Lancashire County Council

Highways maintenance transparency report

September 2026

Contents

How we maintain local roads, pavements, and the wider highway network in Lancashire County Council

A1 – What we are responsible for maintaining

As Highway Authority Lancashire County Council maintains:

- 7104 km of carriageways, including 10km of the M65 motorway, and 6868 km of footways and cycleways in Lancashire.
- 294,000 gullies,
- 163,00 streetlights, signs and illuminated bollards,
- 700 traffic signal installations and crossings
- 1832 bridges and 70km of retaining walls

As well as the main assets we also maintain many other highway assets such as 140km of Vehicle Restraint Systems and 85 cattle grids, and many road signs, pedestrian guard rails etc.

The area covered by Lancashire County Council is large and diverse; with low lying areas to the west, with many roads built on peat, to the hills and valleys of the east of the county. Lancashire also has a mix of rural and urban areas, much of the infrastructure being built in the industrial revolution of the 19th Century. As such the distribution and type of assets we maintain varies across the county and provide different challenged. These include moss roads in the west built on peat, with the east of the county having the majority of bridges and retaining walls, many built in the 19th Century.

Each one of these asset types is considered in the Highway Asset Management Plan for Lancashire under a condition led risk-based approach for maintenance.

A2 – Road conditions in Lancashire County Council Area

We closely monitor the condition of our carriageways. This allows us to identify areas to undertake both structural repairs and preventative maintenance and prioritise works across the whole network.

Road condition assessments on the local classified road network in England are currently made predominantly using Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology.

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	2.1%	16.4%	81.5%
2024	2.2%	17.6%	80.3%
2025	2.9%	22.0%	75.1%

A2.2. B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	4.68%	25.06%	69.03%
2024	4.89%	24.5%	67.89%
2025	4.93%	28.12%	66.99%

A2.3. U roads

Year	Percentage of road in red category
2023	27.77%
2024	N/A
2025	23.87%

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

- **Green** – the road is in good condition and no further investigation or treatment is required
- **Amber** – the road may need maintenance soon
- **Red** – the road is in poor condition and should be considered for maintenance

The published official statistics for road condition include more detail about the methodology, timing and coverage of this data

A2.4. - Additional information on carriageway condition

We undertake the SCANNER surveys on our classified road network annually, covering the A, B class and C class roads to produce national Indicator reports for the classified road network. The condition of our classified road network has remained relatively stable over the last 4 years. There has been slight deterioration in the Amber category during 2024-2025, resultingly the focus for 2026/27 is to invest more money in the classified network to ensure overall it remains in good condition and undertake preventative maintenance.

Previously nationally recognised standards for monitoring the condition of the unclassified network were not in place. However, detailed video surveys are undertaken on 50% of the unclassified network annually. This allows us to calculate a 2 yearly RAG rating which has previously been submitted to the Dft. The figures for financial year ending 2023 and 2025 are shown above.

A3 – What we are doing about potholes and other road defects

A3.1. – What is a pothole?

Lancashire County Council in general defines a pothole as a loss of material from part or all of the surfacing layers creating a sharp-edged hole or void. However, the associated response depends upon the depth, diameter, location, and a dynamic risk assessment of the defect. Potholes are assessed by comparing their measured dimensions against our investigatory criteria to assign an impact rating of High, Medium or Low. This impact rating is then combined with the road or footway hierarchy using the relevant risk matrix to determine the initial response category and repair timescale. Inspectors may then adjust the response based on a dynamic site-specific risk assessment considering factors such as defect location, traffic volumes, vulnerable road users and the likelihood of deterioration. Further details of our approach are set out within our Highway safety inspection policy.

A3.2. – What we are doing to tackle potholes

Lancashire County Council tackles potholes through a combination of regular highway inspections, risk-based repairs, preventative maintenance, and long-term asset management. Under its Highway Safety Inspection Policy, the council carries out routine inspections to identify defects and prioritises repairs according to the level of risk they pose to road users, with defined response times for different categories of defect.

Rather than focusing solely on repairing the worst potholes after they appear, the council's Highway Management Plan and Highway Asset Management Plan promote a preventative approach, using condition surveys and engineering data to identify roads that would benefit from early intervention such as surface dressing and resurfacing. This "prevention is better than cure" strategy helps extend the life of road surfaces, slows deterioration, reduces the number of potholes that develop, and ensures that available funding is targeted where it will deliver the greatest long-term benefit for Lancashire's highway network.

