



LCC Parish and Town Council Conference

The Savoy Suite County Hall
1st November 2025

Agenda



CC Simon Evans
Deputy Leader and
Cabinet Member for
Children & Families



CC Joshua Roberts
Cabinet Member for
Rural Affairs,
Environment &
Communities



Matt Townsend
Director of Highways
and Transport



CC James Tomlinson
Champion for Rural
Affairs, the Agricultural
Community & Parishes



Part 2 Panellists



CC Maria Jones
Champion for Violence
Against Women & Girls
and Sexual Exploitation



Clive Grunshaw
Police and Crime
Commissioner for
Lancashire



Matt Townsend
Director of Highways
and Transport





CC Stephen Atkinson

Leader, Lancashire County Council





CC Simon Evans

Deputy Leader and
Cabinet Member for
Children & Families

Overview



Better lives for all



Stronger communities



Economic ambition



Thinking differently



- **Better lives for all**

We will ensure more children and young people have the best start in life, families are more resilient, adults are supported to live more independent lives, and that everyone can live a healthy and happier life.

- **Stronger communities**

We will ensure our communities are safer and more resilient, encourage people to play their part, promote our rich heritage and culture, and protect our environment for future generations

- **Economic ambition**

We will work with the business community to equip people with the right skills to secure rewarding work, invest in Lancashire, improve transport and digital connectivity, and grow the local economy.

- **Thinking differently**

We will focus on delivering high-quality public services, providing the right help at the right time, embracing digital and technological innovation and developing the best possible workforce



What have we done so far?

Investment

- AI cameras to map potholes
- **£14M** in developing new children's homes
- New road repair equipment

Savings

- **£1.7M** through smarter software licensing
- Raised our original Highways department savings target from **£2.1M** to **£3.7M**
- Reduced waste disposal costs by **£400,000**
- **15% vat** on energy costs across our children's and adult social care homes

Revenue

- Generated **£850,000** through the sale of surplus land and property assets



Funding

- Secured approximately **£57M** through the **Levelling Up Fund** to support the development of a new industrial site in Bamber Bridge
- **£10.6M** from DHSC to strengthen recovery for alcohol and substance misuse services
- Secured **£100,000** to cover the statutory obligations with our response to the Morgan and Morecambe windfarm cable corridor

EHCP

- Confident we will have the EHCP backlog under control by **January 2026** by moving to a new “co-production” model of working

E-waste

- Resolved the longstanding e-waste challenges in East Lancashire. Tendering for a contractor to manage all waste from next year, diverting 99% of council waste away from landfill at Winnie Hill delivering projected savings of over **£500,000**





CC Joshua Roberts

Cabinet Member for
Rural Affairs,
Environment and
Communities

MY RESPONSIBILITIES

CABINET MEMBER FOR RURAL AFFAIRS, ENVIRONMENT AND COMMUNITIES



Environment & Nature



Rural Communities



Waste Management and Recycling



Flood Risk Management



Trading Standards



Planning & Development



Parish and Town Councils



Community Safety



TREESCAPES



Since June 2023, we've planted 28 micro forests and 62 orchards across Lancashire, Blackpool, and Blackburn with Darwen.



Funding from DEFRA, the Forestry Commission, and Community Infrastructure Levy contributions has raised over £1 million to date.



This autumn, the team are partnering with LALC to develop a strategic long-term funding bid to the National Lottery.



The first twin micro forest has been planted in Burscough, and a Tree Council grant will fund six more across Lancashire and two each in Blackburn and Blackpool this winter.

LANCASHIRE WARM SPACES INITIATIVE

Launched in 2022 to provide safe, welcoming spaces during the winter months.

Features an online directory, Warm Spaces Near Me, of registered venues.

Venues include libraries, community hubs, and places of worship.

Some venues will be open over Christmas to help combat social isolation.





Matt Townsend

Director of
Highways and Transport

Operate

Manage

Maintain

Improve



Enable



6.6m 

passengers on LCC supported services

44m 

passenger journeys across Lancashire

85k 

LCS requests

22k 

Customer queries



13k+ enquiries

12k 

children transported to schools



760k

m2 resurfaced

37.5k 

street works permits

215k 

children safely crossed daily

3,869 

winter treatments using 34,918T of salt



98k defects



294k gullies



Our Lancashire

7025km of road

1400 retaining walls

14,500km of footway

3000 bridges

33 other structures

148258 lighting columns

702 sets of traffic signals

8000 bus stops

2000 bus shelters



The National Picture





Authorities reporting a BUDGET CUT or FREEZE **45%**



A One-time Catch-up would take 10 years to Complete

and Cost **£16.3bn**

The National Picture



The Highway Asset Management Plan for Lancashire

- Setting strategic priorities for next 5 years.
- The programme is to address the needs of our highway assets in the most efficient manner.
- Planned and preventative rather than 'worst first' approach.
- Focused on 'right first time' fix



Within Lancashire, highway asset management has been defined as:

"A systematic approach to meeting the strategic need for the management and maintenance of highway infrastructure assets through long term planning and optimal allocation of resources in order to manage risk and meet the performance requirements of the authority in the most efficient and sustainable manner".



