

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





Lancashire Economic Recovery & Growth Fund

Programme update & Aerospace
Watchtower case study

March 2024

LERG Summary

- **Funding background**
 - Economic impacts of Covid-19
 - 'Re-defining Lancashire : Our Approach to Recovery'
 - Fund as part of range of interventions to support a recovery
- **LERG programme**
 - £12.8m
 - Focus on town centres, visitor economy & manufacturing
- **Governance**
 - Programme management approach
 - Reporting to Major Development Sites Group & Board
- **Additional LLUIF element**
 - £5m
 - Separate to LERG
 - To support next phase of economic development activity



Programme Success

- Strong LCC/District liaison to identify priorities
- Significant project funding allocations made to date
- Around 25 projects supported throughout the County
- Leverage of major public sector investment
- Local benefits already realised
- Further benefits to be realised through facilitatory activity
- Strong policy alignment to future major development activity



Manufacturing Support

LCC Apprenticeship scheme

- Over 100 grants issued to date, c75 grants to manufacturers
- Spread of benefits throughout the county
- Affordable route for employment for small businesses
- Levered in Government skills funding



Take on an Apprentice

Apprenticeships help bring valuable skills into your business and we can guide you through the process of taking on an Apprentice. We can help you to identify the most appropriate apprenticeship delivery partner and calculate what funding could be available towards your apprentice training costs. We can provide you with a wraparound service encompassing all aspects of hiring an apprentice.

[See All Pledges](#)

Town Centre improvements

- Rawtenstall Town Centre Square
 - Town Square improvement
 - Expansion proposed through Government funding
- Ormskirk Eastern Gateway
 - St Helens Rd/Ruff Lane/Moor St improvements
 - Bus station improvements
 - To reverse decline in footfall
 - Facilitate future development activity

New Ormskirk Bus Station



Rawtenstall Town Centre



Town Centre improvements

- Accrington Town Centre
 - Refurbishment of three key town centre buildings
 - Office/commercial/retail/arts uses
 - New public realm
- Preston Illuminate & Integrate public realm
 - To link Animate cinema scheme to bus station
 - Improved lighting to the Harris Quarter

Accrington Town Centre



Preston Illuminate & Integrate



Education Facilitating wider regeneration

- UCLan Burnley Campus
 - Delivery of town centre masterplan
 - 3,336 sq m of education facilities
 - 4,670 learners over 10 years
 - 4,200 qualifiers over 10 years
 - £50.71m in GVA



UCLan Burnley Campus



Employment & Business Space

- **Project Neptune, Fleetwood**
 - 3,865 sq m new floorspace
 - £4.6m private sector leverage
 - Safeguard 86 jobs/ create 78 jobs
 - 11 businesses supported
 - Remediated 5.3 acres of land
 - Unlocked 30 houses
- **Rawtenstall Bus Station units**
 - 265 sq m commercial floorspace improved
 - 27 jobs created
 - £50,000 private sector leverage



Visitor Economy

- Morecambe Baylight
 - 2 year, 3 day festival
 - Over 40,000 visitors
 - Estimated £1.5m+ local spend
 - Local benefits over the winter season



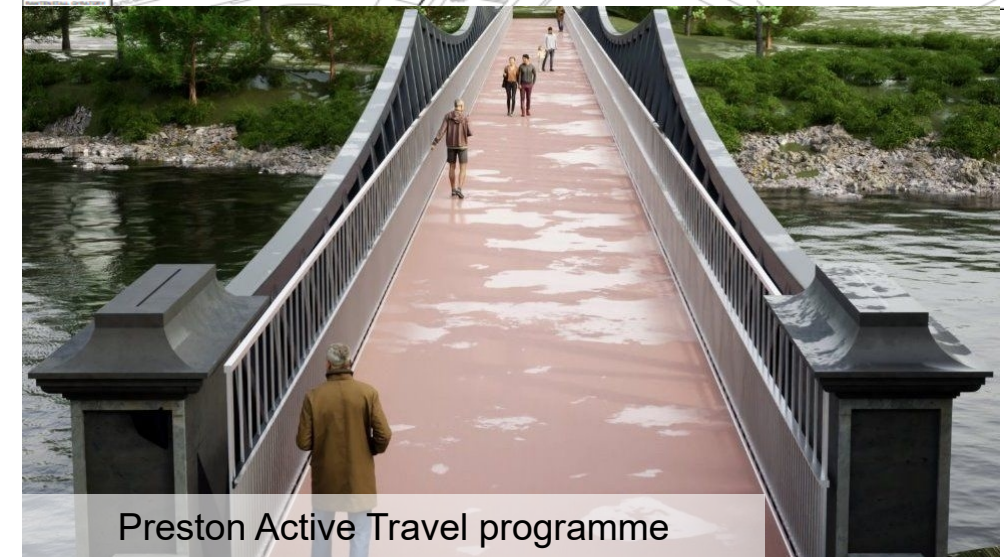
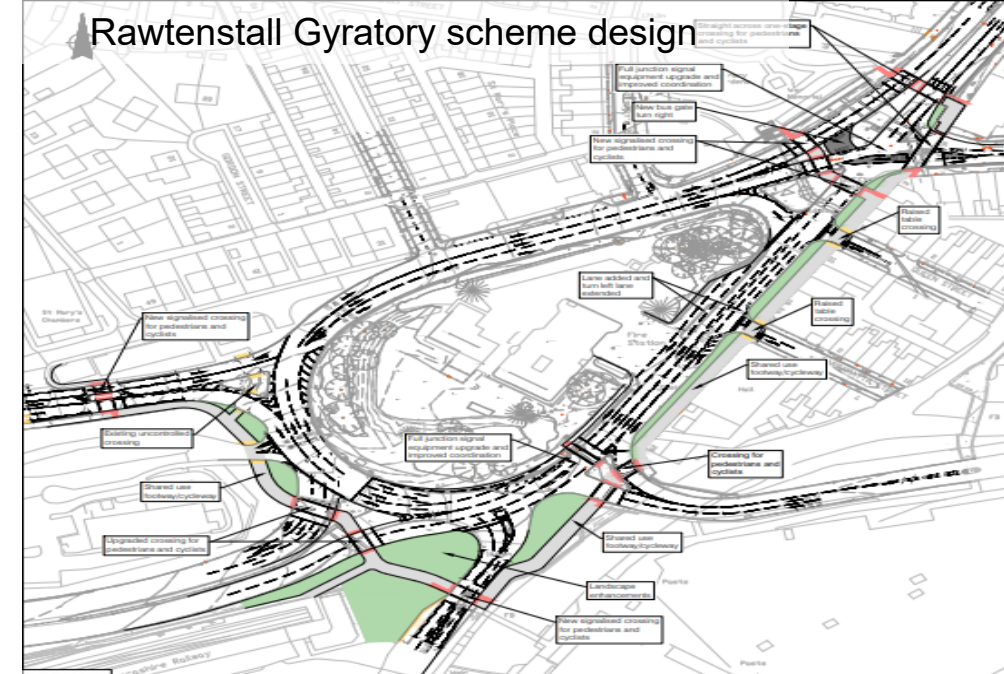
Sector Development – Rural Recovery

