

Lancashire County Council

Scrutiny Committee

Friday, 16th October, 2015 at 10.00 am in Cabinet 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 18 September 2015 (Pages 1 - 10)

4. Road Safety Report (Pages 11 - 22)

5. Work Plan and Task Group Update (Pages 23 - 26)

6. 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.

7. Date of Next Meeting

The next meeting of the Scrutiny Committee will be held on 13 November, 2015 at 10:00am at the County Hall, Preston.

I Young
Director of Governance,
Finance and Public Services

County Hall
Preston

Agenda Item 3

Lancashire County Council

Scrutiny Committee

Minutes of the Meeting held on Friday, 18th September, 2015 at 10.00 am in Cabinet Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Present:

County Councillor Bill Winlow (Chair)

County Councillors

A Barnes	M Parkinson
C Crompton	C Pritchard
G Gooch	J Shedwick
Mrs L Oades	V Taylor
D O'Toole	C Wakeford

County Councillor George Wilkins was replaced by County Councillor Graham Gooch for this meeting.

1. Apologies

None were received.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None were disclosed.

3. Minutes of the Meeting held on 17 July 2015

The Minutes of the Meeting Held on 17 July, 2015, were agreed to be an accurate record.

4. Lancashire Enterprise Partnership Update

The Chair introduced Graham Cowley (Board Director, LEP) and Martin Kelly (Director of Economic Development) to the meeting, who provided an update to the Committee around the Lancashire Enterprise Partnership (LEP).

It was explained to the Committee that governance was important as the County Council was the accountable body of the LEP, and therefore had a responsibility for the investment involved. Reference was made to the Assurance Framework document, which had been created to ensure transparency and accountability of the LEP, and ensured that the County Council did not suffer any reputational damage.

It was noted that the LEP had a number of individual boards which performed specific activities around projects, and it was explained that each board sought to

ensure that all investment was maximised and delivered outcomes, such as social and economic outcomes for the communities of Lancashire.

It was explained that the LEP had a Performance Committee which ensured that decisions made had accountability and challenged the ways in which the LEP was working, and ensured that work undertaken was adhering to governance mechanisms. It was explained to the Committee that the LEP's Performance Committee's role was to challenge internally, and was described as an audit function of the County Council focussed upon risk and financial issues. Members were informed that Lancashire Leaders were asked to identify a Leader to in sit on the Performance Committee. It was explained that the Leader of Preston City Council, Cllr Peter Rankin, had agreed to perform this duty.

It was explained that the boards' immediately below the Board of Directors were regarded as operational boards which were tasked with driving the investment it had been supplied with.

Members queried the involvement of the Homes and Community Agency (HCA) and asked whether the HCA reported to the LEP. It was explained that any lines of funding secured via the HCA by the LEP meant that the LEP was required to report to the HCA in these instances. It was explained that the HCA was the policy driver around the City Deal initiative and was therefore involved with the monitoring of progress targets, and ensured that the value of the funding remained within Preston. It was summarised that the LEP had control over assets, however the governance structure ensured that the HCA led the governance of the City Deal initiative in particular.

Members expressed the desire for the HCA to attend a future Scrutiny Committee meeting and Democratic Services officers agreed to make the necessary arrangements.

The Committee was delivered a LEP Initiatives Update and it was noted that the LEP was commended in July for the progress that had been made and that there was enthusiasm around another Enterprise Zone being created.

The Committee was informed of the Growing Places Investment Fund, which was highlighted to be a major investment fund of around £20m. It was explained that this had been fully loaned out and that the next phase of new loans had commenced following the acquisition of private sector investment which was highlighted to be a success story.

Members were provided with information around the City Deal and it was explained that everything was on track and the work undertaken thus far had been very well received.

Members were provided with information around the Growth Deal. It was noted that there had been positive projects coming to fruition all around Lancashire

which had the potential to deliver positive outcomes. The Committee was also informed that Transport for Lancashire was on track and well received.

Members made reference to the City Deal citing that the City Deal employment and skills strategy focused upon securing local benefits. It was therefore queried what the LEP's perception of a local benefit was. It was explained to the Committee that the LEP perceived local benefits to be maximising opportunities for local people, creating opportunities, for example, apprenticeships for young people, and the social value of construction programs.

The Committee expressed concerns around agency staff and communicated concerns that employment may be attained by people from outside of Lancashire's boundaries. It was explained to the Committee that effort had been put into ensuring that investment was maximised to create opportunities for Lancashire's local communities, and efforts were being made to provide opportunities to people in Lancashire around LEP projects. It was also conveyed that Graham Cowley would be meeting with the Chair of the LEP Skills Board to investigate ways in which a model could be created to add value and maximise the advantages from investment.

Members expressed that Transport for Manchester had been considered to be successful thus far, and that their plans had been very aspirational. Therefore, it was asked whether Lancashire's ambition was aspirational enough in comparison. Furthermore, it was also queried whether the LEP planned to investigate opportunities between Transport for Manchester and Transport for Lancashire. It was explained that the LEP's Performance Committee would be measuring if the LEP was aspirational enough with its plans. It was highlighted that the LEP's plans were coming together with respect of the level of funding available, and decisions made had been focussed upon economic outcomes. Regarding Transport for Lancashire, it was explained that the first scheme had gone through the LEP's governance process and had reflected the need to work across borders and that effort was being placed into getting this off the ground.

