

**Lancashire County Council**

**Environment, Economic Growth and Transport Scrutiny Committee**

**Monday, 11th March, 2024 at 10.30 am in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston**

**Agenda**

**Part I (Open to Press and Public)**

**No. Item**

**1. Apologies**

**2. Disclosure of Pecuniary and Non-Pecuniary Interests**

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

**3. Minutes of the Meeting Held on 25 January 2024** (Pages 1 - 8)

**4. Lancashire Economic Recovery and Growth (LERG) Programme update and Aerospace Watchtower Case study** (Pages 9 - 16)

**5. Value for Money - Potholes** (Pages 17 - 34)

**6. Work Programme 2023/24** (Pages 35 - 44)

**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 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 County Council**

**Environment, Economic Growth and Transport Scrutiny Committee**

**Minutes of the Meeting held on Thursday, 25th January, 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
A Cheetham	J Purcell
G Dowding	A Schofield
J Gibson	J R Singleton JP
J Mein	K Snape

County Councillor Jennifer Mein replaced County Councillor Sean Serridge for this meeting only.

**1. Apologies**

Apologies were received from County Councillor Alan Hosker.

**2. Disclosure of Pecuniary and Non-Pecuniary Interests**

None were disclosed.

**3. Minutes of the Meeting Held on 5 December 2023**

**Resolved:** That the minutes of the meeting held on the 5 December 2023 be approved as an accurate record.

**4. Lancashire Road Safety**

The Chair welcomed to the meeting County Councillor Rupert Swarbrick, Cabinet Member for Highways and Transport, John Davies, Head of Service Highways Management Service, Tony Crook, Road Safety Manager, Michael White, Highway Regulation Manager and Eddie Mills, Traffic and Safety Manager.

The committee was presented a report which provided key information on the number of killed or seriously injured collisions that have occurred on Lancashire roads. The report also explained some of the road safety teams work within



education and engagement, speed awareness, safety engineering and what these teams delivered for the council to make Lancashire roads safer.

Members were provided an overview of the Lancashire Road Safety Partnership (LRSP) established in 2001. The Partnership was developed to ensure that fixed speed cameras would be installed in areas that would reduce the impact of road casualties across Lancashire.

Over time, the partnership evolved to develop the delivery of road safety across Lancashire, this enabled various organisations to share best practices to address regional and national initiatives and to coordinate efforts and reduce duplication.

Members of the Lancashire Road Safety Partnership included Lancashire County Council, Blackburn with Darwen and Blackpool Councils, Lancashire Constabulary, Lancashire Fire and Rescue Service, National Highways, North-West Ambulance Service, the Police and Crime Commissioner, and more recently representatives from the Driver Vehicle Standards Agency and the Lancashire Association of Local Councils.

It was reported that a review of the partnership's terms of reference had commenced in early 2023 and a revised remit would be presented to the Lancashire Road Safety Partnership Executive Board at its meeting on 30 January 2024.

It was noted that three former fulltime posts within the Lancashire Road Safety Partnership had been disbanded in November 2023, which were a manager, coordinator and analyst post (vacant post for a number of years). These posts were paid for by Lancashire Constabulary from income sourced from speed awareness courses. However, due to a reduction in attendees and increased costs, the posts were subsequently disbanded as they were no longer financially sustainable, as costs for the positions were approaching up to £200,000 a year. It was clarified that this course of action did not mean the disestablishment of the partnership.

It was reported that the statutory duty for road safety was with Lancashire County Council, and that the partnership had no statutory responsibilities or powers. The delivery of initiatives were carried out by officers working in the road safety and road safety engineering teams.

Comments and questions raised by the committee were as follows:

- Within the included Stats19 data on page 8 of the agenda, the number of people Killed or Seriously Injured (KSI's) in Lancashire, people who had suffered a medical episode or had committed suicide were sometimes included and the data was reviewed and amended by the police when this occurred.
- It was reported the focus of the partnership's website would be a speed portal. When a speeding concern was reported using the Lancashire Road Safety Partnership's speed concern portal, there were now three Officers within the constabulary's Safer Road Unit Team who addressed the reports once received. Responses were then produced in liaison with the Speed



Management Team. The backlog of reported incidents had been reduced significantly over the last 12 months due to the increase in staffing provision.

- Lancashire Constabulary were the authority responsible for the enforcement of road speed limits across Lancashire.
- It was noted that drink, drug driving and speeding offences were the offences seeing the biggest increase nationally and on roads within Lancashire.
- Officers were applying for funding from the Safer Roads Foundation to develop a project that would aim to provide evidence to either prove or disprove the effect of behavioural change on speeding offences. This would involve distributing leaflets in communities and asking people a series of questions, the deployment of speed surveys to assess the speed of traffic, the deployment of temporary signage and an additional speed survey to assess the impact of the measures once completed.
- It was suggested that the committee received feedback on the revised terms of reference after it had been reviewed by the Lancashire Road Safety Partnership Executive Board on the 30 January 2024.
- Officers confirmed that the community road watch was supported by Lancashire Constabulary and considered for all roads with defined speed limits. The Central Safer Roads Unit identified areas of concern for Neighbourhood Policing and then organized a community road watch. This would consist of either a police officer with a handheld speed monitoring device, or a speed awareness group from a local Parish Council.
- In 2023, 1699 speeding offences were identified by the community road watch scheme within Lancashire. This had increased from 811 in 2018.
- On the deployment of the future county council owned Speed Indication Devices (SPIDS), it was confirmed that officers would communicate with Parish Councils to effectively deploy SPIDS where needed and to ensure that only one SPID device was deployed to a specific area. SPID devices were prioritised towards roads identified as higher risk in relation to speeding offences being committed.
- It was confirmed that income generated from people opting to complete speed awareness courses was allocated towards the costs of managing Lancashire Constabulary's Police Roads Unit and Safer Roads Unit.
- It was highlighted that data for road traffic collisions recorded by Lancashire County Council also included collisions where a slight injury had taken place. The constabulary recorded those damage only collisions that were reported to them.
- Officers confirmed that a project was taking place in Ormskirk at the Five Ways Junction where speed enforcement cameras had been set up to monitor vehicles running through red lights. Data from this project would be evaluated and work undertaken with the police to determine where Lancashire County Council would prioritise the rollout of further enforcement cameras and necessary funding. The project was estimated to cost around £600,000.
- It was suggested that an inquiry day on the Lancashire Road Safety Partnership be arranged at some point in the future and to involve all partners. The request would go to the next scheduled meeting of the Scrutiny Management Board on 16 April 2024.



- Engagement with local speed awareness groups across Lancashire was prioritised by officers whenever possible. Support was directed towards areas where the data on speeding offences and road collisions was most prevalent.
- On the length of time taken to place a newly designed road schemes in communities with an increase in road casualties, proposed designs had to go through a significant review and audit process. Proposals then went through a consultation stage with the local residents and traffic regulation orders needed to be considered. As resources were finite within the design team, delays were expected to take place when designing and placing new road safety schemes.
- It was suggested that a list of responsibilities for the statutory, custom and practice aspects of each of the organisations within the Lancashire Road Safety Partnership be provided to the committee.

**Resolved:** That;

- (i) The new terms of reference for the Lancashire Road Safety Partnership be shared with the Environment, Economic Growth and Transport Scrutiny Committee.
- (ii) A list of responsibilities setting out the statutory, custom and practice aspects of each of the organisations in the partnership be provided.
- (iii) A request to convene an Inquiry Day on the Lancashire Road Safety Partnership be made to the Scrutiny Management Board at its meeting scheduled on 16 April 2024.

## **5. Water Resource Management**

The Chair welcomed to the meeting County Councillor Shaun Turner, Cabinet Member for Environment and Climate Change, John Davies, Head of Service Highways Management Service, Ray Bennett, Principal Development Support Officer, Laura Bigley, Principal Flood Risk Officer and Kirstie Williams, Highways Group Manager – Countywide Projects.

The committee was presented a report which provided an introduction into what a Sustainable Drainage System (SuDS) is. The report highlighted the roles of various teams within the Highways Service in relation to water management and gave examples of SuDS schemes within Lancashire.

The report also addressed three key questions which were set out in the In-year request form submitted to the Scrutiny Management Board at its meeting on the 8 November 2022.

Comments and questions raised by the committee were as follows:

- On the flooding of highways from land under riparian ownership, it was confirmed that Highway Operations, who were responsible for maintaining the highways drainage systems, would investigate incidents of flooding from



private land. Work was undertaken in conjunction with the Flood Risk Team whereby statutory notices could be issued to private landowners who did not comply. However, it was highlighted that enforcement could be difficult as sufficient evidence and legal clarification was needed.

