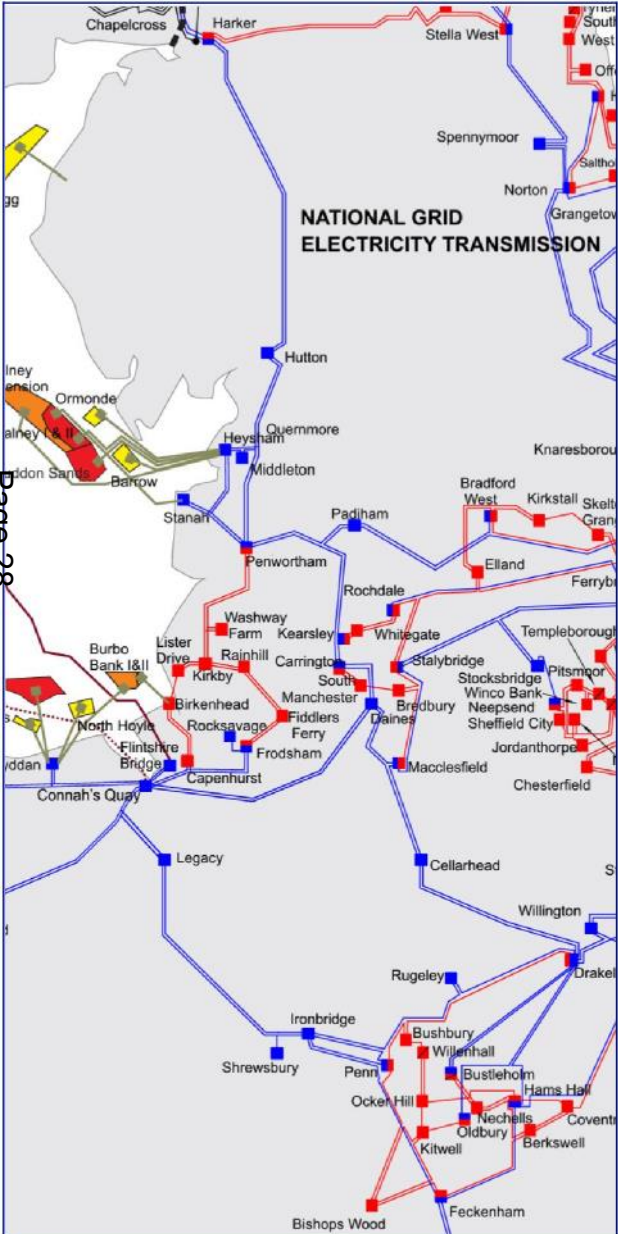
- Huge amounts of renewable power generated in Scotland of up to **~28GW** flow into northern England. Bottlenecks on the existing network will be experienced around Penwortham in the west.
- Local authorities plan for urban development including housing, EV charging, hydrogen demand and tidal mega Project.

What this means

- More **network upgrades are needed** due to the high volume of power flow from Scotland to deliver low carbon power to the Northwest, West Midlands and beyond.
- We are **reinforcing the existing electricity network** before we build any new infrastructure
- **Strategic upgrades** will still be needed in addition to incremental ones



Northwest & West Midlands



Major Projects under development (examples)

- ⌚ Harker substation rebuild
- ⌚ Expansion works at Penwortham and Middleton Substations

Defined network needs with solutions under early development

- ⌚ South-East Scotland to Northwest England Circuit
- ⌚ Northwest England and Lancashire New Circuit
- ⌚ West Coast Anglo Scottish New Circuit
- ⌚ Northwest England and North Wales offshore link
- ⌚ Maximising existing and/or increasing capacity of key Northwest and West Midlands circuits
- ⌚ Improving east-west power transfer to maximise existing north-south network capacity *



Keeping you updated

[Register below to receive updates from National Grid Electricity Transmission | National Grid ET](#)

Electricity Transmission



Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Thursday, 25 April 2024

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;

Strategic approach to decarbonising county council assets and operations

Contact for further information:
Debbie King, Tel: 01772 534195, Head of Environment and Climate,
debbie.king@lancashire.gov.uk

Brief Summary

The report provides an overview of the process being followed to calculate the carbon emissions from the estate and operations of the county council; together with the approach being taken to prepare options and costings for action to reduce emissions. This work will be available towards the end of 2024.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is invited to formulate any recommendations to the Cabinet Member for Environment and Climate Change.

Detail

The council's organisational carbon footprint has been calculated in line with the UK Government's Environmental Reporting Guidelines for Voluntary Greenhouse Gas Reporting¹, and the Greenhouse Gas Protocol accounting standard². The Local Authority Greenhouse Gas Accounting Tool, developed by the Local Government Association and Local Partnerships has also been used. This tool provides a straightforward and consistent approach for councils reporting their carbon footprint.

