

Lancashire County Council

Environment, Economic Growth and Transport Scrutiny Committee

Tuesday, 5th December, 2023 at 2.00 pm 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 26 October 2023 (Pages 1 - 6)

4. Lovecleanstreets App Review (Pages 7 - 12)

5. Levelling Up East Lancashire: Creating Opportunities through Safer, Greener and Healthier Travel (Pages 13 - 30)

6. Work Programme 2023/24 (Pages 31 - 40)

7. 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.

8. Date of Next Meeting

The next meeting of the Environment, Economic Growth and Transport Scrutiny Committee will be held on Thursday 25 January 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



Lancashire County Council

Environment, Economic Growth and Transport Scrutiny Committee

**Minutes of the Meeting held on Thursday, 26th October, 2023 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 Mein |
| A Cheetham | J Oakes |
| S Clarke | J Purcell |
| G Dowding | J R Singleton JP |
| J Gibson | |

County Councillor Jennifer Mein replaced County Councillor Sean Serridge at the meeting.

1. Apologies

Apologies were received from County Councillors Alan Schofield and Kim Snape.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None were disclosed.

3. Minutes of the Meeting Held on 21 September 2023

Resolved: That the minutes of the meeting held on 21 September 2023 be approved as an accurate record.

4. Electricity North West – Enabling Net Zero Infrastructure

The Chair welcomed to the committee Helen Norris, Stakeholder Engagement and CSR Manager, Cara Blockley, Head of Distribution System Operations and Paul Bircham, Safety, Compliance and Markets Director from Electricity North West Limited (ENWL).

The committee was presented a report which provided an update on progress in enabling net zero infrastructure in Lancashire.



Comments and questions raised by the committee were as follows:

- The development of flexible services for electricity usage was being encouraged for domestic customers to access. Requirements for flexible services (location and time) were published by ENWL to the market to provide an opportunity for external companies to access this service and generate revenue.
- It was confirmed that there were no capacity constraints on the network in respect of the distribution side. However, there were constraints on the National Grid and in particular with low carbon generation projects. There was also an issue with a connection point into the grid at Heysham needing to be upgraded and that was causing a queue whilst additional capacity was built there. On timescales, the committee was informed that on a number of sites information had been reported by the National Grid that those connections would in the extreme cases be in a position to proceed by 2037. A five-point plan had been put in place by the Electricity System Operator which could significantly reduce this timescale.
- On what the connections queue would look like, it was noted that there was a total of 19 nodes where ENWL connected to the National Grid for the whole of the north west, with up to 12 large connection projects per node that needed electricity grid capacity calculated. Clearance was then required from the National Grid to confirm there was adequate electricity capacity for the projects to be implemented.
- It was highlighted that nationally, the number of energy generation projects that wished to connect on to the network, considerably exceeded the nation's renewable energy generation requirements. However, it was reported that a number of these projects would not come to fruition, usually referred to as "Zombie Projects". It was estimated that around 25% of total these projects in the national queue were not expected to materialise. However, action had been undertaken by the system operator, to address these issues to help speed up and enable the right projects to connect and to remove those that were stalling the process.
- ENWL's Distribution Future Electricity Scenarios (DFES) strategy 2022 had projected that take up of Electric Vehicle (EV) and Air Sourced Heat Pumps would increase to 220,000 EV's by 2028 and 32,000 Air Sourced Heat Pumps by the end of 2038. Figures were based on correlated local and national data projections. The take up of heat pumps in the North-West was expected to be slower than the national average, as the majority of homes utilised gas for heat, were less energy efficient and the homeowners had household incomes that were below the national average.
- On assisting local authorities with developing five year housing plans, it was explained that the Stakeholder Engagement team regularly reviewed published spatial plans and correlated those with applications received for specific housing development schemes.
- It was noted that investment expenditure was being focused on 11 substations identified across Lancashire where the growth in electricity demand was forecasted to be greatest, and where additional capacity was required to meet future requirements for energy supply for those local populations.



- Representatives highlighted that Electricity Northwest was prohibited from providing electricity meters or devices directly into people's homes. Essentially, ENWL was prohibited from operating beyond the meter. However, upgrades to the supply of electricity for households could be delivered up to the electricity meter for instance if a customer wished to install a charging point for an EV. The installation of heat pumps and solar panels was issue for developers to respond to the market versus what consumers wanted and any planning constraints they had to operate within.
- It was confirmed that ENWL were looking into specific innovation projects which would address the challenges of achieving net zero in terraced housing through its Net Zero Terrace project.
- Offshore wind farms were primarily viewed as a more reliable source of renewable energy than onshore wind farms, due to the consistency of wind speed at sea. Additionally, representatives highlighted that new nuclear power stations were being constructed across the UK to provide a reliable baseload of energy support, as future renewable energy generation projects were progressed.
- It was highlighted that ENWL were looking to export the CLASS (Customer Load Active System Services) technology developed in the Northwest throughout the UK. Global interest in this technology was increasing and ENWL was looking to support that.
- It was confirmed that energy supply and demand would be met in time for 2050.
- One of the confirmed benefits of smart street technology was that it reduced the electricity consumption for people along a specific residential street.
- It was noted that ENWL was collaborating with the National Grid and the system operator to develop a plan to operate electricity que for capacities and prioritisation in a more efficient way. Discussions were ongoing with the National Grid about projects in the north west and assisting with their five-point plan to commence rollout within a quicker timeframe.
- On how the reduction of voltage provided cheaper prices for customers, it was explained that ENWL had to operate within a range of 230volts, however most devices within people's homes consisted of small transformers that operated at 10volts (direct current). A reduction in the supply would therefore not affect those devices and save money for customers.
- Representatives explained that the electricity network portion of an energy bill that would go to ENWL was around £123 for a typical household per year. The majority of the bill went towards the generation of the electricity and the costs of the suppliers. A significant portion of the bill was supporting the roll out of renewable technology, and therefore was not expected to increase to fund the rollout of future renewable technology. It was highlighted that in the future those subsidies should reduce and would not be required as technology became more widespread and well established.
- It was suggested that a future meeting involving representatives from the National Grid and their role in energy supply and enabling net zero infrastructure should take place.
- It was also suggested that the Cabinet Member for Environment and Climate Change give further consideration on Lancashire County Council's role in Electricity North West Limited's Local Area Energy Planning Process (LAEP).



