

Lancashire County Council

Internal Scrutiny Committee

Friday, 17th November, 2017 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
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1.	Apologies
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2.	Disclosure of Pecuniary and Non-Pecuniary Interests
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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.

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| 3. | Minutes of the Meeting held on 22 September 2017 | (Pages 1 - 4) |
| 4. | Transport Asset Management Plan | (Pages 5 - 8) |
| 5. | Winter Gritting Service | (Pages 9 - 44) |
| 6. | Highway Verges | (Pages 45 - 50) |
| 7. | Internal Scrutiny Committee Work Plan 2017/18 | (Pages 51 - 74) |

8.	Urgent Business
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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.

9.	Date of Next Meeting
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The next meeting of the Internal Scrutiny Committee will be held on 19 January 2017 at 10:00am in Cabinet Room B, County Hall, Preston.

County Hall
Preston

I Young
Director of Governance,
Finance and Public Services

Lancashire County Council

Internal Scrutiny Committee

Minutes of the Meeting held on Friday, 22nd September, 2017 at 10.00 am in Cabinet Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Present:

County Councillor John Shedwick (Chair)

County Councillors

A Ali	D O'Toole
J Fillis	P Rigby
S Holgate	C Wakeford
E Lewis	D Whipp
E Nash	G Wilkins

County Councillor Christian Wakeford replaced County Councillor Jayne Rear for this meeting.

1. Apologies

None were received.

2. Disclosure of Pecuniary and Non-Interests

None were disclosed.

3. Minutes of the Meeting held on 21 July 2017

Item 5 – Local Authority Funding Update, the Terms of Reference for the Task Group looking at local authority funding would be agreed by the Task Group itself and not the Group Secretaries as stated in the minutes.

Resolved: That the minutes from the meeting held on 21 July 2017 be confirmed as an accurate record and signed by the Chair.

4. The County Council's Expenditure on Statutory and Non- Statutory Services, and Income Generation Activities

The Chair welcomed Steve Browne, Corporate Director Commissioning and Deputy Chief Executive; Neil Kissock, Director of Financial Resources; and Rachel Blundell, Financial Intelligence Manager (Start Well).

The Members of the Internal Scrutiny Committee received presentations from the Director of Financial Resources regarding the County Council's expenditure on statutory and non-statutory services, and on the County Council's income generation activities.

It was reported that in relation to statutory services, the County Council had a minimum statutory responsibility to deliver these services. The Authority could explore innovative ways to deliver statutory services differently to achieve the same or improved outcomes at a reduced cost. Members were informed that the non-statutory services were largely supporting statutory service delivery and there was little scope to cut non-statutory services further. Non-statutory services could be delivered for a number of reasons:

- A significant reduction in service would increase risks e.g. street lighting
- To prevent escalation to higher cost services e.g. social care early support services
- The service generated a net income that contributed to the Council's overheads e.g. traded services
- A non-statutory service supported statutory services within the Council e.g. Human Resources

The Committee was informed that PricewaterhouseCoopers (PwC) had carried out a Statutory Services Budget Review (SSBR). Their assessment of statutory expenditure was only 1.3% different (£11m lower) than the County Council's assessment.

The Budget Base Review (BBR) and the SSBR identified £114.7m of non-statutory budgets. Around £50.5m of the 2017/18 was now considered non-statutory of which Public Health accounted for £32.5m. Key areas of increasing demand were Adult and Children's Social Care with work being undertaken to improved social care delivery models.

Regarding Adult Services non-statutory services, the Care Act 2014 legislation was used as reference in the BBR assessment of Adult Services. Under the Act, local authorities had a duty to assess and to meet the assessed needs of individuals. The Act allowed discretion as to how those needs were met, to enable flexibility and the ability to work more efficiently and innovatively to meet local need. Adult Services were deemed to be 100% statutory in BBR. Working with Newton Europe, it was reported that savings could be delivered from the rollout of new practices and a change in culture to achieve:

- Reablement increased throughput and improved outcomes
- Improved productivity
- Fewer residential admissions from hospital
- A reduction in assessment costs

Members were informed that LCC received an Education Services Grant of around £15m to £16m. This had been reduced over the last few years to around £4m. This reduction had been reported to Cabinet.

Members queried the contribution to the Blackpool Tramway Network. They were informed that a significant amount of the tramway is in Lancashire and a large proportion of the infrastructure was funded by LCC. In relation to the use of the NoW card, it was pointed out that there was not a statutory requirement in terms of the tramway to accept the NoW card as it was not part of the public transport legislation.

Regarding the income update it was noted that at the Full Council budget meeting on 9 February 2017, a net budget for 2017/18 of £724.821m was agreed.

The recent PwC report stated that LCC was currently recovering on average 10% of expenditure across service areas and there was still opportunities within some service areas to increase income levels.

Resolved: That;

- i. The report be noted.
- ii. Initial objectives and outcomes for the task group be confirmed.
- iii. First meeting date for the task group be confirmed

5. Task Group Request

A report was presented setting out the request from the Children's Services Scrutiny Committee for a task and finish group to be established on supporting pupils at school with medical conditions.

Resolved: That the task and finish group request be approved.

6. Internal Scrutiny Committee Work Plan 2017/18

The work plan for the Internal Scrutiny Committee for the 2017/18 year was presented. The topics included were identified at the work planning workshop held on 23 June 2017.

Members requested that the Cabinet Member for Highways and Transport attend the Internal Scrutiny Committee meeting on 17 November.

Resolved: That the work plan be noted.

7. Urgent Business

There were no items of Urgent Business.

8. Date of Next Meeting

The next meeting of the Scrutiny Committee would take place on Friday 17 November at 10.00am in Cabinet Room B (The Diamond Jubilee Room) at the County Hall, Preston.

I Young
Director of Governance, Finance
and Public Services

County Hall
Preston

Internal Scrutiny Committee

Meeting to be held on Friday, 17 November 2017

Electoral Division affected: (All Divisions);
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Transport Asset Management Plan

Contact for further information:

Mel Ormesher, Head of Asset Management,
mel.ormesher@lancashire.gov.uk

Executive Summary

The Transport Asset Management Plan (TAMP) was approved in 2014 and identifies the key strategic priorities of the county council, as highway authority for Lancashire, during the period 2015-16 to 2029-30.

A workshop took place on 25 September 2017 which gave an overview of the TAMP and gave elected members the opportunity to consider the approach and discuss any local issues.

Recommendation

The Internal Scrutiny Committee is asked to consider the report and note the progress on delivery of the TAMP.

Background and Advice

The Transport Asset Management Plan (TAMP) was approved in 2014 and identifies the key strategic priorities of the county council, as highway authority for Lancashire, during the period 2015-16 to 2029-30.

A workshop took place on 25 September 2017 which gave an overview of the TAMP and gave elected members the opportunity to consider the approach and discuss any local issues.

Attendance included members of the Internal Scrutiny Committee, county councillors and given the local interest in highway management, each borough council was also invited to send a maximum of three elected members.

Borough Councillor Alan Whittaker chaired the event and County Councillor Keith Iddon, Cabinet Member for Highways and Transportation gave an introduction to the workshop.

Presentations were given by Mike Kirby, Director of Corporate Commissioning, Mel Ormesher, Head of Asset Management, and Rebecca Makinson, Highway Asset Principal. Presentations are available on the councillor intranet portal and covered:

- The County Councils approach to highway asset management
- The Department for Transport (DfT) self-assessment process
- Well managed Highways Infrastructure Code of Practice
- Introduction to asset management principles
- TAMP
- Capital funding from DfT
- Condition surveys and prioritisation of schemes
- Reporting defects
- Preventive maintenance and value for money

Members were given the opportunity to ask questions following which there was an opportunity for a more detailed, facilitated discussion on the TAMP within smaller groups.

Officers recorded a number of questions from councillors the responses to which will be reported to Internal Scrutiny Committee by way of a presentation. Key themes included:

- Engagement with parish councils
- Reporting potholes and defects
- Allocation of capital funding and additional income streams to support delivery
- Footpath condition and preventative maintenance
- Coordination of roadworks with utility companies
- Surface dressing guarantee
- Street lighting condition
- Mario mapping system and updating asset data

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

N/A

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

Paper	Date	Contact/Tel
Transport Asset Management Plan (TAMP) 2015-16 to 2029-30	June 2014	Paul Binks/01772 532210
Transport Asset Management Plan (TAMP) 2015-16 to 2029-30 (data refresh 2015)	October 2015	Paul Binks/01772 532210
Transport Asset Management Plan (TAMP) 2015-16 to 2029-30 (data refresh 2016)	June 2016	Paul Binks/01772 532210

Reason for inclusion in Part II, if appropriate

NA

Internal Scrutiny Committee

Meeting to be held on Friday, 17 November 2017

Electoral Division affected: All

Winter Gritting Service

(Appendix 'A' refers)

Contact for further information:

Ridwan Musa, Highways Manager West,
ridwan.musa@lancashire.gov.uk

Executive Summary

Lancashire County Council aims to provide a winter gritting service which, as far as is reasonably practicable, will ensure that safe passage along a highway is not endangered by snow or ice. The Winter Service Plan is drawn up and informs the Gritting Service. The service is one of practicability and concentrates efforts on priority roads and seeks to keep to a minimum delays and incidents in which ice or snow is a contributory factor.

Recommendation

The Internal Scrutiny Committee is requested to:

- i. Review and scrutinise the preparations that are in place for the Winter Gritting Service 2017/18.
- ii. Note the requirements to implement revised guidance for treatment when ice/hoar frost/snow is forecast.
- iii. Note the Implementation Navtrak guidance software to all gritters.
- iv. Note the requirement for the Installations of a weighbridge at Singleton depot over the forthcoming season.
- v. Note the requirement for the replacement of the weather stations.

