

Lancashire County Council

Environment, Economic Growth and Transport Scrutiny Committee

**Thursday, 30th January, 2025 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 4 December 2024 (Pages 1 - 4)

4. Highways Reactive Maintenance Performance (Pages 5 - 22)

5. Love Clean Streets App Review (Pages 23 - 28)

**6. Environment, Economic Growth and Transport
Scrutiny Committee Work Programme, Actions and
Assurances Update** (Pages 29 - 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 Monday 17 March 2025 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 Wednesday, 4th December, 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 Purcell
A Cheetham	A Schofield
M Iqbal MBE	J R Singleton JP
J Oakes	K Snape

1. Apologies

Apologies were received from County Councillor Julie Gibson.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None were disclosed.

3. Minutes of the Meeting Held on 24 October 2024

Resolved: That the minutes of the meeting held on 24 October 2024 be confirmed as an accurate record and signed by the Chair.

4. The Management of Waste Operations through Planning Policy and Enforcement

The Chair welcomed County Councillor Shaun Turner, Cabinet Member for Environment and Climate Change, Marcus Hudson, Head of Planning and Transport, Jonathan Haine, Head of Development Management and Planning Policy and John Neville, Area Environment Manager, Environment Agency to the meeting.

A report and two presentations were provided on the county council's activities under its statutory development management responsibilities in relation to minerals and waste operations. It covered the adopted Joint Lancashire Minerals and Waste Local Plan, control of odour and other environmental impacts related to the design, engineering and operation of landfill sites in the county, and monitoring of



compliance and enforcement of planning controls for minerals and waste management sites. A copy of the presentations are set out in the minutes.

In response to questions from the committee, the following information was clarified:

- It was explained to the committee that the key costs for disposing of material was landfill tax, at approximately £40 per tonne for the disposal of inert materials and £150-200 a tonne for non-inert materials. It was further confirmed that the cost per tonne would rise in April 2025.
- The committee was informed that fines issued by the Environment Agency for a breach by an operator were higher than those issued by the county council as these were often due to a pollution issue and environmental damage. It was further explained that the Environment Agency's scale of fines were set by central government and depending on the severity of a breach, action could be taken through the courts.
- Regarding the Joint Lancashire Minerals and Waste Local Plan, it was queried by the committee if the outdated plan currently available to the public was hindering the county council's effectiveness in processing new planning applications and in addressing enforcement issues. The committee was informed that while some policies set out in the plan were time-constrained, there were policies that were still appropriate and applicable. Members were assured that the new plan was being worked on.
- The committee suggested that the hotline number for the Environment Agency be widely publicised within the county council and made available to members on the 'C First' website (members' portal).
- It was also suggested that the full list of mineral extraction sites and landfill facilities be shared with the committee.
- Members were informed that a 'List of Wastes' set out in European legislation gave a code for each type of waste and this also set out which types of waste could go in a landfill based on risk. It was also explained that there were hazardous landfill sites, whose criteria differed on the type of waste they could accept and the controls surrounding the site.
- It was confirmed that tyres were often recycled, for example into materials for children's playgrounds. It was confirmed that there were agencies and individuals who would collect tyres to be properly recycled or disposed of.
- On the working relationship between the county council and United Utilities, it was suggested that further information could be brought to the committee at a later date.
- The committee was informed that the county council had a legal team specifically for planning matters, as well as an enforcement policy in place. It was noted that formal enforcement was the tool of last resort, and that officers



would look to remedy unacceptable harm that might have occurred. In the majority of cases for the county council this was done through negotiation. Further to this, it was suggested by members that investigation take place to determine if more resources for legal teams could benefit planning applications and enforcement actions with the county council.

- Regarding the enforcement policy, officers highlighted to the committee that the county council always acted in a reasonable and proportionate way, ensuring that all other measures and actions had been exhausted before escalating a matter through to direct action.
- In regard to legacy sites, it was queried whether further planning conditions could be imposed at a later date if the local environment or legislation had changed. Further to this, members queried how the authority monitored the completion of conditions imposed on legacy sites over a long period of time. Officers confirmed that once planning permission had been granted there was a time period for work, restoration and after care (usually 5 years) in place, after this period of time the site entered a new chapter of planning permission. It was further explained that if any change to the local area occurred, the current planning conditions could be altered to reflect this.
- Officers confirmed that during the restoration period, a site was monitored to ensure that any conditions had been met prior to moving into an after care period. If the planning condition was not adhered to, a notice would be served through the courts.
- Members raised concern regarding the transparency of enforcement action to the public, further to this concern was raised between the awareness of different statutory powers of the county council and borough councils' responsibilities to enforcement action. It was suggested that a collective review of functions, responsibilities and arrangements within the multi-agency approach to enforcement be undertaken.

Resolved: That

- (i) The full list of mineral extraction sites and landfill facilities be shared with the Environment, Economic Growth and Transport Scrutiny Committee.
- (ii) The Cabinet Member for Environment and Climate Change gives consideration to:
 - a. Implementing public facing information and updates on enforcement action across the county.
 - b. Reviewing whether the legal resource for enforcement activities within planning is sufficient or could be enhanced.
 - c. Establishing if the county council's website needs updating to include a link to the 'report an environmental incident' webpage on the gov.uk website and to consider adding the Environment Agency hotline number to the Members' portal ('C-First') and Members' key contacts.



d. Carrying out a collective review of the processes, functions, responsibilities and arrangements in the current system of the multi-agency approach to enforcement.

(iii) A briefing note on the working relationships between United Utilities and the County Council be shared with the committee.

5. Environment, Economic Growth and Transport Scrutiny Committee Work Programme, Actions and Assurances Update

The committee considered the work programme for the 2024/25 municipal year, and an update on actions and assurances.

It was reported that the 'Value for Money Potholes Repair' item would now include information regarding Highways Reactive Maintenance. It was further reported that the Road Safety Partnership Inquiry Day would take place on 10 December 2024 and a report would be brought to the next meeting of the Environment, Economic Growth and Transport Scrutiny Committee.

Resolved: That;

- (i) Work programme for 2024/25 at Appendix 'A' be noted.
- (ii) Formal written response from County Councillor Rupert Swarbrick, Cabinet Member for Highways and Transport to the Committee's recommendations on the Bus Service Improvement Plan at Appendix 'B' be noted.
- (iii) Formal written response from County Councillor Aidy Riggott, Cabinet Member for Economic Development and Growth to the Committee's recommendations on the Preparation of the Local Transport Plan 4 at Appendix 'C' be noted.
- (iv) Actions and assurances at Appendix 'D' be noted.

6. Urgent Business

There were no items of Urgent Business.

7. Date of Next Meeting

The next meeting of the Environment, Economic Growth, and Transport Scrutiny Committee will be held on Thursday 30 January 2025 at 10:30am in Committee Room B – The Diamond Jubilee Room, County Hall, Preston.

H MacAndrew
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County Hall
Preston



Report to the Environment, Economic Growth and Transport Scrutiny Committee

Meeting to be held on Thursday, 30 January 2025

Report of the Director of Highways and Transport

Highways Reactive Maintenance Performance

Part I	Corporate Priorities: Thinking differently
Electoral Division(s): (All Divisions);	
Contact: Kirstie Williams, Highways Group Manager – Countywide Maintenance, Tel: (01772) 534818, kirstie.williams@lancashire.gov.uk	

Summary

Purpose of the Report

A report focussing on reactive maintenance performance regarding structural defects including potholes.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to formulate any recommendations to the Cabinet Member for Highways and Transport.

Background

1. This report was requested by the Environment, Economic Growth and Transport Scrutiny Committee to report on the performance of structural defect repairs through reactive maintenance (emergency, urgent and non-urgent) and to set out measures in place to mitigate any future increases in defect numbers following significant network deterioration.
2. This report provides an update following the previous report "Value for money - Potholes" presented to the Environment, Economic Growth and Transport Scrutiny Committee in March 2024. [Council - Agenda item - Value for Money - Potholes](#)

National Picture

Alarm Survey 2024

- Each year the Asphalt Industry Alliance (AIA) commissions an independent survey of local authority highway departments in England and Wales. This survey looks to provide a snapshot of the general condition of the local road network, based on information provided directly by those responsible for its maintenance.

The Key National Headlines

Key facts 2023/24

Funding:

- Local authorities in England and Wales effectively experienced a real-terms cut due to the impact of rising costs due to inflation, despite average highway maintenance budgets increasing by 2.3% to £26.4 million per authority.
- 45% of authorities reported a cut or freeze in their highway maintenance budget, even before inflation is taken into account.
- Against this challenging backdrop, the average percentage of highway maintenance budget spent on the carriageway increased slightly to 52%. Average carriageway maintenance budgets also increased by 8.5% to £14.1 million from £13.0 million last year.
- The additional amount local authorities across England and Wales would have needed to maintain their network to their own targets was £1.22 billion. This means that the average shortfall in the 2023/24 carriageway budget was £7.2 million per authority.
- The one-time catch-up cost has increased by 16% to a new record high of £16.3 billion and the work to address it would still take a decade to complete. This is the amount needed, as a one-off (at today's prices), to bring the network up to a condition that would allow it to be managed cost-effectively as part of a proactive asset management approach.