Resolved: That:

- (i) 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.
- (ii) 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.

5. Ultra-Low Emissions Vehicles and LCC Fleet

The Chair welcomed to the committee County Councillor Rupert Swarbrick, Cabinet Member for Highways and Transport, Andrew Burrows, Fleet Manager and Oliver Starkey, Head of Service Public and Integrated Transport.

A report was presented to the committee which provided details on measures to introduce ultra-low emission vehicles (ULEVs) into the Lancashire County Council fleet. The challenges presented by this, how they could be overcome and the technology and options that may be applicable to the fleet in the future were provided. The report also updated the committee on progress since the former Internal Scrutiny Committee report on ULEVs on the 4th March 2022.

Comments and questions raised by the committee were as follows:

- On the use of hydrogen for refuelling vehicles, the development of future hydrogen infrastructure would be considered as long as the hydrogen was classified as green. It was felt the use of hydrogen was one element the county council should keep an open mind on and consider if it became more readily accessible within Lancashire. The technology would only be utilised for vehicles above 3.5 tonnes. The Chair noted one example was the hydrogen powered refuse collection vehicle in St Helens.
- Officers noted that the development of a completed ULEV fleet by 2035-36 was considered a realistic timeframe. Funding for the development was available up to 2028, whilst funding for 2028-36 was to still be confirmed.
- On the increase of the ULEV fleet from 5% in 2023/2024 to 15% by 2024/2025, officers explained that this increase would be sourced from the availability of suitable commercial vehicles.
- Regarding a query on how lithium batteries were disposed of and potential fire risks within electric vehicles, electric vehicle charging points were situated 8 metres away from buildings to mitigate the risk from a potential fire from an EV. Manufacturers of these batteries were also under obligation to safely dispose of them once they had come to the end of their life cycle.
- Members of the committee requested that a breakdown of the current ULEV fleet and projections for vehicle replacements was provided at a future meeting of the Environment, Economic Growth and Transport Scrutiny Committee.



Resolved: 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.

6. Work Programme 2023/24

The committee was presented a report which provided members of the Environment, Economic Growth and Transport Scrutiny Committee with the committee's work programme for 2023/24.

It was confirmed that the Carbon Capture in Grasslands topic that was marked as a reserve topic on the work programme would be considered as an agenda item for the April 2024 meeting.

Resolved: That the Environment, Economic Growth and Transport Scrutiny Committee's work programme for 2023/24 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 at 2pm on Tuesday 5 December 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 Tuesday, 5 December 2023

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Delivering better services;

Lovecleanstreets App Review

Contact for further information:

Ned Dave (Senior ICT Architect), Sarah Scott (Highways Operational Support and Liaison Officer), ned.dave@lancashire.gov.uk, sarah.scott@lancashire.gov.uk

Brief Summary

This report details changes that have been implemented in the Love Clean Streets solution, both as responses to issues raised, and to progress the service. Current work in progress, future steps, and responses to specific questions are also included and the Committee invited to consider further improvements.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to consider what improvements can be made to Love Clean Streets going forward, and whether more categories should be made available in the reporting system.

Detail

Update Since the Last Report

The following changes have been made to the app since the committee last reviewed this matter at its meeting held on 20 October 2022:

- All categories that were available in Report It have been implemented in Love Clean Streets.
 - This has enabled migration from the Report It web application to the Love Clean Streets web application. This is co-branded as Lancashire County Council (LCC) and shares common configuration with the mobile app. When reporting a defect using the LCC web site, the customer is guided through useful informational pages related to the type of defect they are wanting to report before being linked directly to

the Love Clean Streets web application with an appropriate category already selected for them (deep linking).

- Public Rights of Way (PRoW) categories have been added, with the addition of new map layers to assist in the identification of the Right of Way being reported.
- The app has been changed to prompt the user to verify the location of the pin, which has reduced the number of reports with the wrong location. There have been no recently reported occurrences of this issue.
- Improvements have been made in signposting users to contact National Highways for defects on their assets.
- The accuracy and completeness of information about LCC assets within Love Clean Streets has been improved.
- Appropriate emergency number popups have been added to more categories.

An officer working group has been set up to meet every three weeks to gather feedback, suggestions, and issues, and direct the roadmap and work programme for improvements. The group has representation from Highways, Digital Services, Communications, and Organisational Development and Change. This group has met twice, so is still in the process of defining the roadmap. However, some work is already scheduled or in progress, as noted below.

Anecdotally, the Customer Access Service (CAS) have seen an improvement in self-service logging of defects following promotion of Love Clean Streets. Call statistics for 2023 will be analysed to determine if the reduction in number of calls for logging reports has been maintained.

Most Reported Categories

The top categories being reported remain broadly the same, when compared to the previous use of Report It. The year to date top ten categories are shown below ("Blocked and flooding the road" and "Blocked but dry" are gully categories).