Background and Advice

The Lancashire Winter Gritting Service is a main part of the Winter Maintenance Plan (as attached at Appendix A) and is triggered by regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events involving ice and snow.

This is particularly important given the potential impacts of climate change and the risk of increased frequency and intensity of severe winter weather events.

The Winter Gritting Service is a significant aspect of network management both financially and in terms of its perceived importance to users with considerable needs and expectations. It can also have significant environmental effects.

The County Council, as the authority responsible for highways, has a legal duty to ensure, as far as reasonably practicable, that people can use the highways safely without being endangered by ice and snow. This means we do everything we can so far as is reasonably practicable and aim to keep traffic moving on priority roads and work to minimise delays and accidents in which ice or snow is a contributory factor.

This is a statutory duty and found in:

- Section 41 of the Highways Act 1980 as amended by Section 111 of the Railways and Transport Safety Act 2003.
- Part 2 of the Traffic Management Act 2004.

The County Council recognises that it is un-economic, impractical and indeed unjustifiable to treat the whole highway network when undertaking planned Winter Gritting operations. It is therefore necessary to identify clearly the priority carriageways and footways that will receive priority treatment for salting and snow clearing. The Winter Service plan sets out these priorities.

Winter Service Plan

The Winter Service Plan demonstrates, how the County Council as Highway Authority for Lancashire, does what is reasonably practicable for the treatment of highways during the winter period: enabling a safe passage for vehicles and pedestrians, minimising delays due to winter weather and ensuring operations are undertaken safely.

The Winter Service Plan sets out the County Council's requirements and advice for the Winter Service on all highways for which the County Council is the highway authority. It complements the wider economic, environmental and social objectives of the County Council's Corporate Strategy and the priorities set out in the Local Transport Plan 2011-2021.

The seven priorities of the Local Transport Plan are to:

1. improve access into areas of economic growth and regeneration;
2. provide better access to education and employment;
3. improve people's quality of life and wellbeing;
4. improve the safety of our streets for our most vulnerable residents;
5. provide safe, reliable, convenient and affordable transport alternatives to the car;
6. maintain our assets; and
7. reduce carbon emissions and its effects.

The Winter Service Plan will support these priorities by ensuring that, as far as is reasonably practicable, the highway network continues to provide for the safe and reliable passage of all users in ice and snow conditions. However, it is important to recognise that in discharging its statutory duty, the County Council as highway authority will need to prioritise the availability of scarce resources in terms of plant, work force and salt.

Network Treatment by Gritting

'Planned Service' is a precautionary treatment of the Priority Road Network in advance of the formation frost/ice.

'Reactive Service' – clearance of the network in periods of snow and/or persistent ice.

In determining the priority network the following criteria are considered:

Category	Definition
I	Non-Trunk Motorways and Primary Route Network
li	Remaining Principal 'A' class Roads
lii	<p>All 'B' class roads and other roads open to all classes of traffic:</p> <ul style="list-style-type: none"> • between or through large centres of population • serving Category One emergency service responders as defined by the Civil Contingencies Act 2004 (Police, Fire, Ambulance, Maritime and Coastguard Agency and British Transport Police) • serving hospitals and the key facilities of critical infrastructure providers • leading to strategic and key employment centres, major distribution depots and transport interchanges, and important commuter routes • important public transport routes with a service frequency of at least one bus per ten minutes and bus stations • serving industrial sites listed under the Control of Major Accident Hazards Regulations 1999 and the Radiation (Emergency Preparedness and Public Information) Regulations 2001 • military establishments • crematoria

Weather Forecasting

The County Council owns twelve Road Weather Stations and has access to information from others owned by the Highways Agency and Blackburn with Darwen Borough Council. Between 1 October and 30 April, METDESK supplies the County Council's decision makers with daily weather forecasts and reports dedicated to roads specifically in Lancashire.

Resources

Fleet

There are 45 gritters operating county-wide from seven depots with a reserve fleet of 13. All gritters are paired with a dedicated plough for use in times of snow. All frontline gritters are fitted with a tracking device so that a gritter's position can be monitored at all times. These are supplemented by snow blowers, tractors, Unimogs, Kubota's and footway gritting equipment.

Staff

There are approximately 160 staff on the rota, 53 of which are on call 24/7. These are directly employed by Lancashire County Council who also have daytime commitments.

Contractors

We currently have 24 farmers and contractors who have equipment to carry out snow clearing works on roads and who provided additional support at times when County Council resources are stretched. They can be deployed during daylight hours at short notice predominantly for use on the rural network.

Salt

We have approximately 29000t of de-icing agent for use on the highway located in seven operational depots and with remainder in strategic location around the county.

Availability of additional resources during severe winter conditions

The County Council maintains a fleet of specialist equipment available for deployment such as snow blowers, snow blower attachments, reserve gritters and other vehicles capable of taking snowploughs. All of these require suitably qualified and trained staff to ensure that their use is efficient and effective.

Lancashire County Council engaged with District Councils, Parish and Town Councils through the Lancashire Association of Local Councils (LALC) and with interested farmers and contractors to improve resilience in dealing with prolonged severe winter weather.

Grit Bins

The County Council currently has over 1,800 grit bins for use on the highway in strategic location based on a strict criteria. This is under constant review.

Communications Service

There remains a very high public expectation about what the County Council can achieve in dealing with the effects of winter weather generally and during severe conditions in particular. It is therefore essential to communicate clearly to a wide audience the County Council's Winter Service policies and procedures, and the circumstances in which the County Council implements them.

The communications strategy focuses on the following key areas:

- Public information
- Media relations
- Stakeholder relations

How much does the Winter Gritting Service cost?

The County Council budgets for a spend of £4million per year on the Winter Service, which is based on the two previous years weather which it is important to note have been relatively mild. However it is a demand led service and when the winter weather is more severe, the service will continue to be delivered, subject to the availability of a wide range of resources, not least salt. This will however result in a budget pressure.

- Precautionary treatment of the whole priority network in advance of hoar frost or ice - £12,000 per treatment;
- Precautionary treatment of the whole priority network in advance of snow – £32,000 per treatment.

On the days when it snows, costs can exceed £100,000 per day.

Developments for the future

- Implementation of the revised guidance for treatment when ice/hoar frost/snow is forecast. This guidance has been industry led and would be part of our defence from any third party claims.
- Implement Navtrak guidance software to all gritters that direct the driver around the route to allow the driver to concentrate on the route and hazards, but also control the where and when the salt is spread.
- Installation of weighbridges to remaining depot that will allow the close monitoring on the use of salt. This will be subject to a separate report to the Capital Board to seek funding and approval.
- Replacement of weather stations with more technologically advanced, smarter stations that will provide better even across a wider area of the network. This

will be subject to a separate report to the Capital Board to seek funding and approval.

Consultations

N/A

Implications:

The winter gritting service delivers the County Council's legal requirements and advice for the Winter Service for the treatment of ice/snow on all highways for which the County Council is the highway authority. Every individual, groups, families and businesses in Lancashire, from all walks of life, rely on Lancashire's key network infrastructure, to guide them safely to their destination.

Financial Implications

The financial implications are as noted within in the report. It is important to note that the current budget provision is for a relatively mild winter (based on the last 2 years), whereas if a severe winter is experienced it is likely that this will result in an in year budget pressure.

Risk management

Failure to provide this essential service to a standard so as to demonstrate that Lancashire does what is reasonably practicable to ensure that safe passage along a highway is not endangered by snow or ice would mean a possible breach of the legal duty and have a significant detrimental impact to the wider economy, environment and social objectives of the County Council's Corporate Strategy and the priorities.

It will have the potential to:

- Increase the likelihood on the risk of harm to the people of Lancashire
- Leave the County Council at risk of losing a legal challenge
- Significantly increase the political impact
- Seriously damage the reputation of Lancashire County Council

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

Paper	Date	Contact/Tel
Winter Gritting	27/10/17	Ridwan Musa (01772) 538503

Reason for inclusion in Part II, if appropriate

N/A

Lancashire County Council Winter Service Plan 2017/18

STATEMENT OF OBJECTIVES, POLICIES AND RESPONSIBILITIES



www.lancashire.gov.uk/winter

**LANCASHIRE COUNTY COUNCIL
WINTER SERVICE PLAN 2017/18**

INTRODUCTION

**PART 1 – THE STATUTORY BASIS FOR WINTER SERVICE, OBJECTIVES,
POLICIES AND GENERAL INFORMATION**

1. The Statutory basis for winter service
2. Winter service objectives
3. Winter service policies
4. Salt supply stocks and monitoring
5. Resilience standards
6. Carriageway salting
7. Arrangements with district councils and availability of additional resources
8. Provision of grit bins
9. Facilities and resources
10. Fleet

PART 2 – OPERATIONAL ARRANGEMENTS

11. Decision and carriageway treatment matrices
12. Snow clearance
13. Secondary road network
14. Footways, cycle tracks and cycleways
15. Weather forecasting service and weather stations
16. Decision logging system
17. Communications strategy and action plan
18. Winter service responsibilities and delivery
19. Wider public involvement

PART 3 - Appendices

INTRODUCTION

The Winter Service Plan sets out how the Council as Highway Authority for Lancashire meets its policy for the treatment of roads, footways and cycleways during the winter period: enabling a safe passage for vehicles and pedestrians, minimising delays due to winter weather and ensuring operations are undertaken safely.

The Winter Service Plan details the policy and information in Part 1 and Part 2 sets out the operational practice.