Prioritisation of schemes

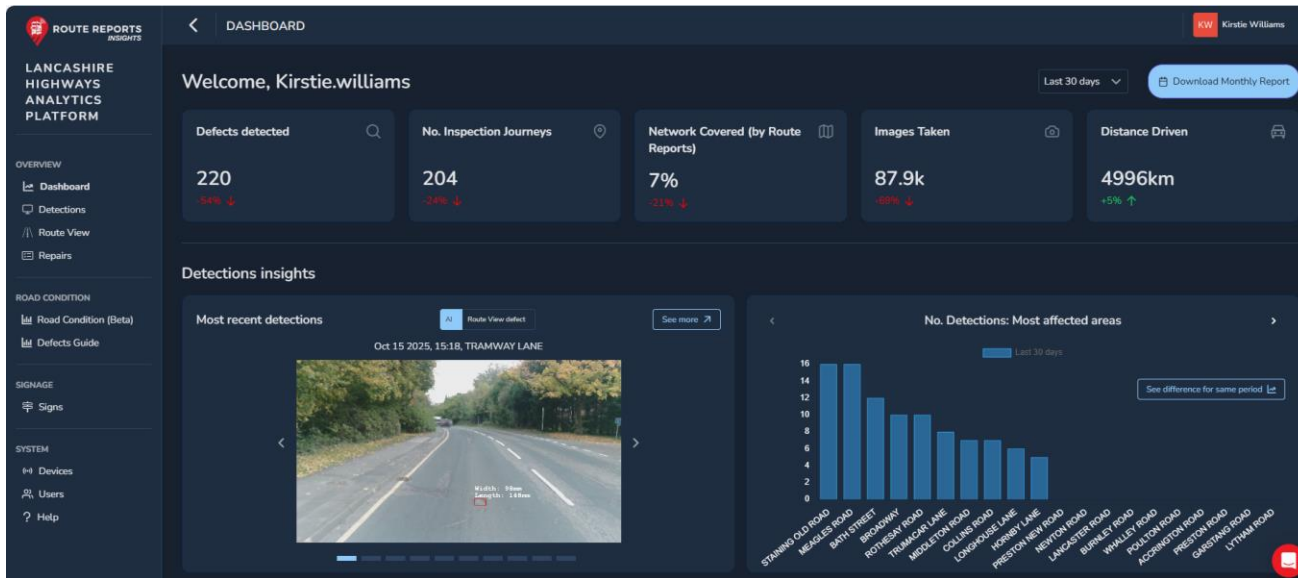
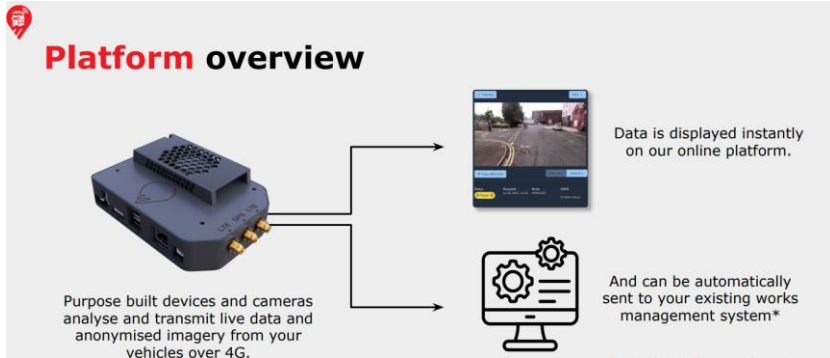
- Condition data
- Schemes identified by County Councillors and Officers
- Weighting of the schemes by overlaying data such as:
 - Strategic Network and areas of Economic importance
 - Highway Safety Inspection Defects
 - Public Complaints
 - Claims



[Road maintenance - Lancashire County Council](#)



New approaches to defect repair



Highway Drainage



Cleaning gullies

We have changed how we approach keeping our drainage network clear and working from a predominantly reactive approach to a proactive cyclic approach.

We are currently delivering a 2-year programme to cleanse all our 294,000 gullies.

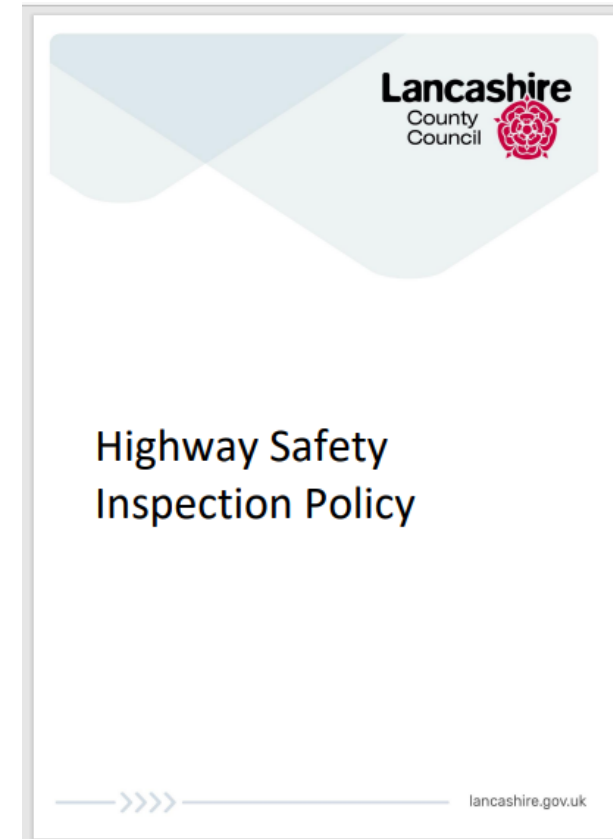
We are collecting data and will be creating a new cyclic programme ensuring that all gullies get cleaned regularly and at the right frequency.