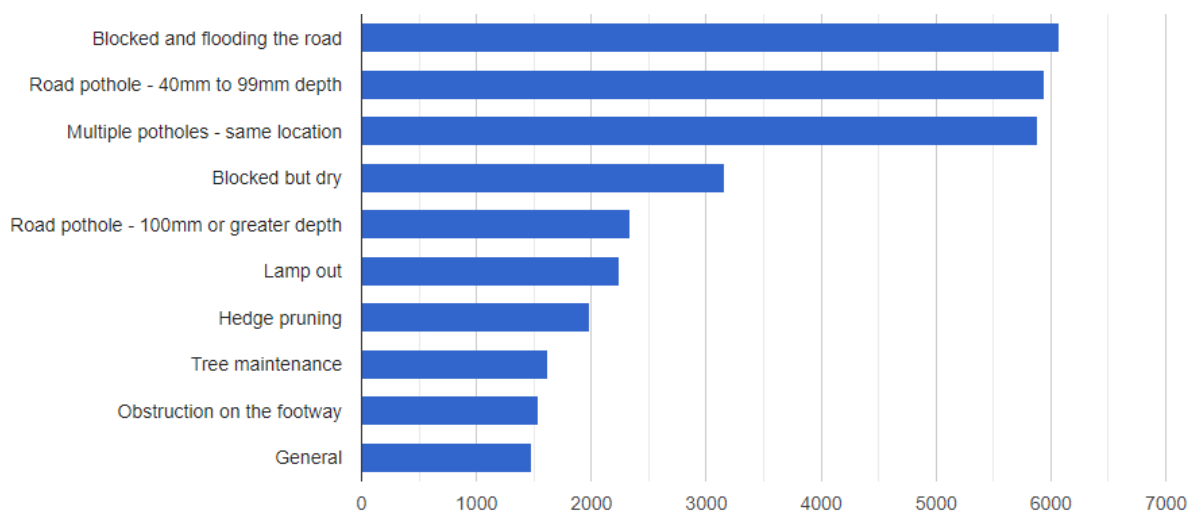


Figure 1 – Top 10 Categories 01/01/2023 to 09/11/2023

Communications

There have been no direct Love Clean Streets publicity campaigns this year, but encouragement to use Love Clean Streets has been included as part of the Communications Service's "business as usual" messaging. This also cascades to district council communications, as Communications have provided district councils with a toolkit. It is also promoted on all appropriate web pages. Comments on social media seem to have reduced.

The Communications Service will run the annual highways survey campaign over the next few months which will include elements of Love Clean Streets. The results will be published here, and the "you said we did" section will be updated (Previous results here: <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highway-asset-management-in-lancashire/how-are-we-doing/highways-satisfaction-survey/>).

Notable Issues

Current notable issues are:

- Reports being closed before the work has been completed.
 - This is being addressed in the activity listed below.
- Reports not reaching Highways Asset Management System (HAMS) due to technical failures.
 - This has been addressed by improved monitoring of the service.
- Users not able to select assets; "green dots" not shown.
 - We are trying to replicate this as an issue. More clarity in the instructions may be required to resolve this.

Work In Progress

Current live projects for Love Clean Streets are:

- Transferring customer updates made in Love Clean Streets into the HAMS customer request history.
- Additional of new categories and amendments to some existing categories:
 - Emergency defects for street lights, signs and bollards
 - Flooding/flood risk management
 - Traffic signals
 - Noisy/faulty manhole covers
 - Potholes in multiple locations
 - Gritting requests
 - Amendments to some emergency categories
- Back-office integration of PRoW into HAMS, improve back-office processes and assist officers in the field (see below).
- Review of feedback to customers to improve the quality of emails and updates to the customer.

This last item is important as incorrect updates and a lack of detail in the updates has led to some negative feedback in the use of the app and for Lancashire County Council. By addressing this we hope to improve the communication to users on the progress and status of reported defects. The work to improve the communication is right across the process, from changes in the wording and triggered events within



Love Clean Streets, to the usage of HAMS which generates the update events in the first place. Raising officer awareness of the implications of actions within HAMS will also be key to this improvement, so may require training/education.

Additionally, the current consultancy work being performed by TPX Impact and Organisation Development and Change is investigating the customer experience for reporting highways defects to make suggestions for improvement. A first draft of the Love Clean Street Strategy for 2023/2024 has been written.

Future Activity

Future activities regarding Love Clean Streets will include:

- Further investigation into including completion photos in feedback to customers.
- Investigation into using the supplier's (BBITS) Artificial Intelligence model to assist users in selecting report categories.
- We will continue to influence the roadmap for the product as appropriate, maintaining a good working relationship with the supplier.
- Regular customer feedback surveys should be commissioned in order to measure progress on improving the customer experience.

The project to replace the current Highways Asset Management System is underway and the requirements and ultimate implementation of this will influence the future roadmap for Love Clean Streets. However, at this point in time, we are planning to maintain the use of Love Clean Streets to give consistency to residents.

The committee is asked to consider what improvements can be made to Love Clean Streets going forward, and whether more categories should be made available in the reporting system.

Responses to specific questions

Service level agreement process (10 day response times)

This is not related to Love Clean Streets. The VIP/District Lead Team will respond to enquiries from councillors and MPs within 10 days. The service level agreement (SLA) for rectifying the defect being reported remains the same as defined in the Highway Safety Inspection Policy/Annex A, e.g. 20 days for a pothole between 40mm and 100mm. The enquiries being handled by the District Lead Team are generally more complex in nature than the reports being raised using the app.

Expanding the functionality of the Love Clean Streets app to provide more detailed communication to councillors on progress with casework reported via the app

The Love Clean Streets app is not designed to provide updates on reports made by other users. Whilst reports can be made public and all updates are therefore available for public view, this could open up GDPR and other risks with uncontrolled/uncensored information. Management reporting information is available within the backend administration system for Love Clean Streets, but this would not be sufficient to provide councillors with the information they need.



A Highways Dashboard has been developed for councillors which does provide information that is useful to managing casework. The dashboard has access to much more information than Love Clean Streets and has been structured in a way to be more useful. It can be developed further to meet the specific reporting requirements of councillors in Lancashire, whereas Love Clean Streets is a tool available to anybody to report issues around the UK.

Public rights of way database be made easier and effective for officers to use in the field.

This is not something that would be fulfilled by the Love Clean Streets app, as this is the public reporting tool. As mentioned above, the Public Rights of Way back-office processes are being migrated in HAMS, which itself has a mobile application for use by officers in the field. This process is currently being tested.

This was a recommendation from the committee which was made at its meeting on 26 January 2023: <https://council.lancashire.gov.uk/mgAi.aspx?ID=93992>

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Given that the report is for the committee to consider and comment as appropriate, there are no risk management implications at this point.

**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



Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Tuesday, 5 December 2023

Electoral Division affected:
Accrington North;
Accrington South;
Accrington West &
Oswaldtwistle Central;
Brierfield & Nelson West;
Burnley Central East;
Burnley Central West;
Burnley North East; Burnley
Rural; Burnley South West;
Burscough & Rufford; Great
Harwood, Rishton &
Clayton-le-Moors; Mid
Rossendale; Nelson East;
Oswaldtwistle; Padiham and
Burnley West; Pendle
Central; Pendle Hill; Pendle
Rural; Rossendale East;
Rossendale South;
Rossendale West;
Whitworth & Bacup;

Corporate Priorities:
Supporting economic growth;

Levelling Up East Lancashire: Creating Opportunities through Safer, Greener and Healthier Travel (Burnley, Hyndburn, Pendle and Rossendale).
(Appendices 'A', 'B', and 'C' refer)

Contact for further information:
Andrew Mullaney, Tel: 01772 534190, Director of Environment and Planning,
andrew.mullaney@lancashire.gov.uk

Brief Summary

This report provides further background to the Levelling Up Fund, the County Council's successful bid and next steps.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to consider the report and consider how local County Councillors can assist with resident engagement in the co-design process.