- It was stressed that when United Utilities' assets were broken and causing water damage to highways, communication took place to address these various cases and whilst most cases had been resolved, it was acknowledged some issues were still outstanding. Serious legal enforcement could be taken; however effective communication and collaboration was viewed as a more favourable option as legal enforcement could become lengthy and complex in nature.
- The internal drainage systems of private properties were not examined by Highways as they did not come under the responsibility of the Traffic Management Act 2004, which detailed that highways were to be kept clear of as much traffic congestion as possible and that safety was prioritised. The Local Planning Authority was responsible for ensuring that private property developments and their internal drainage systems were suitable for specific locations. The duty on the Highway Authority was to review traffic and transport, not water.
- It was noted that United Utilities was not a statutory consultee. However, Flood Risk Management were a statutory consultee team for major developments, this meant that they could examine how water was being dealt with upon large estates. As construction work began, it was common for developers to want streets to be adopted as highway, which enabled the Highways Authority through the Development Control Team to investigate how street drainage operated, using section 38 of the Highways Act.
- It was highlighted that for new urban developments, any development constructed that was impermeable would create additional surface water runoff. This was expected to be managed through the design and implementation of Sustainable Urban Drainage Systems, which would be specific for each site and had to meet strict criteria for water storage.
- It was noted that additional training on how Sustainable Drainage Systems were designed and implemented could be provided for members of the committee.
- Members of the committee raised concern over repeated flooding of underpasses within Skelmersdale. Officers confirmed that they would make enquiries over this issue outside of the meeting.
- It was confirmed that the £1 million Highway Drainage Capital Cost, would be spent towards a longlist of areas where the county council had identified issues with Highways water drainage. It was acknowledged that the county council needed to consider alternative options and assess how modern technology could assist. It was further acknowledged that a long term plan was needed.
- On the scale of the problem and democratic input into the longlist, it was highlighted that capital cost set aside was for resolving relatively small and localised drainage issues. The longlist of issues did not go to Cabinet for approval, but the overall funding was made available for officers to resolve issues on the list.





- It was noted that the most cost effective solutions were prioritised when replacing ageing drainage systems. This could include the installation of a Sustainable Urban Drainage System.
- Officers highlighted that Lancashire County Council has a statutory responsibility as a lead local flood authority to have a local flood risk management strategy in place. This strategy was approved by Cabinet in November 2021 and has had two annual monitoring reports published. One objective of the strategy was to develop natural flood risk management, which aimed to identify opportunities to work with landowners to construct additional storage to help manage water within catchment areas.
- It was hoped that new biodiversity net gain requirements would help to create more joint working with landowners and partners to help identify opportunities and the right solutions for the development of Sustainable Urban Drainage Systems.
- It was expected that schedule 3 of the Flood and Water Management Act 2010 would be implemented in 2024.
- It was suggested that representatives from United Utilities be invited to attend a future meeting of the committee and that further discussions would take place between the Chair of the committee and the Clerk to define the reasons for such a request. The topic of river dredging was suggested.

**Resolved:** That no recommendations on Water Resource Management be made at this time.

## 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 enabling net zero infrastructure was presented.

It was noted that the Scrutiny Management Board at its meeting held on 16 January 2024 had agreed the committee's request to add the Transport Asset Management Plan item to the Work Programme.

**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 Environment and Climate to the committee's recommendations on enabling net zero infrastructure 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 Monday 11 March 2024 at 10:30am in Committee Room B – The Diamond Jubilee Room, County Hall, Preston.

H MacAndrew  
Director of Law and Governance

County Hall  
Preston





**Environment, Economic Growth and Transport Scrutiny Committee**  
Meeting to be held on Monday, 11 March 2024

Electoral Division affected:  
(All Divisions);

**Corporate Priorities:**  
Supporting economic growth;

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

Contact for further information:

David Gordon, Tel: 01772 536639, Project Manager, Strategic Development,  
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**Brief Summary**

This report highlights the county council's contribution of the £12.8m Lancashire Economic Recovery and Growth programme towards post-Covid 19 economic recovery and includes the pan-Lancashire Aerospace Watchtower Growth Accelerator project, supporting this sector as a whole, as a case study.

Since its inception following the September 2020 Cabinet approval, the Lancashire Economic Recovery and Growth fund programme has made great strides in unlocking strategic sites and progressing projects across the county in response to the Covid-19 pandemic, whilst the Aerospace Watchtower project is nearing completion of its 2-year programme. Lancashire Economic Recovery and Growth programme investments continue to drive growth, investment and economic opportunity, supporting a Lancashire development pipeline.

**Recommendation**

The Environment, Economic Growth and Transport Scrutiny Committee is asked to;

- (i) Note the achievements to date of the Lancashire Economic Recovery and Growth programme and specifically the detailed outputs of the Aerospace Watchtower project.
- (ii) Consider the next programme steps, its ongoing evaluation and how projects can be harnessed to best support continued Lancashire economic recovery.

## **Detail**

### **Background to LERG**

At the beginning of 2020, and prior to Covid-19, Lancashire was setting out ambitious plans for economic growth and work had begun on a development and infrastructure pipeline for a new vision for the county to transform its economy and to fully realise the potential to benefit all of our residents, businesses and communities.

As a consequence of Covid-19, Lancashire's economic base had been adversely affected and the county council, upper tier authorities, Lancashire Local Enterprise Partnership and stakeholders including Marketing Lancashire, submitted to Government a document setting out how Lancashire could form a key part of rebuilding the UK economy. This document, 'Redefining Lancashire: Our Approach to Recovery' formed the basis of Lancashire's recovery plan and action required to limit damage and support economic recovery. The purpose was to reopen our towns, attractions, countryside and destinations, support industry to restart, stimulate business growth and align the workforce to the jobs that will be created.

### **Lancashire Economic Recovery and Growth programme**

The Lancashire Economic Recovery and Growth programme, designed, developed and led by the county council, represented a targeted intervention as part of a local response to economic recovery alongside Government and other funding, for which £12.8m funding was identified by the county council, the ambition being that county council resource, through investment, could respond to particular priorities as set out in 'Redefining Lancashire: Our Approach to Recovery'. The programme was established as a priority workstream of 'Redefining Lancashire: Our Approach to Recovery' to seize new opportunities, re-invigorate economic activity and deliver an effective response.

The framework of investment priorities was identified to support:

- town centres and the visitor economy.
- key manufacturing sectors such as aerospace.
- Lancashire's development pipeline and its long-term economic potential.
- helping to unblock large major projects, leveraging in private sector investment.

The Lancashire Economic Recovery and Growth programme formulated a response programme for economic recovery based upon these foundations and key priority areas.

The £12.8m fund has since been bolstered by a county council £5m Lancashire Levelling Up Investment Fund to develop the economic development pipeline, also providing match funding support to district Levelling Up Fund bids.

### **Governance**

Following Cabinet approval, robust governance arrangements were established to manage the Lancashire Economic Recovery and Growth programme, supported by strong engagement with and leadership by senior officers and appropriate Cabinet Members. This included internal Working/Steering Groups represented by economic development, legal and finance officers, reporting to the county council's Major Development Sites Group, chaired by the Director of Growth and Regeneration, and



Major Development Board, chaired by the Executive Director of Growth, Environment, Transport & Health.

A mechanism was created, liaising with county council and Districts officers, to create a long list of possible projects that met the strategic objectives of Lancashire Economic Recovery and Growth programme. A Working Group thereafter appraised each Expression of Interest to prioritise a short list of projects that could best meet the Lancashire Economic Recovery and Growth programme's purpose. Applicants were then invited to complete a business case template (based upon Government 'Green Book' principles) for appraisal by the Working Group before funding recommendations were made to the Major Development Sites Group/Major Development Sites Board. Consistent with Cabinet approval, a two-stage project approval method was employed for initial in-principle funding and thereafter formal funding agreement approval. Each project has a grant funding agreement to support sound financial and risk management, geared towards output achievement and value for money.

A monitoring and evaluation system has been created to process claim payments, ensure that project outputs and outcomes have been achieved, whilst providing an opportunity to evaluate local benefits. This report draws upon a recent internal Lancashire Economic Recovery and Growth programme Review conducted in liaison with the Cabinet Member for Economic Development and Growth as part of ongoing monitoring and evaluation.

### **Programme Success**

To date, £8.757m project commitments have been made, with final projects recommended for support for the remaining allocation subject to appraisal/approval processes. Approximately 25 projects have received allocated funding, with some outstanding funding agreements as, in some cases, projects are reliant upon securing other external funding.

A wide geographical distribution of funding has been provided throughout Lancashire, with each District identifying local priorities for support. This has enabled direct investment into many town centres activities, employment sites and support for feasibility studies/masterplans to facilitate the leveraging of additional public funds and match funding support for Government funding programmes.

### **Contribution to post-Covid 19 economic recovery/growth/regeneration**

The Lancashire Economic Recovery and Growth programme fund, whilst still ongoing, has already supported significant economic recovery, growth and regeneration. To date, c£100m of additional public/private sector funding has been enabled/leveraged, with the majority of this match funding coming from other Government programmes that have identified local need. This includes the value of Levelling up Fund bids that have received county council match funding support from Lancashire Economic Recovery and Growth and Lancashire Levelling Up Investment Fund. In total, it represents over 7 times an uplift from county council funding so far, with the potential for other public/private sector investment to be unlocked as other schemes supported by feasibility studies and master planning are delivered.

There have been localised immediate successes identified that clearly demonstrate the benefit of LERG funding, for example;



- the Morecambe Baylight programme has quickly established a winter light festival for which its first year generated an economic impact of over £800k from visitor spend, for which local business engagement has been strong.
- new business units have opened up at Fleetwood Marina and Rawtenstall Town Centre.
- New public realm has been installed in towns in East Lancashire.
- A sustainable tourism programme has been delivered in rural Lancashire.
- Over 100 apprentices have been recruited, focussing upon Lancashire's key employment sectors.