- Range of business support measures
 - Sustainable/green tourism support
 - Digital skills support
 - Food & Drink cluster support
 - Business development grants
- Programme has helped 130 businesses
 - Average growth of 101 customers each
- Other benefits include;
 - greater business confidence
 - businesses becoming more sustainable
 - significant peer support benefits



Transport & Infrastructure

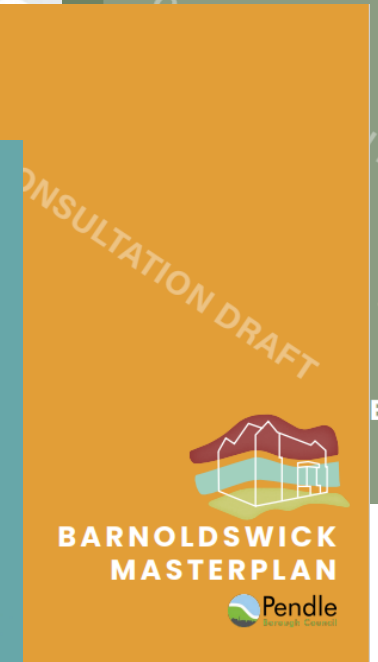
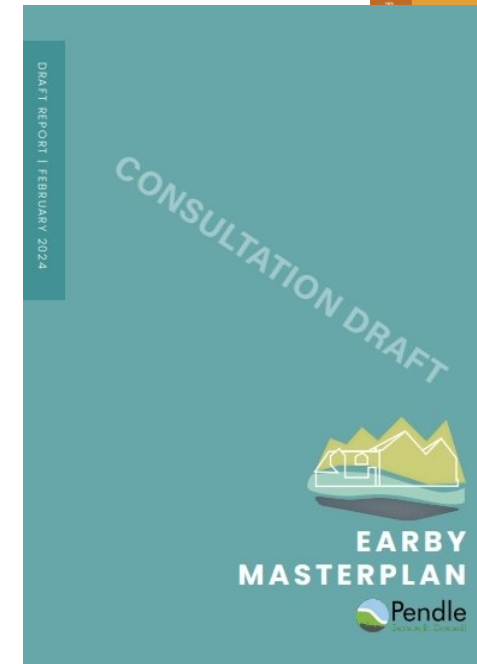
- Leeds – Liverpool Canal Towpath in Hyndburn
- Rawtenstall Gyratory feasibility/capital
- Rawtenstall Restoring Your Railway study
- Preston LUF Active Travel incl. Tram Bridge
 - Supports sustainable access & movement
 - Provides links to employment centres
 - Encourages health & wellbeing



Preston Active Travel programme

Feasibility studies & masterplans

- Town Centre
 - St Annes, Pendle Towns, Skelmersdale
- Employment site
 - Heysham Gateway site, Altham & Whitebirk
- Facilitates delivery/investment models



Skelmersdale Town Centre Regeneration Gets £285k Boost

March 24, 2021

Next steps

- Final project allocations to be made
- Continuing support for development strategies
- Ongoing monitoring & evaluation
- Lessons learnt log



The Lancashire AEM Watchtower

Supporting the Advanced
Engineering and Manufacturing
(AEM) sector to recover and
grow during Covid-19

June 2020

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The Need - Understanding the Risks

- The temporary collapse in demand for AEM (Advanced Engineering & Manufacturing) products as a result of Covid-19 Lock-Downs, has resulted in the collapse of travel, activity & energy demand impacting the aerospace, automotive & power markets and supply chains. In turn, significant numbers of high value added jobs have been furloughed and potentially lost.
- There is the existential risk to capacity and skills, irreplaceably lost to the wealth generating capability of the region
- There is a need for those companies that have a future in Lancashire, to be :-
 - competitive and innovative to thrive in a market which will have excess manufacturing capacity and suffer external protectionism in the supply chain
 - financially sound to positively participate in any restructuring of the sector to Lancashire's advantage
- To protect Lancashire's interests, the Lancashire LEP needs to be supported with Insight & Coordinated Activity for Recovery & Growth

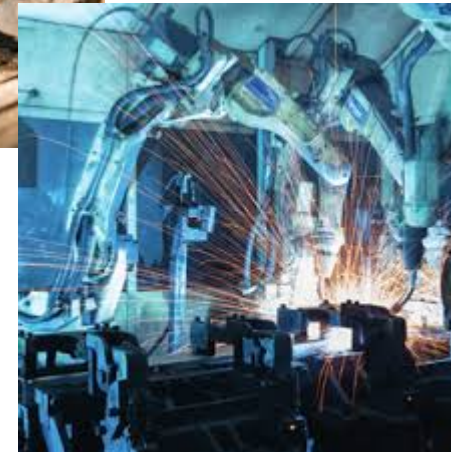
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The Objective

To generate a Lancashire centric proposal to provide a response to economic recovery and growth during the COVID-19 crisis. The scope of this will centre on the **Advanced Engineering and Manufacturing sector**, with a particular focus on the aerospace (civil & defence) sector.