Permanent first-time repairs are prioritised, with preventative maintenance embedded. Our managed service contract enables permanent, high-quality warrantied repairs through a range of traditional and innovative methods that address both safety defects and surrounding deterioration, preventing further failures and repeat visits, and delivering best value for money. This approach contributed to a 30% reduction in carriageway defects identified on the network in 2025/26, with 58,494 defects identified compared to 83,166 in 2024/25.

A3.3. How members of public can report potholes and other highway defects

Members of the public can report potholes and other highway defects to Lancashire County Council through the council's website or Love Clean Streets mobile app, which is the council's preferred reporting method. When submitting a report, residents should provide the location of the defect, a description, and, where safe to do so, a photograph. The system can be used to report a wide range of issues including potholes, faulty streetlights, damaged signs, blocked drains, flooding, overgrown vegetation, road marking defects and other

highway hazards. Alternatively, highways issues can be reported by telephone on 0300 123 6780.

A3.4. What happens after a pothole is reported

When a pothole is reported to Lancashire County Council, it is logged in the council's highways asset management system and assessed by the highways team within two working days. The assessment determines whether the defect meets the council's intervention criteria. If it does, the pothole is prioritised according to the level of risk and added to a repair programme. The council aims to repair qualifying potholes within 20 working days, although more serious defects may be made safe sooner through emergency or temporary repairs. Customers can monitor the status and progress of their report through the council's online reporting system

A4 – What we spend to maintain the highway network and where the funding is coming from

A4.1. – Spending on highways maintenance

	2024-25	2025-26	2026-27 (projected)
Total spend on highways maintenance	£92,038,933	£90,119,768	£108,129,425
Of which spent on:			
Carriageways	£49,024,750	£53,923,588	£71,769,937
Footways	£2,025,910	£3,896,692	£3,684,707
Structures (for example bridges or tunnels)	£11,578,367	£6,679,572	£5,962.093
Drainage	£7,930,301	£4,161,692	£3,860,485
Street lighting	£6,457,995	£4,844,995	£6,055,773
Other assets	£15,021,610	£16,613,229	£16,796,430

Note; Spending in the table above does not equal the funding in the table below because the spending table includes spend funded from prior year funding whereas the funding table shows in year funding only.

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£38,493,920	£52,555,320	£69,327,338
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£38,785,514	£32,188,588	£25,878,222
Total	£77,279,434	£84,743,908	£95,205,560

A5 – Our maintenance plans for this year

A5.1 – Our plans for highways maintenance for 2026-27

During 2026/27 we plan to undertake the following carriageway and footway works:

- ABC Surface Dressing\ Preventative treatments – 138.59
- ABC Resurfacing – 15.15km (Additional MSD 0.32km)
- Unclassified Road Surface Dressing\ Preventative treatments – 42.15km
- Unclassified Road Resurfacing – 9.25km (Additional MSD 0.16km)
- Footway Preventative treatments – 39.43km
- Footway Reconstruction - 0.17km

The programme of works was approved by Cabinet on of March and details of the report and approved scheme can be found here: Council - Issue - items at meetings - Proposed 2026/27 Highways Capital Programmes; with additional funds of £5m being approved in May'26.

Whilst the focus is on improving carriageways through named schemes and addressing defects through the Managed Service, works to other assets are also being carried out, this includes improvements to bridges, including the reinstatement of a retaining wall to support Haslingden Old Road (B6236) which collapsed during storms in January 2025, cleansing 158000 gullies and replacing 1800 lighting columns.

A5.2 - Full list of planned carriageway and footway works

A list of approved carriageway and footway schemes can be found via our Road Maintenance website: Road maintenance - Lancashire County Council along with other information on how we manage our roads. Link to Map: Road and Footway Improvement Programme Dashboard

A5.3 – How decisions are made on our maintenance plans

The principles behind the Highways Asset Management Plan for Lancashire allow us to prioritise works to make the best use of the funds we have.

Those principles are:

- Understand the condition of all our major asset groups
- Through a risk-based approach use life cycle modelling, condition assessment and other strategic factors to identify the most appropriate time to intervene using the 'prevention is better than cure' ethos.
- Produce and deliver a capital highway maintenance programme across the range of assets
- Continue to monitor and report the condition of our assets.

Lifecycle plans have been developed for the main asset groups and the Highways Asset Management Plan for Lancashire sets out for these asset groups the approach being adopted during the life of the plan, up to 2030.