In addition to unlocking millions of pounds of investment across Lancashire, the programme has supported an array of project types, resulting in outcomes such as;

- **Manufacturing support** - as the case study below details, the Aerospace Watchtower project highlights the extent of support for this key. Other manufacturing support has taken place in respect of the Apprenticeship grant scheme that helps recruitment in Lancashire key sectors. The development pipeline has also been supported through master planning and feasibility studies for the expansion of employment sites.
- **Significant town centre investment** - funding and allocations have been provided to places such as Barnoldswick, Rawtenstall, Accrington, Burnley, Ormskirk and Preston.
- **Education and skills support** – funding has been provided to unlock the development of new campus facilities in Burnley as part of a wider canal quarter masterplan delivery.
- **Feasibility studies** – these critical business case studies unlock developments and leverage investment and funding and have been undertaken in a number of towns to support a range of future development activity, for example at St Annes, Skelmersdale and across Pendle's towns. Whilst some of the projects are at different stages of development, proposals are materialising to take forward strategic development opportunities.
- **Masterplans** – Similarly with feasibility studies, masterplan studies are being undertaken at Heysham Gateway and the Altham and Whitebirk employment site expansion area to support the development of delivery strategies.
- **Transport infrastructure projects** – a Rawtenstall Gyroty study was funded and which supported a successful multi-million pound Government funding application with an additional match funding element provided by LERG to help lever this Government investment. Similar match funding support is for Preston's Levelling Up Fund programme and its Active Travel element. A sustainable transport improvement has also been funded along the Leeds-Liverpool canal in Hyndburn.
- **Employment space** – the development of employment space at Fleetwood in support of 'Project Neptune' and the creation of a new fish processing park to support that sector itself, unlocking wider development activity at the marina.
- **Sector development** – schemes such as the innovative award-winning Rural Recovery project has supported sustainable tourism and business practices, benefitting c130 businesses with average growth of over 100 new customers.



## **Case study: Aerospace Watchtower**

### **Background**

During the height of the pandemic, the Lancashire Enterprise Partnership convened the Lancashire Aerospace Task Force, made up of business leaders from across the Lancashire aerospace sector, to consider how businesses might be supported to recover and grow following the impact of Covid-19 on the industry. This industry led Task Force contributed time and ideas to the development of an evidence base that supported a range of interventions to help Lancashire companies to stabilise, recover and become more competitive, and return to growth. Lancashire County Council has used this evidence base to develop a programme to support advanced engineering and manufacturing companies in Lancashire to diversify, innovate and access skills, resulting in the development of the Watchtower Programme.

### **Workstreams**

#### **1. Diversification**

The Diversification Support service has developed a more resilient advanced engineering and manufacturing supply chain in Lancashire and especially for companies badly impacted by the pandemic.

It has worked with organisations and local champions who represent a wide range of advanced engineering manufacturing sectors.

#### **2. Innovation**

The Innovation Eco-System Accelerator has increased the levels of engagement of Lancashire's advanced engineering and manufacturing sector companies with the network of modern innovation centres and through an increase in the use of both local and national services such as Boost, Innovate UK and the High Value Manufacturing Catapult.

#### **3. Skills**

The Skills support has tracked and traced the highly skilled manufacturing workforce to ensure that those highly skilled in Lancashire businesses making redundancies are aligned with recruiting companies to retain high levels of engineering skills value.

#### **4. Sector Promotion**

Sector Promotion has developed the "provenance" for why both UK Government and wider Industry should hold Lancashire's Aerospace Capability and advanced engineering and manufacturing sector in esteem, and to increase the propensity for support from National Government agencies to prioritise Lancashire based trade and investment.

### **Summary**

Companies are demonstrating that they need to diversify their business portfolios, and experience shown Aerospace companies who want to diversify into Nuclear, Automotive companies who want to diversify into Aerospace and Nuclear companies who want to diversify into Defence, with a real industry demand for support.

Companies know they need to innovate but still see barriers (real and perceived). The largest barrier to innovation appears to be access to funding.

There is an opportunity to develop collaborative SME projects (innovation clusters) working with the regions existing innovation infrastructure.





Multiple events (Brexit, Covid-19, current conflicts) have led to structural changes to the business environment giving companies with a new incentive to invest in digital transformation and proving growth opportunities from transition to sustainability.

### **Headline outputs**

The Aerospace Watchtower programme outputs are summarised as follows;

- 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.
- 12 businesses engaged in a Growth Accelerator Programme.
- 5 Lancashire Primes/Original Equipment Manufacturers collaborating in a cross sector Hi Integrity Advanced Materials Project.
- 50 businesses engaged in employment support.
- 138 at risk individuals engaged.
- 51 individuals placed into employment.
- Lancashire AEM (Advanced Engineering and Manufacturing) Dashboard covering 50 companies completed.
- 11 Analytical Reports covering latest aerospace/advanced engineering manufacturing industry trends produced.
- 6 Thematic Reports covering growth sector opportunities:
  - The Space Economy
  - International Trade
  - Additive Manufacturing
  - Low Carbon
  - Environment Social Governance (ESG)
  - Farnborough International Air Show.

### **Lancashire Levelling Up Investment Fund**

This bespoke fund will enable, accelerate, unlock and assist in the delivery of Lancashire's multi-£billion pipeline of major development projects and infrastructure programme, complementing the Government's Levelling Up White paper. The fund will principally support county council- led projects as well as those delivered in partnership with both public and private sector organisations focused on Lancashire's contribution to the levelling up agenda and the emerging vision and ambitions of "Lancashire 2050". The programme is designed to build upon the success of the Lancashire Economic Recovery and Growth Fund through supporting growth opportunities afforded by the Government's Levelling Up Fund, plus facilitating the development of the Lancashire development and infrastructure plan pipeline. To this end, in-principle support has been provided to Preston, Hyndburn and Rossendale's successful Levelling Up Fund programmes. The East Lancashire schemes will also align with the county council's own Levelling Up Fund programme.

### **Next steps**

Some potential project funding remains where, for example, prospective schemes are currently developing a funding strategy, for example in respect of new and emerging Government funding opportunities, and which require match funding. The county council is monitoring these opportunities and the timeframes for investment and will consider any strategic funding requirements.



A review meeting with the Cabinet Member for Economic Development and Growth is to be conducted at the end of February to confirm final allocations, and which will note the opportunity to potentially realise additional leveraged funding.

It is intended that a Cabinet Report will thereafter be provided by way of progress update and to approve a programme extension beyond the current timescales of March 24 for any new project funding allocations, should this be required.

Additional programme evaluation will be undertaken, with project completions or final project delivery underway, such that programme outcomes can be updated and lessons learnt be understood and applied where necessary to other activities, with any project exit/forward strategies recorded and supported where possible.

The county council will continue to drive growth through the programme and remaining project development, in doing so monitoring outcomes to ensure that future plans and proposals as expressed in feasibility studies and masterplans are realised. The Strategic Development team will remain resourced in this regard.

### **Consultations**

N/A.

### **Implications:**

This item has the following implications, as indicated:

### **Legal**

N/A. Please see Risk management section.

### **Finance**

N/A. Please see Risk management section.

### **Risk management**

All financial and legal risks have been mitigated through robust governance arrangements and the use of Grant Funding Agreements for any external funding allocations. A monitoring framework has been established to process claim forms and payments in accordance with each Grant Funding Agreement. Any internally funded projects (for which don't require a Grant Funding Agreement) are managed via the process of approved business cases which form the basis of ongoing monitoring and evaluation via a quarterly claims process.

Any future funding awards will be governed by a thorough business case assessment and appraisal and with funding approvals in accordance with Delegated Authority as noted in the Cabinet report.



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

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



**Environment, Economic Growth and Transport Scrutiny Committee**  
Meeting to be held on Monday, 11 March 2024

Electoral Division affected:  
(All Divisions);

**Corporate Priorities:**  
Delivering better services;

**Value for Money - Potholes**

Contact for further information:  
John Davies, Tel: (01772) 538211, Head of Highways,  
john.davies2@lancashire.gov.uk

**Brief Summary**

The Transport Asset Management Plan (TAMP) sets out how Lancashire County Council intends to manage the highway assets efficiently and effectively. To achieve this, the TAMP sets out that there is a focus on risk-based investment on preventative and preservative treatments.

This risk-based approach is also applied to the management of safety defects, which includes potholes.

**Recommendation**

The Environment, Economic Growth and Transport Scrutiny Committee is asked to note and comment on the report.

**Introduction**

The Transport Asset Management Plan (TAMP) sets out how Lancashire County Council intends to manage its highway assets efficiently and effectively. To achieve this, the TAMP sets out the Council's focus on risk-based investment in preventative and preservative treatments.

In response to questions raised by the scrutiny committee, this report sets out:

- History of highway maintenance funding and outline of how related decisions are reached by the county council.
- Introduction on the allocation of spending, and the methodology used.
- Detail on the grading system and Gaist (solutions company) mapping and the approach to maintaining highway assets – reactive and planned.
- Why certain roads are selected for repair and others are not.



- Details of price rises and inflation pressures.
- How pothole repairs meet the requirements in the TAMP, their effectiveness, cost, and current demand due to network condition.

### **TAMP assumptions and original investment profiles.**

The original TAMP assumed that, by focusing on specific asset types within each phase, each asset type would meet an acceptable standard by the end of the relevant TAMP phase, therefore requiring less investment in subsequent phases.

The allocation of funds using TAMP principles reflects any variation in available funding from the Department for Transport (DfT) and other funding sources.