Members queried whether there would be any detail disclosed to the Scrutiny Committee around jobs and their terms of employment. It was explained that the LEP's Performance Committee would be assessing these outcomes and that the LEP desired to inform the Committee of the number of jobs that had been created in the County as a result of the initiative.

The Committee queried what work was being undertaken in the South of the County. Members were informed that meetings had been held with West Lancashire Borough Council's economic development representatives, the Vice Chancellor of Edge Hill University, and Ormskirk and Skelmersdale College to gain knowledge of the areas investment potential. It was also conveyed that the Transport Masterplan for West Lancashire had highlighted the potential for a new train station in Skelmersdale, and the Pan-Lancashire Business Support service had helped over 100 companies in West Lancashire with their businesses. It was explained that similar meetings had been held across the County as the LEP

viewed Lancashire in its entirety, with each area possessing its own requirements and characteristics.

Reference was made to the prospective railway station in Skelmersdale, and that in recent discussions with LCC's Cabinet Member for Transport it was explained that the railway station was expected to be completed by 2026, and therefore it was asked if this was deemed to be aspirational enough. It was explained to the Committee that there was a need to balance aspiration and reality, and it was emphasised that rail projects taken long periods of time to complete and that the planning for such a project was meticulous and time consuming. It was explained that if there was an opportunity to bring the date forward, every effort would be made, however the LEP needed to be pragmatic in their approach. It was also highlighted that it was a huge investment and the project itself was very aspirational. It was expressed that the strategic economic plan of the LEP was a 'moving' document and therefore new benchmarks would be implemented throughout the application of its plans.

Members queried how the Skills Board of the LEP was preparing people for new technologies to ensure the training provided had longevity. It was explained to be very important that maximum benefit was extracted from the investment into the County and an integral part of that was to ensure people's skills were relevant for new technologies. Blackpool and Fylde College was highlighted as an example of the work being undertaken to ensure training was relevant. It was explained that a principle at the college was to constantly engage with businesses to ensure training was relevant to business needs going forward. It was conveyed that discussions would be taking place with the Chair of the LEP's Skills Board to spread the approach found at Blackpool and Fylde College across Lancashire.

Reference was made to the Business Boost Lancashire initiative and it was explained that this had had engagement with thousands of small/medium enterprises across the County, and that this was high on the LEP's agenda. The Committee were informed of the funding from the European Structural and Investment Fund (ESIF) and it was noted that it had potential to bring significant funds into the County. It was highlighted that a recent announcement had notified of the approval of significant funds coming into the County from ESIF. It was explained that the LEP had a supporting role around ESIF, noting that, previously, the LEP had the ability to allocate funds, however the LEP could now only influence the destination of the funding. It was explained to be a Government/Civil Service task to allocate the funds going forward and that Growth Deal projects within Lancashire could potentially benefit from ESIF funding.

Members quoted a slide presented which stated that the 'Skills board had secured and defined a £30m Skills Capital Programme as part of the Growth Deal, with a £12m call for new investment proposals underway'. Members queried what time frame this covered, and, if it was going to be over a long period, what had been considered around future technologies. The Committee was informed that, in terms of timescales, the Government allocation was to be delivered over the next two years. It was explained that that the LEP's skills

colleagues had expressed confidence that they would be oversubscribed with capital investment bids to achieve the investment and the outcomes that would be associated. It was explained that there was a two year horizon but it was hoped that there would be more to follow.

The Chair thanked Graham Cowley and Martin Kelly for attending to provide the Lancashire Enterprise Partnership update.

Resolved;

That the update on the Lancashire Enterprise Partnership be noted.

5. Learning Disabilities - Challenges and Opportunities Report

The Chair introduced Tony Pounder (Director of Adult Services), Tony Martin (Cabinet Member for Adult and Community Services) and Nicola Clear, (Head of Service for Disability) to the meeting, who delivered a report on Learning Disabilities to the Committee.

It was explained that the County Council had a statutory responsibility to assess and support people with learning disabilities. It was emphasised that over the years the County Council had improved and transformed services that supported Lancashire's communities. It was highlighted that there were a range of services on offer, some of which were voluntary and some of which were major statutory agencies. It was explained that there was an increasing focus upon statutory support around people with complex and profound learning disabilities and that there were around 3,000 adults in Lancashire with the aforesaid characteristics.

It was conveyed that the County Council offered a range of services designed to support families who supported their relatives with disabilities, services that supported people into independence, helped with accommodation options, and in some instances, nursing home services and day services. The Shared Lives initiative was also noted and was emphasised to be an example of the County Council's new ways of thinking.

It was explained to the Committee that, in budgetary terms, Learning Disability expenditure was a major challenge for the County Council, with it being highlighted to be incurring costs of over £109m per annum within the County Council's budget. However, the Committee was informed that the County Council was currently forecasted to spend over £125m in this financial year, and therefore there was a significant projected overspend. It was explained to the Committee that within Appendix 'B' information was present that outlined savings proposals, however it was noted that some of the savings identified had not been deliverable which had contributed to the forecasted overspend.