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www.aerospace.co.uk

Looking - Out

The Lancashire AEM Watchtower is a programme designed to extensively “look out” for;

- The companies that are strategically important to the region.
- The companies that are strategically important to AEM supply chains.
- The companies with a shared ambition and future opportunity to grow in Lancashire

The Lancashire AEM Watchtower will develop a dashboard of the status of the health of the companies identified above in all of the key AEM Sectors during the Coronavirus crisis.

The Watchtower will have access to a range of financial tools (including credit and risk scoring along with a whole range of relationship driven inputs & stakeholder views that can help to provide a picture of the health of the key Lancashire AEM Companies.

The Watchtower will use a “Cluster of Clusters” approach to leverage the strong personal relationships that already exist with the senior leadership teams and key decision makers in those strategically important Lancashire AEM companies.

The Watchtower will look to develop long-term relationships with stakeholders in targeted national and international markets in order to identify, develop and win new business opportunities for Lancashire AEM Sectors.

The Lancashire AEM Watchtower



Lancashire AEM Sectors

- Aerospace and Defence
- Automotive
- Power and Energy
- Materials
- Food and Drink

Directing - In

The Lancashire AEM Watchtower will identify those organisation that need and will most benefit from tailored coordinated business support interventions across the different phases of the Coronavirus crisis;

- Response Phase
- Stabilise Phase
- Recovery Phase
- Growth Phase

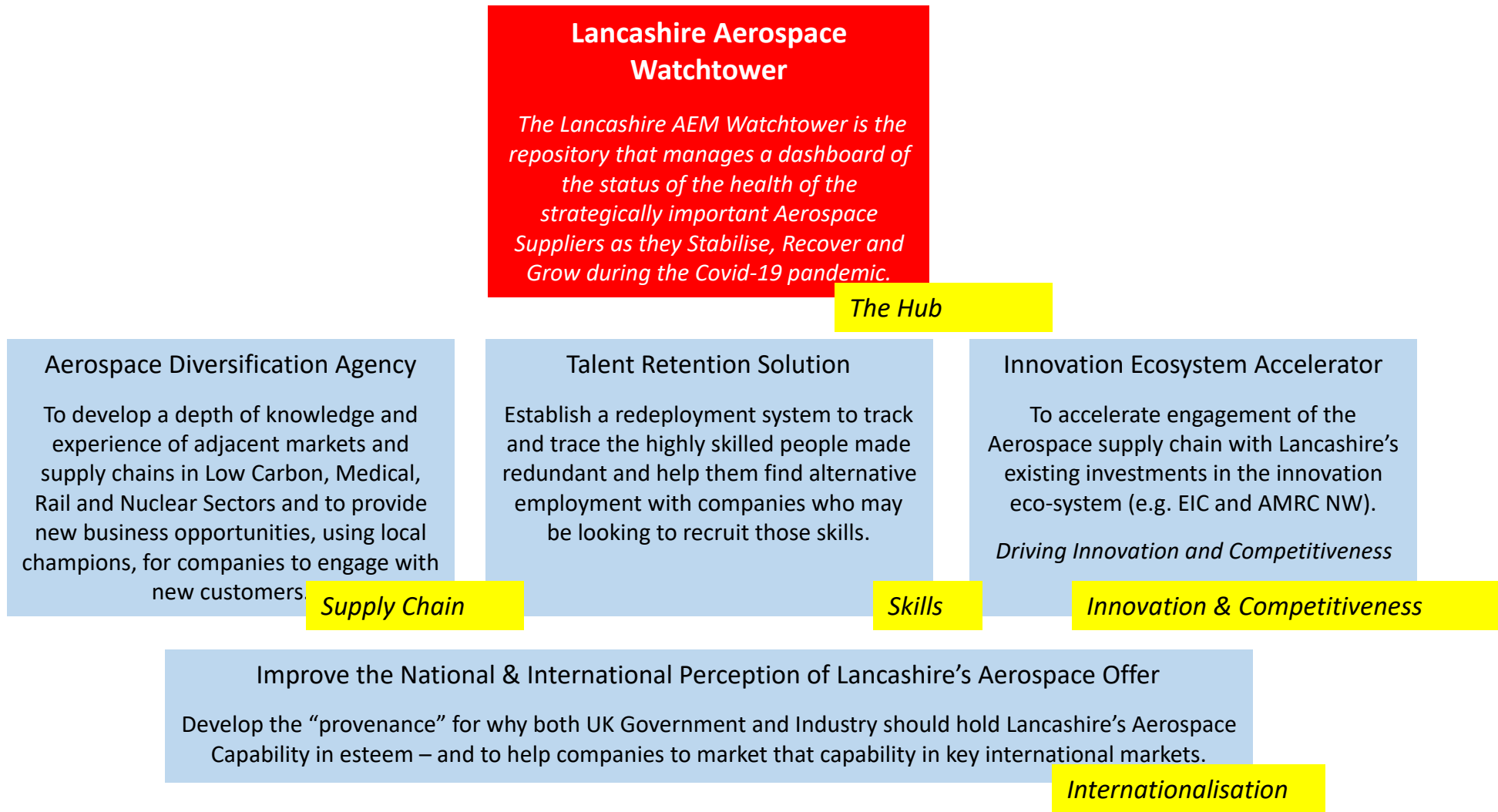
The Watchtower will work with the existing business support services (such as Boost Lancashire) and the Lancashire innovation ecosystem (such as the EIC and AMRC North West) to help engage companies with the right support at the right phase of the crisis.

