

Report to the Environment, Economic Growth and Transport Scrutiny Committee

Meeting to be held on Monday, 17 March 2025

Report of the Director of Highways and Transport

Lancashire Road Safety Partnership Inquiry Findings Report
(Appendices 'A' and 'B' refer)

Part I	Corporate communities	Priorities:	Stronger
Electoral Division(s): (All Divisions);			
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Summary

Purpose of the Report

This report sets out the findings from an initial meeting of the Lancashire Road Safety Partnership Inquiry Panel held on 10 December 2024 and certain suggested recommendations for the Committee to approve.

Recommendation

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

- (i) Note the findings and the options and proposals set out in the report.
- (ii) Agree that an Inquiry Day is not required.
- (iii) Support the following suggested recommendations proposed by the Inquiry Panel:

That the Cabinet Member for Highways and Transport gives consideration to:

1. From a Lancashire County Council perspective, reviewing the terms of reference for the Lancashire Road Safety Partnership Challenge Board and the Lancashire Road Safety Delivery Group after the first 12 months of operation to reaffirm the effectiveness of the new arrangements.
2. Liaising with the Police and Crime Commissioner for Lancashire to:
 - a. Consider asking the Police and Crime Panel for Lancashire to carry



- out a review on improving speed enforcement across Lancashire.
- b. Request that speeding concerns raised by county councillors are actioned as part of the enforcement regime.

Background

1. The Environment, Economic Growth and Transport Scrutiny Committee at its meeting held on 25 January 2024, considered a report on the road safety work carried out to fulfil Lancashire County Council's duty under S39 Road Traffic Act 1988. In addition to this, the report also provided an update on the Lancashire Road Safety Partnership (LRSP). In considering the update, it was suggested that an Inquiry Day would provide a useful platform to review the changes which at the time were ongoing. A request to establish an Inquiry Day was agreed by the Scrutiny Management Board at its meeting held on 16 April 2024. A Panel was formed.
2. An initial meeting of the Inquiry Panel was convened on Tuesday 10 December 2024. The purpose of the meeting was to consider a progress report on the recent review and transformation of the Lancashire Road Safety Partnership and to recommend certain actions and determine whether the Inquiry Day was required in order to understand the changes and how it could add value to the new arrangements.
3. The panel consisted of the following county councillors:

Rob Bailey (Chair)
Jackie Oakes
Steve Rigby
John Singleton
Kim Snape

The following people were also in attendance at the meeting on 10 December 2024:

County Councillor Rupert Swarbrick, Cabinet Member for Highways and Transport
Matt Townsend, Director of Highways and Transport
John Davies, Head of Service Highways Network Management
Michael White, Highway Regulation Manager
Gary Halsall, Senior Democratic Services Officer

Findings of the Panel

4. The Lancashire Road Safety Partnership is a voluntary partnership made up of individual organisations who come together to enable the effective coordination, and delivery of safer roads activity across Lancashire to reduce road casualties. It is not an entity that is responsible for the provision of road safety in Lancashire. It has no statutory powers, and neither is it a regulatory body.
5. Each partner has complete autonomy in carrying out their individual legal responsibilities. The county council is not in charge of the partnership and has no mandate to influence any of the partners.