Phase 1 (2015-2020) achieved its stated objective of improving the condition of A, B, C road networks. A variation between the funding originally expected for this phase of the TAMP and the funding which was eventually received means that footways did not receive the level of investment originally planned.

Phase 2's (2020-2025) focus is on the unclassified network (urban and rural). The pre-existing condition of the urban residential network, as determined by lifecycle modelling, made clear that this network would require intensive investment when compared with the rural network. It is therefore clear that it will be necessary to continue investment in the urban unclassified residential network into Phase 3 (2025-2030).

The Council recognise that streetlight assets will continue to require investment, and this is a priority for Phase 3. Other objectives for Phase 3 include further investment in bridges and retaining walls and in drainage schemes.

### **Progress to date**

The Transport Asset Management Plan End of Phase 1 Review report, presented to Cabinet in November 2020, showed that the preventative maintenance approach has delivered an improvement in the condition of the A, B, C road network, whilst the condition of the other asset groups has remained approximately static.

Progress against the standards set is reported to Cabinet, usually in September each year, and in the TAMP refresh documents. These have shown that:

- The A, B, C road network continues to remain static and within the agreed end of Phase 2 targets.
- The Urban and Rural Unclassified road network continue to require investment, with between 25-30% of the network requiring structural maintenance.
- Bridge condition remains approximately static.
- Traffic Signals have shown an improvement with a reduction in the number of obsolete sites, due to a revised approach which replaces only essential redundant equipment rather than whole site replacement.
- The proportion of street lighting columns over 40 years old is increasing, with further investment required to improve the condition of this asset class.

The shift away from worst first to asset data-led preventive strategies have delivered the desired effect. Table 1 below shows that the proportion of ABC roads in combined RED and AMBER condition has reduced significantly since the introduction of the TAMP.



Table 1:

% RED & AMBER	March 2014	March 2023
<b>A Roads</b>	30.70%	18.50%
<b>B Roads</b>	47.50%	25.20%
<b>C Roads</b>	54.50%	31.70%

The service standards set for A, B and C roads was set against the Association for Public Service Excellence Direct Management Group (APSE DMG) Benchmarking group and agreed by Cabinet, December 2020, as part of the review of Phase 1 and moving into Phase 2 of the TAMP. This set a band of condition that the Lancashire figure should be within by the end of Phase 2 (March '25). Below are our current results, as of March 2023. Figures 1-3 below show the position for the A, B and C roads RED condition.

Note: APSE DMG DM1 authorities – County councils and councils with a hectareage over 100,000, A-N authorities anonymised.

Figure 1

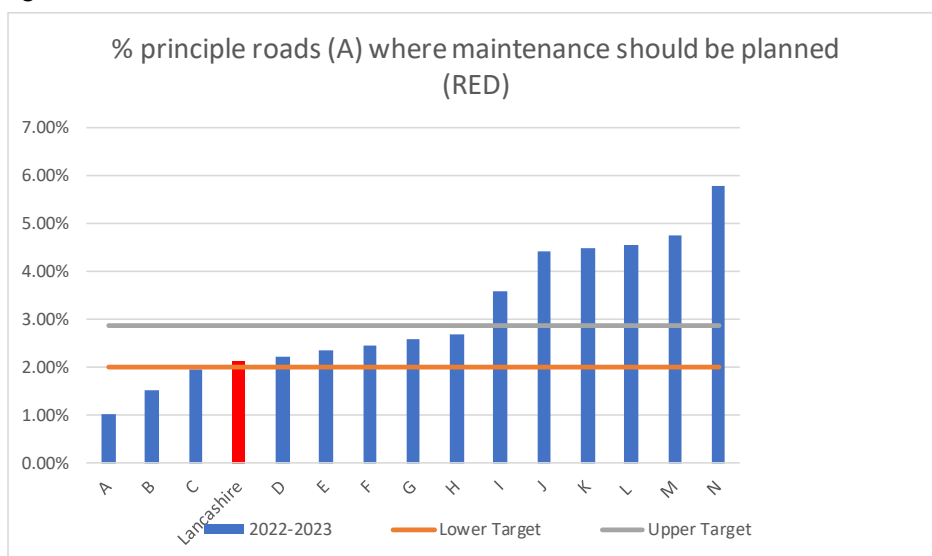


Figure 2

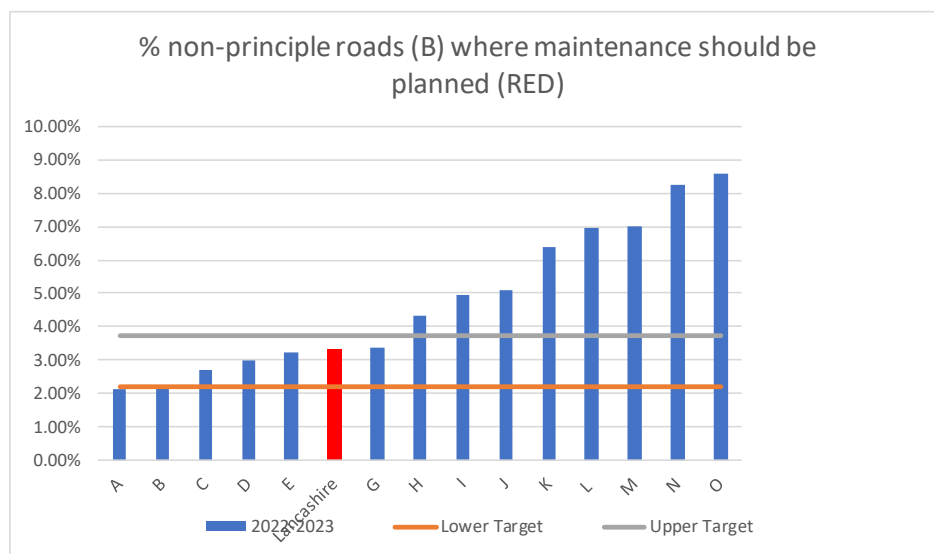
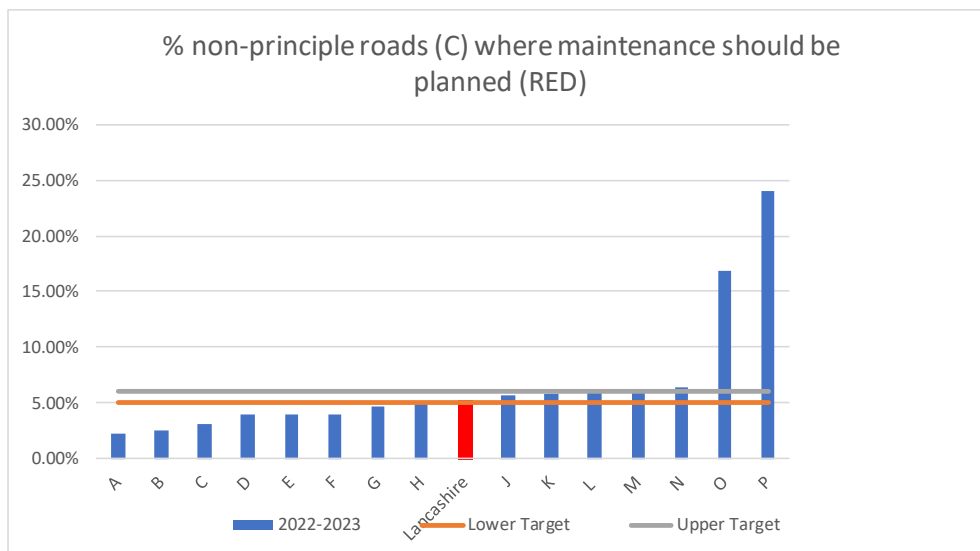


Figure 3



These results show that the county council is on track to meeting the end of Phase 2 targets and is amongst the best performing Authorities.

It was identified in 2014, when the prevailing maintenance approach was on a 'worst first' basis, that the condition of Lancashire's Highways was deteriorating at an unacceptable rate. In response, the TAMP was introduced and approved by Cabinet as a data-led approach to the maintenance of all highway assets. The TAMP strategy identified a need to focus on preventative treatments to slow deterioration whilst reducing initial and whole of life cost.

**Introduction on how spending is allocated, and the methodology behind this.**

Our annual resurfacing programme aligns with our long-term maintenance plan or TAMP (Transport Asset Management Plan). This takes a proactive approach to help ensure we carry out preventative maintenance at the most appropriate time, using the most cost-effective solution. This in turn reduces the rate of deterioration, preventing the need for more costly maintenance sooner than would normally be required. The location of potential works (district/division) in which it falls is not taken into consideration in the allocation of funds. Rather, a condition-led, countywide approach is taken to where maintenance is needed to ensure best value for money.

The apportionment of funding between the Asset groups (Carriageways, Bridges, Street Lighting Columns etc) depends on the contemporaneous TAMP phase, overall condition, lifecycle analysis and risk assessment, and is presented to Cabinet each March as part of the approval of the Capital Programme and use of the Highways Maintenance Grant and other approved funding.

All of the county's roads and footways are assessed on an annual basis in preparation for the capital programme for the following year. The process for the countywide analysis is undertaken in an objective way using data to make decisions, allowing accountable, transparent and fully justifiable decisions to be made without prejudice.