We deliver highway maintenance through a mix of in-house services and external contractors through competitive procurement to ensure best price and quality.

Transparency report – Technical Annex template

This section of the transparency report is to provide a more detailed view of your service. It will also need to be published on your website and provided to DfT alongside the core report but does not need to have the same level of prominence on your website as the core report.

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	*£32,472,000*	*£46,825,790*	*£48,525,948*
Other **DfT** capital funding utilised by local authority for highways maintenance	*£*	*£*	*£15,000,000*
Other **Government** capital funding allocated by local authority to Highways Maintenance	*£*	*£*	*£*
Other capital funding allocated to highways maintenance	*£20,719,755*	*£15,000,000*	*£8,474,052*
Total Capital funding allocated to highways maintenance	*£53,191,755*	*£61,825,790*	*£72,000,000*

B1.1.2 - Additional information on funding figures

25/26 capital funding of £46,825,790 includes £23,413,790 passported from Lancashire Combined Authority. For 26/27 £48,525,948 is included as being passported from the Combined Authority. Guidance indicated to use funding allocations in year, excluding carry forwards from prior year grants, which is why this doesn't match spending breakdown on page 8

B1.2 - Spending

B1.2.1 – Total spending

The questions in this section (B1.2.1) relate to the spending condition set out in the 2026–27 local highways maintenance incentive funding requirements. Completion of this section forms part of the evidence required to meet this incentive funding condition.

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes / ~~No~~**

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£67,951,254	£67,201,650	*£84,923,865*
Total highways maintenance revenue spend	£24,087,679	£22,918,118	*£23,205,560*
Total spend	£92,038,933	£90,119,768	*£108,129,425*

B1.2.2 - Additional information on total spending figures

The 26/27 projected capital spend reflects a small amount of advanced delivery in 25/26 (i.e. pre-spent) and some projects funded from the 26/27 allocations will not be delivered until 27/28. The 26/27 figure links to the Quarter 1 Cabinet report presented 3rd September 2026.

B1.2.3 Spending on carriageways by type of spend in financial year 2025-26 and 2026-27 (projected)

Carriageway spend related maintenance type	Capital 2025-26	Revenue 2025-26	Capital 2026-27 (projected)	Revenue 2026-27 (projected)
Planned maintenance				
Preventative carriageway maintenance	£6,751,692	£	£21,449,308	£
Structural carriageway maintenance	£14,799,038	£	£10,038,665	£
Planned carriageway **repair / patching** programmes	£10,784,490	£	£11,395,220	£
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£1,434,476	£	£1,512,000	£
Reactive carriageway **repairs / patching** (**permanent repairs**)	£12,906,010	£	£18,578,965	£
Reactive carriageway **repairs / patching (total)**	£	£	£	£
***Other** carriageway-related spend*	£1,413,609	£5,834,273	£2,450,000	£6,345,779
Total	£48,089,315	£ 5,834,273	£65,424,158	£6,345,779

B1.2.4 - Additional information on spending on carriageways by type of spend

Maintenance type has been calculated through analysing data held on numbers and size of patching completed, to determine if works were planned or reactive, temporary or permanent. Other works were analysed by treatment type in terms of planned maintenance.

B2 – Highway Maintenance Activity (Surface Treatments and Repairs)

B2.1 – Road resurfacing and surface treatments

Financial year	Road receiving preventative road surface treatments (length, km)	Road receiving planned structural maintenance (length, km)	Area receiving planned repair / patching programmes	Area receiving reactive repair / patching (permanent methods)	Area receiving reactive repairs/ patching (temporary methods)
2025-26	69.69km	36.12km	83,699 m^2	78,421m^2	13,839 m^2
2026-27 projected	180.75km	25.02km	140,715m^2	n/a	n/a

B2.1.1 – additional information on surface treatments and repairs

Does table B2.1 reflect all your carriageway-related road surface treatments & repair activities (for example, including pothole repairs)? **If no,** please add further information on any other types of treatments (planned to be) delivered and their extent in the table below.	**No**

B2.1.2 – Further information and context

The figures provided relate to LCCs Approved highways maintenance capital programme; surface dressing, resurfacing and other structural works and pothole\ defect repairs. LCC does have other programmes of work eg Levelling Up Fund, that also provide highway maintenance works covered by other funding, which have not been included here.	**Yes**

B3 – Pothole repairs

This section sets out how authorities identify and repair potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach. The Department is clear that prevention is better than cure: planned, preventative maintenance should be the foundation of a well-managed network, reducing the need for repeated reactive interventions

B3.1 – Pothole/Defect intervention criteria

Building on section A3.1, please set out in the table below how your local authority defines potholes and other carriageway defects, and the intervention criteria that apply.