Consists of gullies, ditches, channels, grips, trash screens. Culverts, manholes and slotted channels.

These are present to remove the water which falls on the carriageway and footway, so it does not create a hazard for highway users.



More information.... www.Lancashire.gov.uk



Road Works – necessary or a nuisance?

- Works by utilities and by or on behalf of the highway authority are necessary in order to provide and maintain essential services and transport networks on which we all depend.
- However, these works can and do cause significant disruption and generate significant enquires and complaints from our communities.
- Our aim is to minimise that disruption and delay, but we can only work with the powers and regulations we are given.
- We are now considering a lane rental scheme and how that might work across Lancashire.



Work Volume – all of Lancashire

37,244 works requiring a permit

- 34,449 utility; 2,795 LCC
- Breakdown of the different types of work
- Urgent & Emergency – 11,195 (30.1%)
- Minor – 19,106 (51.3%)
- Standard – 5,102 (13.7%)
- Major – 1841 (4.94%)



Works Category & Definition

| Work Category | Definition |
|---------------|--|
| Emergency | In simple terms, emergency works means works where immediate action is needed to prevent danger to people or property. This assessment of danger is made by those responsible for the works. |
| Urgent | In simple terms, urgent works means works where immediate action is needed to prevent a loss or restore any supply or service provided by them. It is not unreasonable to include leaks from pipes or other apparatus in this category where the repair is required without delay. This assessment is made by those responsible for the works |
| Minor | Minor works are those activities, other than immediate, standard or major activities, where the planned duration is 3 working days or less |
| Standard | Standard works are those activities, other than immediate, minor or major activities, which have a planned duration of between 4 and 10 working days inclusive |
| Major | works which require a temporary traffic regulation order (but not a temporary traffic notice) or works which have a planned duration of 11 or more working days |



Regulatory Framework

- In law utility companies are Statutory Undertakers and as such they have powers given to them to place their infrastructure (referred to as apparatus) in and on the highway.
- The statutory powers to do this are not granted by LCC but via specific Acts of Parliament or through statutory licences in the case of telecommunication services.
- Utility companies are legally responsible for every aspect of the works they undertake.



Regulatory Framework

- LCC have no powers in regard to when and how utilities conduct their actual works.
- How utilities are funded and operate is the responsibility of the relevant regulatory body – OFWAT, OFGEM, OFCOM etc
- Utility Companies are statutory bodies in their own right



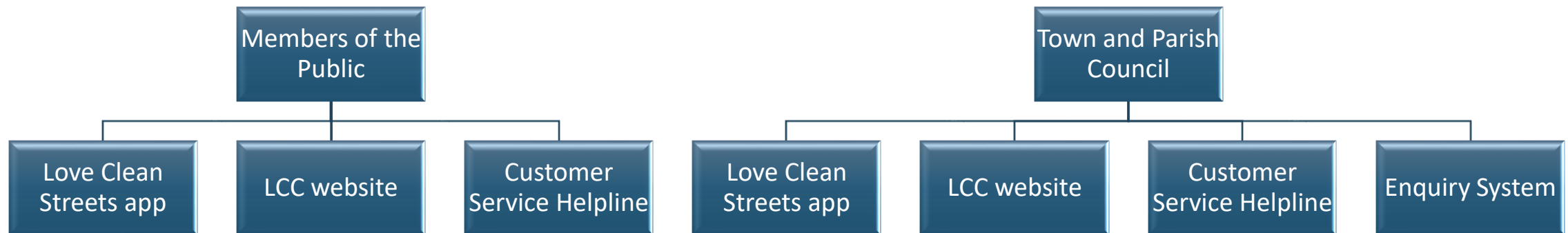
Road Works Information

- One.Network – <https://one.network/>
- LCCs Road Works Bulletin – [Road works bulletin \(arcgis.com\)](https://arcgis.com)



How to contact us

- App – improvements coming
- Enquires – available 24/7
- Helpline – 0300 123 6780
- Emergencies – 0300 123 6780



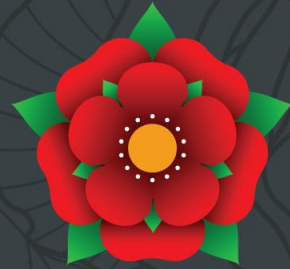
Enquiries

- You also have the additional option of directing more complex enquiries through our Enquiry system which you can register for via: <https://my.apps.lancashire.gov.uk/w/webpage/register-cllr>.
- Once registered you will be able to submit and monitor your enquiries through your account using the link: <https://my.apps.lancashire.gov.uk/w/webpage/welcome>