The assessment is undertaken using Geographic Information System (GIS) Software and utilises a prioritisation strategy underpinned by the overall base condition of the carriageway or footway (such as extent of cracking, rutting, chipping loss etc.), of which a full condition survey is undertaken annually for the classified roads such as ABC's and the Urban, Rural and footways are surveyed every other year as these types of highways do not deteriorate as fast as the classified network which carry the majority of the traffic and heavy goods vehicles.

The outcome of this assessment is combined with the numbers of accepted safety defects (potholes, tripping hazards, failed patching etc), the number of public complaints and the importance of the carriageway or footway.

The importance of a Highway within any proposed scheme is determined by the number of strategic factors and associated perceived risks for the whole or the majority of its extent, as set out below. The greater the number of strategic factors, the greater strategic value the proposed scheme has:

- The Resilient Route Network – the core routes deemed as needed to 'Keep Lancashire Moving'.
- Emergency Diversion Routes – alternative routes utilised in event of maintenance requiring closure to main transport routes.
- Abnormal Loads Routes – Routes required for the passage of high sided or wide transportation.
- The Primary Route Network – the routes between DfT designated Primary traffic destinations .
- Primary and secondary Gritting Routes – routes established as being vital to movement of winter services and transport.
- Bus Routes – public transport routes which are relied upon.
- Bus Stops (for footway schemes) – indicators of a higher footfall.

The Local Deterioration Fund (LDF) was created to bridge a gap that was identified between what repairs were achievable within current revenue budget constraints and what is perceived to be a capital maintenance scheme. Therefore, a process was put in place to ensure the schemes that fell between these two operations could be funded but still prioritised. LDF schemes are generally less 2000m<sup>2</sup>, which typically requires no more than a single day of machine laid resurfacing or two days for a reconstruction. The LDF generally assesses and commissions schemes three times per year. This allows a flexible programme to be developed that can better deal with roads that have deteriorated quickly to be resurfaced within year. The prioritisation of LDF schemes differs from the main capital programme in that the strategic importance of the highway is not considered. The number of repeated maintenance visits, defect numbers and stakeholder reports are the main factors.

Currently there are over £15m worth of LDF schemes costed up and ready to be programmed and delivered.



## Detail on the grading system and Gaist mapping and the approach to maintaining the asset – reactive and planned.

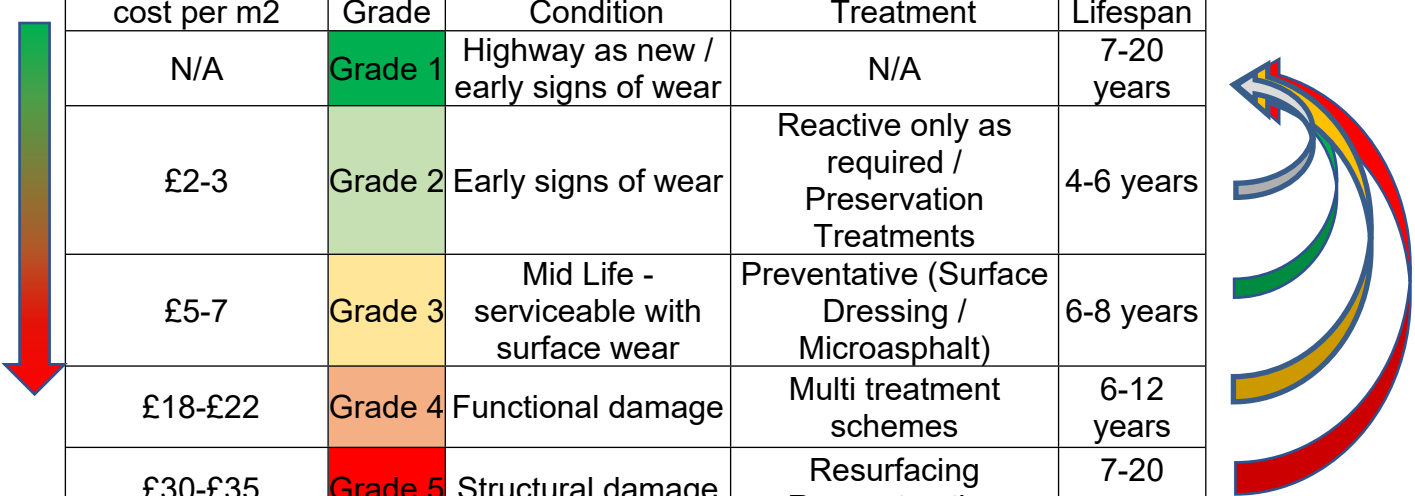
The condition of our classified roads, unclassified roads and footways is measured through a video condition survey procured from Gaist. Gaist analyse the survey and provide a condition grading, as described below in figure 4, for each 10m section of highway. The lifecycle of a highway represents the deterioration of a highway from as new to end of life. Highway's lifecycle planning involves drawing up long-term plans for managing an asset grouping with the aim of providing the required levels of service at the lowest whole life cost. For carriageways this entails three main types of treatment:

- Preservation – pre-emptive treatment that prevents the early onset of surface ageing, slowing the initial deterioration process. (Generally undertaken on grade 1 and 2 highways)
- Preventative - seals the highways surface from water ingress preventing further deterioration and restores surface texture and skid resistance. (Generally undertaken on grade 3 highways)
- Resurfacing / Reconstruction - replacement of the highways surfacing and potentially sub layers, where the highway has deteriorated to the point where unplanned maintenance is required to keep the highway safe. (Generally undertaken on grade 4/5 highways)

The ideal process for managing the highway is illustrated below, whereby through targeted preservation and preventative treatments highways are kept in grades 1 and 2 condition. The preservation and preventative treatments are the most cost effective not only in the short term but over the whole life cycle. Through this approach more can be done for less. Figure 4, below, illustrates this.

Figure 4

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 / Microasphalt)	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



The condition data is applied on a digital map layer which allows it to be viewed geographically and graded 1-5. Table 2 describes the condition grades.



Table 2: Gaist Condition Grade Outline Definitions

Condition Grade	Description
Grade 1 - Damage-free	As new condition, no damage identified.
Grade 2 - Signs of wear and indicators of risk	The earliest visible onset of deterioration. Risk factors are also identified within these grades, such as patching or re-instatements where accelerated deterioration is likely to occur. Damages may be limited to the surface or they may indicate early stages of structural issues that could cause more rapid deterioration
Grade 3 - Serviceable	More advanced deterioration although these should not have a significant impact on road users. Damages may be limited to the surface or they may indicate structural issues that could cause more rapid deterioration. As with Grade 2, risk factors are also identified within these grades, such as patching or re-instatements
Grade 4 - Functional impairment	This grade refers to levels and types of damage that affect the functionality of the asset and that have a noticeable impact on users. The damage can usually be rectified by surface treatments, but there may also be signs of structural damage.
Grade 5 - Structural or severe surface impairment	This grade indicates severe surface failure and/or structural impairment, where full-depth resurfacing, or partial or full reconstruction is required to rectify the problems.

**Why certain roads are selected for repair and others are not.**

Members have expressed concerns that a road that they know is in poor condition is not on the capital programme list but ones that appear to be in better condition are and ask for justification for this. In order to achieve the best value for money we carry out preventative works where we can avoid having to carry out more expensive resurfacing treatments in the future. The selection of schemes is not only based on the physical condition of the road (what people can see) but also a number of important strategic factors that help to maintain the integrity of our network.

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.

To address in year Member concerns the Localised Deterioration Fund programme was created, as described above. This is prioritized on Member and public concern, addresses works that can be done in a maximum of 2 days, and focuses on areas



which have required multiple visits to fix potholes. It is also reviewed 3 times a year to address in year deterioration and concerns raised in year.

### **Details of price rises and inflation pressures.**

Inflationary pressures on resources have increased in the range of 8% to 15% over the last 18 months. This is mostly due to global factors such as availability of materials, in particular oil and aggregates due to the Issues in the middle east and Covid - 19. Aggregate and oil supplies are currently in short supply, driving significant price increases. Another contributing factor is the higher interest rates, which are also playing a part in increased supplier and contractor costs.

### **Pothole repairs background**

In 2019, The Association of Directors of Environment, Economy, Planning and Transport (ADEPT) was commissioned by the Department of Transport to develop "Potholes – A Repair Guide" following the particularly intense winter of 2017/2018 which caused more potholes to appear across Britain's road network.

The published guide set out recommendations, that local authorities adopt a **"prevention is better than cure"** principle when aiming to improve the resilience of the highway network and minimise the formation of potholes from the outset. The TAMP determines the allocation of funding for asset management maintenance and improvement as discussed above.

### **Potholes – What are they and why do they appear?**

There is no nationally agreed definition of a pothole, but most highway users consider potholes to be surface defects of any shape or size. Road surfaces tend to deteriorate due to two main factors, traffic and weather. The greater the weight of vehicles using the road, the faster the surface will wear out. In terms of weather, whilst it is acknowledged that hot and cold temperatures can exacerbate deterioration, highways which are continually wet or have standing water are particularly prone to pothole damage.

The network in Lancashire is especially vulnerable compared to some other authorities due to the levels of rain we experience annually, the varying topography and relation to sea levels. In areas where the water table is particularly high such as in Lancashire's coastal plain, water is as likely to damage a road surface from below as above.