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
CARRIAGEWAY POTHOLE	No minimum investigatory or definitional threshold Risk-based approach categorising defects into High, Medium, and Low Risk categories. Low risk defects are considered at the discretion of the inspector	Road hierarchy, diameter and depth are the principal considerations used by inspectors. Inspectors may also take into account factors such as but not limited to:- • Position of the defect • Size and nature of the defect • Inspection Frequency • Volume and nature of traffic and pedestrians • Vulnerable road users including pedestrians, equestrians, cyclists and motorcyclists	2-20 working days dependant on carriageway hierarchy	20 working days
CARRIAGEWAY EDGE DETERIORATION/ DEPRESSION/ HUMP or HEAVE/ LOSS OF MATERIAL AROUND IRONWORKS/ SUNKEN TRENCH or LOOSE OR ROCKING PAVING/ BROKEN OR MISSING PAVING	As above	As above	As above	As above
CARRIAGEWAY GULLY GRATE SUNK/RAISED/ROCKING/ BROKEN	As above	As above	As above	As above

CARRIAGEWAY CRACKING	As above	As above	5-20 working days dependant on carriageway hierarchy	As above
CARRIAGEWAY GULLY MISSING	Missing ironwork	N/A (this defect is always treated as high risk)	4hrs	4hrs

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate) *guidance - to match section A3.2)*	58494

B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	**Planned structural** maintenance programmes	**Reactive repair** using **temporary** repair methods	**Reactive repair** using **permanent** repair methods
30417	15,500	4199	23878

B3.2.3 - Additional information on numbers of potholes resolved, by treatment type

The Managed Service approach makes sure that where appropriate that as well as addressing the immediate pothole that a wider area is treated as well, which may contain a number of investigatory level as well as non-investigatory level defects. The size of the repair varies from a small (1-2 m^2) and medium patches (up to 10 m^2) which are **Reactive repair permanent** in the above table and larger patches 11m^2 or over which are **Planned repair\ patching** on the above table. Where we address urgent and emergency defects these are normally 'make safe' repairs done the same day or within 2 days of being reported which may need further works and are considered are **Reactive repair temporary**. Through the capital programme we undertake **Planned structural works**, normally resurfacing, which addresses areas that have failed or started to fail and have very often had a large number of potholes that have already been fixed. For the **Planned structural works** in 2025/26 it is estimated 15,500 potholes have been fixed as part of the capital programme. These figures do not take into account defects that do not meet investigation levels as part of the Highway safety inspection policy and defects reported below 40mm by stakeholders.

CAUTION FOR READERS – Authorities have different criteria for identifying potholes and different methodologies for counting how many they have filled or resolved. Summing the figures in the above table across authorities will therefore not provide a reliable estimate of the total number of potholes filled across England.

B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£600	Unit/average cost of a temporary pothole repair on your network (reactive)	£150

B3.3.1 - Additional information on pothole prices (optional)

Temporary pothole repairs are done to 'make safe' and are likely to require further extensive treatment as part of a permanent fix. Our approach to premiant pothole fixes is that were necessary and appropriate a wider section of carriageway is repaired beyond the immediate pothole will be undertaken.

B3.4 - Defect repair quality

ID	Question	Yes/no
3.4.1	Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching **and** b) reactive repairs using permanent methods?	**Yes**
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	**Yes**
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	**Yes**
3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	**Yes**

B3.4.5 - Evidence Summary

3.4.1: LCC`s managed service delivers planned patching alongside reactive repairs. Repairs are guaranteed for a year under the contract. This is stated in the managed service contract. 3.4.2: LCC`s managed service contract draws from a LCC`s palette of agreed / tested materials: Palette of materials: The palette of materials approved by cabinet. - Lancashire County Council 3.4.3: LCC`s managed service contract has a minimum 5% site contract quality and suitability checks. Due to Asset software changes, these 5% site checks are being completed at a far higher rate currently. Desktop image checks are also very extensive. 3.4.4: the longevity of repairs is monitored regularly and individual defects addressed. If any trends emerge these will also be investigated

B3.4.6 - Additional information

The Managed service approach is part of our strategy for maintaining the carriageways in a good condition by ensuring potholes are fixed in the most appropriate way, that repeat visits are avoided and repairs last. The longevity of repairs are monitored to ensure both the quality of repair but also that further action, such as more substantial treatments, can be undertaken if necessary.