PART 1 - THE STATUTORY BASIS FOR WINTER SERVICE AND GENERAL INFORMATION

1. Statutory Basis for Winter Service

1.1 The statutory basis for Winter Service is Section 41 of the Highways Act 1980 as amended by Section 111 of the Railways and Transport Safety Act 2003. The first part of Section 41 now reads:

"(1) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (4) below, to maintain the highway.

(1A) In particular, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."

1.2 Part 2 of the Traffic Management Act 2004 - Network Management by Local Traffic Authorities - places a network management duty on all local traffic authorities in England, and requires such authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty authorities should establish contingency plans for dealing promptly and effectively with unplanned events, of which unforeseen weather conditions are an example, as far as is reasonably practicable.

2. Winter Service Objectives

2.1 The Winter Service Plan sets out the County Council's requirements and advice for the Winter Service on all highways for which the County Council is the highway authority. It complements the wider economic, environmental and social objectives of the County Council's Corporate Strategy and the priorities set out in the Local Transport Plan 2011-2021. The seven priorities of the Local Transport Plan are to:

- improve access into areas of economic growth and regeneration;
- provide better access to education and employment;
- improve people's quality of life and wellbeing;
- improve the safety of our streets for our most vulnerable residents;
- provide safe, reliable, convenient and affordable transport alternatives to the car;
- maintain our assets; and
- reduce carbon emissions and its effects.

The Winter Service Plan will support these priorities by ensuring that, as far as is reasonably practicable, the highway network continues to provide for the safe and reliable passage of all users in ice and snow conditions. However, it is important to recognise that in discharging its statutory duty, the County Council as highway authority will need to prioritise the availability of scarce resources in terms of plant, work force and salt.

2.2 The Secretary of State for Transport is the highway authority for trunk motorway and all-purpose roads in Lancashire. The Highways Agency manages and maintains these routes on behalf of the Secretary of State, and the County Council has no responsibility for any winter service provision. However, liaison will take place between the County Council and the Highways Agency and its maintaining agents over action to be taken during the Winter Service operational period within their respective areas of responsibility. Appendix A lists those lengths of road in Lancashire for which the Highways Agency is responsible on behalf of the Secretary of State.

3. Winter Service Policies

3.1 The Winter Service Plan covers 'planned' Winter Service; exceptional conditions will occasionally force the guidelines and recommended actions contained herein to be overruled. 'Planned' Winter Service relates to precautionary treatment of the Priority Road Network in advance of the formation frost/ice, and in a typical winter accounts for some 85% to 90% of all Winter Service activity. Resource requirements are known in terms of plant, labour and materials and the County Council can reliably deliver the service. 'Reactive' Winter Service relates to clearance of the network in periods of snow and/or persistent ice and usually forms less than 10% of Winter Service activity.

3.2 The national Code of Practice advises highway authorities to adopt local service standards for resilience in terms of number of days continuous severe conditions salting on a defined minimum winter network for an overall winter period and for a core winter period, both defined locally since winter will vary according to climatic conditions. The overall winter period should usually extend from the beginning of October to the end of April, with the core winter period extending from at least the beginning of December to the end of February inclusive. The minimum winter network is that part of the carriageway network normally treated that provides a minimum essential service to the public, including strategic routes, access to key facilities and other transport needs.

Policy WS 1

Winter Service Policy Statement

The County Council's Overall Winter Period will extend from Mid-October to Mid-April however, the actual end of the season is determined by forecast information and will be extended when it is indicated that winter conditions are likely to persist beyond Mid-April.

The Core Winter Period covers December, January and February, but recognising that severe winter weather can occur earlier or later, particularly in Pennine Lancashire. The weather forecasting contract extends from 1st October to 31st April with conditions monitored throughout this period.

The County Council aims to provide a Winter Service that, as far as is reasonably practicable, will permit the safe movement of traffic on priority roads at all times and keep to a minimum delays and accidents in which ice or snow is a contributory factor.

4. Salt Supply, Stocks and Monitoring

4.1 Low temperatures and the formation of ice can result in serious damage to the fabric of the highway and related structures, as well as creating a hazardous environment for road users. Highway authorities use rock salt to prevent the formation of ice on carriageways (pre-treatment or 'precautionary' salting) and to facilitate the removal of ice and snow from carriageways and footways (post-treatment, ie continuing salting following the formation of ice). Salt de-ices by lowering the freezing point of water, but becomes increasingly ineffective below -5C and will not melt ice below -9C. It also turns snow into slush but requires the passage of vehicles to improve its effectiveness; large accumulations of snow need clearing first through ploughing. Repeated applications of salt to try to clear snow as quickly as possible are not effective: more salt does not necessarily mean faster snow clearance.

4.2 A highway authority is empowered to undertake precautionary salting, post-salting and snow clearance in dealing with adverse winter weather conditions. The use of these powers is relevant to an authority's road safety responsibilities in addition to its highway maintenance function. However, it is important to recognise that whilst a highway authority is obliged to take preventative measures in anticipation of ice or snow, the duty to clear ice and snow from highways maintainable at the public expense is not absolute. The authority will be under no liability unless a failure to maintain safe passage so far as is reasonably practicable is proven. In other words, so long as the decision as to whether or not to act has been taken on reasonable grounds, with due care and with regard to relevant considerations, the highway authority will not be liable.

4.3 Rock salt comes from a non-renewable source and its storage and use in high concentrations can have environmental consequences: it can adversely affect vegetation, pollute watercourses and leave residue on roads and footways. In the interests of sustainability, the County Council will aim to deliver an efficient, effective and proportional response and ensure that it uses only the minimum amount of salt necessary to deal with the prevailing conditions. Whilst alternative materials are available, their cost can be extremely high and in some cases, there are also environmental consequences to consider. However, they may prove to be cost effective in specific locations, for example, using a salt/sand (grit) mix to treat footways. Grit alone will also improve traction on roads at times when rock salt is in short supply.

4.4 For the each winter season, the County Council stockpiles over 30,000 tonnes of salt, including strategic reserves, to cover all potential eventualities, including disruptions to the supply chain. Table 4.1 sets out the County Council's estimated salt stock by depot as of 31st October 2014.

Table 4.1: Salt Location and Stock

Area North				
N1	Caton	Lancaster	Barn	1,600
N2	Singleton	Singleton	Dome	2,500
N2a	Singleton	Singleton	Open / Sheeted	1,100
Area North Total				5,100
Area South				
S1	Cuerden	Bamber Bridge	Dome	2,500
S2	Wrightington	Wrightington	Barn	1,800
Area South Total				4,300
Area East				
E1	Whalley	Ribble Valley	Dome	3,500
E2	Bacup	Rossendale	Tunnel	2,000
E3	Heasandford	Burnley	Dome	2,500
Area East Total				8,000
Reserves				
N3R	Keer Bridge	Carnforth	Dome	900
S5R	Myerscough Smithy	Samlesbury	Open / Sheeted	4,500
E5R	Walk Mill	Cliviger	Open / Sheeted	1,700
E6R	Gisburn	Gisburn	Open / Sheeted	5,000
Reserves Total				30,100

4.5 Salt stockpiled at the 7 operational depots is treated with 3% 'Safecote', a molasses-based derivative; the strategic reserve is untreated salt. Treated salt gives a better distribution on the road and removes the wind-blown problems associated with untreated salt. Ensuring a greater proportion of the salt spread settles on the road allows a reduction in spread rates of 25% without compromising the de-icing effect, making the treatment cost neutral and contributing to enhanced resilience. 'Safecote' also acts as an anti-corrosion product potentially reducing the corrosive impact of salt on plant and infrastructure.

4.6 The County Council's salt stockpiles are covered to protect them from water ingress. There are salt domes at Cuerden, Heasandford (Burnley), Whalley and Singleton, salt barns at Caton and Wrightington and the County Council has use of an old railway tunnel at Bacup. External stockpiles at Myerscough Smithy, Walk Mill and Gisburn are covered with disposable sheeting. The availability of disposable sheeting enables the covering and weatherproofing of previously open stockpiles, reducing wastage and contamination significantly and ensuring the salt remains useable in the future.

4.7 Salt stocks are managed through the Vaisala bureau system and restocks ordered once stock levels fall below agreed thresholds.

5. Resilience Standards

5.1 National guidelines recommend that local authorities adopt a resilience benchmark of 12 days / 45 runs for pre-season stockholding. This assumes an equivalent 20g/m² spread rate and that for a local authority, one day's resilience under severe conditions equates to four runs.

5.2 The Priority Road Network comprises some 2,500km of carriageway representing 36% of the 7,000km network for which the County Council is the highway authority. It is possible to determine maximum and minimum levels of resilience using assumptions with regard to spread rate and average carriageway width, for a given availability of salt. Table 4.2 sets out resilience in terms of the maximum number of treatments of the Priority Road Network for a given spread rate, assuming an initial stockpile of 30,000 tonnes, no 'in-season' re-stocking and no treatment of either the Secondary Road Network or the Priority Footway Network.

Table 4.2: Winter Service Resilience – Priority Road Network

Spread Rate	Carriageway Width	Use per Km (Spread x Width x 1,000)	Use per PRN Treatment	Max no of Runs
7.5g/m ²	8m	60kg	150 tonnes	200
10g/m ²	8m	80kg	200 tonnes	150
20g/m ²	8m	160kg	400 tonnes	75
30g/m ²	8m	240kg	600 tonnes	50
40g/m ²	8m	320kg	800 tonnes	37

5.3 The County Council exceeds the proposed pre-season resilience standard by a considerable margin, with the '12 days / 48 runs' benchmark using an equivalent 20g/m² spread rate requiring a pre-season stockholding of 18,000 tonnes (ie 45 runs at 400 tonnes per run).