Detail

The Concept of Levelling Up

'Levelling Up' aims to reduce the imbalances, primarily economic, between areas and social groups across the UK without acting to the detriment of prosperous areas.

Economic differences have real implications: they affect people's lives through their pay, work opportunities, health, and life chances and tackling these economic differences and driving prosperity is part of levelling up.

The concept has recently been enshrined in law with the Levelling Up and Regeneration Act receiving Royal Assent on 26th October 2023.

The Levelling Up Fund

In March 2021 the Government announced a £4.8 billion competitive Levelling Up Fund (LUF) to invest in infrastructure that improves everyday life across the UK including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets. Funding is targeted towards places that are most in need of the type of investment the Fund provides, as measured by an Index of Priority Places that considers the following place characteristics:

- Need for economic recovery and growth.
- Need for improved transport connectivity.
- Need for regeneration.

The Lancashire districts identified as highest priority for funding, as measured by this Index, include Burnley, Chorley, Hyndburn, Pendle, Preston and Rossendale.

County Councils with transport powers were eligible to bid for up to £50 million of funding. As part of this process bidding authorities had to consult local Members of Parliament as part of their bid.

Lancashire County Council's Bid Development

In July 2021 Cabinet approved;

- Development funding to cover design and business case-making costs in 2021/22, estimated at up to £1 million.
- A capital contribution of £5 million as local match funding to support the delivery following a funding bid.
- The priorities of inward investment, jobs, skills and tackling health inequalities, underpinned by local transport and access interventions, be the focus of the county council's bid to the Fund.

Consultants were commissioned using the County Council's Professional Technical Framework to carry out initial work to compile baseline evidence and undertake scheme identification and appraisal to inform the production of an Outline Business Case. This comprehensive optioneering process, detailed at Appendix 'A', concluded that the focus of the bid should be aimed at providing a range of transport-related improvements across four districts in East Lancashire: Burnley, Hyndburn, Pendle and Rossendale. Being located next to each other, it was believed that the four neighbouring districts would stand the best chance of securing funding because



transport interconnectivity could be most easily demonstrated compared to an isolated district.

The evidence also showed that the bid should consist of three interrelated projects which will contribute towards delivering the Levelling Up Fund objectives and the County Council's aspirations. The bid will transform public realm and sustainable transport, encouraging mode shift, and thereby supporting access to jobs and opportunities and promoting health equality across four in-need districts of East Lancashire. The three interrelated themes are;

1. Safer, Greener and Healthier Streets (SGHS)

These are public realm improvements to local neighbourhoods. They will be delivered in specific areas that meet Levelling Up criteria. They will be delivered in collaboration with the local community with a high degree of engagement, including co-design so that the proposals work for local residents. They aim to improve safety, give a sense of place, and make cycling and walking journeys more convenient. Appendix 'B' provides details of the type of proposals that will be included in the SGHS workstream and illustrates and describes the pallet of measures available to uplift these selected areas through major public realm works.

2. Walking and Cycling – 'Active Travel' Routes

High quality cycling and walking schemes that link various leisure, employment and educational opportunities across East Lancashire will be delivered. The types of measures include wayfinding signage, shared use path signs, 3m wide two-way cycleways, toucan crossings, parallel crossings, footway widening and side road treatments.

3. Public Transport Improvements

These include measures such as Real Time Passenger Information, bus priority improvements, mobility hubs and improved access at Accrington rail station.

Award Announcement and Progress to Date

In January 2023 Lancashire County Council was awarded £49.6 million through Round 2 of the LUF bid process, subject to approval of a Full Business Case. This, together with the local funding contribution will create a funding envelope of £55 million for interventions in the East Lancashire districts named above.

Officers are in dialogue with the Department for Transport to try to ensure that the programme is delivered in line with the challenging deadline of March 2026. This includes trying to develop a method of assurance with the Department for Transport to reduce bureaucracy and the need to complete both an Outline and Full Business Case.

Although construction cannot commence until final approval is received from the Department of Transport (expected September 2024), significant progress has been made since the award announcement including;

i. Scheme Identification

This work has included data collection and analysis together with site visits across East Lancashire to review and identify potential SGHS, Active Travel routes and



assessing appropriate public transport initiatives. Further detail is provided at Appendix 'C'.

ii. Engagement with Members of Parliament, District Councils and Local Councillors

Engagement with East Lancashire Members of Parliament and District Councils has continued through regular briefing sessions. East Lancashire County and Borough Councillors have also been updated. Progress will continue to be communicated through programme development and delivery. The East Lancashire Members of Parliament have offered their support in encouraging the Department of Transport to reduce bureaucracy in order to enable delivery on the ground. The key milestones for the project are detailed below.

iii. Involvement of Local Communities in Supporting and Influencing the Programme

A comprehensive Communications and Engagement Plan has also been developed which is underpinned by the County Council values of 'supportive, innovative, respectful and collaborative'. Messaging and activity tailored to audiences will ensure authentic, meaningful, and useful engagement delivered clearly and simply to maximise participation. Early resident engagement/co-design is a core component for the Safer Greener, Healthier Streets and Active Travel projects. The Plan includes a comprehensive list of stakeholders including County and District Councillors, MPs, businesses, voluntary organisations, transport companies, community groups, residents, schools, and media. Messaging, channels and tactics are identified for each group, differing depending on the project. A particular focus will be on engaging with hard-to-reach communities to capture distributional impacts and support levelling up.

iv. Partnership Working arrangements.

We are developing our proposals in partnership with;

- Burnley Borough Council – LUF Round 1: Town to Turf programme.
- Hyndburn Borough Council – LUF Round 2: Town Centre programme.
- Rossendale Borough Council – Department for Levelling Up, Housing and Communities (DLUHC) Capital Regeneration Project.
- Pendle Borough Council – Nelson Town Deal Fund programme.
- Bus Service Improvement Plans (Lancashire and Blackburn).
- Local Cycling and Walking Plans.