B3.5 - Public reporting system for defects and other issues

ID	Question	Answer
3.5.1	Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	**Yes**
3.5.2	Do you inform users about the outcomes from their feedback, including when no action is to be taken?	**Yes**

B3.5.3 - Evidence Summary

3.5.1: Defects reported by the public, as well as by our inspectors, are recorded and used to support the carriageway and footway scheme selection for capital works. This is covered in the Highways Asset Management Plan, Section 6.2.1 Capital Programme Prioritisation.

3.5.2: Customers can monitor the status and progress of their report through the council's online reporting system

B3.5.4 - Tools used for reporting

Members of the public can report potholes and other highway defects to Lancashire County Council through the council's website or Love Clean Streets mobile app, which is the council's preferred reporting method.

B4 – Maintenance of highway structures

Please set out information about other highway structures and assets

B4.1 Highway Structures

ID	**Question**	**Answer**
4.1.1	Number of highway structures on your highway network	*4384*
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	*13*
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	*1674*
4.1.4	Number of **General Inspections** carried out in 2025-26	*1558*
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	*31*
4.1.6	Number of **Principal Inspections** carried out in 2025-26	*31*

B5 – Asset Management

B5.1 - Asset Management Strategy and Policy

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes**

5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link
	Highway Asset Management Plan for Lancashire - Lancashire County Council

5.1.3	Please provide the date it was last reviewed or updated	August 2026

5.1.4	Please provide proof of the review or update.
	Cabinet approved the approach to review and produce the highway asset management strategy in November 2025: Council - Agenda for Cabinet on Thursday, 27th November, 2025, 2.00 pm E mail of confirmation from Cabinet Member 17th August'26
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.
	The Highway Asset Management Plan for Lancashire was produced following agreement with Cabinet and approval by Cabinet Member for Highways and Transport.

B5.1.6 - Further context (optional)

The Highway Asset Management Plan for Lancashire was produced following agreement with Cabinet to review the original Transport Asset Management Plan and produce a strategy rebranded as the Highways Asset Management Plan for Lancashire, to reflect the current priorities and changes to the delivery of highway maintenance in Lancashire. The focus for 2025 - 2030 is to maintain the condition of A, B and C road classifications, address the potholes through a proactive and a sustainable responsive, ensuring longevity of repair, whilst continuing to use a risk-based approach to maintaining the county council's other assets, such as street lighting.

Key aspects of highways asset management approach

To get a sense of how each local highway authority is implementing best practice for asset management, we ask that you provide the following information across a sample of key areas.

B5.2 - Asset data This section seeks to establish whether asset management decisions are supported by appropriate and up-to-date condition data.

Please complete the table below for your key highway assets.

Asset type	Asset inventory held? (None / partial / full)	Condition data held? (None / Partial / Full)
Carriageways	Full	Full
Footways and cycleways	Full	Full
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

We invest in collecting asset condition data to allow development of data led capital works. Carriageways are assessed using annual video surveys and we are moving to PAS2161 standard for collection and reporting. Footways & cycleways similarly assed every 5 years, defect data is assessed annually. Bridges and other structures are subject to 2-year general inspection and principal bridge and other inspections. Street lighting condition is assessed using GN22 approach and structural surveys. Gully condition data is used to inform the cleansing programme. Traffic signals data on age and controller obsolescence inform the capital works.

B5.3 – Asset data integration and management

B5.3.1 – Asset data integration

[How is asset inventory and condition data for your key highway assets primarily managed? (please indicate one option with an X)]

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	
A single digital platform or a set of connected platforms used across the highways service	X
Other *(please set out in further context)*	

B5.3.2 - Further context (optional)

We have invested in a single asset inventory system since 2017. This allows a 'one stop shop' for asset inventory, customer queries, works ordering and condition assessments. All of our assets are mapped on the Asset Management system Confirm, which allows all records and works associated with the asset to be accessed in one place, including customer queries. Gully assets are mapped; however the under-ground assets inventory and condition data is only partially available. Through capital works and developments new assets are added to the inventory regularly.