The Committee was informed that the County Council was investigating ways to safely and effectively reduce the level of personal budgets delivered to service users without impacting upon the quality of their care. Members queried whether work currently being undertaken by independent consultants would help towards

the safe reduction of personal budgets. It was explained to Members that this was a separate piece of work which was being carried out by the County Council itself, along with aid from FACE (Function Analysis of Care Environments) resource allocation system, which supported local authorities around the allocation of systems. It was conveyed that the results of this work would be reported to Cabinet and Full Council.

Reference was made to work being undertaken around the reprocurement of services that the County Council used in the independent sector. It was conveyed that there had been substantial pricing issues uncovered during the reprocurement exercise.

Members were informed that analytical work, which had been undertaken earlier in 2015, had provided the scope for increased productivity across Adult Social Care. It was explained that this work had been undertaken by Newton's Europe, a consultancy that had worked with many local authorities towards reshaping their social care services to ensure improved efficiency, productivity and affordability. The work undertaken was noted to aid the redesigning of social work resources and ensured that the optimum services were offered to different people. A need for consistency was stressed to be important going forward across the County.

It was conveyed to Members that a benefit of the County Council's transformation process had been the close working relationship between child social care and adult social care services, and it was noted that analysis was underway to view how the County Council could work effectively across the age bands and work towards a life-long approach for care services.

Members requested information around what the current level of use was of the Shared Lives initiative. The Committee was informed that the target for Shared Lives was set in 2011, which outlined that the County Council would grow the service with an extra 200 long-term placements created. It was conveyed that since 2011, 120 people had been placed in long-term Shared Lives posts. It was expressed that compatibility issues rested upon finding a family that a service user was comfortable to live with and that their accommodation needs and working arrangements suited all parties. It was explained that the recruitment of families was ongoing and there were currently 276 registered carers within Lancashire and there were 381 people utilising the scheme. It was noted that the majority of people benefiting from the service had long term placements. It was expressed to Members that the County Council was regarded as one of the best in the country with many Local Authorities contacting the County Council to understand its processes to replicate the success experienced. It was stressed that even though it had been successful, there was always room for improvement.

Members queried whether local partnership boards had been converted into one pan-Lancashire Partnership Board as a result of budget cuts, or whether it was deemed to be more effective in this format. It was explained to the Committee that the County Council no longer had the resources to facilitate regional Partnership Boards. It was expressed that the County Council, in an ideal world,

would offer the same number of partnership boards as it had done previously but current agendas were very challenging.

Members were supplied with information around the transformation of social care services. It was highlighted that, following a BBC Panorama documentary regarding people with autistic traits and learning disabilities, there was a large amount of political attention concerning the activities undertaken around social care. It was highlighted that there had been recent focus upon Calderstones, which was highlighted to be a long serving institution within Lancashire which was not intended to be the long term home of people and that it had been initially designed to treat people who had intense needs.

It was highlighted to the Committee that in an attempt to remedy the issue, the County Council, along with Blackpool Council and Blackburn with Darwen Borough Council, and all health bodies, had been invited to participate in a fast track programme. It was noted that it had acted as a catalyst across the NHS and the County Council to attempt to assuage issues, such as those experienced at Calderstones. The desire to set an example to the rest of the country was emphasised, this being to reduce the use of places like Calderstones and the successful delivery of services within the community. It was noted that the fast track programme had been well received and there had been some positive feedback. However, it was stressed that there were issues. It was stressed that in order for it to be possible to support people with learning disabilities, the correct workforce was needed, the right providers, facilities and funding, along with meticulous planning for the sake of the individual's happiness and confidence, and the comfort of communities and families.

The Committee was informed that there were 1,000 staff employed at Calderstones and therefore it was emphasised to be a major employer within the County. It was conveyed that, as a result of uncertainty around its future, it had made industrial relations difficult, with many issues materialising. It was explained that Calderstones was faced with plans to reduce bed numbers significantly, and therefore this would reflect on job numbers. It was stressed that it was not only an employment challenge but also a quality, continuity and consistency issue.

It was stressed that there was a need to ensure the NHS fulfilled its obligations with Calderstones and pressure needed to be maintained at a national level as the issue had a national profile and that services needed to be supported towards success.

Members queried if there was a financial risk to LCC within the fast track programme. It was explained that it was a financial risk with consideration of the base budget reductions recently implemented.

Members asked how the financial risks could be offset. It was expressed that on a local level the Health and Wellbeing Board would need to uptake a strong stance and the need was stressed for Blackburn and Darwen Borough Council and Blackpool Council to make their position known.

The Committee enquired how the County Council could work effectively with the NHS. It was expressed that this could be achieved via a close working relationship with the NHS and other local colleagues. Working with representatives of the Local Government Association (LGA) was also suggested as the LGA recognised that this was a local authority issue.

Members raised queries around the community safety aspect of the resettlement of people with consideration of the challenges for the County Council. It was explained that the Ministry of Justice had noted that it was a key issue and they would be overseeing this very closely. It was explained that the Ministry of Justice's plans for discharge had protracted interesting discussions.