All of the bid package components have been designed to complement existing ambitions and committed schemes, ensuring delivery of significant accessibility and connectivity improvements across East Lancashire.

Benefit Cost Ratio.

The Benefit Cost Ratio (BCR) of the programme demonstrates 'high' value for money and a strong case for proposed projects. The risks to this include;

- Potential cost escalation due to construction inflation that has been mitigated by the inclusion of risk contingency in cost estimates.
- Lower than forecast behavioural responses to the proposed schemes, with minimal uptake of the new walking and cycling facilities. This can be mitigated by the co-design of improvements with local communities.



Expected Impacts

The package of measures is seeking to tackle pre-existing challenges which have been brought into a sharper focus since the COVID-19 pandemic and the cost-of-living crisis. The challenges that the programme will help to tackle include;

- Barriers to economic growth and high levels of unemployment.
- High levels of deprivation.
- Social and health challenges.
- Environmental challenges.
- Gaps in the transport network.

The programme is also expected to positively impact a range of social economic and environment indicators including supporting regeneration and economic activity and improving health, wellbeing and quality of life.

Measuring Outputs and Outcomes

A Monitoring and Evaluation Strategy has been developed based on Government guidance to ensure that core expected benefits drive the monitoring and evaluation process and metric selection for the overall programme and individual projects.

The main outputs and outcomes include achievement of scheme objectives, travel demand, travel times and reliability, impact on the economy, carbon reduction and value for money.

Each project will develop its own individual monitoring and evaluation plan aligned with the Monitoring and Evaluation Strategy.

Trade Offs

No trade-offs are expected. None of the interventions are expected to result in significant restrictions for motorists – rather there should be increased transport choice for residents, particularly for short journeys.

Once the detail designs have been completed it is possible that the cost of the proposals exceeds the financial envelope. If this is the case, schemes will be value engineered or phased to ensure the programme is delivered to available budget.

Sustaining Benefits

The development and implementation of the programme relies heavily on input and support from numerous County Council services including Highways, Transport, Economic Development, Public Health, Asset Management, Design, Estates, Procurement, Finance and Legal services. Close working relationships with the four District Councils named above are also being developed. This support and cooperation is underpinned by an understanding and commitment to the Levelling Up principles that will help to embed this philosophy and sustain benefits in the future.



Key Milestones.

| Activity | Timescale |
|---|-----------------------------|
| Stakeholder engagement and co-design workshops | November 2023 to March 2024 |
| Preliminary designs and costings | January 2024 |
| Proposed interim review by DfT | February 2024 |
| Full Business Case submission (if required) | June 2024 |
| DfT review and approval | June – September 2024 |
| Construction Phase | October 2024 – March 2026 |
| Commencement of monitoring and evaluation Phase | April 2026 |

National Policy Context

The Prime Minister recently announced a review of Low Traffic Neighbourhoods (LTNs) and 20mph limits by the Department for Transport (DfT).

From an outside perspective, measures often utilised in LTNs may have been expected by some to form some of the measures within the SGHS schemes across East Lancashire.

However, from detailed local site visits, we do not expect to include any of the more restrictive measures such as modal filters, street closures and speed reduction that are more indicative of traditional interventions in LTNs, and which have prompted the national review. Improvements in the selected SGHS areas will be public realm driven and developed in collaboration with the local community. We would expect this approach to improve local amenity and the local environment to be welcomed by residents.

Appendices

Appendices 'A' to 'C' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

| Appendix | Title |
|--------------|---|
| Appendix 'A' | Levelling Up Fund Optioneering Process |
| Appendix 'B' | Safer, Greener Healthier Streets: Potential Interventions |
| Appendix 'C' | East Lancashire Levelling Up Proposals |

Consultations

A comprehensive Communications and Engagement Plan has also been developed. The Plan includes a comprehensive list of stakeholders including County and District Councillors, MPs, businesses, voluntary organisations, transport companies, community groups, residents, schools, and media.

Early resident engagement/co-design is a core component for the Safer Greener, Healthier Streets and Active Travel projects.



Implications:

This item has the following implications, as indicated:

Risk management

Financial

- Impact of inflation mitigated through the inclusion of significant contingencies and value engineering of final proposals.
- Requirements for statutory utility diversions/amendments mitigated through topographical surveys and statutory utility searches to provide an early warning and ongoing engagement with utility providers.
- Cost overruns will be mitigated through value engineering, phasing of works and/or identifying additional funding sources excluding County Council borrowing.
- Programme delays due to material and resource shortages mitigated by resource planning and advanced materials specification and ordering within the programme.

Legal

It is anticipated that objections will be mitigated through co-design with local communities. Whether any land acquisition or rights acquisition will be required is not known and Legal Services will advise on relevant elements of the Projects. Legal advice may raise challenges and risks.

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



Levelling Up Fund Optioneering Process

The proposed East Lancashire Levelling Up Fund package bid is the product of an extensive optioneering process. The key principle underpinning the option assessment is that potential improvements are driven by identified problems, prioritisation of places, strategic objectives defined by LUF, project specific objectives, stakeholder engagement and deliverability criteria. This ensures the need for investment can be clearly justified and evidenced, and the selection of the potential options are readily linked back to the need for investment.

As part of the optioneering process, a set of study objectives were defined in order to ensure that selected options address the issues identified during the development of the need for investment. The objectives developed for the study are:

- Support and encourage business and domestic investment, innovation, and growth.
- Benefit businesses and Lancashire's workforce with quick and reliable journey times to work, and for the movement of goods and services.
- Increase resident's travel horizons with fast, reliable, and affordable public transport.
- Connect home and places of work, training, education, services, and leisure by active travel.
- Reduce actual and perceived road safety risks towards zero.
- Improve people's health and well-being, sense of pride and connection with their community.

Overall optioneering process

In line with Transport Analysis Guidelines (TAG), a wide range of possible measures have been considered which cover sustainable modes and potential combinations of options. In accordance with the guidance and to undertake a thorough optioneering exercise, the process has been undertaken for the whole of Lancashire rather than focusing on East Lancashire alone. This has ensured that all options, including those geographically located outside of East Lancashire but with the potential to unlock improvements for the local population, have been considered holistically.