5.4 The national Code of Practice suggests that six days resilience for salt and other resources, including equipment, drivers and fuel, would represent good practice in terms of resilience during the core winter period. In determining a resilience standard, highway authorities should take into account the number of days severe conditions plus replenishment time and weekends and combinations of public holidays such as can occur at Christmas and New Year.

5.5 Six days' resilience during severe weather conditions requiring four treatments of the Priority Road Network per day at a spread rate of 20g/m² will necessitate the County Council maintaining a continuous minimum stockpile of 9,000 tonnes, including reserves. Below this point, the County Council will not guarantee to continue treatment of the Secondary Road Network and Priority Footway Network with salt until stock replenishment reaches the mid-point between the minimum stockpile (9,600 tonnes) and the national pre-season benchmark (19,200 tonnes), ie 14,400 tonnes.

Policy WS 2

Winter Service Resilience Standard

The County Council will aim to maintain six days continuous minimum resilience based on four treatments of the Priority Road Network per day at an average spread rate of 20g/m², recognising that its ability to do so will depend on external factors over which the County Council has no absolute control. Therefore, once the total salt stockpile falls below 9,000 tonnes, the County Council will not guarantee to continue treatment of the Secondary Road Network and the Priority Footway Network with salt until the restoration of the salt stockpile to 14,400 tonnes through stock replenishment.

6. Carriageway Salting

6.1 The County Council recognises that, given the scale and financial resources involved in delivering the Winter Service, it is uneconomic, impractical and indeed unjustifiable to treat the whole highway network when undertaking 'planned' Winter Service operations. It is therefore necessary to identify clearly the priority carriageways and footways that will receive preferential treatment for salting and snow clearing. Policy WS3 defines the Priority Road Network hierarchy for precautionary salting in descending order of importance.

Policy WS 3

Priority Road Network Hierarchy for Precautionary Salting

Category	Definition
1	Non-trunk Motorways and Primary Route Network
2	Remaining Principal ('A' class) roads
3	<p>All 'B' class roads and other roads open to all classes of traffic:</p> <ul style="list-style-type: none"> • between or through large centres of population • serving Category One emergency service responders as defined by the Civil Contingencies Act 2004 (Police, Fire, Ambulance, Maritime and Coastguard Agency and British Transport Police) • serving hospitals and the key facilities of critical infrastructure providers • leading to strategic and key employment centres, major distribution depots and transport interchanges, and important commuter routes • important public transport routes with a service frequency of at least one bus per ten minutes and bus stations • serving industrial sites listed under the Control of Major Accident Hazards Regulations 1999 and the Radiation (Emergency Preparedness and Public Information) Regulations 2001 • military establishments • single access to villages • crematoria

6.2 The Priority Road Network includes all non-trunk Motorways and Primary Routes, all principal ('A' class) roads and 'B' class roads and in Category 3, varying proportions of the remaining un-numbered highway network maintainable at the public expense dependant on the topography and climate of the area in question as indicated in Policy WS4 below. There are 45 Priority Gritting Routes, listed in Appendix B, and the network is viewable on both MapZone and MARIO, the latter accessible by the public.

Policy WS 4**Guideline Coverage Factors for un-numbered Category 3 Roads**

Area	% Coverage
Lancaster Rural	25%
Remaining parts of Lancaster, Wyre, Fylde, Preston, South Ribble, West Lancashire and Chorley	17.5%
Ribble Valley, Hyndburn, Burnley, Pendle and Rossendale	35%

6.3 The Priority Road Network specifically excludes housing estate roads and minor roads without appreciable gradients. Many residential roads, particularly non-through routes, do not carry sufficient volumes of traffic to activate the salt, and can be difficult for gritters to access due to parked vehicles. The County Council aims to ensure that all precautionary salting of Priority Road Network carriageways is complete before the formation of ice.

6.4 The County Council has considered the feasibility of including all bus routes in the Priority Road Network; however, the proliferation of bus routes and associated increase in areas served following the introduction of smaller buses means that the bus network is now far too extensive to be included in the Priority Road Network completely. However, the recent review of gritting routes has established that coverage of bus routes is significantly better than the one bus per 10 minutes frequency, with the majority of routes with a frequency of one bus per 30 minutes included in the Priority Road Network.

6.5 The County Council has a number of mutual aid agreements with the Highways Agency and neighbouring local highway authorities covering short sections of highway where it is more efficient for that authority to undertake Winter Service operations on the County Council's behalf.

6.6 Post-salting of carriageways will be required when, for whatever reason, precautionary salting has not been carried out and ice has formed, or is about to form, on the road surface. This situation may arise as a result of:

- a late change in the weather forecast;
- a site inspection;
- monitoring of the Ice Prediction System;
- a report from the Police; or
- a specific problem on a non-priority road.

6.7 As the County Council addresses reduced financial resources in the future, as determined by the Government's Spending Plans, all Council services will come under scrutiny including the winter service. Presently the Council has maintained the current priority route network and the treatment of the secondary network and has delivered efficiencies to the service through route optimisation and route navigation technologies.

7. Arrangements with district Councils and availability of additional resources

7.1 There is significant potential to enhance the effectiveness of Winter Service provision in Lancashire through the comprehensive engagement of partners and better communications with stakeholders. Together with optimising use of the County Council's own resources, this should deliver a more innovative approach to tackling the problems that arise during prolonged severe winter conditions. Planning for such events is challenging, as the resources required in any one year may be quite different from previous years. Nevertheless, additional resources in terms of labour and plant are available within district councils, parish councils and the private sector, including farmers, contractors and plant hire companies. The County Council engages with District Councils, Parish and Town Councils through the Lancashire Association of Local Councils (LALC) and with interested farmers and contractors to improve resilience in dealing with prolonged severe winter weather.

7.2 Policy WS11 sets out the method statement for agreement with district councils. The County Council will work with interested district councils to improve Lancashire's resilience in dealing with prolonged severe winter weather. Section 101 of the Local Government Act 1972 and Section 19 of the Local Government Act 2000 empower a local authority to arrange for the discharge of any of its functions by another local authority.

Policy WS 5

Method Statement for Agreements with District Councils

Agreements with District Councils will only cover footways or areas maintainable at the public expense. Agreements will include:

- The extent of the priority footway network and any specific locations of exceptional difficulty to be treated;
- Tasks to perform;
- Arrangements for the supply of salt/grit including access, quantity, storage locations and re-stocking;
- Arrangements for the recording and monitoring of work done; and
- Suitable indemnity arrangements with the District Council.

District Councils should only take action when instructed to do so by the relevant County Council Local Network Manager.

7.3 The Lancashire Association of Local Councils (LALC) expressed a desire to become involved with Winter Service provision, subject to formal agreement and resolution of relevant indemnity, cost and resourcing issues. The County Council has agreements with district and parish councils and Policy WS12 below sets out the method statement for this agreement.

Policy WS 6

Method Statement for Agreements with Parish/Town Councils

Agreements with Parish / Town Councils will only cover footways or areas maintainable at the public expense. Agreements will include:

- The specific footways and areas to be treated;
- Tasks to perform;
- Arrangements for the supply of salt/grit including access, quantity, storage locations and re-stocking;
- Arrangements for the recording and monitoring of work done;
- Suitable indemnity arrangements with the Parish / Town Council.

Parish / Town Councils should only take action when instructed to do so by the relevant County Council Local Network Manager.

7.4 The County Council will continue to engage with interested local farmers and contractors for the supply of suitable plant with operators to carry out snow clearance on roads and footways as may be required by and under agreement to the County Council. The County Council has over 30 contractors available to provide additional resources across all three operational Areas. The County Council will seek to engage with interested businesses across the County to seek to put in place authorisations to carry out snow clearance work if the opportunity arises.

8. Provision of Grit Bins

Policy WS 7

Provision of Grit Bins

The County Council will only provide grit bins at new locations on roads maintainable at the public expense that are not on the Priority Road Network for precautionary salting. The County Council will assess requests for new grit bins based on the following criteria:

- exposed position or otherwise significantly affected by winter weather;
- combination of vertical and horizontal profile producing a hazardous condition such as a steep bend with adverse camber;
- junction hazard such as a steep road down to a junction with a main road;
- traffic density at peak times;
- high pedestrian movement such as to local centres and public transport interchanges, including railway stations;
- the number of premises for which the road is an access.

The County Council will not provide a grit bin at locations scoring less than 120, but will give further consideration to locations scoring between 120 and 200, with the final decision dependent on the judgement of an appropriate senior officer. Locations scoring more than 200 warrant the provision of a bin.

Where for any reason a grit bin requires replacing, the County Council will reassess the location. Should a location no longer warrant a grit bin, removal can only take place following consultation with relevant local councillors (County, District and Parish) and approval by an appropriate senior officer.

8.1 All requests for new grit bins and reassessments of existing locations require completion of the Grit Bin Assessment form (Appendix C). In general, the more criteria met the higher the justification, but the assessment methodology allows for a degree of flexibility within the overall policy framework. Area Offices should send copies of approved Grit Bin Assessment forms to the Head of Asset Management to update records.

8.2 The County Council currently has over 1,800 grit bins/heaps and has stockpiled untreated salt and sand with a 50:50 salt/sand mix to fill and maintain these bins/heaps. This will reduce the amount of salt used and thereby contribute to increased resilience whilst still providing de-icing in typical winter conditions and better traction on snow. Inquiries with other local authorities indicate a 50:50 mix to be optimum, with further reductions in the proportion of rock salt potentially compromising the de-icing property. A facility for the mixing storage and distribution of this material is operational at Myerscough Smithy, Samlesbury.