B5.4 – Lifecycle planning and investment decision-making

ID	Question	Yes / No
5.4.1	Do you use lifecycle plans for **carriageways** to support maintenance investment decisions?	**Yes**
5.4.2	Do you use lifecycle plans for **footways** to support maintenance investment decisions?	**No**
5.4.3	Do you use lifecycle plans for **structures** to support investment decisions?	**Yes**

B5.4.4 - Evidence Summary

5.4.1 Carriageway, Structures and Streetlight Lifecycle Plans have been created.
Lifecyle Planning for carriageways is undertaken by Gaist as part of the annual condition collection and capital programme development.
5.4.3 The Structures Life Cycle Plan classifies structures into 4 categories: Planned Targeted, Planned Preventative, Planned Do Minimum, Unplanned Reactive dependant on the strategic nature of the asset and route being served. This allows focusing of the limited resources on the more strategic structures.
Street Lighting Lifecycle Plan focuses on the GN22 assessment procedure of the Institute of Lighting Professionals to allow targeting replacement and structural assessments on the most vulnerable columns.

B5.5 – Performance monitoring and continuous improvement

ID	Question	Answer
5.5.1	Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	**Yes**
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	**Yes**
5.5.3	Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	**Yes**
5.5.4	Have you conducted a value for money review or peer review of your service in the last 3 years	**Yes**

B5.5.5 - Evidence Summary

Highway Asset Management Plan, 'Section 6 Maintaining our key assets', contains outcome KPIs for each asset group monitoring long term trends, which are reviewed annually and inform strategic reviews every 5 years, which informs each 5-year investment strategy. Future Highway Research Group conducted a Value for Money and peer review in April 2025. We are part of several benchmarking groups, including APSE, NHT, MHAPlus & LCRIG. This allows both quantitative and qualitative benchmarking and sharing of best practice. Highway Asset Management Plan Section 8 contains the NHT customer feedback and learning points and Section 7 the Performance Management Framework.

B6 - Maintaining footways and cycleways

ID	Question	Answer
6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	**Yes**
6.1.2	For 2026-27, please provide the length of **footways** that you have earmarked for **structural maintenance / reconstruction / renewal**	**0.17 km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**25.91km**
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	**Yes**
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to **cycleways** which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	**No**
	a. Structural maintenance / reconstruction (in km)	**N\A**
	b. Preventative maintenance treatments (in km)	**N\A**

B6.1.6 - Please provide any brief additional information you consider helpful in explaining your approach to maintaining footways and cycleways

We commissioned a survey of our remote footpaths in 2021 and are repeating this during 2026-27 and have the intention to continue to do these every five years. Defect data is reassessed annually to help establish a prioritised programme considering areas of greatest footfall for vulnerable users, such as around schools, hospitals. Consideration is also given to areas of high deprivation. Section 6.2.4 of the Highway Asset Management Plan covers the approach to maintenance.

B6.1.7 - Evidence Summary

Footway condition is collected when we undertake the carriageway condition survey and is used along with other factors to prioritise our capital programme.
Segregated Cycleways are routinely inspected in line with our highway safety Inspection policy.
Capital programme for footways also includes works on cycleways, as many cycleways are joint use with pedestrians.

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
	a) Reactive (incident- or failure-driven) maintenance	**36**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**64**
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	**Yes**
7.1.3	Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?	**Yes**
7.1.4	Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets. If yes please provide some high level information in bullet points below	**No**
	Future options include KaarbonTech monitoring devices and smart drainage technology pilots, but these have not yet been adopted countywide.	

B7.1.5 - Evidence Summary

Lancashire County Council manages approximately 300,000 gully assets through its asset management system (Brightly Confirm). A risk-based approach is used to prioritise maintenance, with 109,890 high-priority gullies identified for annual cleansing. In September 2025 the council commenced a countywide intensive cleansing programme to improve asset condition knowledge and support development of a data-led five-year drainage maintenance programme. Asset inspections, cleansing records, silt levels, defects and customer reports are recorded within Confirm and used to support maintenance planning, identify drainage hotspots and target investment where it will deliver the greatest benefit to the network.

B7.1.6 – Further context on approach to drainage asset management

Highway drainage assets are managed through the council's asset management system which supports asset inventory management, maintenance planning and performance monitoring. Routine cleansing programmes are supplemented by reactive works where drainage failures, flooding or blockages are identified. Information gathered through the current intensive cleansing programme, including asset condition, silt accumulation and maintenance history, is being used to develop a risk-based drainage management approach that will better target future maintenance resources. This will support improved drainage performance, reduced flood risk and more effective protection of the wider highway network.