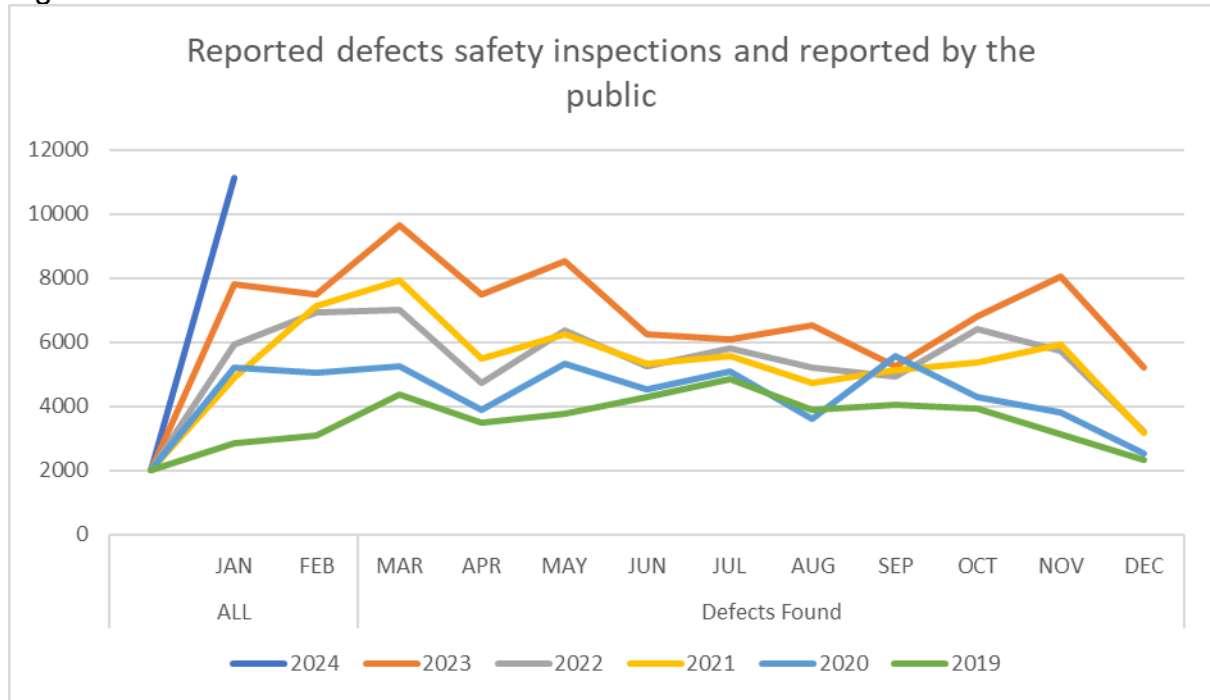
In 2019, there was a forecast increase in volume of traffic of 50% between 2010 and 2040 predicting an even faster rate of deterioration. In rural locations, farm vehicles and heavy goods vehicles conveying livestock and produce are getting heavier and larger, straddling the edge of the road surface and soft verges, burying highway drains, and creating ruts and cracking on the rural network.

These factors are likely to have contributed to the year-on-year increase in structural defects identified through cyclic safety inspections and reported by members of the public in Lancashire.



See below last 5 years of identified structural defects both from safety inspections and reported by the public:

Figure5



We can see from the chart above, that over the 5 years shown, we see increasing peaks in October, May and November which tend to be related to heavy rainfall rather than winter conditions. The peaks shown in Jan, Feb and March can be attributed to winter related damage.

Total number of Structural defect repairs by year:

2019/2020	49,262
2020/2021	58,679
2021/2022	66,897
2022/2023	72,676
2023/2024	FORECAST 82,123

If the number of defects continues to increase at the same rate the following is forecast:

2024/2025	92,799
2025/2026	104,863

**Impact of weather on defects and repairs: 2023 to 2024 Rainfall**

The 2023 annual rainfall data provided by the Met Office shows that Lancashire has experienced higher rainfall levels over the year averaging at around 125% of the average rainfall recorded between 1991 – 2020. Some areas experienced the highest levels of around 135% of the average recorded rainfall.

Seasonal map data shows that summer and autumn rainfall comprised most of the annual rainfall with a particularly high rainfall in Summer with areas experiencing an average of 140% of the average rainfall recorded between 1991 – 2020 for the same time of year. Some areas experienced the highest levels of around 170% of the



average recorded rainfall for the same time of year. High rainfall is continuing in the current 23/24 winter season.

Met office data also provides annual rainfall amounts for the Northwest and North Wales from 1836 by month and by season. In 2023 the total annual volume was 1559.5mm. Previous years which have experienced more, or similar rainfall are 2020 at 1644.7mm. 2015 at 1530.4mm and 2012 at 1624.6mm.

Met office data also provides the number of days which experienced rain for the Northwest and North Wales from 1891. 2023 saw 190.5 days of rain. Previous years which have experienced more or similar are 2012 at 188.8 days, 2000 at 201.2 days. The rainfall maps show that the highway network has been consistently wet since the beginning of Summer. With high levels of rain continuing through Autumn and in the current winter season, it is fair to consider that the network has remained saturated for more than 6 months.

During the current winter season (from 13<sup>th</sup> October 2023) to 20<sup>th</sup> February 2024, of the 93 working days, 71 days had periods of rain.

This has significantly contributed to the current pothole damage and has been exacerbated by some periods of cold weather over winter, and by the increase in wide areas of pothole damage resulting in drivers unable to avoid driving into potholes significantly deteriorating already damaged sections of the highway.

It is clear from the weather data that years which have seen similar weather, there is some correlation with previous incidents of increased highway damage and storm related highway damage.

## **How are potholes best prevented?**

### **Prevention**

The most effective way to prevent potholes forming is to prevent water penetration into the road surface. The lifespan of a new road surface can be significantly extended by keeping it flexible for longer using spray applied rejuvenators that help to delay the point at which a surface starts to harden and crack.

Surface dressing can provide an additional waterproof surfacing layer to existing roads surfaces to prevent water ingress and extend the lifespan of older roads.

Keeping highway drainage systems working as effectively as possible is a key maintenance activity to minimise surface water ponding or flooding.

Ensuring all work carried out to the highway is of a high quality including the effective enforcement of statutory undertakers work to ensure that reinstatements or joints do not become points of failure.

### **Reactive Maintenance**

If early preventative approaches are not used at the point that they can be most effective, then road surfaces will deteriorate. The ADEPT report states that "The current situation for most authorities across the country is that the condition of the road network is beyond the point where preventative maintenance techniques alone will suffice with the level of funding available".



## Pothole Treatments

The permanency of any repair will depend upon a wide range of factors, but also the care and attention given to the quality of the work done. There are several factors which can influence the type of repair carried out:

- Existing road structure
- Traffic type and volume
- weather / climate/ season
- Road geography / alignment
- Quantity / clustering of defects
- Defect location relative to road width
- Traffic Management required.
- Risk Level
- Urgency

In extreme circumstances, local highway authorities may need to deviate from normal, preferred working practice to fulfil the statutory responsibility, under Section 41 of the Highways Act 1980, of keeping the highway as safe as possible.

Reactive maintenance is not perceived as a long-term benefit to the asset but as a short to midterm solution to ensure that the highway can continue to be used safely. It is generally considered that larger patching can expect a life span of around 6 to 10 years, whereas smaller pothole repairs may not be reasonably expected to last more than 1-2 years, perhaps less where there are significant structural defects or heavier traffic volumes. Lancashire County Council continues to use a first-time permanent repair approach in respect of pothole repairs.

In April 2022, in response to the high levels of demand generated by winter damage, and increasing industry costs, the method of repair was reviewed by the service. To manage the risk of increased defects on the network, against the timescales set out in the Highways Safety Inspection Policy and limited by the available budget and resources the following methods were adopted and remain in place:

- All defects with a target repair date of more than 10 working days are to be completed as first-time permanent repairs cut out and reinstated with hot bituminous material up to a maximum 5m<sup>2</sup>.
- All defects with a target repair time of 10 days or less to be filled square with a cold lay material.





"Potholes – A repair Guide" (Prepared by the ADEPT Engineering Board for the Department of Transport in March 2019) sets out good national practice as below:

What to use (i.e. treatment)	Where to use (i.e. location – rural / urban and local / national)	When to use (Temp / Perm) (Season)	Risks	Benefits
<b>Patching with hot asphalt, mastic or bitumen-based material</b>	Suitable for most locations and surfaces	Permanent, all-year round	No specific risks	Recognised and the preferred solution  Accepted by users
<b>Thermal road repairs</b>	Most effective on hot rolled asphalt surfaces	Permanent, all-year round	May not treat an underlying failure mechanism	Restores from early stage cracking and fretting
<b>In-situ / thermal recycling</b>	Suitable for most locations and surfaces	Permanent, all-year round	Needs high volume of work to be a cost-effective solution	Avoids unnecessary material wastage
<b>Spray injection patching</b>	Most effective on rural evolved roads with low traffic flows	Mixed reports of service life and durability, particularly during autumn / winter	May not treat an underlying failure mechanism and creates surplus chippings	May be deployed on a find and fix basis
<b>Cold applied instant material</b>	Anywhere, however life expectancy reduces with increased traffic	Mainly temporary, however some products are fairly permanent (but may adversely affect perimeter material)	Different products are required for different locations and / or weather  Lack of attention and cost of return visit and reputation	Speed of repair  Some products are more durable  Makes the road safe again – for a period of time

The county council is currently trialling new systems of pothole repairs. These systems require no cutting, breaking or compacting and provide a quick and tidy sealed finish. These systems are currently deployed on the network and assisting in tackling the high workload.