The Committee made reference to the increasing demands and additional burdens which had occurred through the funding challenges that had arisen. Therefore, the Committee enquired what the approach would be going forward. It was stressed that, going forward, over the next two to three years there would be a need for support from politicians to ensure proposed difficult savings were fully implemented. It was explained that there had been legal challenges which had been accepted, and therefore the procurement process had been hampered. It was also noted that individuals had taken legal action also. It was explained that the County Council employed over 1,300 staff and they had been made aware of the need for a high level of service despite the reduction in funding. It was also stressed that there was a need for services to be delivered much more efficiently.

Members expressed that there had been previous concerns regarding transition periods between child to adult social care and it was noted that the closer working arrangement was welcomed.

The Committee noted the introduction of the National Living Wage and made reference to certain sectors and industries which had communicated that, due to this, some organisations had been cutting down on staffing numbers. It was therefore asked if any service providers had explained that the introduction of the National Living Wage had impacted upon care workers and therefore patients. It was explained that this was not something the County Council was immediately worried about, and in the short term, the introduction of the National Living Wage didn't offer anything particularly challenging.

The Committee asked what the impact would be from the European Court of Justice ruling that resulted in some staff being paid for their commute. It was conveyed that this was anticipated to have an impact to the County Council's services, but not a significant one. It was explained that the rota for staff would be organised to ensure this would have a small impact. It was explained that this was more of an issue for staff who worked in rural settings, and it was hoped that an understanding could be reached to reduce this impact.

Members queried what planning could be undertaken, with consideration of the County Council's reduced budget, to deal with an ageing population and therefore a larger amount of people who had dementia. It was explained that it was recognised that people were living longer and healthier lives, and it was

acknowledged that as people were living longer, there were more people suffering from dementia. It was explained that there were specialist services that supported people with dementia which varied depending on the level of support they required, for example, if they needed to be placed within a care home setting.

The Chair brought to the Committee's attention a request from Tony Pounder for a Motion to be supported around the future of Calderstones and encouragement of all partners to work within the NHS around the Fast Track Programme.

Members queried who this would be addressed to. Tony Pounder suggested this could be sent to the Secretary of State, Jeremy Hunt, and the CEO of the NHS, Simon Stevens. Tony Pounder expressed that he was unsure if this would be facilitated via the Scrutiny Committee itself, or the Health and Wellbeing Board.

The following wording was supplied to the Committee;

1. Ensure that appropriate public or partner consultations and democratic scrutiny are undertaken by the NHS on the future of Calderstones.
2. Ensure that the additional financial risks to LCC and other partners from the Fast Track Programme are considered.
3. That every encouragement is given to LCC, other Local Authorities and NHS partners to work together to ensure that the programme delivers successfully on its vision and purpose."

Tony Pounder expressed that it be suggested to the Chair of the Health and Wellbeing Board that a strong stance be taken regarding the financial risks of the fast track programme.

Tony Pounder emphasised the need for LCC, other Local Authorities and NHS partners to work collaboratively to ensure services didn't suffer and suggested that the Health and Wellbeing Board could monitor the progress of the fast track programme.

The Chair thanked Tony Pounder, Nicola Clear and CC Tony Martin for providing the report.

Resolved;

That the report 'Learning Disabilities – Challenges and Opportunities' be noted.

That the Motion proposed be supported by the Committee.

6. Workplan and Task Group Update

Resolved; That the work plan and task group update be noted

7. Urgent Business

There was no urgent business.

8. Date of Next Meeting

The next meeting of the Scrutiny Committee will be held on Friday, 16 October, 2015, at 10:00am at the County Hall, Preston in Cabinet Room 'B'.

I Young
Director of Governance, Finance
and Public Services

County Hall
Preston

Agenda Item 4

Scrutiny Committee

Meeting to be held on 16 October 2015

Electoral Division affected: All

Road Safety

Appendix A refers

Contact for further information:

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Executive Summary

This report provides details of the latest road safety statistics for Lancashire providing details of the numbers of people who have been killed or seriously injured on our roads set against the national picture. Action being taken to address the recent rise in casualties is set out in terms of – Education, Engineering and Enforcement.

The report also identifies the role of the Lancashire Partnership for Road Safety in ensuring a strategic approach to road safety, with all partners working together to reduce casualty numbers.

Recommendation

The Committee is asked to note the current performance relating to road safety in Lancashire and action being taken to address the increase in road casualties.

Background and Advice

Road safety issues were last considered by Scrutiny Committee in February and May 2014. The earlier report provided an update on progress in delivering the key elements of the County Council's Road Safety Strategy, including the roll out of the 20mph speed limit programme. The second paper in May presented the latest information about people killed or seriously injured (KSI) on our roads, together with details of the methodology used to target road safety interventions, particularly the additional £1m of capital funding made available by the Cabinet Member for Highways and Transport in October 2013.

This paper provides details of the latest road safety statistics for Lancashire, identifying current issues and priorities and sets out action being taken and planned to address the rising casualties, set in the context the road safety budget, as well as giving an update on the 20mph speed limit programme.