Emission releasing activities are categorised into three groups known as scopes. The scopes correlate to who 'owns' the emissions and the level of control applicable to changing those emission levels, as detailed in the Greenhouse Gas Protocol Guidance:

¹ [Environmental Reporting Guidelines \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101422/2018-06-14-Environmental-Reporting-Guidelines.pdf)

² <https://ghgprotocol.org/corporate-standard>

Scope 1 – Direct emissions, where the emission occurs directly from sources controlled or operated by the Council, e.g., gases emitted from a boiler flue because of burning natural gas for heating, or emissions from vehicles.

Scope 2 – Indirect emissions, where the consumption of a utility on site has a direct bearing on the emissions offsite, this predominantly relates to electrical consumption.

Scope 3 – Other indirect emissions, where emissions are a consequence of the activities of the Council and emissions which also occur from sources not owned or controlled by them (e.g. schools where the county council doesn't have the authority to control heating or lighting; staff business travel where the county council cannot control emissions from private vehicles; or staff working from home - emissions exported from county council premises to staff homes).

The council's emissions have reduced by 17.9% since 2019/20 from 52,651 tonnes of carbon dioxide equivalent (tCO₂e) to 43,203 tCO₂e in 2021/22.

The emissions from heating and electricity use in schools have been included in the overall emissions total as contributing to scope 3 emissions, however, reporting of these emissions is often considered out of scope because they are not under control of the local authority and many authorities exclude it from reporting. They have been included for completeness, but the focus of attention is on scope 1 and 2 emissions and those that we have control over.

Excluding the emissions schools, the top three emission sources are:

- Heating in corporate buildings - 31%
- Electricity consumption for streetlighting – 17%
- Electricity consumption for corporate buildings – 16%

As heating and electricity use in corporate buildings combined makes up 47% of emissions, work has been commissioned to prepare a carbon descent plan for the corporate property portfolio, focusing on lowering energy demand and decarbonising the energy supply. The plan will provide the emissions from the estate (excluding schools), forecast emissions to 2050, and then consider business as usual, low, high, and accelerated carbon reduction actions with the required level of investment required, CO₂ saving and pay back periods.

Previous rounds of the council's operational buildings condition-led programmes were based predominantly on the condition of the building structure, fabric, and services; with the highest priorities being ranked according to risk of building closure or Health and Safety risks. These condition priorities continue to form the basis of the programme; however, this now incorporates a focus on carbon reduction, taking a more holistic approach to the building and its operational use.

A carbon descent plan is now being prepared for the other key sectors contributing to the council's Scope 1 and 2 emissions; fleet and streetlighting and scope 3 emissions that we have control over, such as staff business travel. The work will include modelling scenarios of possible emissions reductions over time, an assessment of the impact of actions on emissions as well as high level financial modelling. Combining with the plan for property, this will provide an overall carbon descent plan for the council.