We have seen a small increase in our highway maintenance budget, but this has been wiped out by the effects of rising inflation. In fact, if anything, we've been able to do less with the money than we did a year ago.

Detailed key findings can be found on page 20.



Conditions:

- Road Condition Index (RCI) data reports the general condition of the surface of the carriageway, not necessarily the structure of the road. It shows there has been another **drop in the length of roads classed as GREEN** (in a good state of repair) and a corresponding increase in those classed as **AMBER** (showing some deterioration).
- Roads classed as **RED** (poor overall condition) have again remained stable but still **one in every 10 miles** (11%) of the local road network in England and Wales is likely to require maintenance in the next 12 months. This equates to around 22,300 miles.
- **2 million potholes** were filled over the last year – up more than 40% from 1.4 million last year – equivalent to one every 16 seconds.
- The average frequency of resurfacing for all classes of roads is **once every 80 years**.
- Structural conditions continue to decline and now less than half (only 47%) of local road miles in England and Wales are classed as being in 'good' structural condition, down from 51% last year. The remaining 53% – **more than 107,000 miles** – now have **less than 15 years' structural life remaining**. Structural maintenance is needed when surface maintenance alone won't suffice, and this data helps provide a more complete assessment of the overall carriageway asset.



We have spent the last year firefighting and trying to manage expectations of what can be achieved with the budget we have and a deteriorating network.

Lancashire Headlines

Carriageway condition

4. The Transport Asset Management Plan (TAMP) Phase 2 Year 4 data refresh September 2024 sets out an update on the TAMP: [transport-asset-management-plan-draft-data-refresh-2024.pdf](#)
5. A summary of the data insights in the report confirm that there have been condition improvements in our A, B and C roads. The quantity of roads classified as **RED** or **AMBER** has reduced by 278km since 2014 an overall improvement of 33%.
6. More than a quarter of the unclassified road network are end of life (**RED**) and this backlog will not be addressed before the end of Phase 2 (March 2025). The shortfall is the difference between the sums received in any financial year and the amount a local authority would need to keep their network to current target conditions and prevent further decline. The backlog describes the amount that would be needed, as a one-off, to bring the network up to a condition that would allow it to be managed cost effectively going forward as part of a proactive asset management approach. **It is estimated that we have a short fall per annum of £20-25m with carriageway surfacing of**



approx. £160m and across other asset types a backlog of £339 million (£40m footway, £34m street lighting, bridge and retaining walls £265m).

7. Since 2015, Lancashire County Council has taken part in the annual National Highways & Transport Network (NHT) survey which collects the public's views on different aspects of highway and transport assets / services in local authority areas.
8. For 2023, the survey was sent to 4,800 households across the authority area and 1,176 responses were received, which represents an overall response rate of 24.5% which is better than the national average (22.8%).

Summary of Key Benchmarking Indicators (KBI) NHT Satisfaction Indicators 2023-24

Ref	Key Benchmarking Indicator	2023		2022		Trend
		LCC result	NHT Average	LCC result	NHT Average	
KBI23	Condition of Highways	20%	27%	28%	34%	static compared to mean
KBI25	Street Lighting	60%	61%	62%	62%	Static
KBI24	Highway Maintenance	39%	43%	44%	46%	Static
KBI26	Highway enforcement\ Obstructions	38%	40%	41%	42%	Static

Many of our indicators perform well:

Ref	Indicator	Result 2023	NHT Average	Result 2022	NHT Average
HMQI13	Provision of Streetlights	77%	78%	79%	78%
HMBI06	Speed of repair to streetlights	52%	53%	53%	54%
HMBI28	Undertakes cold weather gritting	49%	56%	57%	58%

We closely monitor those with the lowest satisfaction scores:

Ref	Indicator	Result 2023	NHT Average	Result 2022	NHT Average
HMBI30	Speed of repair to damaged roads	18%	22%	24%	28%
HMBI01	Condition of road surfaces	19%	25%	26%	32%
HMBI13	Deals with potholes\ damaged roads	20%	26%	26%	32%
HMBI31	Quality of repair to damaged roads	22%	28%	27%	34%
HMQI11	Number of potholes	11%	14%	16%	22%

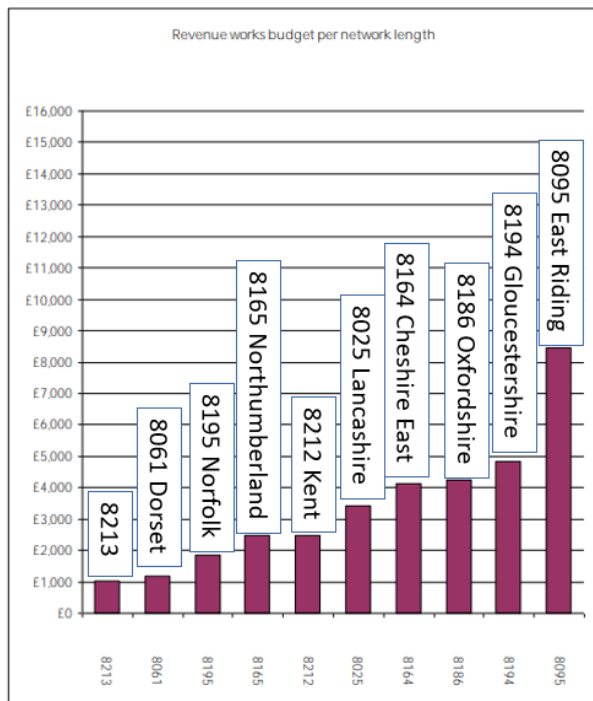


How Lancashire Compares with other similar authorities

9. The county council takes part in the Association for Public Service Excellence Direct Management Group (APSE DMG) Benchmarking exercise to compare our performance with other similar Authorities. The performance reports have been produced using a family group system, comparing 'like' authorities operating under similar circumstances to ensure a fair comparison can be made.
10. The below are those measures focussed on Safety defects and Carriageway condition.

Maintenance budget per Kilometre length of carriageway

PI 14a Revenue works budget per carriageway network length

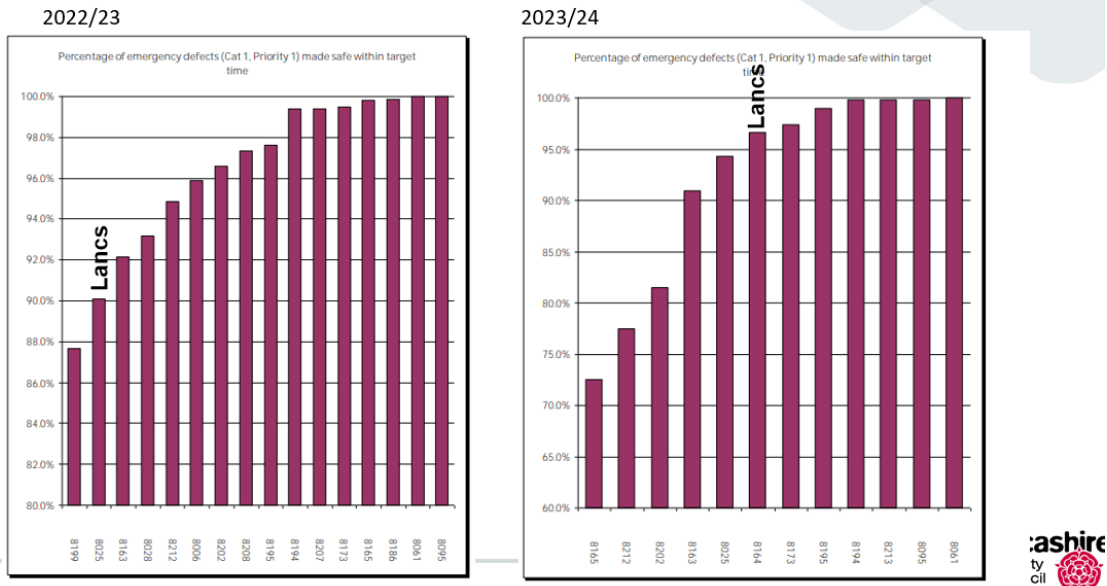


Lancashire hold the middle ground in terms of total maintenance budget per Km network length.



Emergency Defects Repairs

Safety Defects - Emergency Defects - Made Safe On Time (4 hrs)



11. Lancashire had one of the lowest percentage of emergency (4hour) defects made safe in 2022/2023 this had significantly improved in 2023/2024.