8.3 All County Council grit bins will have a 'Highway Use Only' label attached to discourage misuse of the material and each bin will be identifiable by a unique reference number. The County Council will monitor the use of material and restock as required, but cannot guarantee to maintain supplies of material to all grit bins at all times as this will ultimately depend on the continuing availability of material.

9. Facilities and Resources

9.1 For the purposes of the winter service the County Council is split into 3 domains, North, South and East and runs its winter operation from 7 depots:

Area North:

- Caton – Caton
- Singleton – Singleton

Area South:

- Cuerden- Bamber Bridge
- Wrightington - Wrightington

Area East:

- Whalley – Whalley
- Bacup – Bacup
- Heasandford - Burnley

10. Fleet

10.1 The County Council's front line fleet comprises 45 No dedicated gritters, one for each Priority Gritting Route, with capacities of six and nine cubic metres operating from 7 depots across the county. These are normally procured new on a ten year cycle and spend between seven and ten years in the front line with some spending up to a further three years in reserve. All front line gritters are fitted with GPS tracking devices to enable the plotting of a gritters position against time. Other data collected includes whether the gritter is salting and if so at what rate and width. Each gritter is paired with a dedicated snowplough for use in times of snow. The reserve fleet comprises 13 gritters providing back up to the front line fleet and an additional resource to treat the Secondary Road Network during incidences of severe winter weather.

10.2 The County Council also maintains a fleet of specialist plant available for deployment such as snow blowers, snow blower attachments, and other vehicles capable of taking snowploughs. All of these require suitably qualified and trained staff to ensure that their use is efficient and effective. Fifty hand gritters are available for use treating footways.

PART 2 – OPERATIONAL ARRANGEMENTS

11. Decision and Carriageway Treatment Matrices

11.1 Clear and efficient decision-making processes, supported by accurate weather prediction and information systems, are critical for the delivery of an effective Winter Service. Policy WS6 sets out the County Council's decision-making procedure. Policy WS7 specifies the carriageway treatment matrix.

Policy WS 8				
Decision Matrix				
Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
Expected to fall below 0.5°C	<u>No</u> rain <u>No</u> hoar frost <u>No</u> fog	Salt before formation of ice/hoar frost	Salt before formation of ice (see Note a)	No action likely, monitor weather and carry out inspections as necessary (see Note a)
	<u>Expected</u> hoar frost <u>Expected</u> fog		Salt before formation of ice/hoar frost (see Note b)	
	<u>Expected</u> rain <u>BEFORE</u> freezing	Salt after rain stops (see Note c)		
	<u>Expected</u> rain <u>DURING</u> freezing	Salt before formation of ice, as required during rain and again after rain stops, carrying out inspections as necessary (see Note d)		
	<u>Possible</u> rain <u>Possible</u> hoar frost <u>Possible</u> fog	Salt before formation of ice/hoar frost	Monitor weather conditions and carry out inspections as necessary	
	<u>Expected</u> snow		Salt before snowfall	
General Notes				
1) The timing of precautionary treatments should be such that completion is prior to the forecast time of frost.				
2) The decision to undertake precautionary treatments should be adjusted, if appropriate, to take account of residual salt or surface moisture (see also Policy WS7 Treatment Matrix).				
3) All decisions should be evidence-based, recorded and require monitoring and review.				

Notes to Decision Matrix

- a) It will be necessary to give particular attention to the possibility of water running across carriageways and other running surfaces, for example, off adjacent fields after heavy rain, washing away any salt previously spread.

Such locations should be 'blasted' during initial treatment and then closely monitored, as additional spot treatments may be required at other times.

- b) When hoar frost is predicted, considerable deposits of ice/frozen dew are likely to occur, usually in the early morning. Treatment with dry salt is difficult as its deposition on a dry road surface too soon before the formation of the hoar frost may result in the salt being dispersed before it can become effective. Where practicable, treatment should take place at such a time so routes are completed just prior to the forecast time of hoar frost formation. However, with treated salt the dispersal effects are significantly reduced and should allow an earlier application.
- c) If, under these conditions, rain has not ceased by early morning, crews should be mobilised and action initiated as rain ceases.
- d) Under these circumstances, rain will freeze on contact with running services and full pre-treatment should take place even on dry roads. This is a very serious condition and must be monitored closely and continuously throughout the danger period.

Policy WS 9

Carriageway Treatment Matrix

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Treatment		
	Treated Salt (g/m ²)	Dry Salt (g/m ²)	Ploughing
Precautionary Treatment			
Forecast hoar frost/ice with RST above -2C	8	10	No
Forecast hoar frost/ice with RST between -2°C and -5C	15	20	No
Forecast hoar frost/ice with RST below -5C	15-30 (dependent on surface state)	20-40 (dependent on surface state)	No
Forecast snow (up to 30mm)	15	20	No
Forecast snow (greater than 30mm)	15-30	20-40	No
Post Treatment			
Hoar frost/ice (See Precautionary Treatment above)	8-30 (dependent on surface temperature and state)	10-40 (dependent on surface temperature and state)	No
Snow where precautionary treatment has taken place	8	10	Plough first if depth >5-15mm (see Note 4)
Snow where precautionary treatment has not taken place	15-40	20-40	Plough first if depth >5-15mm (see Note 4)
Hard-packed snow/ice	Salt and/or abrasive and/or Liquid de-icer	Salt and/or abrasive and/or Liquid de-icer	No

Notes to Carriageway Treatment Matrix

1) *Oversalting and Residual Salt*

During periods with little or no precipitation and overnight sub-zero temperatures, continual salt treatments can create potentially dangerous road surface conditions. Slippery road conditions can arise either as a result of a build-up of loose salt granules or where there has been frost, a build-up of the marl impurity in rock salt on the road surface. During such periods, as there will be little salt wash-off, due regard should be made of residual salt. It may be possible to reduce the treatment or not treat at all where these conditions last for two or more days. Decision makers should ensure that, if necessary, notes be included in Vaisala 'Manager' to clarify their decisions.

2) *Altitude Related Forecasts*

Weather forecasts are often qualified by altitude. In this case, differing action may be required from each depot, and in some cases differing action on routes from the same depot.

3) *Hard Packed Ice and Snow*

Exact details of treatment will depend on location and local conditions.

4) *Ploughing*

Para 4.33 refers. Ploughing down to the road surface is preferred. Moderate / heavy snowfalls are equivalent to more than 1mm of water. Generally, there is approximately 1mm of water in 5mm depth of wet snow, 10mm depth of 'normal' snow and 15mm depth of dry, powdery snow. Ploughing should take place in both directions and the snowplough height must be set to avoid damage to the plough, the road surface, street furniture and level crossings.

12. **Snow Clearance**

12.1 Section 150 of the Highways Act 1980 imposes a duty upon highway authorities to remove any obstruction of the highway resulting from the accumulation of snow. Snow clearance of carriageways will be in accordance with the Priority Road Network hierarchy set out in Policy WS3. 'Treatment Time' has little relevance when snow accumulation is significant and ploughing is required. The County Council considers that prescriptive guidance is not appropriate for snow situations where the Council may have to deploy labour and plant resources more flexibly in order to achieve optimum effectiveness. Gritters, for example, can operate in tandem with the lead vehicle snow ploughing (with a full salt payload for traction) and the second vehicle spreading salt.

12.2 Guidance issued in December 2010 considers it impractical to spread sufficient salt to melt anything other than very thin layers of snow and ice, and that ploughing is the only economical, efficient, effective and environmentally acceptable way to deal with all but very light snow. This will minimise salt usage and make salt treatments more effective. A spread rate of 40g/m² of salt is the highest practicable; when combined with the action of traffic this is sufficient to melt snow depths equivalent to 1mm of water at temperatures down to -2C.

12.3 Where hard-packed snow and ice have formed and cannot be removed by ploughing, spreading of a 50:50 salt/sand mix will aid traction and act to break up the snow and ice. Following the difficulties associated with a combination of compacted snow and very low temperatures experienced in December 2010, the County Council purchased 30,000 litres of liquid de-icer for future use in circumstances where temperatures fall below the threshold for effective salt use and compacted snow proves resistant to snow ploughing. However, this is a relatively expensive product and is for use on the Priority Road Network only.

13. Secondary Road Network

13.1 The County Council will consider other roads for post-salting treatment and snow clearance in periods of continuous icing and snow. Continuous icing may arise due to excessive surface moisture, usually following heavy precipitation or compacted/melting snow. Decision-making will take account of all relevant factors such as weather forecast data, topography, experience and local knowledge and the availability of salt. When salt is not available the County Council will consider using grit sand to aid traction.

Policy WS 10

Secondary Road Network Treatment

Once the defined Priority Road Network is maintained clear, where persistent ice and/or snow are present or forecast to be present on the defined Secondary Road Network during the current 24 hour period (midnight to midnight) and are forecast to remain for the succeeding 24 hour period (midnight to midnight), treatment of the Secondary Road Network will commence as soon as possible using all available resources, but only during daylight hours.

13.2 The County Council's defined Secondary Road Network for Winter Service is viewable on both MapZone and MARIO, the latter accessible by the public. Treatment of the remaining road network will only commence on a priority basis once the defined Priority Road Network, the defined Secondary Road Network and the defined Priority Footway Network are all maintained clear, but only during daylight hours. Some minor roads and cul-de-sacs will inevitably have to thaw naturally.