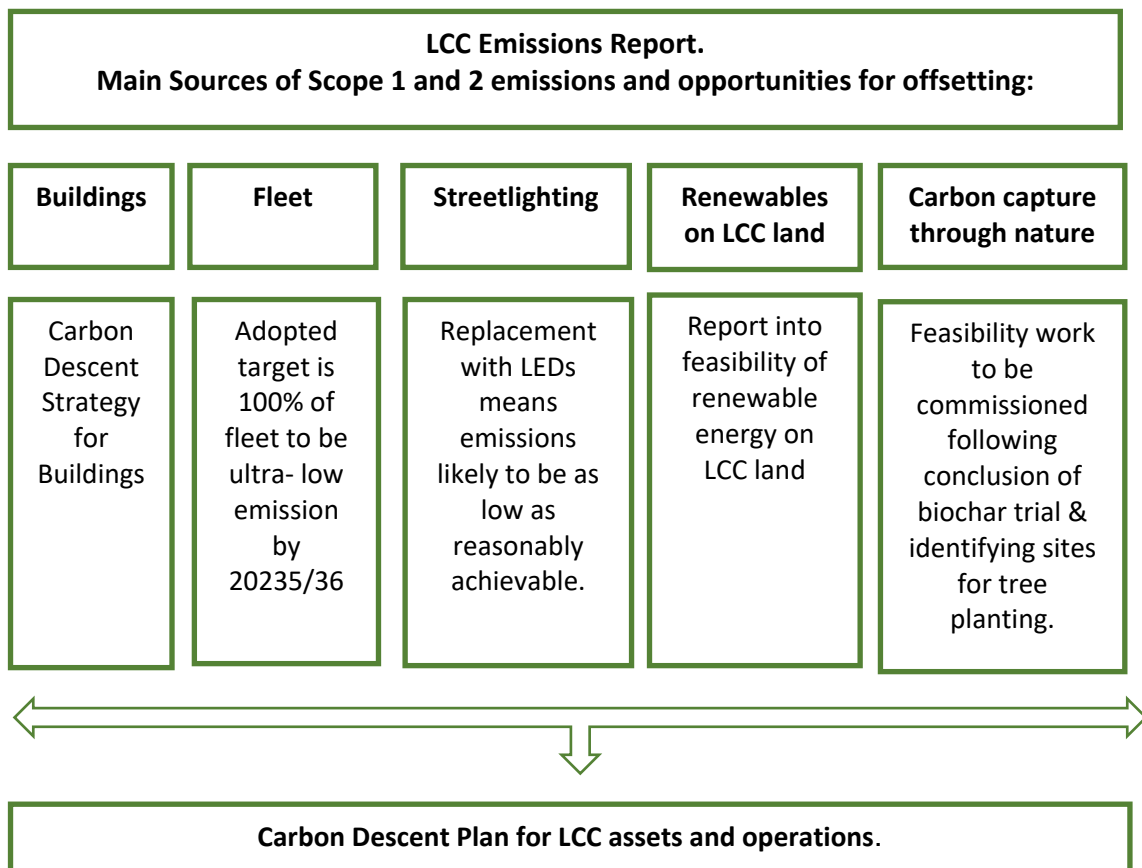


The Carbon Descent Plan will provide a projection of emissions and high-level costs for a range of different reduction scenarios ahead of the national target of the UK being net-zero by 2050. Reducing emissions to net-zero ahead of the national target will undoubtedly require additional expenditure, with the cost growing as the time ahead of the national target increases. Ultimately the additional cost of delivering net zero ahead of the national target will need to be balanced against the other cost pressures facing the county council. The Carbon Descent Plan will also demonstrate what level of carbon offsetting (e.g., tree planting and peatland restoration) could help to achieve net zero by a chosen date ahead of the national target of 2050.

It is recognised that there has been a large reduction in emissions over the last 10 years and further reductions will become more challenging and costly to achieve. For example, whilst emissions from streetlighting still make up 17% of emissions, this is an area that has seen one of largest reductions (45% since 2019-20) with the conclusion of the work to convert streetlights to LEDs. In this case emissions may be as low as is reasonably achievable. Work such as this and existing proposals such as the targets for transitioning the fleet to ultra-low emission vehicles will be considered in the options appraisal work.

'Offsetting' of any remaining emissions can be achieved through offsite energy generation, carbon capture through nature projects, or purchasing carbon credits through accredited schemes.

A desktop study to assess the potential of council owned sites like former landfill sites, reclamation sites and countryside sites in generating renewable energy (wind and solar PV) has been carried out. An overview of projects to capture carbon through nature is provided in a separate report. Both these areas of work will feed into the overall carbon descent plan for the council, as set out below. This work will be available towards the end of 2024.



Consultations

The work to develop the carbon descent plan for the council will be informed by a wide-ranging evidence base, including dialogue and consultation with key county council services.

Implications:

This item has the following implications, as indicated:

Legal

There are no significant legal implications detailed in the report.

Financial

The report does not contain any specific financial implications. The work to prepare the pathways reports has been funded through existing budgets. Any recommendations emerging from the carbon descent plan and requirements for additional funding to support delivery will be presented to Cabinet for approval.

Risk management

The report provides an overview of the approach being taken to prepare options and costings for reducing emissions, it does not set out those options and costs or any recommendations for delivery, there are consequently no risks of significance associated with the report.

Local Government (Access to Information) Act 1985

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Thursday, 25 April 2024

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;

Carbon Capture through Nature

Contact for further information:
Debbie King, Tel: 01772 534195, Head of Environment and Climate
debbie.king@lancashire.gov.uk

Brief Summary

The report provides an update on the council's activity to capture carbon through nature projects, including tree planting, peatland restoration and trials of biochar to store carbon in soil.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is invited to formulate any recommendations to the Cabinet Member for Environment and Climate Change.

Detail

Carbon capture, or carbon sequestration as it is often referred, is the process of removing carbon dioxide (CO₂) from the atmosphere and storing it. The natural environment plays a key role in carbon sequestration storing CO₂ in carbon sinks such as forests and woodland, soils, grasslands, and water bodies. Speeding up the rate of carbon sequestration in natural systems is one way to mitigate the impacts of climate change.

The council has a long history of delivering nature projects and has been very successful in securing external funding to deliver projects that capture carbon and provide a range of benefits including habitat creation, increased biodiversity, resilience to flooding and benefits to health and wellbeing. This report provides an update on three key areas of activity: tree planting, peatland restoration and the trials of the use of biochar.

Tree Planting

The Treescapes programme is a collaborative project between Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Council. Led by the County Council £300,000 was secured from the Government's Woodland Creation Accelerator Fund to establish a new team to remove the barriers to woodland creation and tree planting leading to the creation of 170 hectares of rural woodland plus 30,000 trees (urban and semi-urban) over two years. The team is working with partners such as the Woodland Trust, Groundwork Trust, Ribble Rivers Trust, and Lancashire Wildlife Trust, along with district councils, town and parish councils and private landowners to identify tree and woodland planting opportunities and to seek funding for their delivery.