Urgent Defect Repairs

Safety Defects - Urgent Defects - Made Safe On Time (2 days)

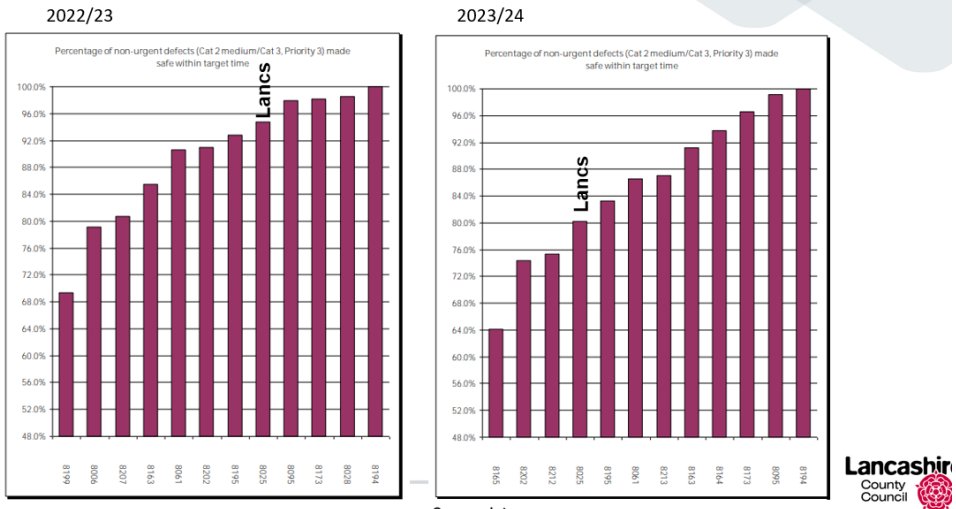


12. Lancs performed well in delivering Urgent Defects (2 Day and 5 Day) in 2022/2023 but this reduced in 2023/2024. This is as a result of the severe weather impact and sudden decline of the network in 2023.



Non-Urgent Safety Defect Repairs

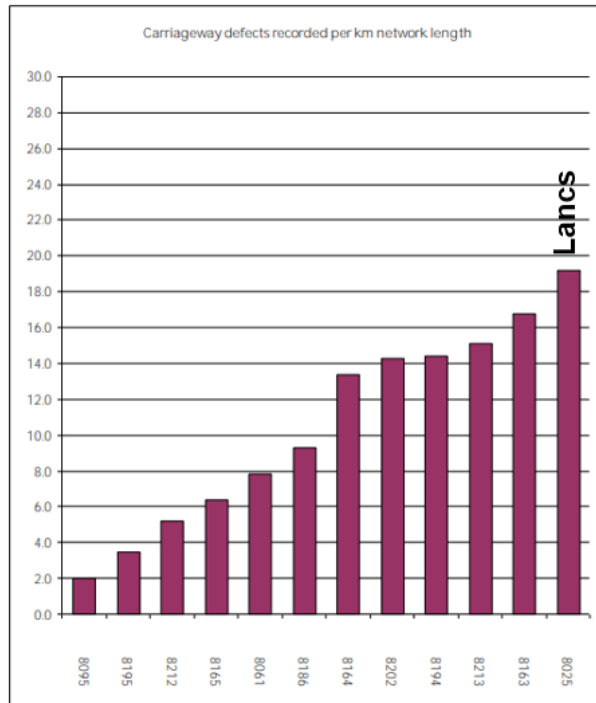
Safety Defects - Non-Urgent Defects - Made Safe On Time (5-20 Days)



13. Lancashire were performing strongly on Non-Urgent (10 Day and 20 Day) repairs but this was also impacted by the severe weather in 2023 and performance levels reduced in 2023/2024.

Defects per KM length of network

PI 05b Total carriageway defects recorded per kilometre of carriageway network length



14. Lancashire recorded the highest number of defects per Km within the APSE benchmarking group for 2023/2024.



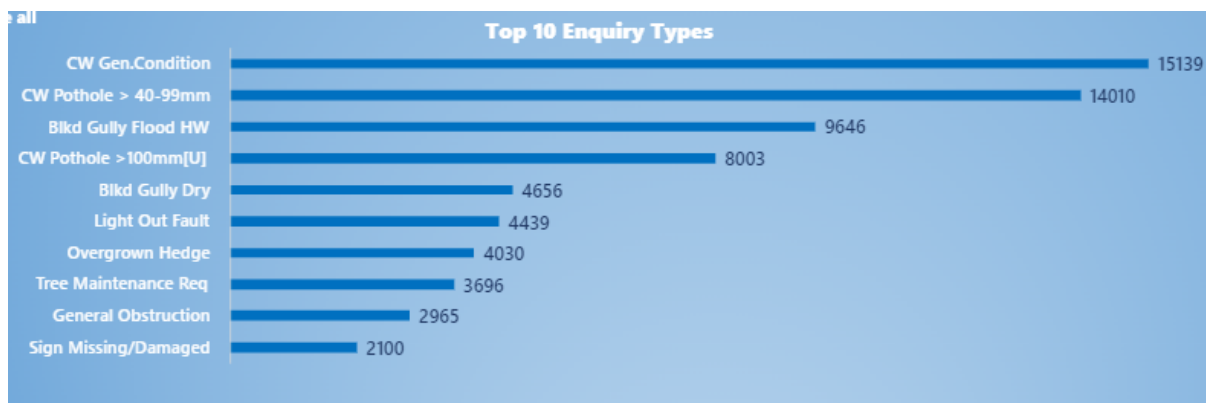
Current Performance Data

Customer Reports

15. Highways has received nearly 109,000 highways reports and enquiries from 1st April 2024 to end of December 2024. Of those, 85,000 were reported on Lovecleanstreets and 23,417 were reported through the contact centre.

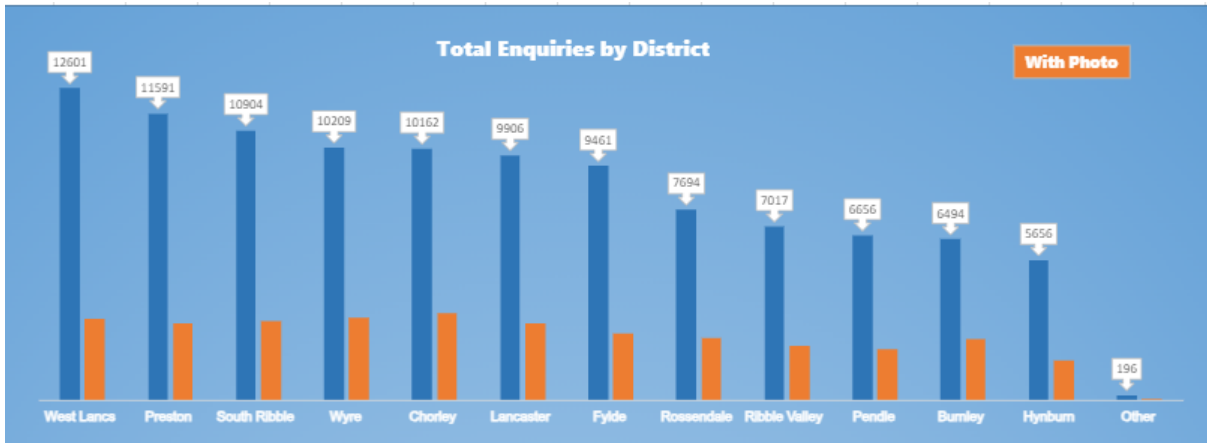


16. The top enquiries are those relating to general road condition and potholes 40mm to 99mm in depth followed by flooding due to blocked gully reports.



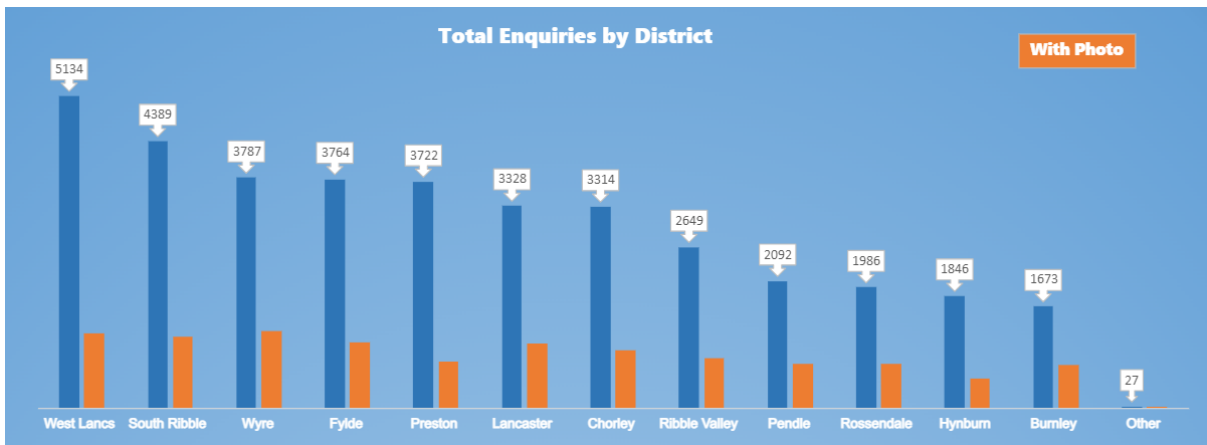
17. West Lancashire has had the highest number of customer reports and enquiries, and Hyndburn has had the fewest. An average of 32% of public reports come with a photo of the defect.