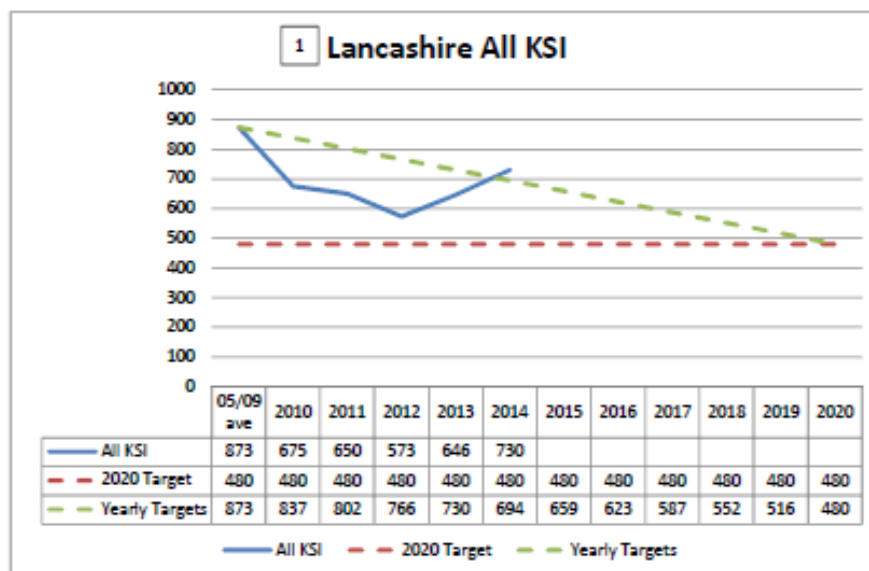
The paper is structured as follows:

- Road safety statistics for Lancashire
- An update from the Lancashire Partnership for Road Safety (LPfRS)
- Action to address casualty reduction
- An update on the 20mph speed limits

Road Safety Statistics

Road injuries now rank as the world's eighth-leading cause of death and the biggest cause of death in young people aged between 15 to 24 years¹. Great Britain has injury rates among the lowest in Europe, yet despite this 1775 people were killed and 22,807 people were seriously injured in 2014². During 2014 fatalities rose for the first time in 11 years, except for the calendar year 2010 when there was a rise attributed to severe weather. Similarly during 2014 there was the first rise in seriously injured casualties since 1994.

In Lancashire 2012 saw the lowest numbers of people killed and seriously injured on our roads. Unfortunately, over the last 2 years numbers have increased from 646 in 2013 to 730 in 2014.



In general child KSIs have shown a strong downward trend from the 2005 – 2009 baseline average of 119, to 58 in 2013. During 2014 68 children were killed and seriously injured accounting for 9.3% of all the KSIs.

During the first six months of 2015 (January to end of June) a total of 332 people were killed and seriously injured on our roads, of which 41 were child casualties. During the same period in 2014 a total of 338 people were killed and seriously injured, of which 32 were child casualties.

¹ Global Road Safety Facility, the World Bank; Institute for Health Metrics and Evaluation. *Transport for Health: The Global Burden of Disease from Motorized Road Transport*. Seattle, WA: IHME; Washington, DC: The World Bank, 2014

² Department of Transport; Road casualties in GB: June 2015

To understand and prevent road injuries and fatalities, casualties need to be examined by road user type.

Table 1 below highlights the proportion of Lancashire and GB fatalities in reported road accidents by road user type. In general Lancashire has similar proportions to the Great Britain average.

Table 1. Percentage of Lancashire and GB fatalities in reported road accidents by road user type 2014.		
	Lancashire %	Great Britain%
Pedestrian	25%	25%
Cyclist	7.5%	6%
Powered 2 wheeled vehicles	15%	19%
Car occupant	47.5%	45%
Other	5%	5%

Detailed casualty reports are being prepared to further investigate the issues and contributory factors by age group, user group and geographically across Lancashire.

However an initial review of the 2014 data highlights the following trends in Lancashire:

- Both nationally and in Lancashire car occupants form the largest road user group killed and seriously injured. This can be attributed to cars making up almost 80 per cent of all traffic. However the vulnerable user groups (usually defined as pedestrians, pedal cyclists and motorcyclists) account for disproportionately more casualties than would be expected, given the distance travelled.
- A year on year decline in seriously injured pedestrians continues, with 2014 recording the lowest rates, with all age groups seeing a decrease.
- In 2014 the number of people killed and seriously injured riding powered two wheel vehicles (P2W) was the highest for 7 years. 60% of the casualties were in the 26 – 64 year age group. This increase is also reflected nationally in the number of motorcycle users who were killed and seriously injured.
- Pedal cycle casualties have doubled since 2007. In 2014 a total of 119 pedal cyclists were killed and seriously injured with those aged 16 - 64 the most affected age group. The Department of Transport recognises there is an ever increasing problem with pedal cyclist casualties nationally

The Lancashire Partnership for Road Safety (LPfRS)

The LPfRS is the strategic coordinating partnership for road safety in Lancashire, Blackburn and Blackpool. Its main functions are to review the level and distribution of enforcement activity undertaken and to encourage a collaborative approach to education and engagement. It oversees the development of pan-Lancashire projects such as the digital speed camera upgrade and is considering the introduction of average speed cameras at a number of locations across Lancashire.