Since the programme was established in June 2023 eight successful bids to various DEFRA and Forestry Commission grant schemes have been made, generating a total of £303,000 for tree planting projects. The first planting season has just been completed delivering the following:

- Funding from the Local Authority Treescapes Fund has delivered planting of 97 highway trees. This includes replacements for all recently felled roadside trees in east Lancashire districts and 500 whips (slender, unbranched bare root trees grown from seed) at a site on the A59 near Clitheroe where Ash Dieback was first confirmed to be present in the NW of England.
- Funding from the Urban Tree Challenge Fund for planting of 90 trees in urban areas.
- A grant of over £150,000 from the Coronation Living Heritage Fund will deliver up to ten ['Miyawaki'](#) micro-woods and up to 50 community orchard projects. Miyawaki woods are named after Japanese botanist Akira Miyawaki who found trees naturally grew much faster if planted closer together. The method has been tested over the years and has shown the resulting forest can be 30 times denser, with plant growth 10 times faster – thereby absorbing carbon faster. Six pilot projects have been delivered this planting season (three micro-woods and three orchards), with the remainder to be delivered in 2024/25.
- In addition to the larger grants, the team has project managed and delivered over 3,000 trees for parish and town councils, community groups and schools through small grants from funders including The Tree Council, Woodland Trust, The Conservation Volunteers, Lancashire Environmental Fund and The Ribble Rivers Trust. 15 small projects have been successfully delivered this planting season.

In total 30 projects have been delivered with 6,230 trees planted this season. This is despite the limited time the team had to identify sites, secure funding, and prepare for the 2023/24 planting season. This was due to delays in the initial Woodland Creation Accelerator Fund bid being confirmed successful by DEFRA and the subsequent delay in being able to carry out the recruitment process because of this.

Currently there is no reliable methodology for predicting the amount of carbon sequestration from urban trees, which is what has been planted this year, so an



estimate of carbon saving has not been provided. There is, however, a methodology for estimating carbon saved from woodland creation, and this approach will be followed for the larger scale woodland planting programmed for 2024/25.

The programme is currently being prepared for delivery in the 2024/25 planting season (October to March). The remainder of the Coronation Living Heritage Fund projects will be delivered with a further 6,000 trees planted in seven Miyawaki micro-woods, and through a grant which will be made available to parish and town councils, schools, and community groups to enable them to purchase trees for the creation of their own orchards. The highway tree replacement initiative will continue, with an application to the Local Authority Treescapes Fund to support this.

New and previously used funding streams will be exploited including a large bid to the Forestry Commission for the Urban Tree Challenge Fund. Larger scale woodland planting will be supported by the England Woodland Creation Offer (EWCO) and Woodland Trust's Grow Back Greener scheme. Sites of interest currently identified for these funding streams have the potential for planting of over 64,000 trees. Funding for the Treescapes team will continue until June 2025, currently there is no confirmation that the Woodland Creation Accelerator Fund will be extended, and any opportunities to secure funding to continue the programme are being explored.

Tree planting is also being built into the design at key county council developments, with the planting of 3,000 trees at the Samesbury Enterprise Zone concluding in March as part of the landscaping and ecology work on the site. There is an ambition for the Enterprise Zone site to be exemplar in its approach to mitigating against carbon emissions and wider ecological impacts. Going above the required mitigation, the development of Edith Rigby Way has provided 1000 extra trees, over 13,000m² of woodland and over 10,500m of extra hedgerow.

Peatland Restoration

Peatlands are the UK's largest on-land store of carbon, holding three times as much as woodlands nationally. However, peatlands can also be a source of emissions if damaged or managed incorrectly. Restoration of peatland is therefore a valuable and cost-effective way to help limit climate change. 14% of Lancashire's area contains upland peat, providing the potential to capture thousands of tonnes of CO₂.

Between 2011 and 2021 upland peat restoration projects in the Forest of Bowland National Landscape (recently renamed from the Area of Outstanding Natural Beauty) has restored 755 hectares of peatland, saving a projected 174,369 tonnes of CO₂ equivalent by 2050.

Since January 2022 our strong partnership in Bowland has secured over £3.7m from the Nature for Climate Peatland Grant Scheme leading to the restoration of a further 406 hectares and saving an estimated 93,500 tonnes of carbon dioxide equivalent (tCO₂e) by 2050. Delivery is underway as follows:

- Funding of £230,000 was secured from the Nature for Climate Peatland Discovery Grant Scheme to survey over 12,000 hectares of the Bowland Fells Sites of Special Scientific Interest (SSSIs) resulting in the creation of 22 restoration plans.