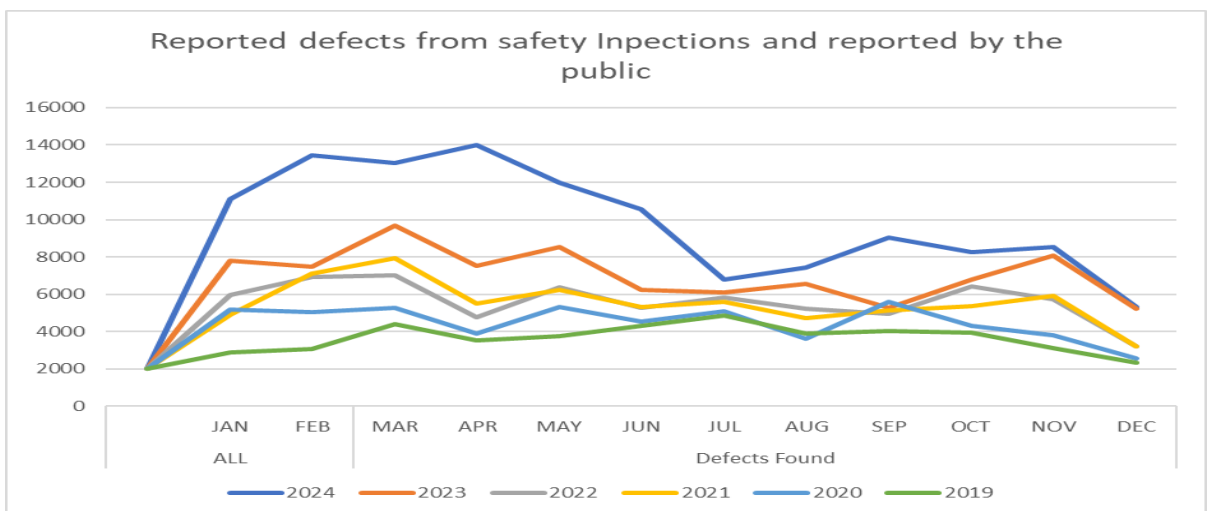
Pothole Enquiries and Reports

18. West Lancashire also has the highest number of pothole related customer reports and Burnley has the least.



Defect Repairs

19. The number of defects identified for repair continues to rise each year. 2023/2024 saw an increase in actionable defects of 34%. Forecasts for the 2024/2025 year are predicting that 125,000 could be reached.

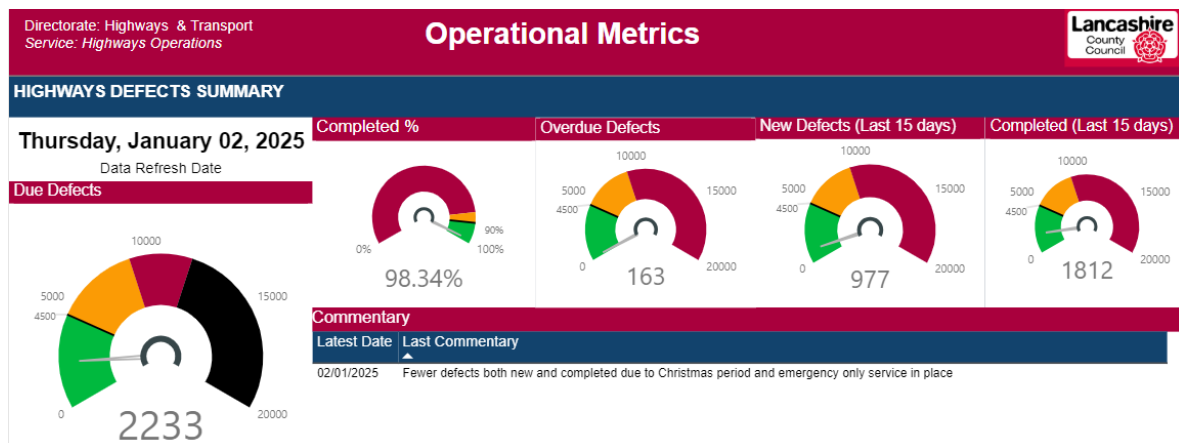


Service Capacity

20. After the fast deterioration of the network in winter 2023/2024 which resulted in huge numbers of defects across the county and the resulting backlog of over-due jobs, the service capacity has been assessed and operational statuses have been developed based on the number of available in-house resource and subcontractors.

Operational Status	Description
Green	Normal Operating capacity 0 to 4,500 works in progress
Amber	Service under pressure and increased external resources in place 4,500 to 8,500 works in progress.
Red	External resources maximised 8,500 to 11,500 works in progress
Black	Emergency service delivery only in excess of 11,500 – Emergency Plan in place
Blue	Recovery and action plan to return to Green

21. The operational status is monitored daily and displayed through a Highways Performance Dashboard.



Defect Response Times

22. The Highway Safety Inspection Policy link: [Highway safety inspection policy - Lancashire County Council](#) sets out the response times for types of defects according to route hierarchy as part of the risk based approach. The following response times apply to the repair of highways structural defects (Working days):



4 hours

2 Days

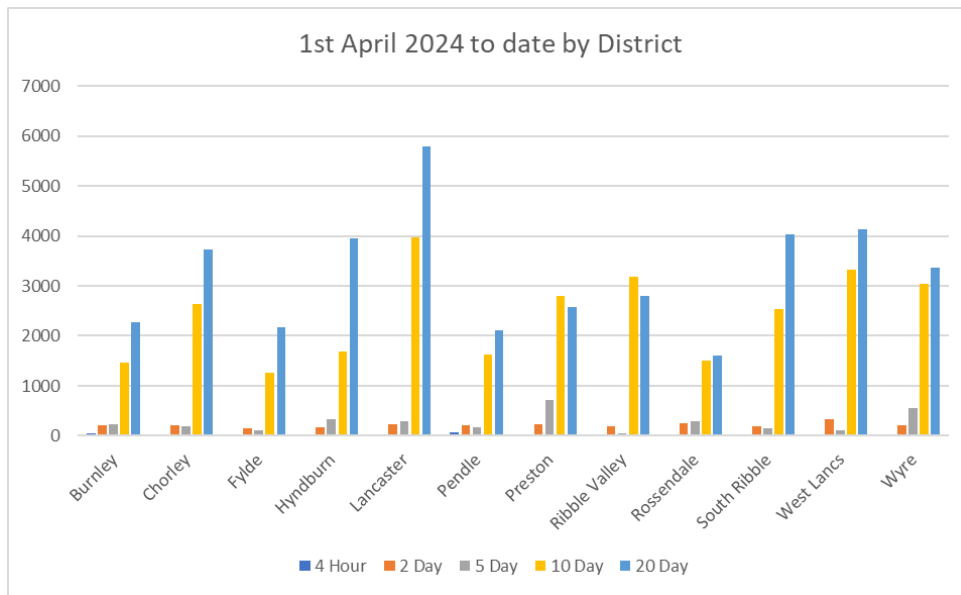
5 Days

10 Days

20 Days

4 hours, 2 day and 5 days are considered Emergency and Urgent Category 1 repairs (Cat 1) and 10 days and 20 days are considered Non-urgent Category 2 repairs (Cat 2).

23. The chart below shows the number of repaired defects in each response time by district. Preston and South Ribble receive more 10 days defects than 20-day defects. Overall, 48% of all structural defect repairs are carried out in 10 days or less countywide.



Performance on Repairs within the Response Times

24. The table below shows the performance of delivery of repairs within the response times by quarter. The target for repairs within response times is 90% for both Cat1 and Cat 2 repairs.

25. You can see from the table, that the impact of severe weather in terms of rainfall in 2023 / 2024 can be seen as a reduction in performance in Quarters 3 and 4 and this continues into Quarter 1 for 2024/2025. Quarter 2 and 3 2025 show a return to within target performance.



		Target - 90%			Target - 90%			Target - 90%		
		2022/23			2023/24			2024/25		
		Found	Fixed	%	Found	Fixed	%	Found	Fixed	%
Q1	Cat 1	226	213	94%	809	753	93%	1979	1266	64%
Q1	Cat 2	16463	16127	98%	21344	19556	92%	34754	27988	81%
Q1	Total	16689	16340	98%	22153	20309	92%	36733	29254	80%
Q2	Cat 1	201	189	94%	613	597	97%	620	584	94%
Q2	Cat 2	15555	15126	97%	17268	16729	97%	23707	23175	98%
Q2	Total	15756	15315	97%	17881	17326	97%	24327	23759	98%
Q3	Cat 1	294	273	93%	919	711	77%	1665	1603	96%
Q3	Cat 2	15000	13543	90%	19419	16774	86%	15129	14803	98%
Q3	Total	15294	13816	90%	20338	17485	86%	16794	16406	98%
Q4	Cat 1	1008	931	92%	4232	2394	57%	0	0	0%
Q4	Cat 2	23826	22400	94%	33236	19999	60%	0	0	0%
Q4	Total	24834	23331	94%	37468	22393	60%	0	0	0%

(* Note at the time of this report Quarter 4 performance for 2024/2025 could not be run and this can only be run after the 20th of each month to capture 20 day repairs from the previous month.)