B8 – Skills and training

ID	Question	Answer
8.1.1	Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	**Yes**
8.1.2	Do you or your main highways contractors support professional development through a recognised professional training scheme (e.g. Institution of Civil Engineers (ICE) or Institution of Highway Engineers (IHE))?	**Yes / No**
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	**Yes**
8.1.4	Do you employ a professionally qualified engineer (e.g. Chartered Engineer (CEng) or equivalent competence) with responsibility for the management of highway structures (either in house or through a contracted arrangement)?	**Yes**
8.1.5	Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps (either directly or through contractual arrangements)?	**Yes**
8.1.6	Do you or your main contractors support early career development **in your local area, for example** through apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	**Yes**

B8.1.7 - Evidence Summary

8.1.1 Development Review (PDR) process for all staff employed in Asset Management and development of capital schemes, based on competency matrix and individual training and development plans.
8.1.2: Approved employer for ICE training to various levels, including chartered level.
8.1.3: Training agreements are paid for by the Authority
8.1.4 The Bridges and Geotechnical Design Manager is a Chartered Civil engineer and a Member of the Institute of Chartered Engineers. Inhouse apprentice scheme and support for career development.
8.1.5 Competency Framework developed for Asset Management roles and applied through the PDR process
8.1.6: Highway service support apprenticeship and qualifications.

B8.1.8 – Further context on skills/training (optional)

The county Council has a facility for provide training agreements for potential professional review candidates. Support is provided to a number of people for technician membership through apprentice schemes for highways and street lighting. Early career development for technical staff is also provided through support for courses, experience and mentorship.

B9 – Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping authorities to optimise durability, manage risk and deliver best whole life value from their assets.

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	**Yes**
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	**Yes**
9.1.3	If yes when did you last update this.	**01/2023**
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	**Yes**
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	**Yes**
	- Natural flood management / SuDS	**Yes**
	- targeted slope / ground stability / landslip mitigation	**Yes**
	- Heat-resilient materials or surface treatments	**Yes**
	- Tree planting / shading for heat management	**Yes**
	- Other (please specify)	**Yes**
	- None of the above	**No**
9.1.6	Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	**Yes**
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	**Yes**

B9.1.8 - Evidence Summary

9.1.1: Updated Highways Asset Management to reflect approach to adaption; HAMP Section 6.1.1
9.1.3: Resilient Route Network reviewed as part of the Network Hierarchy review, which is currently underway. Previously done in February '23. Resilient route network - Lancashire County Council
9.1.4: We have records of frequently flooded areas on the Asset Management system. These are used to target drainage improvement schemes
9.1.5: Measure include:
Targeted drainage works based on flooding history
Slope mitigation works on areas subject to instability: Bacup rockface works and Haslingden Old Road collapse.
Rain Gardens as part of LUF projects.
Heat resistant materials and tree planting for shade in the Ormskirk Gateway Project
Other: Scour assessment and mitigation works on vulnerable structures
9.1.6: We have completed the ADEPT Carbon Leadership Programme

We maintain a database and carbon tool using EPD Carbon data from asphalt suppliers. 9.1.7: Partner in the East Riding LiveLabs2 Street Lighting Project.

B9.1.9 - Further context on your adaptation / resilience activities

We are members of the MHAPlus Resilience, Efficiency and Carbon Steering Group and co-chair the North West LCRIG materials innovation group focusing on carbon reduction and adaptation. In 2022 we won the CIHT Carbon award for our Decarbonisation strategy Highways decarbonisation strategy - Lancashire County Council and continue to trial carbon reduction materials. We take part in CIHT carbon and resilience working groups. Public realm maintenance improvements have embraced adaptation to climate change through sustainable drainage, resistant materials and tree planting. We have completed the ADEPT Carbon Leadership Programme and are part of the street lighting Livelabs2 project.

B10 – Innovation

ID	Question	Yes / No
10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	**Yes**
10.1.2	Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business as usual operations?	**Yes**
10.1.3	If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	**Yes**

10.1.4 - Evidence Summary

Free text – 100 words 10.1.1 Our procurement and contracting practices encourage and reward innovation by specifying best practice materials used in highway maintenance and design. 10.1.2 We have a dedicated long-term contract for the management of recycled asphalt for including supply of Cold Recycled Bound Materials in accordance with MCHW SHW standards. This contract focuses on recycling and managing tar waste by application of the ADEPT Managing Reclaimed Asphalt where significant environmental and economic benefits are experienced. In general, all our preferred materials are reviewed annually under our Highways Surfacing Materials Matrix where we use the latest innovative and low carbon materials dealt with under specific material type clauses. We also have a Palette of Materials available to third parties outlining our minimum requirements for adoptions, including low carbon aspects. 10.1.3 We continuously undertake innovation trials and share information with professional bodies such as LCRIG/ADEPT/MHA+/HAUC and others