- A successful application to the Nature for Climate Peatland Restoration Grant, which provides funding for the restoration plans to be implemented, secured £1.4m to undertake restoration work across four peatland sites in the Bowland Fells. This work has now completed restoring a total area of 166 hectares.
- A second application to the Restoration Grant in 2023 secured £2.3m for work at a further five sites between January 2024 and April 2025, restoring a total of 240 hectares. To date 60 hectares has been restored with the remainder of the work to be completed between September 2024 and April 2025 after the nesting season. In addition to the restoration grant around £750,000 in match funding has been provided by landowners and the private sector.

Details on a potential extension to the Nature for Climate Peatland Grant Scheme to cover April 2025 to April 2026 have yet to be confirmed. Due to the survey work already completed through the Discovery grant, restoration plans are in place and ready to be submitted for restoration funding should an announcement be made.

The Forest of Bowland team is also supporting work to secure funding to scale up the work of the [Lancashire Peat Partnership](#), and work is underway 'opportunity mapping' peatlands in the Rossendale area / Irwell catchment ahead of a desire to up-scale Natural Flood Management in the area. Work also continues with the [Great North Bog](#) to secure private sector funding to support peatland restoration.

Biochar – carbon capture through soil

The County Council has been part of the [AgriCaptureCO2 Project](#), a 3-year EU Horizon 2020 funded project looking at developing robust and affordable solutions to measure carbon capture in soil. As the only public body participating in the project, the aim was to investigate how the public sector can learn from regenerative agricultural practices, and how these can be applied to public land. Funding from the project has enabled us to trial a pioneering grass and soil management technique using biochar and to assess the merits of this approach to carbon capture.

Biochar is a carbon-rich, charcoal like material made from plants. It is very stable and has the potential to remain in the soil for thousands of years, effectively locking up carbon. It also has potential benefits for soil structure, moisture and nutrient retention which can enhance crop and tree growth. A key strength of biochar is that it can be applied whilst still retaining the existing functionality of the land.

Two County Council owned sites were identified for field trials, Chisnall Hall (Chorley) and Midgeland Farm (Fylde/Blackpool), with non-waste biochar to be applied at 3 hectares of grazing land at a rate of 10 tonnes per hectare at each site. Five hectares will then remain under existing agricultural management, with one hectare at Chisnall Hall planted with trees.

Two applications of biochar have now been applied at Chisnall and the tree planting has been completed. However, wet weather and poor ground conditions during the available time for spreading, outside of grass cutting, meant a second application at Midgeland Farm was not possible during 2023. A final application at both sites is scheduled during 2024. Soil sampling was undertaken prior to biochar application to



give a carbon baseline and is being repeated annually after each application. The different rates of biochar application at the two sites will enable us to compare the soil carbon content in relation to the amount of biochar applied.

Through participating in the AgriCaptureCO₂ project we have formed a relationship with the UK-based [Biochar Demonstrator Project](#), and the project researchers from Bangor University are conducting the soil analysis. At the time of writing, we do not have the results of the soil analysis, however, the working assumption is that 1tonne of biochar is equivalent to ~3tonnes of atmospheric CO₂¹. On that basis the two biochar pilot sites have sequestered 180 tonnes of CO₂ since 2022, with the potential to increase this to 330 tonnes by the end of 2024. Around 405 hectares of the County's Council's estate is managed under agricultural licenses. Applying biochar at 10 tonnes/hectares to this land would equate to around 12,000tonnes of atmospheric carbon permanently stored each year.

By carrying out the field trials we have gained valuable understanding of the regulatory issues around biochar use and useful insights into practical issues around handling and applying biochar. The AgriCaptureCO₂ project finished in December 2023, however, we continue to work with the UK Biochar Demonstrator Project on the further application at Lancashire sites during 2024 and to assess the impact on soil functioning through multiple cropping cycles and seasons.

The UK market for biochar is currently not well developed and there is limited UK-based production. An aim of the Lancashire biochar trials is to help demonstrate that there is a viable market for the product which will encourage the establishment of local production. Virgin timber arising from felled trees is one potential source and, subject to the establishment of a suitable national regulatory framework (like that for PAS 100 compost), the potential exists to investigate options for using green waste collections as a biochar feedstock. We will continue to work with the Biochar Demonstrator Project to explore opportunities for local production.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Legal

There are no significant legal implications detailed in the report.

Financial

The report does not contain any specific financial implications. All projects and activity reported on are being delivered within existing budgets and funding secured

¹ Atmospheric carbon removal via industrial biochar systems: A techno-economic-environmental study. <https://www.sciencedirect.com/science/article/pii/S0959652622032383>



from external grants. Any requirements for additional funding to support future delivery will be presented to Cabinet for approval.

Risk management

The report provides an update on projects underway and opportunities for future development, however no new proposals or recommendations are made, there are consequently no risks of significance associated with the report.

Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Thursday, 25 April 2024

Electoral Division affected:
N/A;

Corporate Priorities:
N/A;

Work Programme 2023/24
(Appendix 'A' refers)

Contact for further information:
Gary Halsall, Tel: (01772) 536989, Senior Democratic Services Officer,
gary.halsall@lancashire.gov.uk

Brief Summary

This report provides members of the Environment, Economic Growth and Transport Scrutiny Committee with the committee's work programme for 2023/2024.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to note the Work Programme for 2023/24.