Devolution





LANCASHIRE

COMBINED COUNTY
AUTHORITY

Overview



LANCASHIRE
COMBINED COUNTY
AUTHORITY

- The LCCA was formally launched in **February 2025** following parliamentary approval of the statutory instrument. It brings together **Lancashire County Council, Blackpool Council, and Blackburn with Darwen Council** as constituent councils.
- Created under the **Levelling-up and Regeneration Act 2023**, the LCCA is a new type of local authority designed to **devolve powers and funding** from central government to local decision-makers.
- More decisions in Lancashire for Lancashire

Purpose and Vision



LANCASHIRE
COMBINED COUNTY
AUTHORITY

- To champion Lancashire's interests nationally and regionally.
- To deliver **inclusive economic growth, transport transformation, and skills development.**
- To address historic underinvestment and unlock regional potential through strategic planning and targeted investment

Lancashire Local Transport Plan.

CONSULTATION
VERSION.

Lancashire Growth Plan.

People, places
and potential.

Lancashire Local Transport Plan.

Consultation
version.

Get Lancashire Working.

ROADMAP TO BOOSTING
LANCASHIRE'S
EMPLOYMENT RATES.

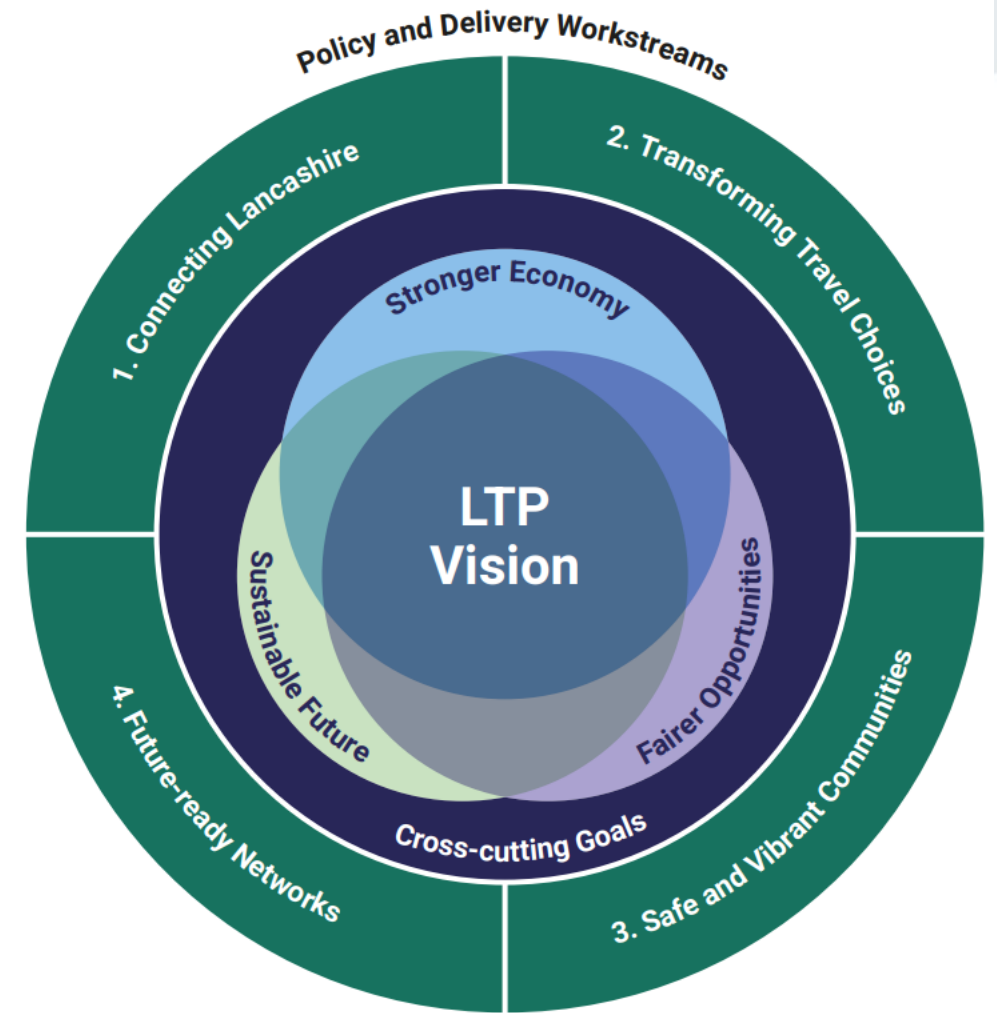
Highlights

This new Local Transport Plan (Core Strategy) sets the vision, goals and policy framework through which the LCCA proposes to achieve the LTP vision.

Transport is a key part of working towards economic growth, stronger communities and high quality places.

Our vision is for Lancashire's transport network to support:

- **A stronger economy,**
- **With fairer opportunities,**
- **And a sustainable future.**



Highlights

The LTP goals are:

| Stronger Economy | Fairer Opportunities | Sustainable Future | Cross-cutting Goals |
|--|--|--|---|
| Strengthen our labour markets by better connecting people and jobs | Improve accessibility to tackle inequalities and deprivation | Protect and enhance our natural and built environments | Improve efficiency and value for money of delivery |
| Provide strong connections to markets, supply chains and customers | Improve health and wellbeing by supporting active lifestyles | Increase resilience to evolving weather patterns | Amplify the voice and strengthen the influence of Lancashire across the north, nationally and internationally |
| Unlock strategic growth sites across Lancashire | Create safe and vibrant communities and a sense of belonging | Reduce pollution from transport | |

Highlights

The LTP serves a range of purposes:

It **demonstrates our ambitions** to the public, businesses, stakeholders and national government.