The Watchtower programme will foster new levels of collaboration between Lancashire’s Cluster organisations themselves but also across the business support providers. There is an opportunity for the Watchtower programme to be the glue that joins Lancashire’s key AEM companies with our existing business support services and innovation infrastructure so much more effectively and for a relatively small investment.

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Lancashire AEM Watchtower Programme

December 2023 Review Month 25



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Business







- 92 companies engaged in the Watchtower programme
- 35 companies receiving detailed diversification support
- 32 companies receiving innovation support
- 80+ referrals into other business support programmes

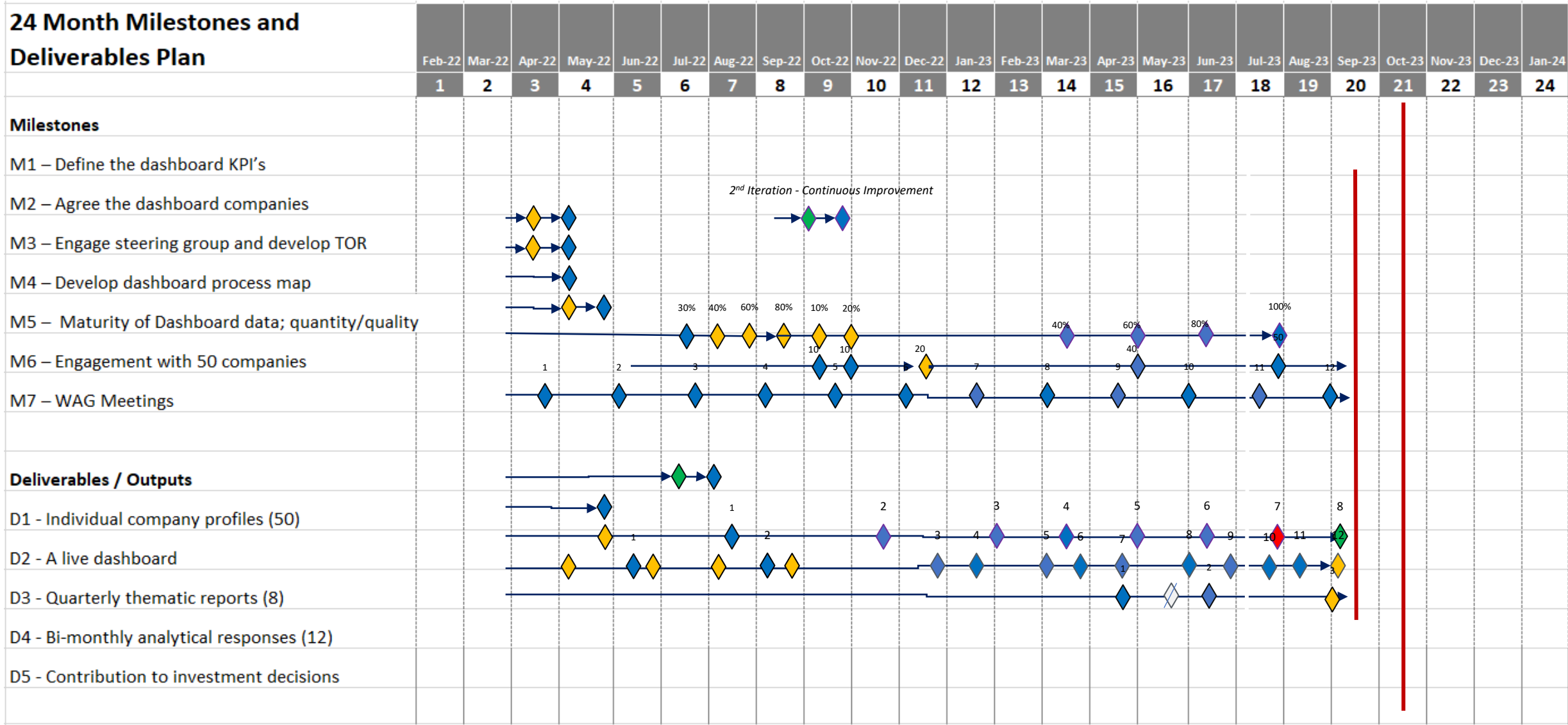
Skills and Employment

- 50 businesses engaged in employment support
- 138 at risk individuals engaged
- 51 individuals placed into employment