Detail

The work programme for 2023/24 was drafted following the Portfolio and Service Area Update held for the Environment, Economic Growth and Transport Scrutiny Committee at an informal meeting held on 29 June 2023.

Following this meeting, the draft programme was finalised, reported and approved at the meeting of the Scrutiny Management Board on 25 July 2023 and a copy of the final work programme is set out at Appendix 'A' for the committee to note.

Appendices

Appendix 'A' is attached to this report. For clarification it is summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Environment, Economic Growth and Transport Scrutiny Committee work programme for 2023/2024

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Legal

There are no significant legal implications detailed in the report.

Finance

There are no significant financial implications detailed in the report.

Risk management

This report has no significant risk implications detailed in the report.

Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Environment, Economic Growth and Transport Scrutiny Committee

Work Programme 2023-24

The Environment, Economic Growth and Transport Scrutiny Committee Work Programme details the planned activity to be undertaken over the forthcoming municipal year.

The Environment, Economic Growth and Transport Scrutiny Committee has the responsibility to review and scrutinise the work of the county council and external organisations on matters relating to the environment and climate change, economic development and growth, and highways and transport. Accordingly, the work of the Environment, Economic Growth and Transport Scrutiny Committee will focus on the following areas:

- Climate change
- Environment
- Highways and transport
- Economic development and growth

The programme is determined by the Committee following a planning session at the start of the municipal year. This includes provision for the rights of county councillors to ask for any matter to be considered by the committee.

Coordination of the Overview and Scrutiny Committee programmes is undertaken by the Scrutiny Management Board. This is in line with the Overview and Scrutiny Committees' Terms of Reference, as set out in the county council's [Constitution](#) (Section 6).

Cabinet Members

The Cabinet Member portfolios aligned to the Environment, Economic Growth and Transport Scrutiny Committee's responsibilities are:

[County Councillor Rupert Swarbrick](#) – Cabinet Member for Highways and Transport

[County Councillor Aidy Riggott](#) – Cabinet Member for Economic Development and Growth

[County Councillor Shaun Turner](#) – Cabinet Member for Environment and Climate Change

The areas of responsibility for each Cabinet Member are set out at [Section 5 – Scheme of Delegation to Cabinet Members](#) in the county council's constitution.

Environment, Economic Growth and Transport Scrutiny Committee Programme 2023-24

Committee Meeting Schedule							
Scrutiny Activity	29/06/23 (informal session)	21/9/23	26/10/23	05/12/23 (Tuesday 2pm)	25/01/24	11/03/24	25/04/24
LCC Service Area Report to Committee		Parking Enforcement (yellow line abuse and use of CCTV) Road Closures Policy incl. Traffic Management Policy (Lane Rental Schemes)	Ultra-Low Emissions Vehicles and LCC Fleet Net Zero Infrastructure (utility companies)	Levelling Up East Lancashire: Creating Opportunities through Safer, Greener and Healthier Travel Love clean streets app review	Water Resource Management	Lancashire Economic Recovery and Growth (LERG) Programme and Aerospace Watchtower Case study Value for money for potholes and the TAMP	Strategic approach to decarbonising county council assets and operations Carbon Capture through Nature Enabling Net Zero Infrastructure – National Grid
Annual Report to Committee					Lancashire Road Safety		
Planned Decision Scrutiny Review		Tree Management Strategy 2023					
Short Scrutiny (Rapporteur) Review Update							
Other Scrutiny Review Update	Service Area Updates	Public Realm Agreements – Cabinet Member response					
Cabinet Member Required Attendance	Portfolio Updates	CC R Swarbrick and CC S Turner	CC R Swarbrick	CC A Riggott and CC R Swarbrick	CC R Swarbrick and CC S Turner	CC A Riggott and CC R Swarbrick	CC S Turner

The following topics have been identified as reserve topics should any topic move off the work programme:

- Renewable energy on LCC land
- Nature recovery and biodiversity – including Local nature Recovery Strategy

Environment, Economic Growth and Transport Scrutiny Committee Recommendations Progress