The optioneering process led to the development of the three project themes:

- East Lancashire Liveable Neighbourhoods.
- East Lancashire Public Transport Improvements.
- East Lancashire Active Travel Improvements.

Location indexing

Alongside the optioneering process, an index-based assessment was undertaken in order to validate the identification of in-need locations for investment and to ensure that the projects selected fall within LUF priority 1 locations.

The indexing tool ranked Lancashire's districts in order of where investment is needed based on key indicators such as Economic Deprivation, Skills and Productivity, Indices of Multiple Deprivation, journey times by car, accessibility by PT, walking and cycling facilities, percentage of physically active and obese individuals and access to outdoor spaces. These indicators were selected in accordance with the LUF guidance.

A summary of key reasons the four areas have been prioritised is presented below.

Pendle falls within the top five places within the county with high unemployment rates and it also houses the highest proportion of the county's population without a National Vocational Qualification (NVQ). Pendle is one of the districts with a low proportion of active adults. These factors, amongst others, contribute to there being several pockets of high deprivation across the district, including most notably in central Colne and Nelson.

Burnley is located directly south of Pendle. Burnley falls within the top five places within the county with high unemployment rates, as well as being one of the areas with the lowest business densities. Although not the lowest, Burnley district's population has a lower proportion of qualifications than many other areas of the county. Burnley is one of the districts with a low proportion of active adults. There are several pockets of high deprivation across the district, including in Burnley town centre.

Hyndburn, home to Accrington, has high unemployment rates and low business densities. Hyndburn shows low percentages of active adults compared to the rest of the districts. There are several pockets of high deprivation across the district, including within Accrington.

Rosendale has high unemployment rates and low business densities, contributing to the number of areas within the district that fall within the most deprived decile for indices of multiple deprivation. Pockets of deprivation are found within Rawtenstall.

Levelling Up

EAST LANCASHIRE



Safer, Greener and Healthier Streets

Potential interventions – October 2023



Working with you to improve travel choices in your local area to deliver:

- Safer, Greener and Healthier Streets
- Walking and cycling routes
- Public transport improvements



Appendix 1 Potential Interventions

Introduction

As part of the Levelling Up Fund bid process for East Lancashire, a toolkit was prepared as part of the delivery guidance for developing the Safer Greener and Healthier Streets element. The toolkit includes a list of potential interventions that can be introduced. These are grouped either as public realm interventions or speed management interventions. This example in Brierfield is a good example of both public realm and speed management aspects integrated to deliver successful schemes.



Sackville Street, Brierfield

The following interventions included within the toolkit do not necessarily require new road or point closures or modal filters to be effective and contribute towards East Lancashire LUF objectives.

Public Realm Interventions

Public realm infrastructure includes the following:

Tree planting

Trees make an essential contribution to the character and quality of urban environments, creating distinct identities for neighbourhoods, streets, roads and parks. They can also reduce the impacts of climate change. They work very hard across our towns and cities providing shelter and shade and habitat for wildlife. They cool the air and capture carbon as well as harmful airborne pollutants, they exude oxygen and can reduce noise from the street network and are a vital component of attractive places. In addition, street trees can provide benefits for drainage when integrated with sustainable drainage systems (SuDS). SuDS allow rainwater to soak into the ground in a way that mimics natural drainage (unlike hard roads and pavements), releasing water gradually to help prevent flooding and improving water quality by filtering-out pollutants.



Planting

Planting can be designed into streets through street trees, verges, living green walls and planting areas. These elements are not only visually attractive but can be developed as a sustainable drainage system (SuDS) that help to control surface water close to where it falls, mitigating the risk of flooding elsewhere whilst also delivering multiply benefits for biodiversity, water quality and amenity.

Green spaces and planting are essential for health and wellbeing, for biodiversity, shading and cooling, noise mitigation, air quality and mitigating flood risk as well as contributing to tackling the climate emergency. It is also central to the creation of beautiful places, enhancing walking and cycling routes and establishing or maintaining a strong sense of place.



Pocket parks

At the neighbourhood level pocket parks can include formal squares and village greens or smaller areas of informal green open space. They can also comprise residential communal gardens, allotments and food growing (community gardens, orchards, and urban farms) as well as green walking and cycling corridors such as canals, rivers, roadside verges, and dismantled railway lines.

High-quality green open spaces play a distinctive role for nature, leisure, and quality of life. Access to these open spaces is important for the health and well-being of local citizens and can deliver wider benefits for biodiversity and support efforts to address climate change. Specifically, open spaces when part of an accessible network of multi-functional green space, enable and support healthy lifestyles (encourage walking / wheeling and cycling) and promote social interaction.



Seating

Connected street networks form the basis of most of our beautiful and well-used places, which include a mix of uses that support everyday activities to help us live, work and play. A fundamental part of this is street furniture which helps to support a wide variety of activities and encourages social interaction, promoting health, well-being, and social inclusion.

All streets and spaces provide potential places for formal and informal activities such as resting, meeting and playing, and seating is an important element. Different types of seating at regular points along and within these places allows for inclusive and generational accessibility, which encourages use. Seating can be formal, such as benches, with and without backs and arms rests and of different heights, as well as informal such as walls and play equipment. Seating can also provide opportunities for innovative design that can help lift the visual appearance of an area.



Cycle racks and shelters

Street improvement schemes can enable and support healthy lifestyles through the provision of facilities that promote cycling. Accessible, well-designed, secure, high-quality and attractive cycle parking in close proximity to homes and businesses for occupants and visitors can encourage cycle use.

Visitor cycle parking is best provided as cycle racks (which can be in a shelter depending on location) in the public realm, prominently located, overlooked and well maintained. Cycle parking for residents is most used when it is secure and covered. For residential terraced housing streets, it is possible to provide communal bike hangars/ pods accommodating up to 10 cycles using a single car parking bay.



Wider footways

Patterns of movement on our streets are integral to the design of schemes to improve the street scene. Understanding these patterns can enable better design to achieve inclusive, safe, accessible and high-quality places, which promote health and well-being. Adequate footway widths are a fundamental part of this, allowing for free-flowing movement to accommodate the needs of all citizens while considering the placement of seating, planting and other street furniture that improve the sense of place.



Wider footways can have a profound visual and psychological impact on a street scene, reinforcing the balance between vehicular and pedestrian or cycle priority. They can also help promote social interaction and allowing more comfortable passage for pedestrians within and between neighbourhoods. They also help to provide attractive, clear and legible pedestrian public space.