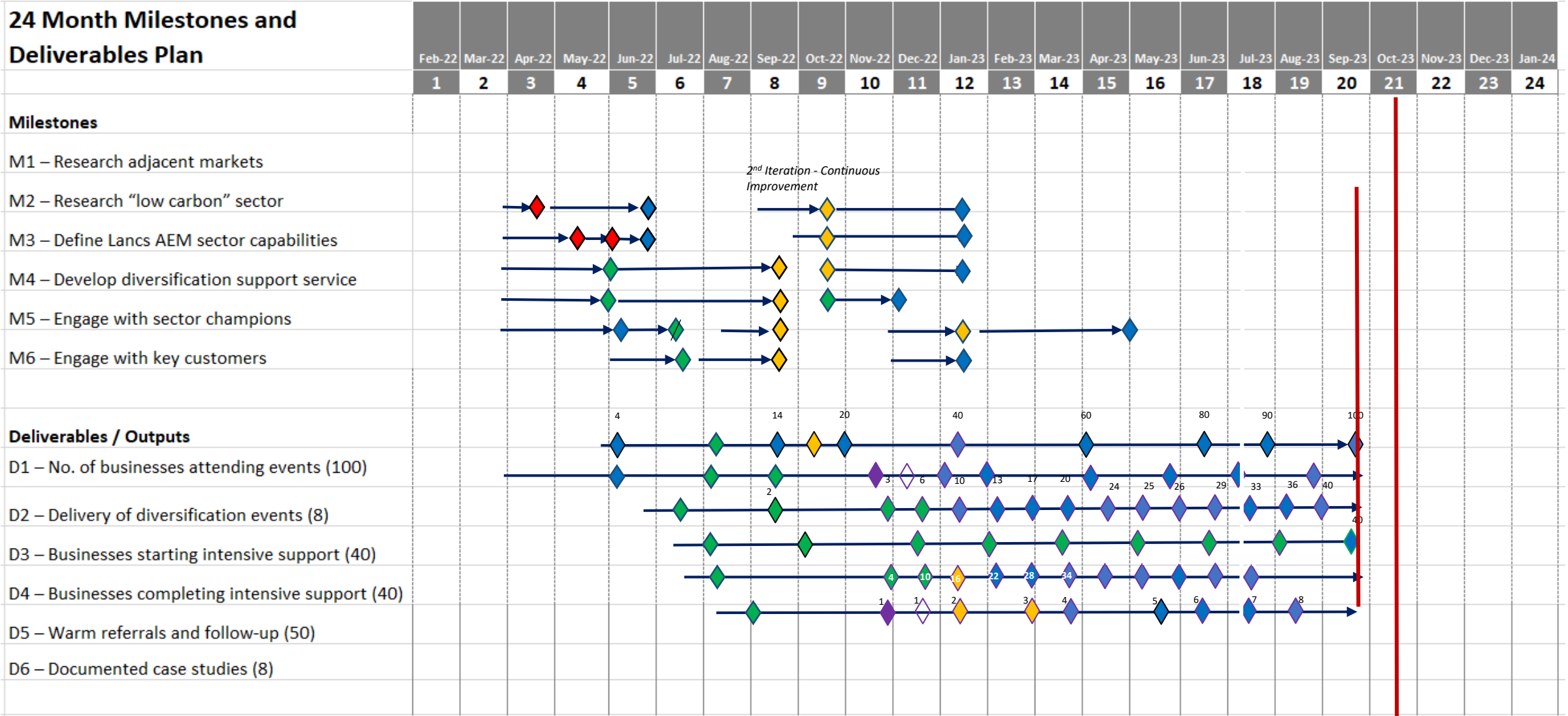
Sector Analysis and Intelligence

- Lancashire AEM Dashboard covering 50 companies completed
- 6 Thematic Reports covering growth sector opportunities (2 more to be completed):
 - The Space Economy
 - International Trade
 - Additive Manufacturing
 - Low Carbon
 - Environment Social Governance (ESG)
- 12 businesses engaged in a Growth Accelerator Programme
- 5 Lancashire Primes/OEMs collaborating in a cross sector Hi Integrity Advanced Materials Project
- 11 Analytical Reports covering latest Aerospace/AEM industry trends produced
- Farnborough International Air Show

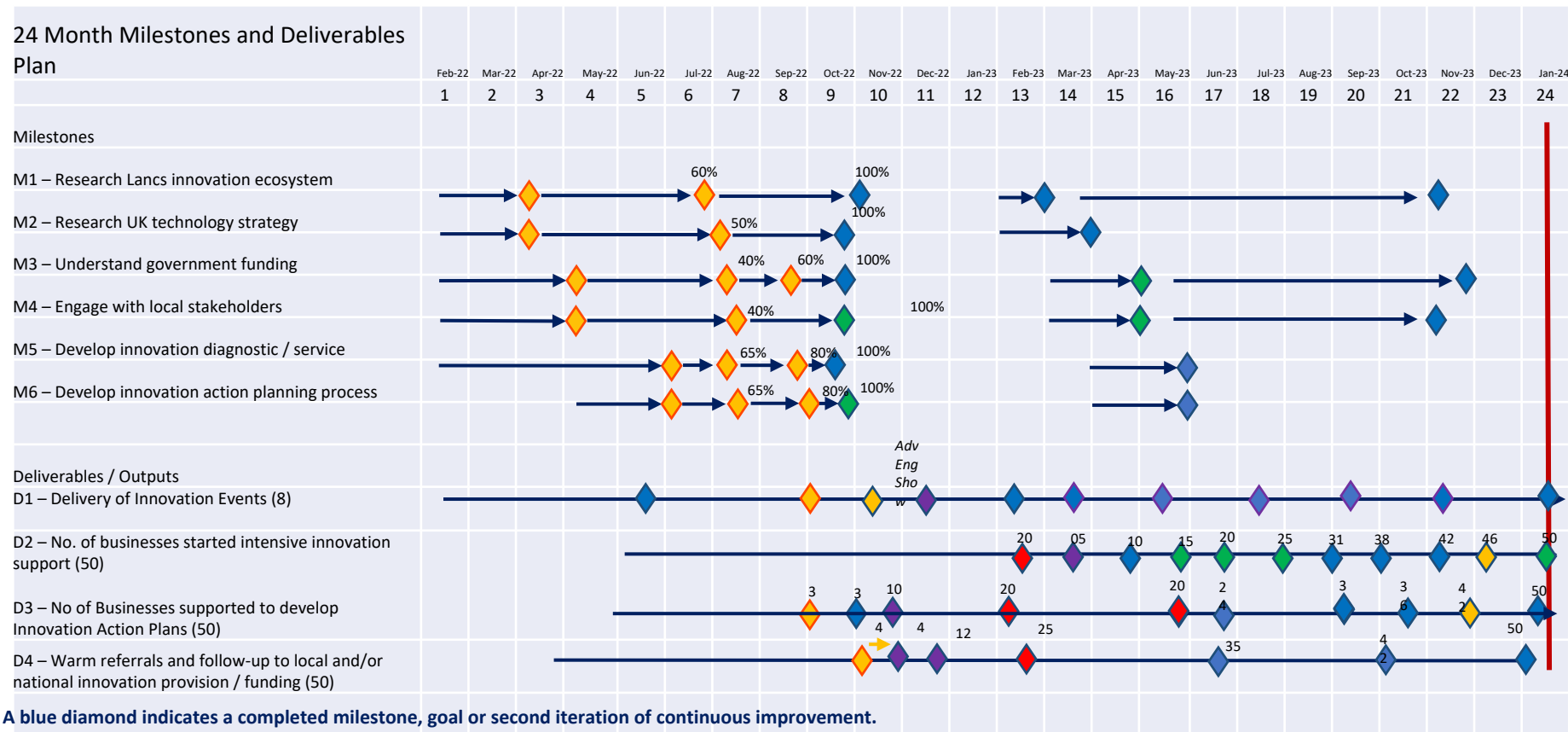
-  A blue diamond indicates that the Milestone or deliverable completed
-  A green diamond indicates a Milestone or deliverable progressing to plan
-  An amber diamond indicates that the Milestone or deliverable is delayed, but recoverable within 1 month
-  A red diamond indicates that the Milestone or deliverable is delayed and will take over 1 month to be recovered
-  A purple diamond indicates a Milestone or deliverable being queried for realignment through project active learning for continuous improvement
-  A purple outline diamond indicates proposed new placement of Milestone or deliverable for continuous improvement of project design and delivery.