Meeting Date	Report Title	Corporate Priority	Recommendation	Progress Detail
21 September 2023	Road Closures	Delivering better services	<p>1. The Cabinet Member for Highways and Transport gives consideration to;</p> <p>a) Producing a list of contact numbers and contacts for utility companies and their contractors who install temporary traffic lights to be shared with all county councillors and for this to include those website addresses displaying road work information in Lancashire such as MapZone/MARIO and One.Network.</p> <p>b) Informing all Lancashire Parish and Town Councils of the option to register for road closure alerts.</p> <p>c) Reviewing the road closure information on the county council's website with a view to including a list of frequently asked questions to assist residents.</p> <p>2. The policy on road closures for events and parades be shared with members of the Environment, Economic Growth and Transport Scrutiny Committee."</p>	<ul style="list-style-type: none"> • Producing a list of contact numbers and contacts for utility companies and their contractors who install temporary traffic lights to be shared with all county councillors and for this to include those website addresses displaying road work information in Lancashire such as MapZone/MARIO and One.Network. <p>Response:</p> <ul style="list-style-type: none"> ○ The volume of different contractors and traffic management companies would make the collation of a meaningful list too complex and simply not practical for county councillors. In addition we would only be able to provide the numbers for their customer contact centres or online reporting websites which again would not help solve the problem faced by councillors etc. The links to Mapzone/Road works bulletin and One.Network were contained within the report to scrutiny but here are the links again. one.network and Road works bulletin (arcgis.com) <p>Works being undertaken by utility companies and LCC should have an information board on site displaying the permit number and a contact number. Our inspectors do check that these are in place as part of our random sample inspection regime and we will have a more focused campaign on making sure these are in place in the new year. The team will collate a contact list of the main utilities for Cllrs and will circulate shortly. However to ensure we can monitor utilities and effectively and implement the various defect and charging regimes it is important that issues are reported to the team rather than going directly to the utility etc. Unfortunately the street works team are not set up or staffed to allow Cllrs and the public to come direct to the team. All issues should be reported through the established mechanisms – customer access centre or the Love Clean Streets app. In addition the team has been</p>

				<p>strengthened recently so as to provide an additional two inspectors so that we can ensure greater levels of compliance; and we have bolstered the direct management of the team by the addition of a dedicated Street Works Manager post.</p> <ul style="list-style-type: none"> • Informing all Lancashire Parish and Town Councils of the option to register for road closure alerts. <p>Response:</p> <ul style="list-style-type: none"> ○ The team are liaising with the team that manage contact with Parish councils to get this message out to them. <ul style="list-style-type: none"> • Reviewing the road closure information on the county council's website with a view to including a list of frequently asked questions to assist residents. <p>Response:</p> <ul style="list-style-type: none"> ○ A website review is underway to ensure that as much helpful information is available to the public. The team are in the discovery phase at this time recording typical questions that are received about road closures, to allow for a FAQ to be created. <ul style="list-style-type: none"> • The policy on road closures for events and parades be shared with members of the Environment, Economic Growth and Transport Scrutiny Committee." <p>Response:</p> <ul style="list-style-type: none"> ○ This document is now 7 years old and will need updating to remain relevant. Document circulated to committee members on 27 November 2023.
	<p>Parking Enforcement and Red Routes</p>	<p>Delivering better services</p>	<p>That the mechanism for county councillors to request a specific piece of parking enforcement be shared and made explicit on where county councillors report to.</p>	<p>In progress. C-First news article to be published and key contacts page updated. Key contacts on members' mobile phones to be updated. Member Induction booklet for circulation after the elections in 2025 to be updated.</p>