B10.1.5 - Further context on your innovation activities

We have a dedicated LCC working group dealing with materials and innovation. The group maintains a database of various products and materials. The information is shared with managers within the highway's teams. We have a qualified and experienced Principal Materials Engineer who represents LCC at various professional and technical groups dealing with materials best practice and innovation. He is chair of NWLCRIG Materials Group and NWHAUC Materials & Innovation Group and attends Midland Highways Alliance Plus group and ADEPT Soils and Materials Group.

10.2 – Examples of innovations that have been adopted

Guidance - please provide examples of innovations that have moved beyond trial into operational use in your authority. For each example outline: What was implemented, what impacts it has had (e.g. cost, performance, safety), and the scale of adoption.

High Performance PMB Surfacing has moved into our operational business as usual. This has been managed to be cost effective by using longer lasting durable resilient surfacing. The material has improved heat, water and deformation resistance (approximately 4000t per year). Foamix asphalt and Cold Emulsion Bound materials are used under long term contract at lower cost than conventional materials. They are durable, recycled low carbon materials that avoid high waste disposal costs (approximately 700t per year). We have developed an annual Retexturing programme to restore texture and skid resistance safety (approximately 20,000 sqm)

B11 – Working with utility companies to reduce disruption to road users

ID	Question	Yes / No
11.1.1	Do you routinely monitor **and** enforce utility works quality as part of your streetworks management?	**Yes**
11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	**Yes**
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	**Yes**
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	**Yes**
11.1.5	Have you conducted a traffic sensitive review in the last three years?	**Yes**

11.1.6 - Evidence Summary

Free text – 100 words 11.1.1 – Through the guidance set in Inspections Code of Practice mainly via sample inspections 11.1.2 – Feasibility study completed July 26 11.1.3 – Through Quarterly performance meetings 11.1.4 – We undertake and annual permit scheme evaluation 11.1.5 – We completed a Traffic sensitive review June 26

B11.1.7 - Further context

LCC monitors utility works throughout their lifecycle, carrying out safety, quality, permit condition and occupancy inspections, with FPNs issued and S74 charges applied where applicable. LCC works closely with utility companies to coordinate activities and minimise disruption through regular liaison meetings. A Lane Rental feasibility study was completed with GeoPlace in July 2026, and the next steps are being considered alongside Local Government Reorganisation. LCC completed its latest Permit Scheme Evaluation in September 2025 and a Traffic Sensitive Review in June 2026, with the updated network now being implemented in the NSG by GeoPlace.

B12 – Managing highways maintenance contracts effectively

Only answer this sections if you utilise a contractor to deliver any of your **carriageway** maintenance operations, including: structural maintenance, planned repairs / patching, or reactive repairs / patching

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	**Yes**
12.1.2	Do you routinely analyse actual unit costs (for example £/m² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	**Yes**
12.1.3	Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by your authority to manage performance?	**Yes**
12.1.4	If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	**Yes**

12.1.5 - Evidence Summary

12.1.2 –The Managed Service contract operates on a unit rate (£/m²) basis, enabling ongoing cost scrutiny, value-for-money assessment, and benchmarking against historic performance. Regular benchmarking is also undertaken against various other maintenance contracts e.g. surface treatments. Detailed records a kept for each surface dressing site including, treated surface are and cost
12.1.3 - All highways maintenance contracts are monitored through KPIs, with performance regularly reviewed against measurable targets such as pothole repair response times and gully cleansing programme delivery. This enables effective contract management and drives continuous service improvement. We use the APSE Core Highway Benchmarking group to identify performance against KPIS, such as defects repaired on time.
12.1.4 - The contract prioritises first-time permanent repairs, with any temporary repairs requiring a subsequent permanent repair within agreed timescales.

B12.1.6 - Further context

All of Lancashire's contracts are tendered for on a competitive basis, ensuring value for money. The current Managed Service contract was openly tendered for and started in 2025/26 as a new approach to dealing with potholes across Lancashire. The contact that we have for surface dressing has been extended into the 27/28 financial year base on the good performance, effective working relationship, and product innovation. In 26/27 the contractor has worked closely with use to accommodate an increase in the area of surface dressing to facilitate an international cycling event planned for July '27.