It supports our case for **transport investment**, especially related to national priorities such as economic growth.

It provides a framework for prioritising the allocation of **transport funding** in the LCCA.

It enables the LCCA's and constituent authorities' other **strategic plans and priorities**, such as the Lancashire Growth Plan and Local Plans.

It shows how we will improve transport choices to meet the needs of those who live, work, visit and do business in Lancashire.

It demonstrates our commitment to **long-term sustainability** – ensuring that future development is sustainable and inclusive.

Next steps

- Finalise documents for public consultation
- Notify key stakeholders, including MPs, District councils, Business board of upcoming consultation
- Commence consultation on the Core Strategy and supporting documents in Autumn.
- Analyse feedback and make updates to the Core Strategy and supporting documents.
- Development of the implementation plan.
- Adoption of the Local Transport Plan at a future LCCA board meeting March 2026.
- Consultation feedback by 11:59pm on Sunday 30 November 2025.



Lancashire Local Transport Plan.

Get involved today



Deadline by 11:59pm on Sunday 30 November 2025.



**CC James
Tomlinson**
Champion for
Rural Affairs, the
Agricultural Community
and Parishes



CC Maria Jones

Champion for
Combatting Sexual
Exploitation and
Violence Against
Women and Girls



Clive Grunshaw

Police and Crime
Commissioner



Matt Townsend

Director of
Highways and Transport



Road Safety

Lancashire Road Safety Partnership

We work proactively with key partners:-

- Lancashire Constabulary
- Blackburn with Darwen Borough Council
- Blackpool Council
- Lancashire Fire and Rescue Service
- Northwest Ambulance Service
- National Highways
- Driver Vehicle Standards Agency

Working together and individually to improve road safety across Lancashire.



Speed – Who's responsible for what?

Speed Assessment is a multi-agency discipline



Lancashire
Constabulary

Enforcement

Lancashire

County
Council



**Signage and
education**



Submit a Speed Concern

- [Speed Concern – Lancashire Road Safety Partnership](#)



Report Individuals/ Specific Vehicles



Request Traffic Calming Measures



Dashcam Footage

Request Traffic Calming Measures



Check Existing Concerns



Report Regular Excess Speed



Lancashire County Councils Road Safety Offer

Education and Engagement

- School Road Safety Meetings.
- 'Right Start' Child Pedestrian Training.
- Bikeability (cycle training).
- Theatre in Education (commissioning).
- Schools A-frames, Banners and Workbooks.
- 'Travel for Life' Older Road Users Training.
- Road Safety Events (for safer travel).
- Road Peace Service, supporting victims.



Lancashire County Councils Road Safety Offer

Speed Assessment

- Collate Speed and Collision Data.
- Undertake Speed Surveys and Traffic Counts.
- Support Town and Parish Councils with the placing of their own Speed Signs.
- Design and deployment of Temporary Road Safety Signs and materials such the “Slow Down Save Lives” signs
- Deployment of Speed Indicator Devices and VMS (Variable Message Sign) Trailers.



Lancashire County Councils Road Safety Offer

Road and Traffic Safety Engineering Teams

- Investigate enquiries relating to road safety improvements and permanent traffic management changes
- Deal with speed limits and regulatory signage and road markings
- Traffic calming measures
- Weight limits and HGV issues
- Design and delivery of capital funded road safety schemes
- Road Safety Audits
- Joint accident investigation with the police when people are killed or seriously injured





Update on Local Government Reorganisation in Lancashire

**Lancashire Association of Local
Councils AGM, November 2025**

LGR and Devolution: What's the Difference?

Devolution is the transfer of powers and funding from national to local government.

- Lancashire is already on the 'devolution journey' through the establishment of the Lancashire Combined County Authority.
- Deeper devolution would likely mean Lancashire moves to a **Mayoral devolution model**.



LGR and Devolution: What's the Difference?

Local government reorganisation is about moving from two-tier local government (with county councils and district councils) to a single-tier of local government with new unitary councils.



LGR – the national context

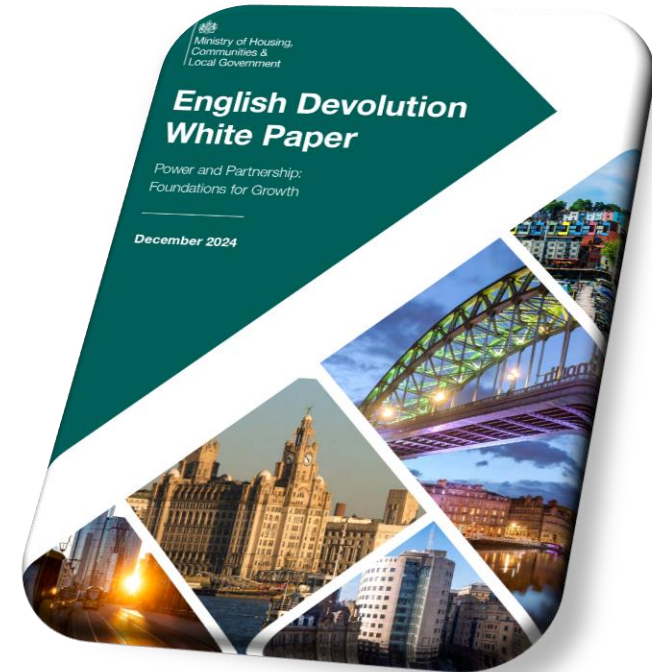
The English Devolution White Paper announced a programme of local government reorganisation (LGR) for all ‘two-tier areas’ in England.