26 October 2023	Electricity North West – Enabling Net Zero Infrastructure	N/A	<ol style="list-style-type: none"> 1. Further consideration be given to inviting representatives from the National Grid on enabling Net Zero Infrastructure to a future meeting of the Environment, Economic Growth and Transport Scrutiny Committee. 2. The Cabinet Member for Environment and Climate Change give consideration to the role Lancashire County Council has with Electricity North West Limited's Local Area Energy Planning (LAEP) process and confirm the council's position on this. 	<ol style="list-style-type: none"> 1. In progress. Informal meeting held with representatives of National Grid on 21 November 2023. 2. Response: A Local Area Energy Plan (LAEP) is a spatial plan specific to the local area that sets out the change required to transition an area's energy system to net zero in a given timeframe. LAEPs are led by local government and developed collaboratively with defined stakeholders, including Distribution Network Operators such as Electricity North West. Lancaster City Council has commissioned work on a LAEP for the Lancaster District and the County Council, along with other key stakeholders, is supporting the process as an Authorising Stakeholder. Lancashire County Council, together with Blackburn with Darwen Council and Blackpool Council is currently considering the role LAEPs have alongside the proposals for heat network zoning, currently out for consultation, and the emerging role of Regional Energy Strategic Planners (RESPs) and the significant role they will have in enabling local energy and net zero action. Regional Energy Strategic Planners will work with organisations at a local level including local government and gas and electricity networks, to improve understanding of the infrastructure needed and attract investment for projects. This new approach to energy planning will see RESPs create clear plans for how local energy systems need to be developed to reach net zero, considering both the national targets set by government, and the local needs and most appropriate approach in each area. Heat Network Zoning will designate zones, using a standardised national methodology, where heat networks are expected to offer the lowest-cost solution for decarbonising heat. It is proposed that a new Heat Network Zoning Authority (the Central
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				Authority) will be established to oversee all heat network zones across England, and that new local Zone Co-ordinators will be responsible for local implementation.
	Ultra-Low Emissions Vehicles and LCC Fleet	Delivering better services; protecting our environment	That, a briefing note setting out the breakdown of the current fleet (including school buses) and the projection of future funding required to introduce Ultra-Low Emissions Vehicles into the fleet be provided to the Environment, Economic Growth and Transport Scrutiny Committee.	Briefing note circulated to all members of the committee on 29 December 2023.
5 December 2023	Love Clean Streets App Review	Delivering better services	<p>That:</p> <p>(i) The Cabinet Member for Highways and Transport gives consideration to;</p> <p>a) Expanding the Love clean streets app to include borough council issues (e.g., fly tipping, street cleansing) where they specifically affect the highway.</p> <p>b) Creating a new category for weeds in the app's reporting system.</p> <p>c) Providing emergency contact numbers for councillors, to avoid members reporting these via the app.</p> <p>(ii) The projected dates on the forward plan for developing the app be shared with the Environment, Economic Growth and Transport Scrutiny Committee.</p> <p>(iii) A Briefing Note on future plans for gully emptying be provided to the committee.</p>	<p>Response:</p> <p>(i)</p> <p>a) Expanding the Lovecleanstreets app to include borough council issues (e.g. flytipping, street cleansing) where they specifically affect the highway. We will be mindful of this requirement and consider it in the context of partnership working. This has been added to the development plan.</p> <p>b) Creating a new category for weeds in the app's reporting system. This request has been added to the development plan for Love Clean Streets. Love Clean Streets already contains more categories than were included in the previous Report It system, and we will continue to develop and improve the solution.</p> <p>c) Providing emergency contact numbers for councillors, to avoid members reporting these via the app. The Contact Centre have been tasked with ensuring emergency numbers are routed appropriately. Within the app, Lancashire Highways and Digital Services are working on a potential solution to enable a user of the app to call the emergency number displayed directly from a link in the app.</p> <p>(ii)</p> <p>The timescales and status for current projects related to Love Clean Streets are as follows:</p> <ul style="list-style-type: none"> Transferring customer updates made in Love Clean Streets into the HAMS customer request history. Extent of the issue is being investigated prior to development of an action plan.

				<ul style="list-style-type: none"> • Additional of new categories and amendments to some existing categories: <ul style="list-style-type: none"> ○ Emergency defects for street lighting, sign, and illuminated bollards. <ul style="list-style-type: none"> ▪ Went live in December. ○ Flooding/flood risk management <ul style="list-style-type: none"> ▪ In testing, aiming to be live by the end of February, subject to successful testing. ○ Traffic signals changes. <ul style="list-style-type: none"> ▪ Went live in December. ○ Noisy/faulty manhole covers, potholes in multiple locations, gritting requests. <ul style="list-style-type: none"> ▪ Work in progress. ○ Back-office integration of PRoW into the Highways Asset Management System (HAMS). <ul style="list-style-type: none"> ▪ This has been delayed until a required migration of the HAMS platform is completed. The PRoW team do not currently use HAMS. They are due to imminently begin using the system and once that is in place, this function will become available on the Love Clean Streets app. This is forecast to be in the year 2024/2025. <p>(iii) Briefing Note circulated to all members of the committee on 2 April 2024.</p>
<p>25 January 2024</p>	<p>Lancashire Road Safety</p>	<p>Delivering better services</p>	<p>That;</p> <p>(i) The new terms of reference for the Lancashire Road Safety Partnership be shared with the Environment, Economic Growth and Transport Scrutiny Committee.</p> <p>(ii) A list of responsibilities setting out the statutory, custom and practice aspects of each of the organisations in the partnership be provided.</p> <p>(iii)A request to convene an Inquiry Day on the Lancashire Road Safety Partnership be</p>	<p>(i) Terms of reference for the newly established Lancashire Road Safety Partnership Delivery Group and Challenge Board which were agreed by the now disestablished Lancashire Road Safety Partnership Executive Board at its final meeting on 30 January 2024 were shared with all committee members on 20 February 2024.</p> <p>(ii) List of responsibilities shared with all committee members on 20 February 2024.</p>

			made to the Scrutiny Management Board at its meeting scheduled on 16 April 2024.	(iii) Request to be submitted to the next scheduled meeting of the Scrutiny Management Board on 16 April 2024.
11 March 2024	Value for Money - Potholes	Delivering better services	<p>That; the Cabinet Member for Highways and Transport gives consideration to;</p> <ul style="list-style-type: none"> (i) Conducting an urgent review of the defect reporting system and to confirm that there are other methods to report potholes via the call centre. (ii) Providing clarification on the workings of the Transport Asset Management Plan (TAMP) and the Local Deterioration Fund (LDF) with a view to enhanced member engagement in the LDF. (iii) Reviewing the highways safety inspection process. 	In progress - Recommendations shared with the Cabinet Member for Highways and Transport on 12 March 2024.