14. Footways, Cycle Tracks and Cycleways

14.1 The County Council has identified Priority Footway Networks in each of the 12 District Council areas with the intention that when resources permit, these networks receive a post-salting treatment during periods of continuous icing/snow commencing not more than 24 hours after the start of the event. The County Council's criteria for defining priority footway networks are:

- access to/from transport interchanges;
- access to/from main employment centres;
- access to/from main shopping centres; and
- access on the highway adjacent to main hospitals.

Priority Footway Networks do not necessarily include footways adjacent to schools and other facilities such as health centres. The County Council will work with the relevant authorities and providers to determine the level of support the County Council could provide.

Policy WS 11

Priority Footway Networks Treatment

Where persistent ice and/or snow are present on the Priority Footway Network during the current 24 hour period (midnight to midnight) and are forecast or expected to remain for the succeeding 24 hour period (midnight to midnight), treatment of the Priority Footway Network should commence not more than 24 hours after the start of the event using all available resources, but only during normal weekday working hours (0800 to 1800).

14.2 Other footways, cycle tracks and cycleways will not receive any precautionary or post salting treatment, with snow clearance considered on a priority basis only as and when resources permit. However, the County Council will make businesses and the public aware of the Government guidance on self-help with regard to clearing snow and ice through the Winter Service Communications Strategy and Plan. Policy WS12 sets out the treatment matrix for Priority Footway Networks.

Policy WS 12**Priority Footway Networks Treatment Matrix**

<u>Hoar Frost Conditions</u>	
Overnight forecast temperatures below zero but not likely to continue through daylight hours.	No treatment.
<u>Extended Hoar Frost Conditions</u>	
Overnight forecast temperatures below zero likely to continue through daylight hours.	No treatment except reactive salting at specified problem locations of exceptional difficulty.
<u>Extended Continuous Ice Conditions</u>	
Persistent ice (rather than hoar frost) present during the current 24-hour period (midnight to midnight) and forecast or expected to remain for the succeeding 24-hour period (midnight to midnight).	Reactive salting as required when resources permit commencing not more than 24 hours after the start of the event, but only during normal weekday working hours (0800 to 1800).
<u>Snow Clearance</u>	
Snow removal as required when resources permit commencing not more than 24 hours after the start of the event, but only during normal weekday working hours (0800 to 1800).	

Notes to Priority Footway Networks Treatment Matrix

- 1) Assumes no hierarchy within the priority footway networks and that all priority footways will receive treatment.
- 2) Assumes no time limit for completion of treatment as this will depend on the resources available at the time.
- 3) Snow clearance / treatment of ice on footways may cease at any time if, for example, forecast conditions improve, or for logistical reasons.
- 4) There will be a certain amount of salt overspill onto footways when salting takes place on adjacent carriageways.

15. Weather Forecasting Service and Weather Stations

15.1 An effective and efficient winter service requires the availability of reliable and accurate information about weather conditions at appropriate times during the decision-making process. Between 1st October and 30th April, the forecast provider supplies the County Council's decision makers with daily weather forecasts and reports dedicated specifically to roads within Lancashire. Forecasters also continually monitor observations from a network of weather stations across Lancashire, which supply information to a central computer based at the offices of Vaisala in Birmingham.

15.2 County Council staff can access a wide range of radar images and predictive sequences for precipitation type and intensity. A duty forecaster is also available 24/7 for staff to consult on any forecasting issue. All 45 Priority Gritting Routes have Route-Based Forecasts in addition to the normal 'Domain' forecast. This enables managers to deliver more focused decision-making and the potential for more efficient use of resources, with decisions based on each route rather than domain or depot.

15.3 The locations of the weather stations are listed in Appendix D. Road sensors provide surface temperature and condition (wet/dry/salty) whilst atmospheric sensors adjacent to the carriageway supply air temperature, humidity (and thus dew point) and an indication as to precipitation. At some sites (for example, Forecast Sites), additional information is available as to temperature below the road surface, wind speed and direction. Current information is available together with past data, readings generally taking place at 20-minute intervals.

16. Decision Logging System

16.1 The County Council uses the Viasala Manager system to record all details of decisions and actions taken. It provides a full audit trail with information input on a daily basis throughout the Winter Period. The reporting day is from 12.00 noon to 12.00 noon the following day, and an action plan for each of the 45 Priority Gritting Routes must be completed by 1400 Hrs each day. Nominated individuals in each Area have access to Manager and responsibility for inputting the required information, including as far as is possible accurate salt usage for each action. All action plans must close by 12.00 noon the following day.

17. Communications Strategy and Action Plan

17.1 There remains an unrealistically high public expectation about what the County Council can achieve in dealing with the effects of winter weather generally and during severe conditions in particular. It is therefore essential to articulate clearly to a wide audience the County Council's Winter Service policies and procedures, and the circumstances in which the Council implements them. The County Council must also ensure effective communications both internally and externally on a day-to-day basis throughout periods of severe winter weather so that all stakeholders can access information appropriate to their needs.

17.2 The County Council has a specific communications action plan for each subsequent winter to support and complement delivery of the operational Winter Service. The communications action focuses on the following key areas:

- **Public information** – a pre-winter campaign ensures that the public is aware of how the County Council prepares for winter and how people can prepare themselves for periods of severe weather. This is delivered through a dedicated website lancashire.gov.uk/winter and supported by social media. The information available to the public is both 'static' information about countywide policies on the treatment of roads and footways, and 'live' information about front line service activity during periods of cold weather. There is also a section of the website linked to public health messages, such as keeping warm and well during winter.
- **Media relations** – a media release is issued at the start of the winter season detailing how the County Council is prepared for the season ahead. Subsequent releases are issued during periods of severe weather. The Communications Service handles individual media enquiries throughout the winter, responding to them accordingly.
- **Stakeholder relations** - targeted communication with key internal and external stakeholders includes pre-winter information about the County Council's approach to Winter Service delivery. Throughout the winter stakeholders are kept informed of the County Council's response during periods of prolonged severe weather through severe weather bulletins.

18. Winter Service Responsibilities and Delivery

18.1 The relative responsibilities for the Winter Service are as follows:

Highways

Winter Service Plan
Standards
Road priorities
Performance monitoring
Countywide salt stock monitoring
Day-to-Day decision-making
Routeing
Day-to-Day operations
Plant and vehicles
Materials

Communications Service

Communications strategy and information to the public

Fleet Services

Procurement, maintenance and calibration of vehicles

19. Wider Public Involvement

19.1 The Government published the following guidance for individuals with regard to clearing snow and ice from pavements on 3rd November 2010.

Government Guidance: Clearing Snow and Ice from Pavements Yourself

Published Thursday 3rd November 2010

There's no law stopping you from clearing snow and ice on the pavement outside your home or from public spaces. It's unlikely you'll be sued or held legally responsible for any injuries on the path if you have cleared it carefully. Follow this advice on clearing snow and ice safely.

Tips on how to clear snow and ice from pavements or public spaces

If you clear snow and ice yourself, be careful - don't make the pathways more dangerous by causing them to refreeze. But don't be put off clearing paths because you're afraid someone will get injured.

Remember, people walking on snow and ice have responsibility to be careful themselves. Follow the advice below to make sure you clear the pathway safely and effectively.

Prevent slips

Pay extra attention to clear snow and ice from steps and steep pathways - you might need to use more salt on these areas.

Clear the snow or ice early in the day

It's easier to move fresh, loose snow rather than hard snow that has packed together from people walking on it. So if possible, start removing the snow and ice in the morning. If you remove the top layer of snow in the morning, any sunshine during the day will help melt any ice beneath. You can then cover the path with salt before nightfall to stop it refreezing overnight.

Use salt or sand - not water

If you use water to melt the snow, it may refreeze and turn to black ice. Black ice increases the risk of injuries as it is invisible and very slippery. You can prevent black ice by spreading some salt on the area you have cleared. You can use ordinary table or dishwasher salt - a tablespoon for each square metre you clear should work. Don't use the salt found in salting bins - this will be needed to keep the roads clear.

Be careful not to spread salt on plants or grass as it may cause them damage.

If you don't have enough salt, you can also use sand or ash. These won't stop the path icing over as well as salt, but will provide good grip under foot.

Take care where you move the snow

When you're shovelling snow, take care where you put it so it doesn't block people's paths or drains. Make sure you make a path down the middle of the area to be cleared first, so you have a clear surface to walk on. Then shovel the snow from the centre of the path to the sides.

Offer to clear your neighbours' paths

If your neighbour will have difficulty getting in and out of their home, offer to clear snow and ice around their property as well. Check that any elderly or disabled neighbours are alright in the cold weather. If you are worried about them, contact your local council.