The Partnership is developing an evidenced based multi-agency strategy setting out agreed priorities which each partner can contribute to delivering in a more co-ordinated way. The Partnership Executive Board has recently approved the recruitment of a road safety analyst and a casualty reduction manager/road safety co-ordinator, to deliver a co-ordinated and cohesive approach to road safety pan-Lancashire. Both posts will be funded through the Partnership from income generated via the speed awareness courses.

It is anticipated that the analyst will be in post within the next few months and will provide improved timely intelligence to identify patterns, trends and thematic issues as well as researching regional and national casualty reduction best practice.

In the interim, a senior public health specialist has recently joined the County Council on secondment from Health Education North West, and will initially be providing extra capacity to focus on improving road safety. The specialist is currently looking at how the data can best be used to inform strategy / action plan development and resource allocation. This will inform work going forward.

Action to Address Casualty Reduction

The [County Council's Road Safety Strategy](#) was approved in January 2012 to inform the County Council's actions to improve road safety. In the light of most recent data, the Lancashire Partnership for Road Safety is working to develop an evidence based multi-agency strategy to inform and co-ordinate partner activity. However in the interim a refresh of the LCC strategy is being carried out to target County Council activity geographically and by user group.

The latest statistics highlight some issues that need addressing as part of the refresh, including action in relation to road safety for older people and car occupants.

It is proposed that actions are focussed on the '3E's of Road Safety' – Education, Engineering and Enforcement i.e.:

- Change the behaviour of all road users to improve road safety
- Ensure the highway infrastructure minimises the risk and severity of accidents
- Manage speed across the highway to reduce the number and severity of casualties

Change the behaviour of all road users to improve road safety

Engagement with children and young people continues to be a priority and action plans are produced for each district to reflect the casualty profile. A range of activities is available for primary age children and those in transition to high school. These include the Safer Schools Moodle - an online interactive learning platform providing resources to schools including lesson plans, activity sheets, films, presentations; Right Start pedestrian training and Bikeability cycle training. Interventions and resources have also been developed in response to an increase in complaints regarding dangerous parking outside schools, such as the provision of 'A' Boards and signage.

The Wasted Lives young driver education programme continues to be delivered in partnership with Lancashire Fire and Rescue Service to 10,000 young drivers and their passengers each year. This has been running since 2008 and is shown to change attitudes of young people - using hard hitting examples from across the county to demonstrate the real life consequences of losing a loved one in a road traffic collision. Targeting the same age group, 'Safe Drive Stay Alive' is a series of live presentations delivered by officers of the emergency services and families directly affected by road traffic collisions. The presentations were piloted in July 2015 to an audience of 400 at Weeton Barracks, with a countywide roll out planned.

Initiatives targeting a wider audience include, the Driving Safer for Longer project to improve skills and confidence of older drivers, the development of social media campaigns and the development of E-Learning packages to distribute to large employers with targeted messages to facilitate behaviour change.

Details of current engagement and education activity is provided at Appendix A.

Driver training courses provide a range of practical and theory based education for drivers and riders, offered to offenders in place of enforcement such as prosecution. Five courses have been developed - Driver Alertness, Speed Awareness, RIDE (motorcycle offences), What's Driving Us (addressing attitudes) and Driving for Change (addressing skills). Historically these courses were commissioned from LCC by Lancashire Constabulary. However from 1 November 2015 these courses will be provided directly by Lancashire Constabulary, through the TUPE transfer of associated staff from LCC.

Ensure the highway infrastructure minimises the risk and severity of accidents

The provision of a high quality highway network which is well maintained and designed is vital. A methodology has been developed that has allowed casualty data across Lancashire to be analysed to identify road safety interventions, guiding both capital and revenue spend.

This methodology was presented to the Committee in May last year and was used to inform the allocation of the £1m of capital funding made available by the Cabinet Member for Highways and Transport in October 2013. The funding supported:

- 12 site specific proposals to introduce engineering solutions following a series of Accident Investigation and Prevention (AIP) studies. The introduction of targeted and strategic traffic calming measures into existing 20mph speed

limit areas. These are localised areas where speed related problems still exist despite the introduction of new speed limits and community engagement work;

- Areas where enhanced signing and lining is needed to support and reinforce existing 20mph areas;
- Improved warning and information signs in areas of high pedal cycle casualties;
- Measures aimed at roads with persistent speeding;
- Enhancements to local safety schemes; and
- Additional small residential 20mph sign only speed limit areas.

In addition, the highway maintenance, road safety and public rights of way new starts capital programme 2015/16 included £0.5m to address road safety issues, plus £0.5m to specifically address pedal cycle casualties. In total 14 road safety schemes and 13 cycle safety schemes have been identified, with the majority of the schemes are being designed and consulted on in 2015/16 and constructed during 2016/17.

The 2016/17 draft programme of works for cycle and road safety (totalling £1m) is under preparation and will be considered as part of the Council's commissioning process. The same methodology will be applied to identifying schemes for this programme of work, ensuring funding is allocated to projects that have the best prospect of further reducing casualty statistics.

Manage speed across the highway to reduce the number and severity of casualties

Driving speed is an important factor in road safety. Speed not only affects the severity of a crash, but is also related to the risk of being involved in a crash. There is good evidence internationally for the effectiveness of reducing the speed and volume of traffic in reducing injury rates^{3,4}.

The management of speed remains a high priority and is a key element of making the roads safer and improving public confidence.