Using the risk matrix and route hierarchy set out in the Highways Safety Inspection Policy, currently 48% of all structural repairs are repaired within 10 days or less, 52% are 20-day repairs. 42% of repairs are 10-day medium risk repairs carried out on the motorways, strategic routes, Main distributors and secondary distributors. See description below:



Category	Ref. No	Type of Road General Description	Description	Inspection Frequency
Motorway	1	Limited access - motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use	Monthly
Strategic Route	2	Trunk and some Principal 'A' class roads between primary destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited	Monthly
Main Distributor	3a	Major Urban Network and Inter-Primary Links. Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety	Monthly
Secondary Distributor	3b	B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions	In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network	3 Monthly



## Funding for Pothole Repairs

The spend on structural defect repairs (structural defects includes all trip hazards and pothole defects) is:

2019/2020	£8.5m
2020/2021	£9.6m
2021/2022	£15.3m
2022/2023	£10.4m
2023/2024	Forecast £11m

## Average cost of repair

The average cost of repair is difficult to determine with the available data, however a rough average cost can be established using the spend divided by the number of defect repairs. Spend for Lancashire not only includes for works costs of all labour, plant, equipment, materials, traffic management but also staff time and overheads.

2019/2020	£172
2020/2021	£163
2021/2022	£224
2022/2023	£155
2023/2024	£133

Industry price increases have been impacting construction costs since 2021/2022 and were roughly estimated at around 22% with increases mainly across asphalt, concrete, traffic management, fuel, and labour. These rises fluctuate slightly but remain a consistent pressure on the available budgets today. The estimated cost of repairs can be seen to reduce due to the implementation of the new method of working from April 2022. There is also a small cost decrease when large numbers of structural defects are identified in close proximity, therefore lower costs to repair due to less travel and traffic management.

## Resources

Daily Logs have been kept of structural defects works across all depots since April 2022 to carefully monitor spend. This report also details the level of resource used at each depot, including external contractor resources. As a rough guide 1 crew can repair 2925 defects per year, therefore the required resources to complete repairs have been increasing:

2019/2020	49,262	17 crews
2020/2021	58,679	20 crews
2021/2022	66,897	23 crews
2022/2023	72,676	25 crews
2023/2024	FORECAST 82,123	28 crews

If the number of defects continues to increase at the same rate the following is forecast:

2024/2025	92,799	32 crews
2025/2026	104,863	35 crews

This resource will be required to address the structural defect works only, crews at depots carry out a much wider range of activities including drainage works which



also need to be resourced. Resources vary across each operational depot, and so does the volume of work, however in-house resources for structural defect works are generally at around 2 to 3 crews per depot (7 operational depots). Therefore, reliance on external contractor resources has been increasing since 2020/ 2021. The demand for structural defect works varies across districts and across months as you can see in table 1 and our use of external contactors allows us to increase and decrease resources to suit the workload and meet the timeframes set out in the Highways Safety Policy.

There is also a considerable turnover of direct labour highway operative staff, as recruitment and retention of staff remains a challenge.

## Performance

The Key Performance Indicator used to demonstrate performance, which is reported corporately, is the % of structural defects completed on time. The target set out in the Highways Safety Inspection policy is 90%.

Below shows a breakdown of each financial year of Category 1 and Category 2, those numbers found, those fixed and a % fixed within its appropriate timescales. The targets changed in 2022 when they were standardised to 90% across all categories. Figures from 2019-March 2022 were either met or not met target (green or red respectively), whereas from April 2022 target achievement or otherwise is represented by red, amber and green (target or above is green, 80-90% is Amber and below 80% is red)

Targets	2019/20			2020/21			2021/22			2022/23			2023/24			
	Cat 1 - 95% / Cat 2 - 90%			Cat 1 - 95% / Cat 2 - 90%			Cat 1 - 95% / Cat 2 - 90%			90%			90%			
	Found	Fixed	%	Found	Fixed	%	Found	Fixed	%	Found	Fixed	%	Found	Fixed	%	
April	Cat 1	90	72	80.00%	46	37	80%	107	82	77%	69	64	93%	406	378	93%
	Cat 2	3425	3118	91.04%	3858	3708	96%	6232	5480	88%	4706	4548	97%	7042	6141	87%
	Total	3515	3190	90.75%	3904	3745	96%	6339	5562	88%	4775	4612	97%	7448	6519	88%
May	Cat 1	48	43	89.58%	37	32	86%	110	93	85%	86	79	92%	245	224	91%
	Cat 2	3716	3574	96.18%	5290	5105	97%	6132	5727	93%	6574	6482	99%	8219	7427	90%
	Total	3764	3617	96.09%	5327	5137	96%	6242	5820	93%	6660	6561	99%	8464	7651	90%
June	Cat 1	76	74	97.37%	66	62	94%	113	96	85%	71	70	99%	158	151	96%
	Cat 2	4213	4145	98.39%	4486	4435	99%	5221	4859	93%	5183	5097	98%	6083	5988	98%
	Total	4289	4219	98.37%	4552	4497	99%	5334	4955	93%	5254	5167	98%	6241	6139	98%
July	Cat 1	76	72	94.74%	59	56	95%	115	97	84%	80	71	89%	185	180	97%
	Cat 2	4764	4724	99.16%	5037	4909	97%	5458	4862	89%	5725	5502	96%	5905	5796	98%
	Total	4840	4796	99.09%	5096	4965	97%	5573	4959	89%	5805	5573	96%	6090	5976	98%
August	Cat 1	90	84	93.33%	65	60	92%	83	70	84%	57	56	98%	260	258	99%
	Cat 2	3804	3776	99.26%	3563	3469	97%	4639	4402	95%	4976	4889	98%	6270	6041	96%
	Total	3894	3860	99.13%	3628	3529	97%	4722	4472	95%	5033	4945	98%	6530	6299	96%
September	Cat 1	97	93	95.88%	80	78	98%	57	52	91%	64	62	97%	168	159	95%
	Cat 2	3322	3284	98.86%	5495	4853	88%	5087	4887	96%	4854	4735	98%	5093	4892	96%
	Total	3419	3377	98.77%	5575	4931	88%	5144	4939	96%	4918	4797	98%	5261	5051	96%
October	Cat 1	100	91	91.00%	91	80	88%	67	62	93%	79	73	92%	191	179	94%
	Cat 2	2776	2740	98.70%	4215	3746	89%	5290	5150	97%	6315	6029	95%	6889	6542	95%
	Total	2876	2831	98.44%	4306	3826	89%	5357	5212	97%	6394	6102	95%	7080	6721	95%
November	Cat 1	59	58	98.31%	85	76	89%	83	79	95%	97	95	98%	254	224	88%
	Cat 2	3086	3000	97.21%	3711	3660	99%	5843	5394	92%	5592	5015	90%	7795	6561	84%
	Total	3145	3058	97.23%	3796	3736	98%	5926	5473	92%	5689	5110	90%	8049	6785	84%
December	Cat 1	107	99	92.52%	77	66	86%	117	107	91%	118	105	89%	474	263	55%
	Cat 2	2248	1925	85.63%	2472	2260	91%	3069	2553	83%	3093	2499	81%	4735	3493	74%
	Total	2355	2024	85.94%	2549	2326	91%	3186	2660	83%	3211	2604	81%	5209	3756	72%
January	Cat 1	172	165	95.93%	284	254	89%	160	138	86%	440	398	90%			
	Cat 2	5024	4595	91.46%	4609	3798	82%	5770	5072	88%	7341	6673	91%			
	Total	5196	4760	91.61%	4893	4052	83%	5930	5210	88%	7781	7071	91%			
February	Cat 1	188	179	95.21%	236	192	81%	169	141	83%	215	201	93%			
	Cat 2	4856	4142	85.30%	6895	5074	74%	6703	5117	76%	7228	7020	97%			
	Total	5044	4321	85.67%	7131	5266	74%	6872	5258	77%	7443	7221	97%			
March	Cat 1	160	131	81.88%	226	185	82%	165	133	81%	353	332	94%			
	Cat 2	5108	3982	77.96%	7708	5630	73%	6812	5539	81%	9257	8707	94%			
	Total	5268	4113	78.08%	7934	5815	73%	6977	5672	81%	9610	9039	94%			
Yearly Totals	Cat 1	1263	1161	91.92%	1352	1178	87%	1346	1150	85%	1729	1606	93%			
	Cat 2	46342	43005	92.80%	57339	50647	88%	66256	59042	89%	70844	67196	95%			
	Total	47605	44166	92.78%	58691	51825	88%	67602	60192	89%	72573	68802	95%			



## **Member discretion over which potholes get repaired.**

The risk-based approach recommended nationally in "Well Managed Highways Code of Practice" underpins the Lancashire County Council Highways Safety Inspection Policy which sets out Lancashire County Council's defence in discharging its statutory duties under Section 41 of the Highways Act.

Lancashire County Council relies on 3 key points when defending claims as follows:

- Demonstrating an understanding of the statutory duties set out in the Highways Act.
- Having a comprehensive Highways Safety Policy which sets out a consistent approach to risk management and defect prioritisation.
- Having a trained inspectorate which can demonstrate competency in making decisions relating to defect repairs in line with the policy.

Any discretion-based decision making which could not be referenced to these key points would severely weaken the ability of the council to defend claims and could open the council to increased costs and reputational damage.