Lancashire is a two-tier area – Lancashire County Council operates in the same area as 12 District Councils, but they have different responsibilities. We also have two unitary councils (Blackpool and Blackburn with Darwen) in the broader county area.

LGR will replace all existing councils in Lancashire with new unitary councils, creating single tier councils.

All 15 councils have been asked to submit proposals for change by November 2025

The English Devolution and Community Empowerment Bill is currently going through Parliament (currently in the report stage ahead of its 3rd reading)



Current Model

Functions:

Strategic transport and economic policy.

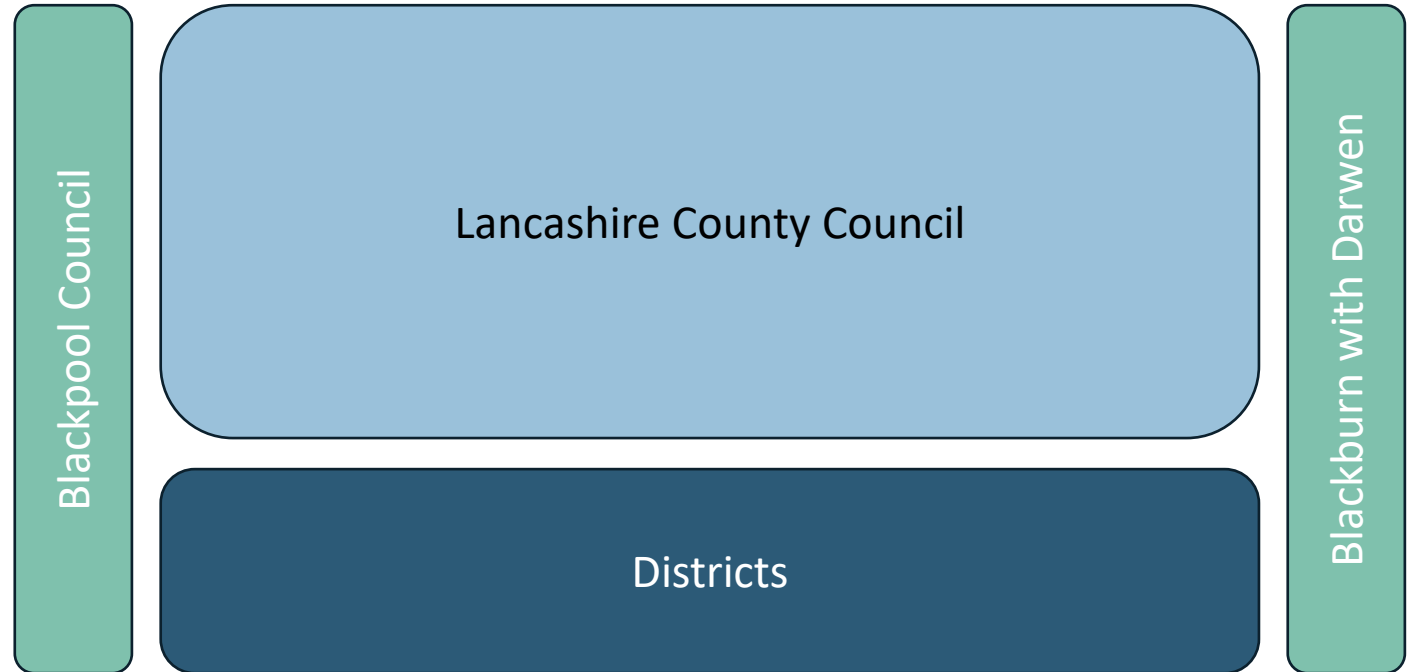
Social Care;
Education;
Highways & Transport;
Libraries;
Strategic planning;
Public Health;
Waste Disposal

Housing; Waste Collection; Local tax
collection; Planning applications;
Leisure; Environmental health.

Community representation and public
realm in some cases



Lancashire Combined County Authority (3 upper tier authorities)



Parish & Town councils



Post LGR

Functions:

Strategic transport and economic policy.

Social Care; Education;
Highways & Transport;
Libraries;
Waste;
Housing; Planning
Local tax collection;
Leisure;
Public Health;
Environmental health
Public Health

Community representation / public realm
in some cases

Combined Authority unitary authorities [+ mayor]

New Unitary Authorities

(number and geography of Authorities
to be determined through LGR process)

Parish & Town councils

Role of Parish and Town Councils

- There are over 200 Parish and Town Councils in Lancashire, but there is not full coverage across the County.
- LGR does not directly affect Parish and Town Councils, and there are currently no plans to implement them where they don't exist.
- It is likely that new unitaries will want to strengthen links with Town and Parish Councils:
 - Key partners in decision-making processes, particularly in areas such as local planning, public realm improvements, community safety and cultural initiatives.
 - Key voice for local communities and source of knowledge for local contexts.
 - Role in identifying local priorities.