Speed tasking is a partnership between LCC and Lancashire Constabulary, set up to prioritise requests for speed enforcement activity. Following a speed survey, the tasking group assesses the information recovered, together with the casualty record, to determine appropriate action. This could include police mobile enforcement; the installation of a temporary Speed Indicator Display (SpID) which displays the speed of vehicles and smiling or frowning faces as appropriate; or no action required.

The County Council also works alongside Lancashire Constabulary in establishing the Community Road and School Road Watch schemes. These schemes involve

³ Aarts L, van Schagen I. Driving speed and the risk of road crashes: a review. *Accid Anal Prev*2006;38:215-24. [CrossRefMedlineWeb of Science](#)

⁴ Bunn F, Collier T, Frost C, Ker K, Steinbach R, Roberts I, et al. Area-wide traffic calming for preventing traffic related injuries. *Cochrane Database Syst Rev* 2009;(4)

trained volunteers and /or schoolchildren working alongside the police to monitor and record the speeds of vehicles on a road. This approach allows target enforcement in the areas of high speeds and accidents, as well as areas that are of concern to local communities.

The 20mph Programme

A key element of the current road safety strategy has been the roll out of the 20 mph speed limit programme in response to road safety concerns.

The sign only programme has now been completed. Approximately 250 schemes have been implemented in main residential areas, with over 200 advisory, part time schemes implemented at schools outside the main residential areas.

In general, slower vehicle speeds result in fewer and less severe collisions. 20mph schemes are one way to achieve this, although actual speed reductions vary depending on the detail of each scheme. In the UK, signed-only 20mph schemes have generally achieved relatively small speed reductions of 1–2mph although early monitoring suggests that even this small change is translating into noticeable road safety benefits⁵. Similarly the evidence for 20mph zones supported by physical traffic calming features has highlighted a significant reduction in average speeds of about 9mph.

The University of Central Lancashire has reviewed Lancashire casualty numbers prior to and following implementation of the 20mph speed limit programme. Unfortunately the findings are inconclusive. A greater reduction of casualties has been noted in the 20mph areas compared to non 20 mph areas, however, this reduction was not statistically significant.

Budget Decisions

The service offers agreed by Council in January 2015 identified the likelihood of reductions in road safety activity in terms of non-diversionary courses, speed tasking, deployment of SPIDs/speed counts, road safety education and the healthy streets programme. Staffing resources have decreased, but to date the programmes of work have been sustained. The main programmes of work are identified at Appendix A.

Consultations

Officers from Lancashire Constabulary and Lancashire Fire and Rescue Service have been consulted and will be in attendance at the meeting.

Implications:

This item has the following implications, as indicated:

Risk management

⁵ London Borough of Merton on behalf of LEDNet, Research into the impacts of 20mph speed limits and zones October 2014.

Financial – no new implications attributed to this report.
Legal – no new implications attributed to this report.

Local Government (Access to Information) Act 1985
List of Background Papers

Paper	Date	Contact/Tel
Road Safety (Part 1)	7 February 2014	Vali Birang, 01772 534788
Road Safety (Part 2)	9 May 2014	Vali Birang, 01772 534788
Reason for inclusion in Part II, if appropriate		
N/A		

Appendix A: Education and engagement action to address casualty reduction

Activities to address pedestrian casualties, including Children 0-15	<p>Safer Schools Moodle – An interactive online learning platform containing high quality resources including lesson plans, activity sheets, films, presentations, toolkits and hand-outs to enable teachers to deliver road safety, bus safety and active travel education. 295 schools accessed the Safer Schools Moodle during 2014/15. Focus in 2015-16 is on further technical development to enhance monitoring capabilities and reducing technical barriers to schools accessing Moodle as well as development as a resource to monitor booking and delivery of partner road safety interventions at every school.</p>
	<p>Early Years: Little Safety Stars - Pre-school interventions to educate parents, carers and children, laying the foundations for a lifetime of safe travel. 4245 participants in 2014/15 (target 2000). Continuation of Little Safety Stars during 2015-16.</p>
	<p>Right Start Pedestrian Training - delivered by LCC trained volunteers to children aged 4-7. 25,874 modules completed 14/15 (target 18725). In 2015-16 an additional Right Start module will be developed for independent pedestrian training prior to transition to high school.</p>
	<p>Child Safe Plus - training delivered by Lancashire Fire & Rescue Service. Target delivery for all Y6 pupils during 2015/16</p>
	<p>School Transition & Streetwise - Multi agency events and safety days. A significant spike in casualties is seen post transition to high school. A review of the partnership approach and coverage during 2015-16.</p>
	<p>Parking outside schools - Interventions and resources developed in response to upsurge in complaints regarding dangerous parking outside schools. Multi-agency interventions organised and toolkit of resources developed and provision of A-boards supplied to schools.</p> <p>£5,000 has been secured from the LPfRS to continue to supply boards during 2015/16.</p>
	<p>Youth Stars: Bespoke High School Engagement - Designed to address local road safety issues in high priority schools, reducing casualties in the vulnerable post transition age group. 22893 participants in interventions tailored to local road safety concerns in 2014/15 (target 15000).</p>
	<p>Beats Competition - peer-to-peer road safety education delivered through performance art to an audience difficult to</p>