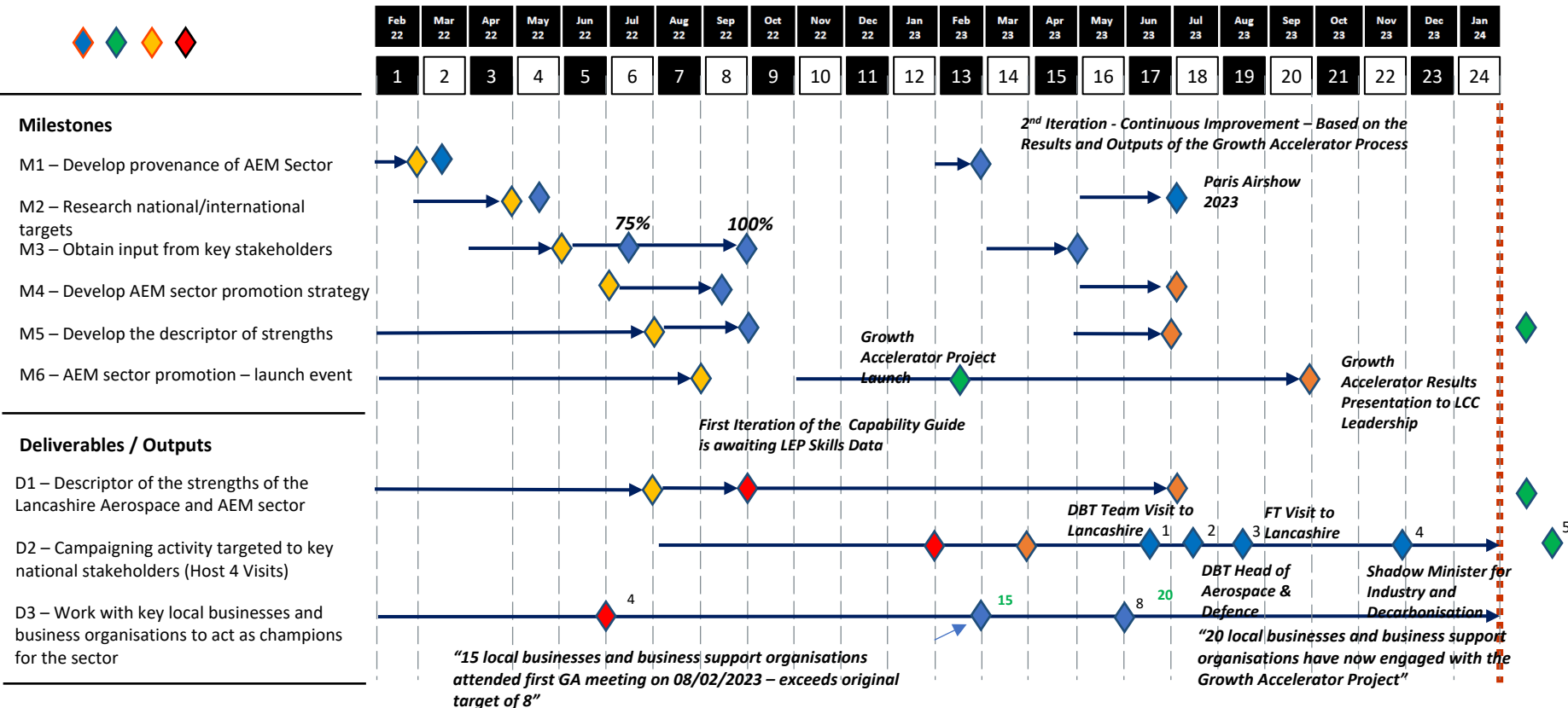


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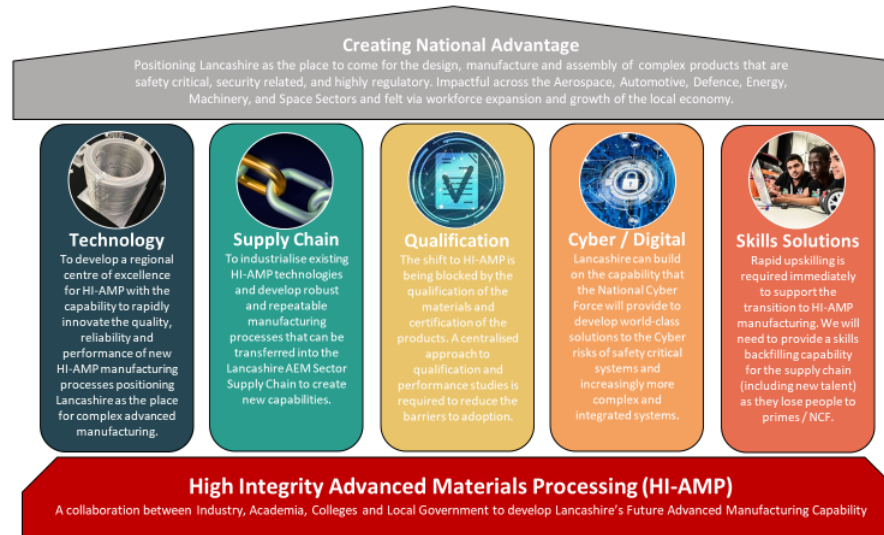


The Growth Accelerator Project Team



Watchtower 2

- Innovation
- Diversification
- Cyber and Digital
- Intelligence and sector Leadership





Environment, Economic Growth and Transport Scrutiny Committee

11 March 2024

Value for Money - Potholes

John Davies, Head of Highways



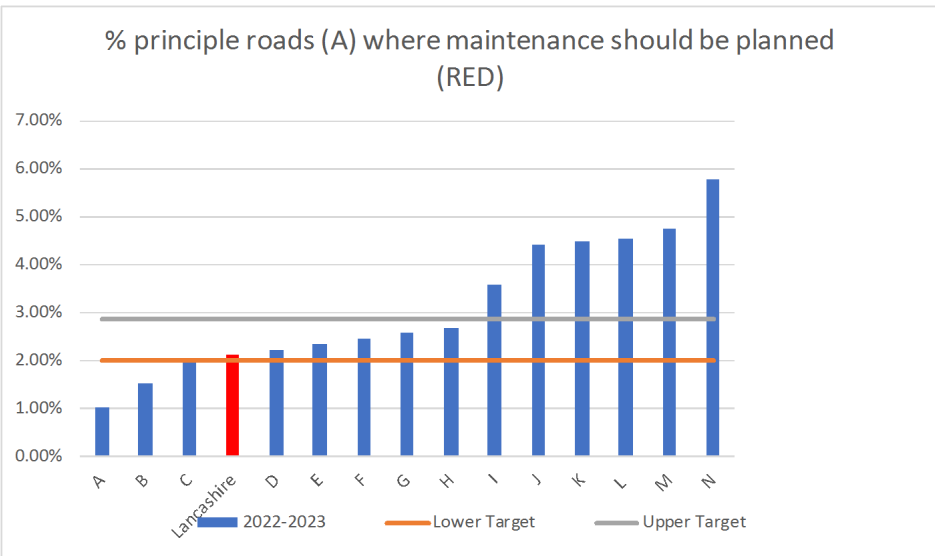
TAMP Approach:

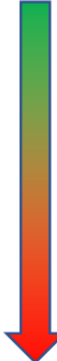
- Away from Worst First to Preventative condition lead
- Aligns with DfT Self-Assessment approach and risk based 'Well Managed Highways: Code of Practice'

- **Phase1:** 2015-2020: Get ABC roads in good condition: Achieved.
- Improve footways – less money than expected
- **Phase2:** 2020-2025: Improve Urban and Rural Unclassified Roads, manage SL column replacements
- **Phase 3:** Improve Bridges and Structures


% RED & AMBER	March 2014	March 2023
A roads	30.70%	18.50%
B Roads	47.50%	25.20%
C roads	54.50%	31.70%

Programme 24/25	DfT Highway Maintenance Grant Award: £28.811million
ABC	£3,416,645
Rural Unclassified	£1,007,120
Urban Unclassified	£6,465,100
Footways	£500,000
Moss Roads	£822,135
Localised Deterioration Fund	£2,800,000