Cost of Structural Defects

Allocation of Funding

26. Funding is allocated based on the condition of the network and the number of defects which is profiled over previous years. Any additional funding will be allocated based on need.

2024/2025 Funding - £11.5m to date

Structural defects are split into blacktop repairs and masonry repairs.

24/25 Burnley Structural Defects Blacktop	745,000.00
24/25 Burnley Structural Defects Masonry	189,300.00
	934,300.00
24/25 Chorley Structural Defects Blacktop	747,000.00
24/25 Chorley Structural Defects Masonry	132,900.00
	879,900.00
24/25 Fylde Structural Defects Blacktop	1,109,000.00
24/25 Fylde Structural Defects Masonry	100,600.00
	1,209,600.00
24/25 Hyndburn Structural Defects Blacktop	500,000.00
24/25 Hyndburn Structural Defects Masonry	218,000.00
	718,000.00
24/25 Lancaster Structural Defects Blacktop	859,000.00
24/25 Lancaster Structural Defects Masonry	333,000.00
	1,192,000.00
24/25 Pendle Structural Defects Blacktop	640,000.00
24/25 Pendle Structural Defects Masonry	169,000.00
	809,000.00
24/25 Preston Structural Defects Blacktop	1,300,000.00
24/25 Preston Structural Defects Masonry	178,900.00
	1,478,900.00



24/25 Ribble Valley Structural Defects Blacktop	917,000.00
24/25 Ribble valley Structural Defects Masonry	197,900.00
	1,114,900.00
24/25 Rossendale Structural Defects Blacktop	598,000.00
24/25 Rossendale Structural Defects Masonry	116,000.00
	714,000.00
24/25 South Ribble Structural Defects Blacktop	1,521,000.00
24/25 South Ribble Structural Defects Masonry	131,400.00
	1,652,400.00
24/25 West Lancs Structural Defects Blacktop	1,069,000.00
24/25 West Lancs Structural Defects Masonry	146,000.00
	1,215,000.00
24/25 Wyre Structural Defects Blacktop	870,000.00
24/25 Wyre Structural Defects Masonry	212,000.00
	1,082,000.00

27. The previous budget for structural defect repairs (Structural defects include all trip hazards and pothole defects) is:

2019/2020	£8.5m
Number of defects repaired	49,262
2020/2021	£9.6m
Number of defects repaired	58,697
2021/2022	£15.3m
Number of defects repaired	66,897
2022/2023	£10.4m
Number of defects repaired	72,676
2023/2024	£10.5m
Number of defects repaired	97,842
2024/2025	Forecast £15m to £18m. (£11.5 to end of November)
Number of defects repaired	81,879

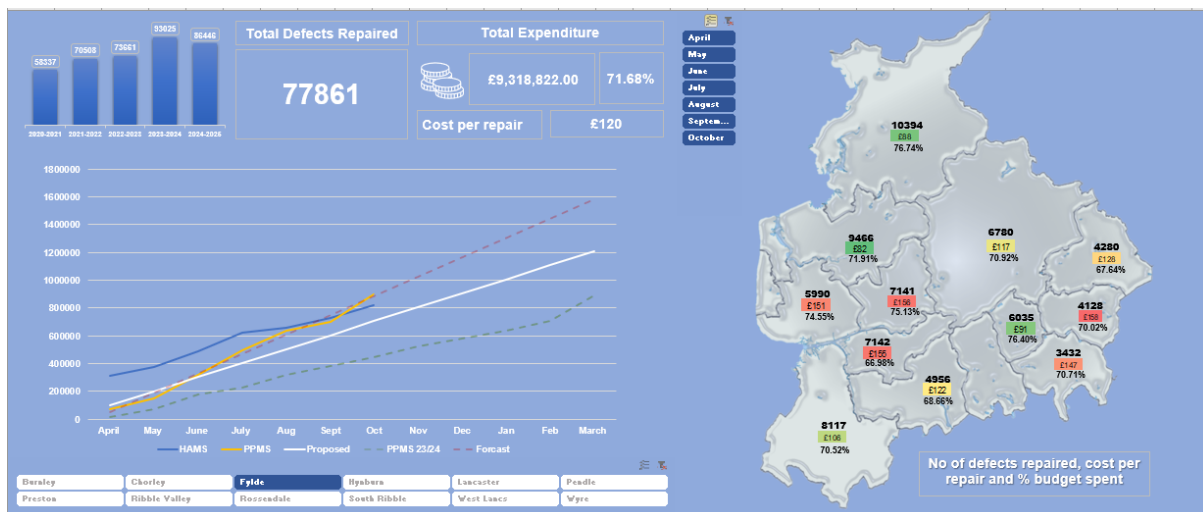
28. As an example, in 2023/2024, there was a budget increase of £2m from 2019/2020 (24% increase) and the county council delivered an additional 48,580 repairs a 98% increase in defects numbers). This efficiency has been achieved despite increasing material costs in excess of 22%.



29. 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	£120

30. The cost of defect repairs is monitored monthly by district in conjunction with defect repair numbers and performance. October's figures are shown in dashboard form below:



Delivering within the available budget

31. The function of reactive maintenance is primarily to meet the obligations of the Highway Authority under the Highways Act 1980, to maintain the publicly maintainable highway network. Highway Safety Inspections are designed to identify defects likely to create danger or serious inconvenience to users of the highway network or the wider community. Such defects include those that are considered to require emergency or urgent attention as well as those where the locations and sizes are such that longer periods of response will be acceptable.

32. 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.

33. The county council continues to use a first-time permanent repair approach in respect of pothole repairs.

34. 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 5m².
- All defects with a target repair time of 10 days or less to be filled square with a cold lay material.

35. Over the summer of 2023 into winter 2023/2024, the network experienced a rapid decline in condition with unprecedented numbers of defects which quickly escalated into a backlog of overdue repairs. In order to remove the hazards from the highway and to return the network to business as usual, smaller localised repairs were carried out. As the demand reduced, we were able to deploy innovative solutions to create larger waterproof seals over smaller repairs as below:

TexPatch

36. A specialist process which uses a hot thermoplastic material with aggregate to infill then over-seal defects. This is ideal for shallower repairs but can be applied in two layers for deeper repair. It provides a waterproof seal over the defect and is applied using a specialist machine. This is best used during dry and warmer weather and can be trafficked within 20 mins of application. This process is quick and ideal for roads with multiple potholes.

Road Mender

37. A specialist process which uses a low carbon material incorporating recycled tyres to infill defects then provide a waterproof seal over the top preventing any future water ingress. This method does not require any excavation and repairs can be completed quickly. It is best applied during dry weather conditions. The repair needs to cool and harden before they can be trafficked.

Responsive Patching

38. In response to the network deterioration, additional funding was allocated for responsive patching. Phase 1 allocated £2.5m equally across all districts to deliver patches up to 25m² on roads which had experienced the most pothole damage and were suitable for patching. 146 schemes were delivered over the summer of 2024. Phase 2 allocated a further £2.5m which has also been



equally distributed across all districts and works are ongoing to be completed by the end of March 2025.

Additional Capital Drainage

39. In addition to the annual capital budget of £1.4m, additional Network North money was allocated to additional drainage repairs. An additional £1.9m was allocated in 2023/2024 and a further £0.5m was allocated in 2024. We hold a long list of capital works which are required to improve and maintain drainage systems as a result of defects reported and local investigations, this list has been in excess of £4m of work. We used a risk-based approach as set out in the TAMP but also including factors such as buildability.

Options and Proposals

40. Based on the service monitoring, the service continually reviews its processes and delivery methods exploring how external partners and innovative materials and methods can support continued service delivery within service targets and within the boundaries of available budgets and resources.

Consultations

41. The Asset Management Team has been consulted on this document and data relating to asset specifically has been provided by the team.

Context and Implications

Legal (including Human Rights)

42. Section 41 of the Highways Act 1980 imposes a duty on local highway authority to maintain those highways that are “highways maintainable at public expense” and this will include the maintainable vehicular highways which have carriageways and sometimes footways and cycle tracks within their widths. Section 58 of the Highways Act 1980 provides a special defence in action against a highway authority for damages for non-repair of highway.

Financial

43. The financial information referenced in the report relates to actual spend and budgets in previous years and within the current year to the end of October 2024.

Equality and Diversity

44. There are no disproportionate impacts on any groups with protected characteristics based on the current methods of delivery. Where issues may be raised or experienced by individuals in relation to their protected characteristics, arrangements are in place which would allow these to be responded to.