	engage with on road safety by alternative means. Delivery to 50+ high schools over 4 years to 2015/16 reaching a total of 20,000 pupils.
	Review of Primary resources - LPfRS funded review of interventions in progress. Completion due November 2015 will inform future resources and activity.
Activities to address pedal cycle casualties including Children 0-15	Cycle Training (Passport & Bikeability) - for children aged 10-11. 5071 pupils completed Passport Module 1 in 2014/15 (target 4500). 3950 completed Bikeability. Funded through DfT Bikeability scheme. £132K secured for 2015/16
	Cycle Safety Advice - Incorporating cycling safety advice into cycling promotion and supply of safety advice resources to events. During 2015/16 partnership engagement with cycle retailers to supply safety equipment & advice at point of purchase On-line safety advice on partnership website cyclelancashire.com
	Social Media Campaign - Targeted social media campaign to influence risk taking behaviour, direct engagement resources and mobile cycling safety display £2,000 total allocated from 2015/16 revenue budget. Detailed analysis of casualties will inform action.
Activities to address powered 2 wheelers (P2W) casualties	Mike's Last Ride campaign in partnership with Lancashire Constabulary
	Bike Safe national training scheme delivered by Lancashire Constabulary
Activities to address car occupant casualties	Child In-car safety: preventable KSIs occurring due to incorrectly fitted car seats. 2885 trained in 2014/15 (target 1200) 2 in-car safety events currently delivered per year by external provider in areas of greatest risk
	Casualty reduction E-Learning package - under development for distribution to large employers during 2015/16 Expected to reach an audience of 200,000 in 2016 with targeted messages to facilitate behaviour change
	Social Media campaigns – Further development of social media campaigns to target specific sub groups and behaviours.

<p>Activities to address 16-25 year old casualties</p>	<p>Wasted Lives - interactive education sessions for young drivers and passengers, both within and outside mainstream education. Delivered to 60,000 young people in Lancashire in partnership with Lancashire Fire & Rescue Service.</p> <p>Safe Drive Stay Alive - A series of live presentations delivered by emergency service officers and families directly affected by RTCs. The presentations were piloted in July 2015 to an audience of 400 at Weeton Barracks. Countywide roll out planned.</p> <p>Community campaigns - (Open days and events, Summer, Christmas, Eid etc.). Partnership programme of targeted events and community/social media campaigns delivered throughout year.</p>
<p>Activities to address casualties aged 65+</p>	<p>Drive Safer for Longer – The programme raises the driver's self-awareness and helps with the decision whether to continue to drive, aiming to reduce the number of unnecessary older driver casualties. Courses will be delivered by LCC until all driver courses transfer to the police at the end of October.</p> <p>Travel for Life Booklet – A recently developed guide to active travel in Lancashire, providing alternatives to the car, such as hospital pick up services, park and ride and details about local walking and cycling groups. The Booklets are circulated at events targeting older people.</p> <p>Community Engagement – meeting groups such as the U3A, Opticians and Healthcare Centres to promote safer, continued driving for older road users.</p>
<p>Improving road safety and perceptions of safety within communities</p>	<p>Healthy Streets – To date 36 community groups engaged with across Lancashire to improve road safety, encourage active travel and promote compliance with 20mph limits. On-line toolkits are now available to communities and limited support provided on request to community groups.</p>

Scrutiny Committee

Meeting to be held on 16 October 2015

Electoral Division affected: None

Work Plan and Task Group Update

(Appendix 'A' refers)

Contact for further information:

Habib Patel, (01772) 536099, habib.patel@lancashire.gov.uk

Executive Summary

The plan set out at Appendix 'A' summarises the work to be undertaken by the Committee in the coming months, including an update on Task Group work. The information will be updated and presented to each meeting of the Committee for information.

Recommendation

The Committee is asked to note the report.

Background and Advice

Information on the current status of work being undertaken by the Committee and Task Groups is presented to each meeting for information.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

There are no significant risk management implications.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

Scrutiny Committee Work Plan 2014/15

16 October 2015		Road Safety	Clare Platt/Debbie Thompson	Service area identified by the BSWG
13 November 2015		Lancashire Safeguarding Children Board Update	Jane Booth	
		Apprenticeships	Eddie Sutton/Anne-Marie Morgan	
		Report of the Fire Prevention Measures Task Group	Jason Homan	
11 December 2015		Items around the Budget (TBC)	TBC	
		Superfast Broadband Roll Out	Sean McGrath	Full update on progress as agreed as requested by Executive Scrutiny Committee on 31 March 2015

		Report of the Planning Matters Task Group	Andrew Mullaney	
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Future Topics: not yet scheduled

- Bus Services and Subsidies - to consider outcomes of discussions with districts and next steps
- Transforming Social Care - to consider the work undertaken by independent consultants
- Lancashire Enterprise Partnership Update
- United Utilities
- Libraries and Cultural Services

Task Groups

The following task and finish groups are ongoing or have recently been established:

- Planning Matters: Interface between upper and lower tiers authorities in making the right decisions on planning applications (especially flood management and educational provision)
- Fire Prevention Measures in Schools
- Transport Asset Management Plan (TAMP)