PART 3 – APPENDICES

APPENDIX A: TRUNK ROADS IN LANCASHIRE

M6 within the County, including slip roads

M55 West from M6 Junction 32 to Junction 4 near Blackpool, including slip roads

M58 within the County, including slip roads

M61 within the County, including slip roads

M65 East from A6/M6 at Bamber Bridge to Junction 10, including slip roads

M66/A56 North from the County Boundary to M65 Junction 8, including slip roads

A585 North from M55 Junction 3 to Fleetwood

APPENDIX B: PRIORITY GRITTING ROUTES 2014/15

Area North Priority Gritting Routes

Cat1	South Lancaster and North Wyre	Caton
Cat2	Quernmore and Central Lancaster (South of the river)	Caton
Cat3	H2M6 Link and Central Lancaster (North of the river)	Caton
Cat4	Morecambe and Heysham	Caton
Cat5	North West Lancaster rural	Caton
Cat6	North East Lancaster Rural	Caton
Sin1	Lytham and St Annes	Singleton
Sin2	Kirkham and North West Preston	Singleton
Sin3	Rural Fylde and Poulton	Singleton
Sin4	Garstang and rural Wyre	Singleton
Sin5	Fleetwood and Thornton Cleveleys	Singleton
Sin6	Calder Vale and Central Wyre	Singleton

Area South Priority Gritting Routes

Cue1	Mere Brow and Longton	Cuerden
Cue2	Preston North	Cuerden
Cue3	Penwortham and Riversway	Cuerden
Cue4	Central Preston and Bamber Bridge	Cuerden
Cue5	Chorley and Abbey Village	Cuerden
Cue6	Leyland and Clayton-le-Moors	Cuerden
Cue7	Samlesbury and Lostock Hall	Cuerden
Wri1	Ormskirk and Bickerstaffe	Wrightington
Wri2	Ormskirk West	Wrightington
Wri3	Burscough and Eccleston	Wrightington
Wri4	Skelmersdale	Wrightington
Wri5	Skelmersdale East to Chamock Richard	Wrightington
Wri6	Chorley South and Addlington	Wrightington

Area East Priority Gritting Routes

Hea1	Brierfield, Barley and Simonstone	Heasandford
Hea2	M65 and Barrowford	Heasandford
Hea3	Colne and Trawden	Heasandford
Hea4	Colne and Downham	Heasandford
Hea5	Nelson Central	Heasandford
Hea6	Burnley Central	Heasandford
Hea7	Burnley out of core	Heasandford
Red Lane		Heasandford
Wha1	Chipping and Preston	Whalley
Wha2	Jeffery Hill, Longridge and Mellor	Whalley
Wha3	Great Harwood and Clayton-le-Moors	Whalley
Wha4	Accrington	Whalley
Wha5	Church and Oswaldtwistle	Whalley

Wha6 Clitheroe and Pendle Hill
 Wha7 A59, Chatburn and Slaidburn
 Wha8 A59, Barley and Downham
 Wha9 Salterforth and Earby

Ros1 A681, Edenfield and Helmshore
 Ros2 Haslingden, Grane Rd and Baxenden
 Ros3 Bacup and Cliviger
 Ros4 Bacup and Whitworth

Whalley
 Whalley
 Whalley
 Whalley
 Bacup
 Bacup
 Bacup
 Bacup

APPENDIX C: GRIT BIN ASSESSMENT FORM

Grit Bin Assessment Form

Proposed/ Actual Location of Salt Bin	Date of Assessment	Assessed By	
Characteristic	Severity	Standard Scores	Assessed Score
Gradient	Greater than 1 in 10	75	
	1 in 10 to 1 in 30	40	
	Less than 1 in 30	Nil	
Severity of bend	Sharp	60	
	Moderate	25	
	Slight	Nil	
Close proximity to and falling towards	Heavily trafficked road	90	
	Moderately trafficked road	75	
	Lightly trafficked road	30	
Assessed traffic density at peak times	Moderate	40	
	Light	Nil	
Number of premises for which this is the only access	Over 50	30	
	20 - 50	20	
	0 - 20	Nil	
Pedestrian movements	High	60	
	Moderate	25	
	Low	Nil	
TOTAL			

Please circle as appropriate:

Request Approved Request Not Approved Keep Existing Remove Existing

For scores between 120 and 200, please provide additional justification:

Signed:.....Date.....

APPENDIX D: WEATHER STATION LOCATIONS

Unless stated otherwise, Lancashire County Council is the owner.

A565 Mere Brow	Forecast Site (Primary)
A683 Greta Bridge	Forecast Site (Primary)
A675 Belmont ¹	Automated Forecast Site
A56 Accrington ²	Forecast Site (Primary)
A59 Gisburn	Automated Forecast Site
A6068 Laneshawbridge	Automated Forecast Site
A6 Hampson Green	Automated Forecast Site
A586 Singleton	Automated Forecast Site
C305 Halfpenny Lane Longridge	Automated Forecast Site
A671 Padiham Road Burnley	Automated Forecast Site
A671 Weir, Bacup, Rossendale	Automated Forecast Site

¹Owned by Blackburn with Darwen Borough Council

²Owned by the Highways Agency

The County Council also has access to information from the following sites owned by the Highways Agency:

M6 Gathurst
M6 Samlesbury
M6 Galgate
M55 Weeton

and to information from the following site owned by Sefton MBC:

Whinney Brook

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goal 1: Understand the basic concepts of the course.	Learning Objective 1.1: Understand the basic concepts of the course.
Learning Goal 2: Apply the concepts to solve problems.	Learning Objective 2.1: Apply the concepts to solve problems.
Learning Goal 3: Analyze the concepts and their relationships.	Learning Objective 3.1: Analyze the concepts and their relationships.
Learning Goal 4: Evaluate the concepts and their applications.	Learning Objective 4.1: Evaluate the concepts and their applications.
Learning Goal 5: Create new concepts and applications.	Learning Objective 5.1: Create new concepts and applications.

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Learning Goals and Objectives for the Course

Internal Scrutiny Committee

Meeting to be held on Friday, 17 November 2017

Electoral Division affected: All

Vehicular Highway Verges – Grass Cutting and Weed Control

Contact for further information:
Ridwan Musa, Highway Manager West
ridwan.musa@lancashire.gov.uk

Executive Summary

The Lancashire County Council Highway Maintenance Plan (HMP) provides a comprehensive Code of Practice in the form of guidance and operational standards for the maintenance and related management of the publicly maintainable highway infrastructure network. This includes grass cutting and weed control and the arrangements for this work are required to be reviewed and scrutinised.

Recommendation

The Internal Scrutiny Committee is requested to:

- i. Review and scrutinise the arrangements that are in place for highway verges - grass cutting and weed control.
- ii. Note the additional funding for 2017/18 and the additional work to be undertaken.
- iii. Note the additional funding for 2018/19 and the following two years and how that will be allocated to grass cutting and weed control.
- iv. Note the developments regarding future weed control.

Background and Advice

The County Council, as the authority responsible for highways, has a legal duty to maintain the fabric of the publically maintainable highways and this includes managing the grass and weeds growing in verge areas within vehicular highway widths.

Following the termination of the large delegation of highways functions agreements with the district councils in 2006, smaller agreements or arrangements have been entered into with the district councils to delegate certain functions on certain highways - including grass cutting and weed control on certain vehicular highways.

Under these agreements/arrangements Lancashire County Council provide funding at a level that matches the specification identified in the Highway Maintenance Plan.

Agreements to delegate functions under S101 Local Government Act 1972

Agreements/arrangements to delegate certain functions were initially in place with all 12 district/borough councils, and the level of service required in respect of grass cutting and weed control is detailed in the Highways Maintenance Plan and in some districts includes rural flail works. The district/borough councils have continued to supplement our standards through self-funding.

Over more recent years, greater effort has been put into creating efficiencies and improve performance standards and for organisation to challenge their method of working. The level of funding from the County Council has since been reduced.

In 2016, 10 of the 12 district councils continued under the agreements/arrangements to deliver the grass cutting and weed control services. Preston and West Lancashire decided not to continue with the agreements.

For the areas of Preston and West Lancashire, the grass cutting and weed control service were subjected to a procurement exercise and a contractor appointed to undertake the works. The contract is now in Year 2 of a possible three year contract.

In the districts/boroughs which do not undertake rural flail works, the works were subjected to a procurement exercise and a contractor appointed to undertake the works. The contract is now in Year 2 of a possible three year contract.

17 parish councils are also involved in the delivery of the service in respect of grass cutting and weed control in their areas.

Objectives for Maintenance of Vehicular Highway Verges and Weed Control

To maintain the fabric of the highway, by reducing the risk of:

- Obstruction to visibility sight lines at junctions and bends;
- Obstruction to legibility of traffic signs;
- Vegetation or weed growth encroaching onto a carriageway, footway or cycle route such as would cause a danger or nuisance to users of the highway;
- To prevent damage to the structure of the highway.

To maintain highway verges and weed control in a manner consistent with the principles of sustainability, in particular:

- To minimise damage to, or loss of, habitat;
- To prevent interruption of, or pollution to, watercourses;
- To encourage biodiversity.

Maintenance Categories for Highway Verges and Weed Control

- Grass Cutting;
- Weed Control.

Operational Policy and Standards for Grass Cutting

Cyclical cutting of grass takes place on highway verges as necessary to secure safe conditions for users of the highway.

This is done by the County Council's contractors in some districts or by a district undertaking delegated function and with Lancashire County Council providing funding, so as to deliver the specification as stated in the Highway Maintenance Plan. District/borough councils supplement our standards to varying degrees as part of their amenity and public health powers. The additional standards have been agreed with the County Council and districts/boroughs provide appropriate funding to cover the cost of the extra work. Individual parish councils may also be involved.

Grass on amenity highway verges are cut a minimum of five times per year and flail work is undertaken twice per year in accordance with our specification to try to ensure that growth does not present a road safety hazard to any class of road user.

Operational Policy and Standards for Weed Control

The control and/or removal of weeds on the highway by chemical, mechanical or other means. Again it may be carried out by the County Council or a district council.

The weed control policy of the County Council fulfils three functions:

1. Compliance with the statutory provisions of the Weeds Act 1959 to control the spread of Curled Dock, Broad Leafed Dock, Creeping Thistle, Spear Thistle and Ragwort and the specific requirements of the Wildlife and Countryside Act 1981 in relation to Giant Hogweed and Japanese Knotweed;
2. Where weed growth is seen to be physically damaging the fabric of the highway or presents a hazard, treatment should be carried out on these weeds only;
3. Where weed growth is having a detrimental effect on the safety of the highway.