Risk Management

45. Lancashire County Council as the local highway authority has a statutory duty under the Highways Act, 1980 to maintain the publicly maintainable highway network. To assist the authority to fulfil this statutory duty and to ensure a consistent countywide approach the Highway Safety Inspection (HSI) Policy has been established in respect of the vehicular network. Link to policy: [Highway safety inspection policy - Lancashire County Council](#).
46. The highway safety inspection policy also forms a key aspect of the authority's approach to managing liabilities and risks. The highway safety inspection regime will identify potential maintenance works for action or repair to mitigate risks. The highway safety inspection regime is the primary defence in any case of litigation brought against the county council where lack of adequate maintenance has been alleged by a third party.
47. The Highway Safety Inspection Policy deals specifically with safety inspections of the highway network and how we assess and react to requests and complaints from the public in relation to highway defects. Its primary aim is to guide those officers in the maintenance of Lancashire's highway network, using a policy that is achievable, practical, and reasonable, enabling us to maintain the highway to a safe standard using the resources available.

List of Background Papers

Paper	Date	Contact/Tel
None		

Part II Reason

48. N/A



Report to the Environment, Economic Growth and Transport Scrutiny Committee

Meeting to be held on Thursday, 30 January 2025

Report of the Director of Highways and Transport

Love Clean Streets App Review

Part I	Corporate Priorities: Thinking differently
Electoral Division(s): (All Divisions);	
Contact: Sarah Scott, Highways Operational Support and Liaison Manager, Tel: (01772) 534408, sarah.scott@lancashire.gov.uk	

Summary

Purpose of the Report

This report provides an update on changes that have been implemented in the Love Clean Streets app since December 2023.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to consider if any further improvement should be sought to Love Clean Streets app going forward.

Background

1. The committee last reviewed Love Clean Streets at its meeting held on 5 December 2023, and since its inception in February 2022, Lancashire County Council has continued to take on board feedback from customers and councillors to improve the overall user experience. Improvements include:
 - Increasing the number of reportable categories.
 - Reordering of categories to improve and simplify the user experience.
 - Amended the wording for initial communication responses, ensuring it's more customer focused.
 - Removal of the 'Update' button as any updates provided by users were not received into the Highways Asset Management System (HAMS) back office system as it had no capacity to manage those updates. It was therefore misleading for users to have the update button displayed.
 - Inclusion of hyperlinks to the county council's website and telephone numbers for emergency categories, which can be directly dialled from within the app.



- Functionality to include a request from the user for confirmation that the reported location is correct prior to submitting the enquiry.
- Improved monitoring of the interface between Love Clean Streets and HAMS and the subsequent resubmission of reports if there is an error.

Different ways of reporting defects

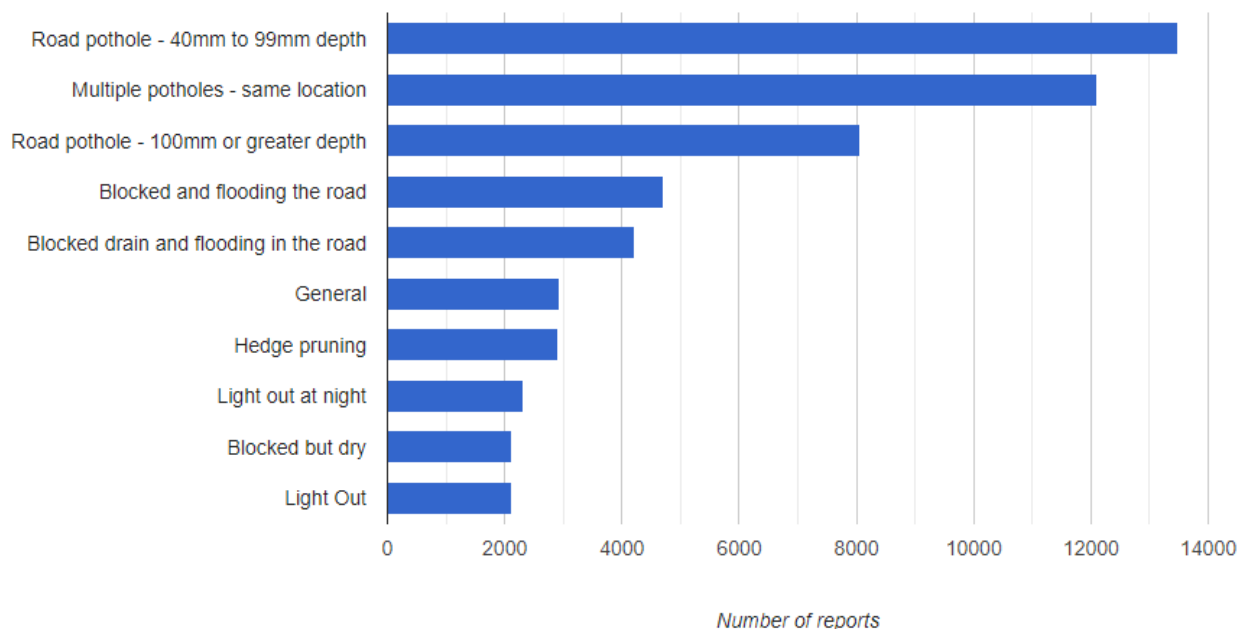
2. This remains the same, users can report defects via the Love Clean Streets mobile app, or through the county council's online (Report It) system, or by telephone call into the Customer Access Service (CAS).

Development activity

3. Since December 2023, the following categories have been added into the Love Clean Streets app:
 - Noisy manhole cover.
 - General condition enquiries.
 - Multiple potholes, same location.
 - Simplification of traffic signals categories and alignment with web site.
 - Flooding reporting categories.
4. The committee at its meeting held on 5 December 2023, made a number of recommendations to the Cabinet Member for Highways and Transport which were formally responded to.
5. On the committee's recommendation to expand the Love Clean Streets app to include borough council issues (e.g. fly tipping, street cleansing) where they specifically affected the highway, due to the need to continue with the current improvements, this will remain on the development plan until such time that the county council is satisfied that the functionality and monitoring as part of the current system meets requirements. If a user selects an area outside of the county council's authority, it will recognise this and default to the correct area, providing the relevant options for that authority i.e. Litter, E-Bike obstruction, Crime, Fly tipping, Vandalism etc.
6. The creation of a new category for weeds in the app's reporting system has not yet been progressed, as the District Councils clear weeds on the county council's behalf, however it does remain the responsibility of the county council. This will be implemented in the future when we implement a new back office management system which will be able to receive this information and pass it electronically onto those district councils carrying out the works on our behalf. Categories with the greatest need are currently being prioritised, and as stated above, we are concentrating on improving the current position. This category request remains on the development plan.

Most reported categories

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



Resource – customer access service and highways team – data on calls logged through CAS.

8.

- **Jan – Dec 2023**
Calls into Customer Access Centre (CAS) - 40,050
Cases logged on Highways Asset Management System by CAS – 12,088
Repeat Enquiries - 4,618
- **Jan – Dec 2024**
Calls into Customer Access Centre (CAS) – 48,075
Cases logged on Highways Asset Management System by CAS – 12,928
Repeat Enquiries - 6,832

Promoting the app

9. Currently the app is promoted on the county council's website, business cards handed out to County Councillors (when requested), Parish Council briefings, information and links included in correspondence from the Enquiries Team (Highways District Lead Team).

Current notable issues

10. Reports being closed before the work has been completed.
11. Our current back office HAMS system isn't capable of dynamically linking the information to the customer request in our reporting system. Therefore, from time



to time by mistake reports can be closed before the work is completed. We have re-trained all our staff on this matter to ensure that the process is followed correctly.

12. We do not currently have the option to add more context to these automatic replies in the system – therefore this will be added to the future development plan going forward.

Current Development and Aspirations.

13. A programme of work for the first two quarters of 2025 has been proposed, based on research and feedback from the Corporate Change team and other sources, and contributing to delivery of Ambition 2 of the Digital Strategy 2025-2029 (providing a great digital experience for residents). This will implement some improvements to Love Clean Streets in a short space of time. Work is required to further investigate some elements of the developments such as what data from HAMS we can make available to Love Clean Streets and how we can work around limitations these interfaces impose. At a high level the programme is as follows:

- Rebrand Love Clean Streets to be more appropriate to Lancashire County Council's purposes.
- Enable anonymous reporting.
- Enable duplicate detection for asset-based reports.
- Highways process review to identify tasks introducing errors in reporting and opportunities for simplification.
- Review and improve closure message.
- Review and improve update messages.
- Implement publishing of completion photos
 - Internal development required.
- Enforce reporting within LCC adopted highway.

Progress with replacement HAMS system.

14. Tender responses have been received, will be evaluated during week commencing 6 January 2025, with a first round of moderation week commencing 13 January. Final moderation will happen week commencing 3 February, with a final confirmation presentation by the selected supplier week commencing 3 March 2025 before contract award. Integration with Love Clean Streets has been included as a selection criterion, along with more generic customer engagement and customer relationship management (CRM) system integration.