## **Consultations**

N/A

## **Implications:**

This item has the following implications, as indicated:

## **Risk management**

### **Financial**

The minimum level of funding to manage the asset within a reasonable level of risk is now estimated between £41.7million and £45.2million, with the sustainable investment level of funding between £51.88million and £56.2million.

The Department for Transport allocation of £28.811million, with the additional £3.661million for 2024/25 apportioned along Transport Asset Management Plan principles will help to manage overall risk.

The risks associated with an effective reduction in funding available for 2024/25 due to the current inflationary pressures, include:

- Reduced ability to maintain the progress already made in Phase 1 of the Transport Asset Management Plan in improving the ABC network and maintain it in a good condition through phase 2 of the Transport Asset Management Plan.
- Reduced ability to address phase 2 priorities, particularly the urban unclassified network that is currently considered 'poor' and will deteriorate further. This will also have the impact of an increased number of structural



defects having to be dealt with on a reactive basis and a likely increase in concerns raised by members of the public.

- Increased risk of street lighting column failure, causing risk to the public, throughout Phases 2 and 3 of the Transport Asset Management Plan. This can be mitigated by transferring funds from column replacement to column testing; however, the backlog in column replacement will increase as a result.
- Potential increase in the failure of traffic signal equipment on the strategic road network, throughout Phases 2 and 3 of the Transport Asset Management Plan.
- Risk in effectively assessing bridge condition, including effects of scour and severe weather events, and developing timely maintenance programmes, prejudicing the delivery of priorities of Phase 3 of the Transport Asset Management Plan as well as carrying additional risks during Phase 2.
- Not adequately addressing the Phase 2 priorities during Phase 2 of the Transport Asset Management Plan (up to March 2025) also puts further pressures on the Phase 3 priorities and substantially increases risk through Phase 3 of the Transport Asset Management Plan.
- A reduced ability to maintain the ABC network in a good condition through preventative treatments through Phase 2 will not have an immediate effect on condition of the network in Phase 2 of the Transport Asset Management Plan but will increase the maintenance backlog for Phase 3 of the Transport Asset Management Plan. This and the carried over backlog of the unclassified networks to Phase 3 will mean an increased backlog.

In order to manage these risks the approach to managing the different asset groups, whilst still being aligned to the original Transport Asset Management Plan approach of preventive maintenance over 'worst first', have been amended for each asset type. These approaches appeared in the Transport Asset Management Plan Refresh for 2023, published September 2023.

The 2024/25 Department for Transport grant funding allocation also assumes that the county council will qualify for Band 3 Incentive funding through the Self-Assessment process. The assessment of officers is that the county council will be confirmed as qualifying for Band 3 funding. However, funding may be reduced if Band 3 status is not achieved. Moving away from the TAMP, asset management could prejudice the banding status. The DfT Self-Assessment has 9 of the 22 questions relating to Asset Management approach and states.

"We would expect Band 3 authorities to have implemented the asset management practices recommended in the guidance for some time and as such can demonstrate the outcomes they set out to achieve, as well as progress in achieving these outcomes." ([DfT Self-Assessment questionnaire 2019.pdf](#))

And that Asset Management Policy and Strategy is one of the three 'corner stones' of the Self-Assessment.



## Legal

The Authority has a duty to maintain publicly maintainable highways, both vehicular and those which are in the Public Rights of Way network. Maintenance includes drainage and includes maintaining various structures such as some bridges, culverts, etc. The standard required is that each road be in such repair as to render it reasonably passable for the ordinary traffic of the neighbourhood at all seasons of the year without danger caused by its physical condition.

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

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



**Environment, Economic Growth and Transport Scrutiny Committee**  
Meeting to be held on Monday, 11 March 2024

Electoral Division affected:  
N/A;

**Corporate Priorities:**  
N/A;

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

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

**Brief Summary**

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

**Recommendation**

The Environment, Economic Growth and Transport Scrutiny Committee is asked to:

- (i) Note the Work Programme for 2023/24, including progress relating to the committee's recommendations.
- (ii) Consider and comment as appropriate on the formal response from the Cabinet Member for Highways and Transport to the committee's recommendations on Love Clean Street App Review as set out at in the work programme at Appendix 'A' to the report.

**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 Love Clean Street App Review which were made at its meeting held on 5 December 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.

## Appendices

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

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

## Consultations

N/A

## Implications:

This item has the following implications, as indicated:

### Legal

This report has no significant legal implications.

### Finance

This report has no significant finance implications.

### 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

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

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

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

## Environment, Economic Growth and Transport Scrutiny Committee Recommendations Progress

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

				<p>strengthened recently so as to provide an additional two inspectors so that we can ensure greater levels of compliance; and we have bolstered the direct management of the team by the addition of a dedicated Street Works Manager post.</p> <ul style="list-style-type: none"> <li>Informing all Lancashire Parish and Town Councils of the option to register for road closure alerts.</li> </ul> <p>Response:</p> <ul style="list-style-type: none"> <li>The team are liaising with the team that manage contact with Parish councils to get this message out to them.</li> </ul> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>Response:</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <ul style="list-style-type: none"> <li>The policy on road closures for events and parades be shared with members of the Environment, Economic Growth and Transport Scrutiny Committee."</li> </ul> <p>Response:</p> <ul style="list-style-type: none"> <li>This document is now 7 years old and will need updating to remain relevant. Document circulated to committee members on 27 November 2023.</li> </ul>
	<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"> <li>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.</li> <li>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.</li> </ol>	<ol style="list-style-type: none"> <li>1. In progress. Informal meeting held with representatives of National Grid on 21 November 2023.</li> <li>2. Response: <p>A Local Area Energy Plan (LAEP) is a spatial plan specific to the local area that sets out the change required to transition an area's energy system to net zero in a given timeframe. LAEPs are led by local government and developed collaboratively with defined stakeholders, including Distribution Network Operators such as Electricity North West.</p> <p>Lancaster City Council has commissioned work on a LAEP for the Lancaster District and the County Council, along with other key stakeholders, is supporting the process as an Authorising Stakeholder.</p> <p>Lancashire County Council, together with Blackburn with Darwen Council and Blackpool Council is currently considering the role LAEPs have alongside the proposals for heat network zoning, currently out for consultation, and the emerging role of Regional Energy Strategic Planners (RESPs) and the significant role they will have in enabling local energy and net zero action.</p> <p>Regional Energy Strategic Planners will work with organisations at a local level including local government and gas and electricity networks, to improve understanding of the infrastructure needed and attract investment for projects. This new approach to energy planning will see RESPs create clear plans for how local energy systems need to be developed to reach net zero, considering both the national targets set by government, and the local needs and most appropriate approach in each area.</p> <p>Heat Network Zoning will designate zones, using a standardised national methodology, where heat networks are expected to offer the lowest-cost solution for decarbonising heat. It is proposed that a new Heat Network Zoning Authority (the Central</p> </li> </ol>
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				Authority) will be established to oversee all heat network zones across England, and that new local Zone Co-ordinators will be responsible for local implementation.
	Ultra-Low Emissions Vehicles and LCC Fleet	Delivering better services; protecting our environment	That, a briefing note setting out the breakdown of the current fleet (including school buses) and the projection of future funding required to introduce Ultra-Low Emissions Vehicles into the fleet be provided to the Environment, Economic Growth and Transport Scrutiny Committee.	Briefing note circulated to all members of the committee on 29 December 2023.
5 December 2023	Love Clean Streets App Review	Delivering better services	<p>That:</p> <p>(i) The Cabinet Member for Highways and Transport gives consideration to;</p> <p>a) Expanding the Love clean streets app to include borough council issues (e.g., fly tipping, street cleansing) where they specifically affect the highway.</p> <p>b) Creating a new category for weeds in the app's reporting system.</p> <p>c) Providing emergency contact numbers for councillors, to avoid members reporting these via the app.</p> <p>(ii) The projected dates on the forward plan for developing the app be shared with the Environment, Economic Growth and Transport Scrutiny Committee.</p> <p>(iii) A Briefing Note on future plans for gully emptying be provided to the committee.</p>	<p>Response:</p> <p>(i)</p> <p>a) Expanding the Lovecleanstreets app to include borough council issues (e.g. flytipping, street cleansing) where they specifically affect the highway. We will be mindful of this requirement and consider it in the context of partnership working. This has been added to the development plan.</p> <p>b) Creating a new category for weeds in the app's reporting system. This request has been added to the development plan for Love Clean Streets. Love Clean Streets already contains more categories than were included in the previous Report It system, and we will continue to develop and improve the solution.</p> <p>c) Providing emergency contact numbers for councillors, to avoid members reporting these via the app. The Contact Centre have been tasked with ensuring emergency numbers are routed appropriately. Within the app, Lancashire Highways and Digital Services are working on a potential solution to enable a user of the app to call the emergency number displayed directly from a link in the app.</p> <p>(ii)</p> <p>The timescales and status for current projects related to Love Clean Streets are as follows:</p> <ul style="list-style-type: none"> <li>Transferring customer updates made in Love Clean Streets into the HAMS customer request history. Extent of the issue is being investigated prior to development of an action plan.</li> </ul>

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



			made to the Scrutiny Management Board at its meeting scheduled on 16 April 2024.	(iii) Request to be submitted to the next scheduled meeting of the Scrutiny Management Board on 16 April 2024.