Quality materials – including surfacing

Good quality materials can enhance the street scene by creating attractive, welcoming, and distinctive places, which helps to establish and/or maintain a strong sense of place. The consideration of materials used can affect how well a place functions and is maintained over time.

The appropriate choice of quality materials will consider and enhance the existing character of the area or can enable the development of new character. This includes creating a consistent pallet of materials for streets to improve the overall quality of the area and facilitate and encourage walking and cycling. This will help to create places that are attractive, safe, inclusive, and accessible to all.



Speed management interventions

Traffic calming solutions include the following:

Pedestrian refuges (islands)

A pedestrian refuge is a waiting area, or island, between two traffic lanes that splits crossing into multiple stages, reducing the distance crossed in one go. Refuges can be used on a range of streets to narrow the road or create a chicane, and they give an indication of pedestrian presence to encourage slower traffic speeds.

The reduced crossing distance allows people to focus on traffic from one direction at a time, and can make crossing a road easier and safer for more vulnerable pedestrians.



Speed humps and tables

Speed tables and humps are one of the most effective forms of traffic calming, and can significantly reduce traffic speeds on a road, particularly when that road has relatively high traffic speeds before installation. Speed tables and humps are also a flexible form of speed management and can be adapted to most street types.

Speed tables and humps can be flat-topped to accommodate a pedestrian crossing that is level with the footway, enabling access for all. Research undertaken on behalf of the Department for Transport shows that vehicles are more likely to allow pedestrians to cross at speed tables, even if a formal pedestrian crossing is not present.

Road narrowing

Footway build outs take space from the road to provide more space for pedestrian movement. They are of varying lengths and can be used to realign a road to create chicanes. Footway build outs and chicanes create a narrowing in the road, while maintaining two-way traffic, which encourages drivers to travel at slower speeds. Some chicanes slow vehicles by narrowing a two-way road to a single lane with one traffic lane having priority over the other, which can include cycle lanes that allow people on bikes to bypass the chicane, reducing the conflict with other road users.

Pedestrian crossings can be incorporated within footway build outs and chicanes to reduce the width of road for pedestrians to cross. In addition to reducing traffic speeds, chicanes and in particular footway build outs can provide space to increase accessibility for bus stops and also give the opportunity to formalise on street parking and provide space for cycle parking, seating and planting.



Lighting

Creating well lit safe routes provide a sense of security and ensure that places are inclusive, accessible and legible. Street lighting is essential to help to reduce the incidence and the fear of crime, and helps to connect our networks, ensuring that they are safe to use at all times of day and throughout the year.

The provision of good quality street lighting must consider appropriate and unobtrusive lighting levels to meet the anticipated levels of human activity, including considerations for potential times for street lighting to be switched off. Lighting can help to provide a clear purpose for streets, providing appropriate levels dependent upon levels of use, types of place and street character. Lighting can also enhance the local sense of place, through the illumination of features or local landmarks.



Managing traffic speeds is beneficial to improve safety, reduce pollution and noise, and to improve pedestrian / cyclist journey times, all of which contribute towards making streets safer places that people want to spend time in and easier to move and travel around in. Managing the speed of vehicles on our streets also allows communities to become more connected as it reduces severance.



Pedestrian priority

A key goal of SGHS is to enhance the attractiveness of walking / wheeling and cycling for short journeys. Pedestrian and cycle priority measures are therefore important components in designing successful safer, greener and healthier streets and should be placed along routes where the demand from people who walk / wheel and cycle is highest, known as desire lines.

Side Road treatments

Side road treatments are usually characterised by a raised (kerb-level) section of roadway (such as a speed hump or table). They are designed to slow vehicles down, and can be enhanced with tactile paving, tightened corners, and alternative materials to make crossing side roads more accessible for people walking / wheeling and cycling.



Improving side road crossings will support the attractiveness of walking / wheeling and cycling for shorter journeys, helping to achieve decarbonisation and physical activity goals, particularly when they are linked into the existing pedestrian and cycle network. They make streets feel safer and more accessible for all users and can enhance the sense of community as more people access local facilities by walking / wheeling or cycling.

Courtesy crossings

Courtesy crossings, also known as Copenhagen crossings or blended crossings, are crossings at side roads that are characterised by continuous footways or cycleways that give priority to people who walk / wheel or cycle. They are visually very different to traditional road junctions and are designed to slow vehicles down when entering or exiting side roads, encouraging those who drive to give way to pedestrians crossing the road. This also means that people who walk / wheel or cycle do not necessarily need to stop before crossing the side road, as they have priority over vehicles in accordance with the new highway code.



These types of crossings can support the attractiveness of walking / wheeling and cycling for shorter journeys, helping to achieve decarbonisation and physical activity goals, particularly when they are linked into the existing pedestrian and cycle network. They make streets feel safer and more accessible for all users and shift the balance of provision, convenience and priority towards walking / wheeling and cycling, helping to enhance the sense of community.

Zebra / parallel crossings

Zebra crossings, marked by black and white painted stripes on the road and flashing amber beacons, give priority to pedestrians waiting at the crossing. Parallel crossings, consisting of a zebra crossing and a parallel cycleway, give priority to both pedestrians and cyclists crossing the road. Signal-controlled crossings include pelican (pedestrian only) and toucan (pedestrian and cycle) crossings, and are characterised by their traffic signals for motorists and their red and green signals for pedestrians and cyclists.



These types of crossing support the attractiveness of walking / wheeling and cycling for shorter journeys, helping to achieve decarbonisation and physical activity goals, particularly when they are installed on pedestrian and cycle desire lines and linked into the existing pedestrian and cycle network. They make streets feel safer and more accessible for vulnerable users, and the presence of more pedestrians and cyclists moving in and around a neighbourhood enhances the sense of community.



Mobility inclusivity

All our neighbourhoods should be inclusive and safe places which enable and support healthy lifestyles, especially where this addresses local health, social and cultural well-being needs. The provision of safe and accessible layouts encourage walking and cycling for all members of society, providing access to all modes of transport as well as local services and green spaces.

An inclusive street benefits the whole community. This includes creating safe, defined pedestrian and cycle routes, sufficient footway widths, considering the placement of street furniture and the frequency and type of crossing points, providing detectable kerbs, tactile paving, seating, and high colour tonal contrast for materials.