Government objectives for LGR



Make councils more efficient and financially stable



Improve service quality and accountability



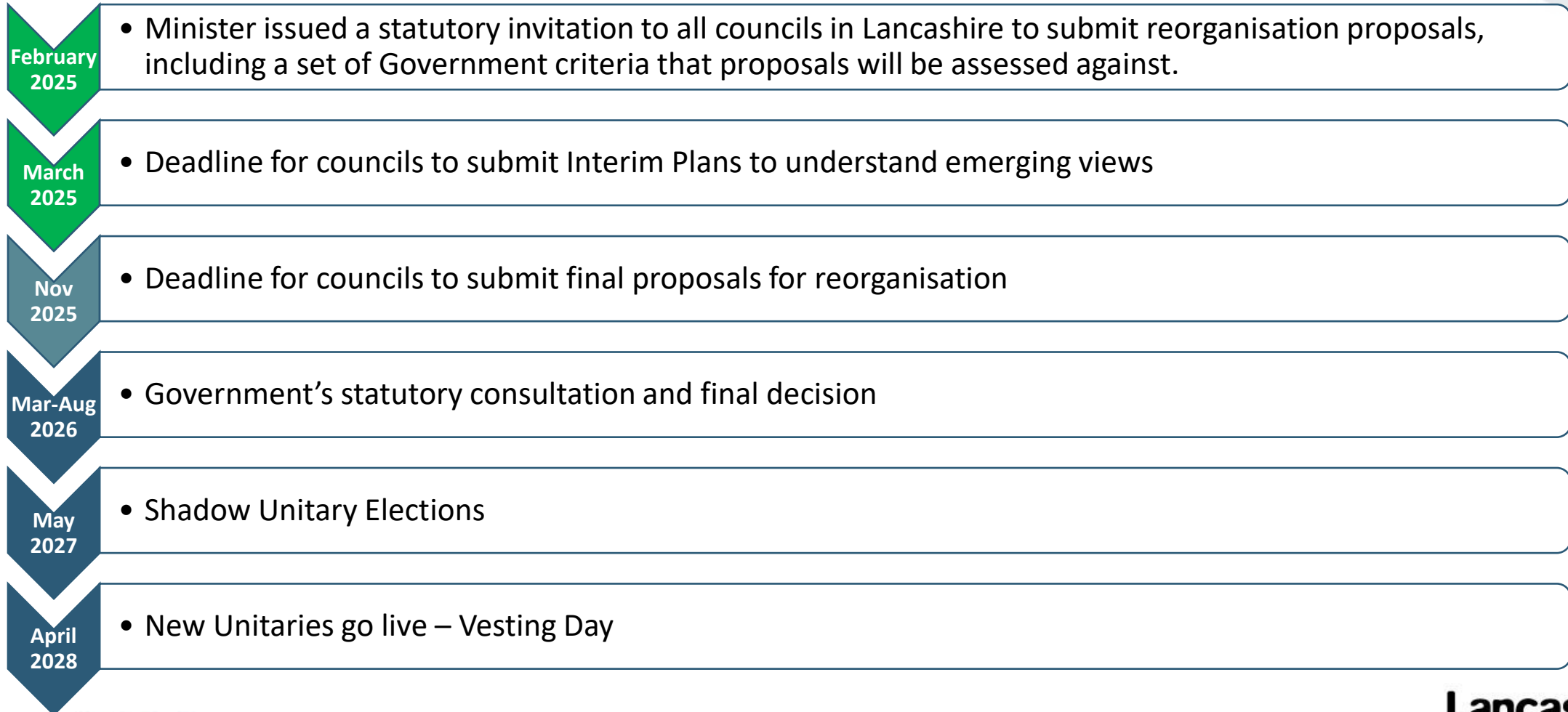
Give more power to local communities



Support economic growth and further devolution



LGR – Timeline and Process



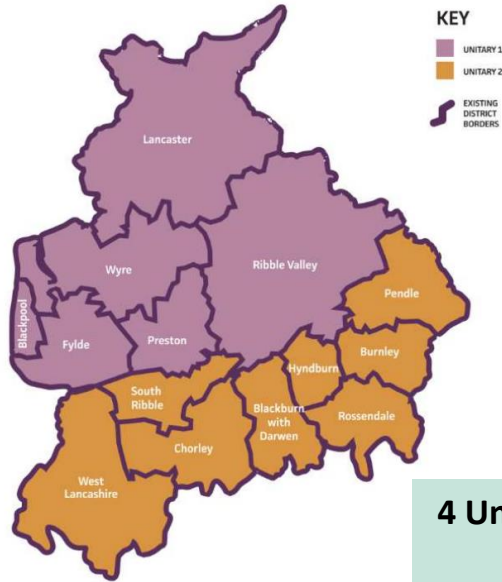
LGR – Government Criteria for Proposals

- 1 Single tier of local government over sensible economic areas and appropriate tax base.
- 2 Right size to achieve efficiency and financial resilience – minimum 500k population guiding principle, with no maximum referenced.
- 3 Delivery of high-quality and sustainable services, avoiding unnecessary fragmentation and enabling public service reform.
- 4 Show how Councils have worked collaboratively and considered local needs.
- 5 New unitary councils should support and enable devolution.
- 6 Enable stronger community engagement and neighbourhood empowerment.