Preventative Find and Fix	£750,000
Programme support allowable within grant conditions	£1,150,000
Drainage	£1,000,000
Structural Defects	£2,000,000
Street Lighting	£2,350,000
Bridges & Structures	£5,600,000
Vehicle Restraint Barriers	£300,000
Traffic Signals	£150,000
Planned additional maintenance	£500,000
Total	£28,811,000





Approximate cost per m2	Grade	Condition	Treatment	Treatment Lifespan
N/A	Grade 1	Highway as new / early signs of wear	N/A	7-20 years
£2-3	Grade 2	Early signs of wear	Reactive only as required / Preservation Treatments	4-6 years
£5-7	Grade 3	Mid Life - serviceable with surface wear	Preventative (Surface Dressing / <u>Microasphalt</u>)	6-8 years
£18-£22	Grade 4	Functional damage	Multi treatment schemes	6-12 years
£30-£35	Grade 5	Structural damage	Resurfacing Reconstruction	7-20 years



Scheme Selection:

- Priority for the TAMP Phase
- Life cycle treatment options
- Numbers of safety defects & repeat visits
- Public and Member complaints
- Strategic Nature of the Route:
 - Resilient Route Network
 - Emergency Diversion Routes
 - Abnormal Load Routes
 - The Primary Route Network
 - Primary and secondary Gritting Routes
 - Bus Routes & Bus Stops

Why are some roads are included and not others?

