

Report to the Cabinet

Meeting to be held on Thursday, 7 December 2017

Report of the Head of Asset Management

Part I

Electoral Divisions affected:
All

Lancashire Resilient Route Network

(Appendix 'A' refers)

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Executive Summary

In 2014 the Department for Transport (DfT) published the 'Transport Resilience Review: A Review of the Resilience of the Transport Network to Extreme Weather Events'. One of the Key recommendations was for local highway authorities to identify a Resilient Road Network (RRN) within their wider overall highway network. It is also a requirement of the DfT Self-Assessment.

The RRN is conceptualised as the minimum road network the county council will strive to keep continuously open, as far as is practicably possible, in severe weather to protect essential economic activity and provide access to key services. It seek to ensure continuity of travel across neighbouring local authority boundaries by providing access to the strategic road network.

The proposed RRN has been developed through the Lancashire Resilience Forum Transport Sub-group as well as with neighbouring Highway Authorities Highway Asset Managers.

This is deemed to be a Key Decision and the provisions of Standing Order No. 25 have been complied with.

Recommendation

The Cabinet is recommended to approve the adoption of the proposed Resilient Route Network as shown in Appendix 'A'.

Background and Advice

In 2014 the Department for Transport (DfT) published the 'Transport Resilience Review: A Review of the Resilience of the Transport Network to Extreme Weather Events'. One of the key recommendations was for local highway authorities to identify a Resilient Road Network (RRN) within their wider overall highway network.

The RRN is conceptualised as the minimum road network the county council will strive to be kept continuously open, as far as is practicably possible, in severe weather to protect essential economic activity and provide access to key services. It maintains connection between emergency services, schools, power supply centres and transport infrastructure nodes such as bus and train stations. It seeks to ensure continuity of travel across neighbouring local authority boundaries by providing access to the strategic road network. Put simply, it is designed to 'Keep Lancashire Moving'.

A review in January 2017 presented to the council's Highway Infrastructure Asset Management Strategy Board proposed that the priority network (gritting) Primary Gritting Routes be adopted as an initial RRN as it is already accepted as being of a higher priority for treatment and maintenance, and has met both DfT selection criteria and stakeholder engagement requirements.

The Strategy Board agreed to consult with key stakeholders through the Lancashire Resilience Forum, and work closely with Blackpool Council and Blackburn with Darwen Council as Highway Authorities to create a subset of the priority network to form a core RRN, more targeted to economic and key service protection. The RRN will be prioritised for preventative maintenance treatments to ensure it is as robust as possible and will be prioritised during annual extremes of weather, not limited to the winter period, to try to ensure it is kept open.

The result of the process has created a minimum core draft Resilient Route Network (RRN) connecting all agreed critical nodes. If adopted, it should be noted that not all the original identified nodes will be connected by the RRN, for example not every single school is included, but provision will be made for those within the connected urban cores. Similarly, branch line train stations will not be connected but principal stations will.

Appendix 'A' represents a description of the roads in the proposed RRN.

The proposed RRN has a total length of 1,205km, or 17.13 % of the county network, the Primary Gritting Routes are 2,500 km or 36% of the network. This is in line with other authorities with published RRNs.

Consultations

Lancashire Resilience Forum, General Purposes Group and Sub Groups, were consulted. Support for the proposals was received including suggestions for additional links to be included. In the main these suggestions were taken on board and where they were not deemed appropriate then feedback was provided to the consultee. Neighbouring Highway Authority Highway Asset Managers were also consulted.

Implications:

This item has the following implications, as indicated:

Risk management

Adopting a Resilient Route Network will allow the county council to prioritise its preventative maintenance activities to ensure that there is a minimum core highway network it can keep continuously open, as far as is practicably possible, in severe weather to protect essential economic activity and provide access to key services. Without such a network there is a risk that the available resources are spread over a wider network and key assets would not be able to be maintained to a suitable standard. The RRN will be considered in the highway maintenance hierarchy review and appropriate inspection frequencies imposed.

Financial

The review and adoption of a Resilient Route Network is one aspect of the DfT Self-Assessment process. This contributes to Lancashire's Band 3 status allowing the council to be awarded the full Incentive Fund capital allocation. Without achieving Band 3 Lancashire may not be granted the full allocation, which for 2018/19 would mean a reduction of £1.16M.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A