East Lancashire Levelling Up Schemes

| District | Safer, Greener, Healthier Streets | Active Travel Routes | Public Transport |
|------------------|--|--|---|
| Burnley | <p>Area East of Barden Lane</p> <p>South of Burnley Hospital to Heasandford School</p> | <p>Westway: Gannow Tunnel, along Westway curtailing the route at the Westway/Westgate/Trafalgar Street junction</p> <p>Burnley Manchester Road Station to Burnley Bus Station</p> | <p>Intelligent Bus Priority at Burnley, Rose Grove and Reedley</p> <p>Real Time Passenger Information at Burnley, Duke Bar, Hapton, Lowerhouse, Padiham, Pike Hill, Queensgate, Reedley, Rose Grove and Towneley.</p> <p>Mobility Hubs at Burnley Manchester Road Station and Burnley Bus Station</p> |
| Hyndburn | <p>Countess Street (Accrington)</p> <p>Woodnook (Accrington)</p> | <p>The proposed active travel route will link the Hyndburn Greenway, Accrington Railway Station, and the town centre to the south-east with the canal towpath and routes towards Rishton to the north-west.</p> | <p>Intelligent Bus Priority at Accrington, Church, Rishton and Clayton-le-Moors.</p> <p>Realtime Passenger Information at Belthorn, Rishton, Huncoat, Clayton-le-Moors and Altham.</p> <p>Accessibility improvements at Accrington Railway Station</p> |
| Rosendale | <p>Hall Carr Estate (Rawtenstall)</p> | <p>Rawtenstall Gyratory to New Hall Hey Retail Park; this will link the centre of Rawtenstall and compliment the works to remodel the gyratory.</p> <p>Bank Street, Rawtenstall; this scheme aims to make active modes more appealing by improving the public realm.</p> | <p>Realtime Passenger Information at Helmshore, Edenfield, Wood Top, Crawshawbooth, Water Street, Sagar Holme, Waterfoot, Bacup, Britannia, Shawforth, Whitworth and Broadley.</p> <p>Mobility Hub at Rawtenstall Bus Station</p> |

| District | Safer, Greener, Healthier Streets | Active Travel Routes | Public Transport |
|---------------|---|--|--|
| Pendle | <p>Lord Street Primary School (Colne)</p> <p>Nelson Walverden & Marsden Community Primary School Areas (Nelson)</p> <p>East of the A682 Burnley Road, including Pendle Academy Primary (Brierfield)</p> | <p>Accessible Nelson section 7</p> <p>Lowther Street to Victoria Park. This route will link into Manchester Road at Section 7 of the Accessible Nelson scheme above and work its way through Whitefield to the canal bridge, and then on to Carr Road and to a new crossing to help join up the new route linking Barrowford/Nelson & Colne College and Lomeshaye Industrial Estate through Victoria Park.</p> | <p>Intelligent Bus Priority is proposed for five locations across Colne and Nelson. To progress this, work is currently underway to review traffic signal sites to determine what improvements are needed.</p> <p>Realtime Passenger Information at Brierfield, Nelson, White Walls, Colne, Lidgett, Trawden, Laneshaw Bridge, Foulridge, Earby, Kelbrook, Salterforth and Barnoldswick.</p> |

Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Tuesday, 5 December 2023

Electoral Division affected:
N/A;

Corporate Priorities:
N/A;

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

Contact for further information:
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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:

- (i) Note the Work Programme for 2023/24, including progress relating to the committee's recommendations.
- (ii) Consider and comment as appropriate on the Cabinet Member for Highways and Transport's formal response to the committee's recommendations on road closures as set out at in the work programme at Appendix 'A' to the report.
- (iii) Consider the recommendation from the Community, Cultural, and Corporate Services Scrutiny Committee as set out in the report and determine whether to submit a request to the Scrutiny Management Board to add this matter to the committee's work programme for 2023/24 and if so, to agree the appropriate scrutiny method.

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.

A record of all recommendations agreed at committee meetings is included in the work programme, which has been updated following the last meeting to allow members to review progress outcomes and any further review required. The Local Government Act 2000 sets out that, where a scrutiny committee makes recommendations for the Executive (the Cabinet or relevant Cabinet Member) to consider, a response should be provided within two months.

Since the last meeting, the Cabinet Member for Highways and Transport, has provided a formal written response to the committee's recommendations on the road closures which were made at its meeting held on 21 September 2023. The response is set out at Appendix 'A' under the recommendations progress table. The committee is asked to consider and comment as appropriate on the response. The committee may also wish to set a timescale to receive an update from the Cabinet Member on progress with implementing agreed actions.

Recommendation from the Community, Cultural, and Corporate Services Scrutiny Committee

The Community, Cultural, and Corporate Services Scrutiny Committee meeting held on Thursday, 9th November 2023 considered a report on Strategy and Performance: Data and Analytics. At that meeting the following resolution was made:

"Request the Environment, Economic Growth and Transport Scrutiny Committee to consider reviewing the Traffic Asset Management Plan (TAMP), taking into consideration if it is working effectively and to what extent the data is demonstrating the need to address highway issues."

The committee is asked to determine whether or not to submit a request to the Scrutiny Management Board to add this matter to the committee's work programme for 2023/24 and if so, the preferred method of scrutiny e.g. committee or briefing note or other method. The Scrutiny Management Board is next scheduled to meet on Tuesday 16 January 2024.

Appendices

Appendix 'A' is attached to this report. For clarification they are 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:

Risk management

This report has no significant risk implications.

**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



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](#) (Part 2 Article 5).

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 [Appendix A – Scheme of Delegation to Cabinet Members](#) to 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 | Strategic approach to decarbonising county council assets and operations Carbon Capture through Nature |
| 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 | CC A Riggott and CC R Swarbrick | CC S Turner |

Enabling Net Zero Infrastructure – National Grid (further consideration required – see resolution from 31 October 2023 meeting)

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</p> |

| | | | | |
|--|---|-----------------------------------|--|--|
| | | | | <p>Streets app. In addition the team has been 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. Recommendations passed to the Cabinet Member for Environment and Climate Change on 2 November 2023. |
| | 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 requested on 2 November 2023. |
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