Options under consideration

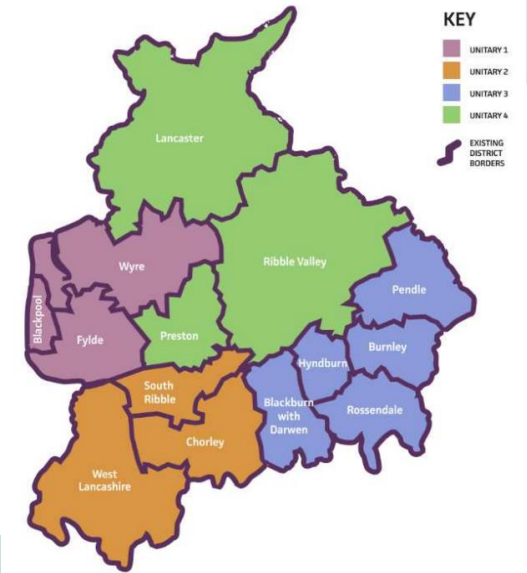
2 Unitary Authorities – N/S



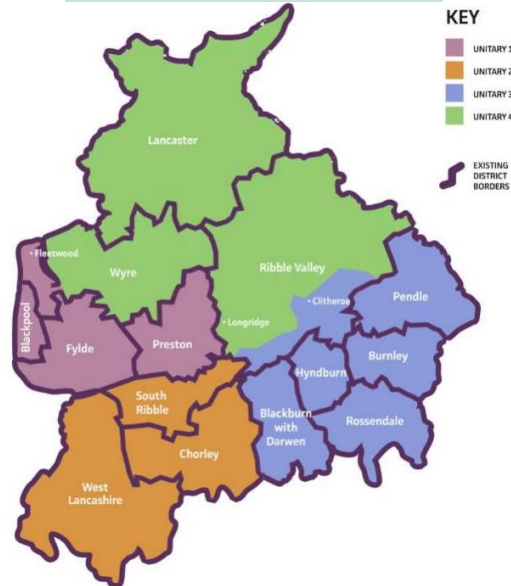
3 Unitary Authorities



4 Unitary Authorities



4 Unitary Authorities – Option B



5 Unitary Authorities



Engagement across Lancashire

- Government has requested **one submission per area**, but with the opportunity to include more than one option in the submission, where there are different views from different authorities.
- We are working collaboratively across the 15 Lancashire authorities, including on:
 - Data and evidence
 - Financial analysis
 - Comms and engagement
- 2 surveys were launched by all 15 authorities to run through September:
 - Resident engagement survey
 - Stakeholder engagement survey



Resident and Stakeholder Engagement – Key Findings

Resident Survey

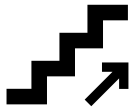
- 13,414 respondents
- 75% of residents identify the place they live by the town or village they live in.
- 3 most valued services were health & care, access to parks & green spaces, and waste & recycling.
- The 3 least valued services were benefits, financial advice & support, affordable housing, and environmental sustainability & climate action.
- Residents indicated a strong desire for value for money and reliable services.
- Local identity and roads & transport were 2 common themes amongst responses.
- 63% indicated a preference to retain the current councils, but large variation between postcodes.

Stakeholder Survey

- 409 responses
- Respondents included parish & town councils, businesses & chambers of commerce, charities, and other public sector organisations.
- Overall cautious support for reorganisation.
- Responses emphasised the need for balanced councils able to drive efficiencies, reduce overhead and duplication, and address inequalities between areas.
- No clear consensus around a specific model.
- But apparent that proposals for reorganisation need to ensure financial sustainability and value for money, protect local voices and influence, and ensure that all parts of Lancashire benefit equally.



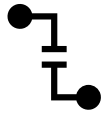
Challenging context for LGR to deliver



Ageing population: demand for health and social care is rising faster than the working-age base.



Social care pressures: high costs and complex needs in adults and SEND alongside market cost inflation stretching local budgets.



Inequality: sharp divides in health, housing and opportunity between different parts of Lancashire.



Housing: limited suitable housing restricts adaptations and complex needs provision, hindering prevention, wellbeing, and regeneration efforts for safe, affordable homes.



Workforce gaps: difficulty recruiting and retaining staff across care, education and other key services.



Financial strain: limited headroom and rising demand leave little room to invest for the future.



Next Steps

Lancashire Councils will submit their proposals to Government on 28th November 2025.

Government will launch a statutory consultation on the proposal it deems to meet their criteria. This is currently expected in the first half of 2026.

We will undertake further external engagement with partners, stakeholders and residents in support of the Government's consultation.

Government decision on the preferred model for Lancashire is expected in Summer 2026.

Shadow Elections would then take place in May 2027 and new Authorities will come in place in 2028.