Potential reasons for this include (but are not limited to):

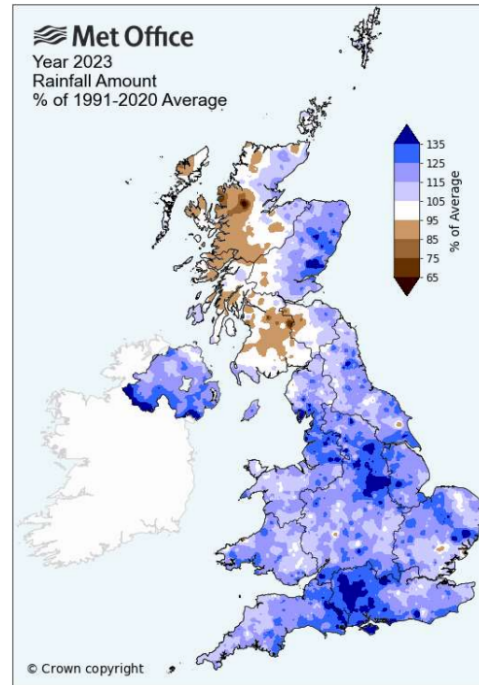
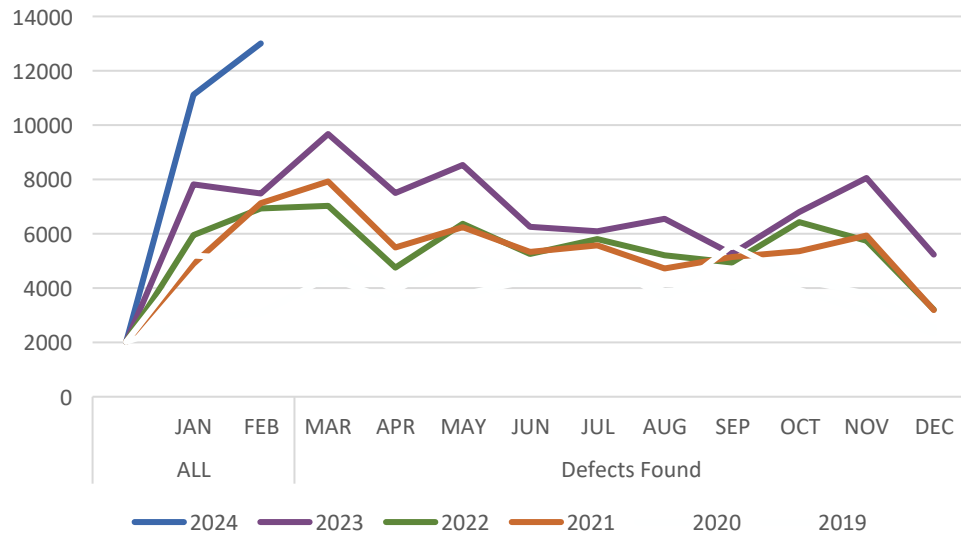
- The good condition road is probably on the preventative programme.
- Roads are prioritised only against roads of the same classification.
- Repeat visits to potholes is a significant factor in prioritisation. Some roads in poor condition are subject to repeat visits to fix potholes while others are not. The ones with repeat visits are prioritised over those without.

Localised Deterioration Fund:

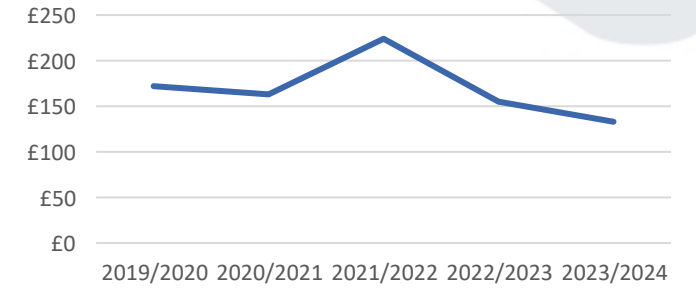
- Addresses Member Concerns
- Assessed 3 times a year – catches in year deterioration
- Over £15m identified work
- Maximum 2 days' work\ 2000m²

Pothole Repairs

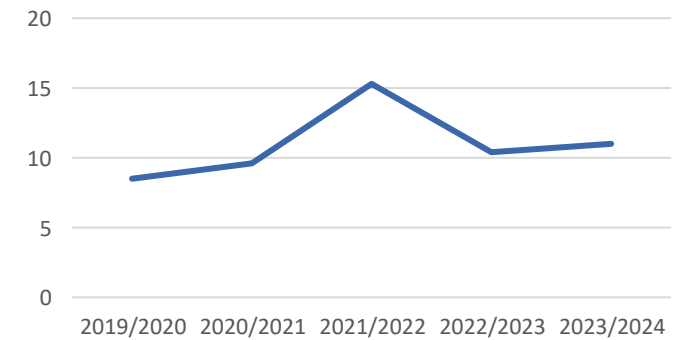
Reported defects from safety inspections and reported by the public



Cost of Structural Defect Repair



Budget for Structural Defect Repairs



Summary

TAMP

- Aligns with recognised Good Asset Management practice & ensures maximum funding
- Away from 'worst first', focus on data driven preventative approach
- 3 Phases, currently towards end of Phase2
- Phase 1 objective achieved: Improve and maintain ABC road Network
- Schemes selected based on:
 - Priority for the TAMP Phase
 - Life cycle treatment options
 - Numbers of safety defects & repeat visits
 - Public and Member complaints
 - Strategic Nature of the Route

Potholes

- The highway network is currently experiencing unprecedented reports of structural defects.
- Significant factors which have impacted the network condition include the significant amount of rainfall which has resulted in continuously saturated roads and the impact of traffic on water filled potholes and surface defects.
- If the current increases continue it is estimated that by 2025 / 2026 we could see 104,863 structural defects requiring a year-round resource of 35 crews to meet the KPIs set out in the Highway Inspection Policy.



