

**Report to the Cabinet**

Meeting to be held on Thursday, 8 June 2023

**Report of the Director of Strategy and Performance**

**Part I**

Electoral Division affected:  
(All Divisions);

**Corporate Priorities:**  
Delivering better services;

**Highway Maintenance Capital Programme - Recycled Materials from Samlesbury Enterprise Zone**

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**Brief Summary**

This report presents an update on the proposals in relation to the additional highways funding and opportunity to use recycled materials arising from the redevelopment of the Samlesbury Enterprise Zone site, following the reports to Cabinet in March and May 2023. Further analysis of the options for the use of the recycled material has highlighted some issues which necessitate a change to the agreed programme.

This is deemed to be a Key Decision and the requirements of Standing Order C19 have been complied with.

**Recommendation**

Cabinet is asked to:

- (i) Approve the revised approach set out in the report, and note that this may mean changes to the programme previously agreed.
- (ii) Authorise the Executive Director for Growth, Environment and Transport, in consultation with the Cabinet Member for Highways and Transport, to agree which schemes will go forward in the overall programme.
- (iii) Approve that any residual material can be incorporated into the road base for the M55 to Heyhouses Link Road where it is cost effective to do so.



## **Detail**

In March 2023, Cabinet approved the 2023/24 Highway Block of the Capital Programme including resurfacing schemes with a value of £1.865 million to be funded via the redevelopment of the Samlesbury Enterprise Zone.

These additional schemes were based on an opportunity to utilise the recycled material from the Samlesbury Enterprise Zone to allow additional highway maintenance carriageway schemes to be delivered, as well as preventing material being sent to landfill. The Enterprise Zone redevelopment is now drawing to a close and the site is being cleared by October 2023, giving a limited window of opportunity to the county council.

In May Cabinet approved a further scheme to utilise this material. However, further investigation has identified that some of the initial schemes identified have been found to be not suitable as recipient sites. In the main, this is due to the nature of the existing carriageway construction and issue relating to the disposal of the material to be removed from those roads.

There are also operational difficulties at present in identifying further suitable recipient schemes that meet the requirements within the timeframe for obtaining the necessary approval.

Taken together, these issues mean that there is a need for the council to develop a flexible approach that can react quickly and flexibly to ensure the most efficient and effective use of this recycled material.

It is therefore proposed that the original schemes approved in March 2023 are revised to establish this new flexible approach.

It is proposed that any further proposed schemes to utilise material from the Samlesbury Enterprise Zone be in line with the Transport Asset Management Plan prioritisation process agreed by the Executive Director for Growth, Environment and Transport, in consultation with the Cabinet Member for Highways and Transport.

There may be some residual material that cannot be used for highway maintenance schemes. It is proposed that this material be incorporated into the road base for the M55 to Heyhouses Link Road. This would allow for utilisation of the recycled material as opposed to sending it to landfill, providing cost efficiency on both projects.

This does not affect the proposed work to the A682 Rawtenstall Spur: Haslingden Road to A56 Lancashire Boundary, which will proceed as a scheme already approved.

## **Consultations**

N/A

## **Implications:**

This item has the following implications, as indicated:



## Financial management

The schemes utilising the Samlesbury Enterprise Zone recycled materials represents a movement of funding between blocks in the capital programme as opposed to additional funding being received. The initial costs in the Samlesbury redevelopment intended disposal of the materials which this proposal for schemes reuses saving the waste charges and transport costs. Should insufficient suitable sites be identified for cost effective reuse of the material then the remaining budget will revert back to the Samlesbury Enterprise Zone project to allow the disposal to land fill to be funded. This does not have any impact on the use of highways maintenance grant or the overall amount of borrowing to be incurred.

## Risk management

Schemes proposed for agreement will be developed in accordance with the Transport Asset Management Plan's approach of preventative maintenance based on condition. Delivering them will help reduce the risks of not being able to maintain the progress already made in Phase 1 of the Plan by improving the ABC network, through preventative treatment, and maintain it in a good condition throughout phase 2. The proposed schemes will help reduce the reactive maintenance budget by focusing on preventative maintenance and addressing the areas of worst deterioration.

There is a risk that some of the detailed highway and transport schemes may not be delivered or could be delayed due to changes to estimated costs, other priorities emerging within year because of bad weather or other unforeseen circumstances.

Without the proposed authorised method of agreeing schemes there is a risk that the window of opportunity to use the recycled material will close with schemes not able to be approved and delivered within the time frame.

## List of Background Papers

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		