Options and Proposals

15. Following on from the current improvement plan we plan to engage stakeholders to verify and validate our requirements for any further changes needed to the highways report it tool or love clean streets.



Consultations

16. This report includes contributions from Digital Services and Customer Access Service.

Context and Implications

Legal (including Human Rights)

17. There is no legal requirement to provide this app. The information gathered supports the Highway Authority's duty to maintain publicly maintainable highways under S41 Highways Act 1980.

Financial

18. There are no financial implications as a result of this report. Any additional costs associated with developments will be contained within existing budgets.

Equality and Diversity

19. Changes that have been implemented and that are suggested within this report do not change the position of our deployment of Love Clean Streets in terms of equality and diversity for access. As part of the work described in Options and Proposals, an Equality Impact Assessment will be completed before any changes are implemented.

Risk Management

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

List of Background Papers

Paper	Date	Contact/Tel
None		

Part II Reason

21. N/A



Report to the Environment, Economic Growth and Transport Scrutiny Committee

Meeting to be held on Thursday, 30 January 2025

Report of the Director of Law and Governance

Environment, Economic Growth and Transport Scrutiny Committee Work Programme, Actions and Assurances Update

(Appendices 'A' to 'D' refer)

Part I	Corporate Priorities: N/A;
Electoral Division(s): (All Divisions);	
Contact: Gary Halsall, Senior Democratic Services Officer, Tel: (01772) 536989, gary.halsall@lancashire.gov.uk	

Summary

Purpose of the Report

This report provides members of the Environment, Economic Growth and Transport Scrutiny Committee with the work programme for 2024/25, and an update on actions and assurances.

Recommendation

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

- (i) Note the work programme for 2024/25 at Appendix 'A'.
- (ii) Note the formal written response from County Councillor Shaun Turner, Cabinet Member for Environment and Climate Change to the Committee's recommendations on Electric Vehicle (EV) Charging Infrastructure at Appendix 'B'.
- (iii) Note the formal written response from County Councillor Jayne Rear, Cabinet Member for Education and Skills to the Committee's recommendations on Skills, Interventions and Initiatives led by the Skills and Employment Hub at Appendix 'C'.
- (iv) Review and note the information provided as part of the actions and assurances to the Committee with regard to future work programme items at Appendix 'D'.
- (v) Discuss and confirm information to be included in the reports for the 17 March 2025 meeting of the Committee.

Background

1. A plan of work for 2024/25 was drafted following an update from the Portfolio Holders and Senior Officers at an informal meeting of the Environment, Economic Growth and Transport Scrutiny Committee on 13 June 2024. Following this meeting, the programme was finalised, reported and approved at the meeting of the Scrutiny Management Board on 23 July 2024.
2. A copy of the final work programme is set out at Appendix 'A' for the committee to note.
3. A response to the committee's recommendations on Electric Vehicle (EV) Charging Infrastructure has been received from the Cabinet Member for Environment and Climate Change. This is set out at Appendix 'B'.
4. A response to the committee's recommendations on Skills, Interventions and Initiatives led by the Skills and Employment Hub has also been received from the Cabinet Member for Education and Skills. This is set out at Appendix 'C'.

Actions and Assurances

5. The table below seeks to provide members outstanding committee recommendations progress, and work programme updates.
6. Further actions and assurances relating to items on the most recent Corporate Risk and Opportunity - Quarterly Update report is included for the Committee at Appendix 'D'.

Item	Information	Action/ Assurance
Work Programme		
Work Programmes Update	An initial meeting of the Lancashire Road Safety Partnership (LRSP) Inquiry Panel was held on Tuesday 10 December 2024. A findings report will be presented to the committee at its next scheduled meeting on 17 March 2025.	Action - Committee to review and note the work programme attached at Appendix 'A'.
Recommendations Update (2024/25)	Cabinet Member responses to the recommendations of the committee's meeting held on 24 October 2024 in relation to Electric Vehicle (EV) Charging Infrastructure and Skills, Interventions and Initiatives led by the Skills and Employment Hub are set out at Appendices 'B' and 'C' respectively.	Action – Committee to note.



Future topics on the work programme

7. The committee is due to receive reports on the following topics at its next scheduled meeting on 17 March 2025:

- Public Rights of Way - Open Reports
- Flood Risk Management - Environment Agency Flood Defence and Alleviation Schemes

The table below sets out the purpose of scrutiny for each topic.

Topic	Purpose of scrutiny
Public Rights of Way - Open Reports	The report will cover the following aspects: <ul style="list-style-type: none">• How processes work and how the backlog is being addressed.• Advice on interpreting and understanding the data.• Joint working with parish and town councils and volunteers.• Proactive and planned work.
Flood Risk Management - Environment Agency Flood Defence and Alleviation Schemes	The report will cover the following aspects: <ul style="list-style-type: none">• How are flood risk management projects developed and delivered?• Which organisation/s will investigate flooding that has happened and how do they do it?

8. Members are asked to discuss and confirm information to be included in the reports and how the committee might add value.

Options and Proposals

9. Any options and proposals associated with reports identified on the work programmes within Appendix 'A' will be considered as part of each report individually.

10. Any in-year requests to add new topics on to a work programme are considered by the Scrutiny Management Board.

11. Whilst the formal written responses from the cabinet members set out at appendices 'B' and 'C' are for noting, the committee should consider where relevant scheduling any further updates on proposed actions and the preferred form of scrutiny method (for example report to committee or briefing note).

Consultations

12. The work programme was developed in consultation with relevant Portfolio Holders and Senior Managers in the Growth, Environment, Transport and Health Directorate at the county council. Committee members also provided suggestions for consideration during the shortlisting process between the Chair and Deputy Chair of the committee.



Context and Implications

Legal (including Human Rights)

13. Any legal information or implications associated with reports identified on the work programmes within Appendix 'A' will be considered as part of each report individually.

Financial

14. Any financial information or implications associated with reports identified on the work programmes within Appendix 'A' will be considered as part of each report individually.

Equality and Diversity

15. Any equality and diversity information or implications associated with reports identified on the work programmes within Appendix 'A' will be considered as part of each report individually.

Risk Management

16. Any risk management information or implications associated with reports identified on the work programmes within Appendix 'A' will be considered as part of each report individually.

Appendices

Appendix	Title
Appendix 'A'	Environment, Economic Growth and Transport Scrutiny Committee work programme for 2024/2025.
Appendix 'B'	Cabinet Member response to the recommendation of the Environment, Economic Growth and Transport Scrutiny Committee held on 24 October 2024 in relation to Electric Vehicle (EV) Charging Infrastructure.
Appendix 'C'	Cabinet Member response to the recommendation of the Environment, Economic Growth and Transport Scrutiny Committee held on 24 October 2024 in relation to Skills, Interventions and Initiatives led by the Skills and Employment Hub.
Appendix 'D'	Further actions and assurances for the Committee to note, relating to items on the most recent Corporate Risk and Opportunity Register report.

List of Background Papers

Paper	Date	Contact/Tel
None		

Part II Reason

17. N/A



Environment, Economic Growth and Transport Scrutiny Committee

Work Programme 2024-25

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

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

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

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

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

Cabinet Members

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

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

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

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

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

Environment, Economic Growth and Transport Scrutiny Committee Programme 2024-25

Committee Meeting Schedule						
Scrutiny Activity	13/06/24 <small>(informal session)</small>	12/9/24	24/10/24	04/12/24	30/01/25	17/03/25
LCC Service Area Report to Committee		Preparation of the Local Transport Plan 4 Bus Service Improvement Plan	Electric Vehicle (EV) Charging Infrastructure Skills, Interventions and Initiatives led by the Skills and Employment Hub	The Management of Waste Operations through Planning Policy and Enforcement**	Love Clean Streets App Highways Reactive Maintenance Performance***	Public Rights of Way – Open Reports Flood Risk Management - Environment Agency Flood Defence and Alleviation Schemes
Annual Report to Committee						
Planned Decision Scrutiny Review						
Short Scrutiny (Rapporteur) Review Update						
Other Scrutiny Review Update	Service Area Updates	Public Realm Agreements – Progress Report	*			Lancashire Road Safety Partnership Inquiry Findings Report
Cabinet Member Required Attendance	Portfolio Updates	CC Aidy Riggott and CC Rupert Swarbrick	CC Shaun Turner and CC Jayne Rear	CC Shaun Turner	CC Rupert Swarbrick	CC Shaun Turner
Possible/reserve Items				Civil Parking Enforcement	Major Economic Development Projects	Smart Meters

** The topics 'Minerals and Waste Local Plan – Review of Development Management Policy re: Transport' and 'Landfill and transfer Sites – Planning Permission Enforcement and Breaches' were merged into a single item following a request made at the Scrutiny Management Board held on 13 November 2024.

*** This topic was originally entitled as 'Value for Money Potholes Repair'. The report will continue to focus on pothole repairs.