6. Responsibility for the delivery of road safety rests with relevant individual partners i.e.
 - Lancashire County Council, Blackburn with Darwen Council and Blackpool Council - statutory duty for road safety to deliver initiatives and engineering solutions.
 - Lancashire Constabulary - responsible for the enforcement of road speed limits across Lancashire.
7. During 2023/24 the partnership underwent a review, to ensure that the partnership was effectively structured, supported and operated to focus on safer roads. New terms of reference for the partnership groups were written and adopted by the partnership from March 2024.
8. The new structure of the partnership has been operational for just less than 12 months. The newly established Delivery Group and Challenge Board meet bi-monthly and quarterly respectively. Minutes of both these bodies are not currently in the public domain or shared beyond the partnership. A copy of the terms of reference for the Delivery Group and the Challenge Board are set out at appendices 'A' and 'B' respectively.
9. The panel noted that in the case of the Challenge Board, either an officer or elected member would attend those meetings. The panel felt this arrangement might not provide a level of consistency required for the remit of the Board. No named individuals are stated in the terms of reference. In addition, there was a perception from the panel that the membership of the Challenge Board and Delivery Group, represented a circumstance of "marking its own homework". The membership of both bodies comprised mostly of the same organisations except for a representative from the Office of the Police and Crime Commissioner attending the Challenge Board. The panel questioned the impartiality of the Challenge Board in providing effective challenge to the work of the Delivery Group. It was felt that the elected member representation for the Challenge Board should be someone who was not a Cabinet Member. The panel suggested that the terms of reference for both the Challenge Board and Delivery Group should be reviewed.
10. The Road Safety Strategy 2025-27, agreed by Lancashire County Council's Cabinet in November 2024, details what the county council is doing independent of the Lancashire Road Safety Partnership. Each upper tier local authority area has its own issues specific to their networks and have identified their own concerns and priorities.
11. In considering the findings and whether an Inquiry Day was required, the panel acknowledged that there had been a misconception on the role of the partnership as it was not responsible for road safety and the setting of the strategy between the different partners. The panel therefore agreed that there was no requirement for an Inquiry Day.
12. In discussing speed concerns, members felt that a recommendation should be made to the Cabinet Member, and this is set out below.



Suggested recommendations by the Panel

13. The Environment, Economic Growth and Transport Scrutiny Committee is asked to support the following suggested recommendations proposed by the Inquiry Panel:

That there is no requirement for an Inquiry Day.

That the Cabinet Member for Highways and Transport gives consideration to:

1. From a Lancashire County Council perspective reviewing the terms of reference for the Lancashire Road Safety Partnership Challenge Board and the Lancashire Road Safety Delivery Group after the first 12 months of operation to reaffirm the effectiveness of the new arrangements.
2. Liaising with the Police and Crime Commissioner for Lancashire to:
 - a. Consider asking the Police and Crime Panel for Lancashire to carry out a review on improving speed enforcement across Lancashire.
 - b. Request that speeding concerns raised by county councillors are actioned as part of the enforcement regime.

These recommendations are now presented to the Environment, Economic Growth and Transport Scrutiny Committee. The recommendation is that they be supported.

Options and Proposals

14. The scrutiny function has the power to make reports and recommendations to Cabinet on anything affecting the Lancashire area and its residents. This report contains recommendations for further consideration by the Cabinet Member for Highways and Transport. If the committee supports the recommendations, then the Cabinet Member would have two months to provide a formal written response. Responses are shared with scrutiny committees as part of ongoing conversations to drive improvement in service delivery.

Consultations

15. There is no requirement for Consultation relating to an Inquiry Panel initial meeting and the findings of its Panel.

Context and Implications

Legal (including Human Rights)

16. Under s39 Road Traffic Act 1988 the Highway Authority has its statutory duty to prepare and carry out a programme of measures designed to promote road safety, to carry out studies into vehicle accidents and take measures appropriate to prevent such accidents.

17. In addition, there are bodies such as the Road Safety Partnership with its Delivery Group and Challenge Board. There is County Council involvement, and it is appropriate that the Terms of Reference are considered from a County



Council perspective and any concerns would need to be referred to the Partnership.

Financial

18. Recommendations are made for further consideration to be given to issues, and this would need to include a full assessment of the financial implications.

Equality and Diversity

19. Recommendations are made for further consideration to be given to issues, and this would need to include a full assessment of the equality and diversity impact.

Risk Management

20. Recommendations are made for further consideration to be given to issues, and this would need to include a full assessment of the risk management implications.

Appendices

Appendix	Title
Appendix 'A'	Lancashire Road Safety Delivery Group (LRSDG) Terms of Reference
Appendix 'B'	Lancashire Road Safety Partnership Challenge Board

List of Background Papers

Paper	Date	Contact/Tel
None		

Part II Reason

N/A