Environment, Economic Growth and Transport Scrutiny Committee Recommendations Progress

Meeting Date	Report Title	Corporate Priority	Recommendation	Progress Detail
12 September 2024	Preparation of the Local Transport Plan 4	Delivering better services	<p>"That the Cabinet Member for Economic Development and Growth be asked to consider;</p> <ul style="list-style-type: none"> (i) Reviewing and clarifying the definition of key centres. (ii) The inclusion of connectivity issues beyond the administrative boundaries of the three upper tier authorities of Lancashire within the Local Transport Plan 4." 	Response received from the Cabinet Member for Economic Development and Growth and included at Appendix 'C' to item 5 on the agenda for the meeting held on 4 December 2024.
	Bus Service Improvement Plan	Delivering better services	<p>"That the Cabinet Member for Highways and Transport be asked to consider;</p> <ul style="list-style-type: none"> (i) Giving more priority and funding to improving bus service provision in rural areas and provision in the Rossendale district. (ii) Strengthening consultation with County Councillors on the bus service consultation process. (iii) Reviewing and expanding the distribution list for the Enhanced Partnership Forum and to include County Councillors" 	Response received from the Cabinet Member for Highways and Transport and included at Appendix 'B' to item 5 on the agenda for the meeting held on 4 December 2024.
24 October 2024	Electric Vehicle (EV) Charging Infrastructure	Protecting our environment	<p>That;</p> <ul style="list-style-type: none"> (i) A breakdown of charge points by district be circulated to all members of the Environment, Economic Growth and Transport Scrutiny Committee. (ii) The proposals for potential locations be shared with all members of the Committee. 	<p>Breakdown of charge points circulated to the committee on 25 October 2024.</p> <p>Proposals for potential locations will hopefully shared with members by the end of March 2025.</p> <p>Recommendation issued to Cabinet Member for Environment and Climate Change on 30 October 2024. Response is set out at Appendix 'B'.</p>

			(iii) The Cabinet Member for Environment and Climate Change gives consideration to utilising all commercial opportunities available to the council in finalising the technical specification to procure an operator."	
	Skills, Interventions and Initiatives led by the Skills and Employment Hub	Supporting economic growth	<p>"That;</p> <p>(i) Relevant information and social media links to help county councillors promote Skills Bootcamps be provided.</p> <p>(ii) Data on where interventions had taken place by district be circulated to all members of the Environment, Economic Growth and Transport Scrutiny Committee.</p> <p>(iii) The Cabinet Member for Education and Skills gives consideration to:</p> <p>a. Expanding the out of hours provision.</p> <p>b. Where possible, utilising local community centre venues to deliver training.</p> <p>c. Linking training with local labour market intelligence.</p>	<p>Information shared with all members via the Member Development newsletter January 2025 edition.</p> <p>Data circulated to committee members on 13 January 2025.</p> <p>Recommendation issued to Cabinet Member for Education and Skills on 30 October 2024. Response is set out at Appendix 'C'.</p>
4 December 2024	The Management of Waste Operations through Planning Policy and Enforcement	Protecting our environment	<p>That;</p> <p>(i) The full list of mineral extraction sites and landfill facilities be shared with the Environment, Economic Growth and Transport Scrutiny Committee.</p> <p>(ii) The Cabinet Member for Environment and Climate Change gives consideration to:</p> <p>a. Implementing public facing information and updates on enforcement action across the county.</p>	<p>List of mineral extraction sites and landfill facilities, and the briefing note on working relationships with the United Utilities requested on 6 December 2024.</p> <p>Recommendations shared with the Cabinet Member for Environment and Climate Change on 6 December 2024. A response is awaited.</p>

			<ul style="list-style-type: none">b. Reviewing whether the legal resource for enforcement activities within planning is sufficient or could be enhanced.c. Establishing if the county council's website needs updating to include a link to the 'report an environmental incident' webpage on the gov.uk website and to consider adding the Environment Agency hotline number to the Members' portal ('C-First') and Members' key contacts.d. Carrying out a collective review of the processes, functions, responsibilities and arrangements in the current system of the multi-agency approach to enforcement. <p>(iii) A briefing note on the working relationships between United Utilities and the County Council be shared with the committee.</p>	

Cabinet Member response to the recommendations of the Environment, Economic Growth and Transport Scrutiny Committee on Electric Vehicle Charging Infrastructure

General comments

I welcome the recommendations from the Environment, Economic Growth and Transport Scrutiny Committee on this important matter.

I have considered each of the recommendations agreed by the committee on 24 October 2024 and my response is as follows:

Recommendation 1

The Cabinet Member for Environment and Climate Change gives consideration to utilising all commercial opportunities available to the council in finalising the technical specification to procure an operator.

Cabinet Member Response

The recommendation is accepted.

There are several commercial models available to local authorities in the deployment of electric vehicle charging infrastructure, ranging from land lease to own and operate. Each has its own opportunities and risk. We are working with specialist consultants to estimate potential usage and all project costs including installation, ongoing maintenance, project management etc, to model potential for income generation over the lifetime of the programme. This will take account of the fact that some sites will not be commercially viable for several years.

This information allows us to consider each of the commercial models in an informed way and make a recommendation for a sustainable and commercially viable business model that works for the county council beyond the Local Electric Vehicle Infrastructure (LEVI) programme. This work will be completed during January 2025 and will then inform the final technical specification that will make up the formal Invitation to Tender (ITT) documentation to appoint a chargepoint operator.

Cabinet Member response to the recommendations of the Environment, Economic Growth and Transport Scrutiny Committee on the Skills, Interventions and Initiatives led by the Skills and Employment Hub

General comments

I welcome the recommendation from the Environment, Economic Growth and Transport Scrutiny Committee on this important matter.

I have considered the recommendation agreed by the committee on 24 October 2024 and my response is as follows:

Recommendation 1

"

(iii) The Cabinet Member for Education and Skills gives consideration to:

- a. Expanding the out of hours provision.
- b. Where possible, utilising local community centre venues to deliver training.
- c. Linking training with local labour market intelligence."

Cabinet Member Response

The recommendations are accepted however, it is noted that a) and c) are currently incorporated into the development of the programme annually and the delivery as per the presentation and discussion at the committee.

- a) Through the procurement process for Skills Bootcamps, providers are requested to consider the delivery of the learning, to ensure that there is scope for out of hours learning which enables a wider range of residents to engage in the programme. This includes opportunities for blended learning (a combination of face to face and online learning) and recorded sessions. The delivery model and the providers approach to providing an inclusive programme form part of the scoring criteria.
- b) Where face to face learning forms part of the Skills Bootcamp providers are encouraged to use venues based in communities across Lancashire – a number of training centres are used, but also community venues, with the Skills Hub team facilitating introductions to local partners where applicable.
- c) Local labour market intelligence (LMI) underpins the priorities of the Skills Bootcamp programme. Providers, to be successful, must demonstrate employer commitment to the programme – both in terms of the provision of guaranteed interviews and job vacancies (where the bootcamp aims to move unemployed learners into employment) and commitment to upskilling staff (where a bootcamp is co-funded by an employer to upskill staff). This is triangulated with LMI and vacancy data to ensure that the Skills Bootcamp addresses a skills shortage in Lancashire.

Appendix D

Further actions and assurances for the Committee to note, relating to items on the most recent Risk and Opportunity Register Report.

Item	Information	Action/ Assurance
Recent Data and Information		
<p>Risk and Opportunity Register Q3 2024/25 – Audit, Risk and Governance Committee 27 January 2025</p>	<p>The following points raised in the executive summary have been extracted:</p> <ul style="list-style-type: none"> • "Risks in our Public Rights of Way network are being closely monitored. Increased public expectations are being addressed through additional temporary legal resources and the potential for new posts funded by developer contributions is being investigated." • "Countryside sites face safety and maintenance challenges due to reduced resources, mitigated by local contractors, volunteers, and external funds for improvements." • "Several key funding streams remain at risk pending conclusion of the Government Spending Review. Whilst clarification has been received on Levelling Up Fund, others including general and specific local transport funding remain uncertain." • "Operational risks such as operator failure in public transport and changes to waste services are being managed through strategic options and infrastructure modifications. Changes to waste strategy, policy and funding are being tackled at a pan-Lancashire partnership level." • "Moving forward, the directorate will continue to closely monitor and manage these risks, ensuring that mitigation strategies are effectively implemented. Key next steps include securing new funding streams, enhancing 	<p>Action - Committee to note the extracted points linked to upcoming items on the work programme for 2024/25.</p>

	<p>collaboration with partners, particularly on waste and health, and maintaining robust governance and resource planning. By prioritising these actions, the directorate aims to sustain progress and address emerging challenges and mitigate risk proactively."</p> <p>View the report at: Corporate Risk and Opportunity Register – Quarterly Update report and appendices (Item 15)</p>	
<p>Corporate Performance Q3 Report 2024/25 – Cabinet due 6 February 2025</p>	<p>The Quarter 3 Corporate Performance report will be published by 29 January 2025.</p>	<p>Action - Committee to note.</p>