The specification for weed control is to treat known areas identified in 1) above and rest is on a reactive basis to treat areas identified in 2) and 3) above.

How much does grass cutting and weed control cost?

The 2017/18 agreed budget for this service area was £ 1.000m. Of that figure £0.024m is issued to the relevant parish councils and the rest distributed to district/borough councils.

As a result of a budget amendment agreed at Full Council in July 2017, the budget allocation has been increased by £0.330m in 2017/18 which is being used to fund additional weed control, rural flail work and kerb side dressing works to main gateways in and around Lancashire.

From 2018/19 the additional funding for this service area is £0.600m and has been allocated. This will be used as follows:

- To undertake cyclical planned weed control treatment bi-annually to all publically maintainable footways
- To increase amenity grass cutting from 5 cuts to 8 cuts
- To increase rural flail cuts from 2 to 4
- Kerb side dressing works to main gateways in and around Lancashire

As we are now in possession of competitive market rates and these have been applied to the areas of works in each district and budget for each district/borough has been allocated appropriately.

Future Developments

Chemical treatment is the common method of controlling/treatment of weeds of which glyphosate is an active ingredient in many weed killers widely used.

There has been an ongoing debate of the use of glyphosate in the EU since 2015 and a ruling is due soon on the renewal of the chemical's license following further investigation.

Consultations

N/A

Implications

The grass cutting and weed control service is delivered as a delegated function agreement with 10 district/borough councils and also using external contractors. Agreements are also involving some parish councils.

There needs to be fine balance between making our neighbourhoods safe (so that people can use the highways safely), and look attractive to promote economic growth, attract homebuyers and increased employment. We are also aware of our duty in law to maintain publically maintainable highways.

However we also need to be mindful and not to over specify on principles of sustainability, in particular:

- To minimise damage to, or loss of, habitat;
- To prevent interruption of, or pollution to, watercourses;
- To encourage biodiversity.

Financial Implications

The plans detailed within this report will be covered from within the existing Highways budget.

Risk management

Failure to provide this essential service would potentially leave highways out of repair and there would be questions raised as to whether the County Council was fulfilling its duty to maintain highway fabric and also have a significant detrimental impact to the wider economy, environment and social objectives of the County Council's Corporate Strategy and the priorities.

It will have the potential to:

- Increase the likelihood on the risk of harm to the people of Lancashire
- Leave the County Council at risk of losing a legal challenge
- Significantly increase the political impact
- Seriously damage the reputation of Lancashire County Council

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

Paper	Date	Contact/Tel
Highway Verges	30.10.17	Ridwan Musa 01772 538503

Reason for inclusion in Part II, if appropriate

N/A

Internal Scrutiny Committee

Meeting to be held on Friday, 17 November 2017

Electoral Division affected: (All Divisions);
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Internal Scrutiny Committee Work Plan 2017/18

Appendices 'A' to 'E' refer

Contact for further information:

Samantha Parker, Tel: 01772538221, Legal and Democratic Services,

sam.parker@lancashire.gov.uk

Executive Summary

The Plan at Appendix 'A' is the work plan for the Internal Scrutiny Committee.

The topics included were identified at the work planning workshop held on 23 June 2017.

Recommendation

The Internal Scrutiny Committee is asked to:

- i. Note and comment on the report;
- ii. Confirm the topic(s) to be considered at the next scheduled meeting; and
- iii. Discuss and identify information required for each topic to be considered at the next scheduled meeting

Background and Advice

A statement of the work to be undertaken and considered by the Internal Scrutiny Committee for the remainder of the 2017/18 municipal year is set out at Appendix A. The work plan is presented to each meeting for information.

The Committee is asked to confirm the topic(s) to be considered at the next scheduled meeting on 19 January 2018. The Committee is also asked to make suggestions on the information they would like to receive as part of the report(s).

In addition, the Committee are requested to note and comment on the work plans included for all other Scrutiny Committees as set out in Appendices B through to E (Children's Services, Education, External Services and Health).

Consultations

NA

Implications:

This item has the following implications, as indicated:

Risk management

This report has no significant risk implications.

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

Paper	Date	Contact/Tel
NA		
Reason for inclusion in Part II, if appropriate		
NA		

Internal Scrutiny Committee Work Plan 2017/18

Date to Committee	Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
21 July 2017	LA funding	Steve Browne	To ascertain the funding streams and mechanisms that the County Council is subject to
	RIPA	Ian Young	Annual report of the Regulation of Investigatory Powers Act 2000 activities
22 September 2017	Statutory and non-statutory services	Steve Browne	To also include what the council currently doesn't do but if it did could potentially save money in the future
	Income generation	Steve Browne	Report on the current and potential income streams of the county council
17 November 2017	TAMP	Mel Ormesher	Update following TAMP briefing in Sept
	Winter gritting	Phil Durnell	Preparedness
	Highway verges	Phil Durnell	Grass cutting/street scapes/weeding contract
19 January 2018	Council budget	tbc	Budget proposals from the following Cabinet Members: <ul style="list-style-type: none"> • Michael Green – Economic Development & Planning • Keith Iddon – Highways and Transport • Peter Buckley – Community & Cultural Services

			<ul style="list-style-type: none"> • Leader & Deputy Leader
16 March 2018	Civil Contingencies	Alan Wilton	Information relating to risk
	Emergency resilience	Alan Wilton	Update on the preparedness of the county council
	Libraries	Julie Bell	Update on the progress of the re-opening of libraries
18 May 2018	Economic Development	Martin Kelly	Skills and apprenticeships – gaps post 18
	Household Waste Recycling Centres	Steve Scott	Changes and risks Recycling
Other topics not yet scheduled	Enforcement of planning controls		
	Risk management – risk register		
	Countryside matters		
	Update on planning matters		
	Street lighting – energy spend		

Task Group Work

Task Group	Update
Local Authority Funding and Income Generation	<p>First meeting of the task group held. Chair confirmed and terms of reference agreed. The following work to be undertaken:</p> <ol style="list-style-type: none"> 1. To investigate further the current traded services available across the Council to identify any possible areas where traded services could be introduced/further enhanced – County Councillor Jayne Rear 2. To further understand the statutory and non-statutory services with a view to making recommendations on potential scope to reduce any non-statutory services further – County Councillors Steve Holgate and Erica Lewis 3. To understand and consider the possibilities around commercialisation from the documentation provided, case studies and/or discussion with other authorities who have used this method successfully – County Councillor Edward Nash 4. To understand and investigate funding streams not currently utilised by the Council and current income streams (such as business rates, revenue funding grants etc.) with a view to identifying potential ways to maximise funding – County Councillors David Whipp and John Shedwick 5. To understand and consider the current property portfolio to identify any potential scope for further streamlining – County Councillor Paul Rigby

Children's Services Scrutiny Committee – Work Plan 2017/18

Date to Committee	Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
26 July 2017	Wellbeing, Prevention and Early Help Service (WPEHs) – Overview	Debbie Duffell	Overview of WPEHs offers in particular – the early offer and universal services accessibility - identification of any gaps in provision around the Continuum of Need, CAF, children's centres, partnership and integrated working challenges, CAMHS, MASH
6 September 2017	New SEND Pathway	David Graham	Overview of changes /referral process/journey of a child/case studies/transition timescales and managing parents expectations
	Medicine management in schools	David Graham	Reviewing the impact of withdrawing School nurses from special schools
	Ofsted feedback	Amanda Hatton	Following monitoring visit in July
18 October 2017	Homelessness of young people	Tracy Poole-Nandy	District level data – who do we pay? Who do we work with? What's the accommodation offer? And links with CAMHS
	Tracking of Care Leavers	Audrey Swann	Overview of new process
	Youth Accommodation for LAC	Tracy Poole-Nandy	Care leavers and accommodation issues – what's the offer? Is it up to standard?
6 December 2017	Children in secure accommodation – out of area	Sally Allen	Exit strategies and update on Audit exercise National picture – placing child nearer to families
	Children's social worker	Amanda Hatton/Tracy	Update on the ongoing challenges

Children's Services Scrutiny Committee – Work Plan 2017/18

Date to Committee	Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
	recruitment and retention challenges (strategy and support)	Poole-Nandy	
	Buildings and accommodation for social workers	Tracy Poole-Nandy	Overcrowding, access to IT equipment and lack of desk space for social workers
31 January 2018	New models of delivery (overspend on children's social care)	Amanda Hatton Neil Kissock	Overview of New Models of Delivery in response to overspend on Children's Services
	Budget proposals	Neil Kissock	Budget Proposals from Susie Charles – Cabinet Member for Children, Young People and Schools
14 March 2018	Criteria for EHCP and the role of Local Moderating Panels	David Graham	Overview of the criteria and the role of Local Moderating Panels
	EHCP progress update	David Graham	Update on progressing with conversions
11 April 2018	Children's Partnership Boards	Amanda Hatton	Review of the Boards effectiveness and their future
22 May 2018	tbc		

Children's Services Scrutiny Committee – Work Plan 2017/18

Potential topics for the Committee:

- LSCB annual report topics – Forced Marriage and Domestic Abuse

Task Group Work

Task Group	Update
Supporting Pupils in School with Medical Conditions	Nominations received for both Children's Services and Education Scrutiny Committees and first meeting set for the end of November to confirm chair, terms of reference and objectives.

Education Scrutiny – Work plan 2017/18

Date to Committee	Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
26 September 2017	Implementation of the School Places Provision Strategy (Basic Need funding and S106 funding)	Mel Ormesher	Overview and update on basic need funding and the allocation of S106 funding
	Summer Born Policy	Debbie Ormerod	Overview on the Policy and Implementation of deferred/delayed places
	School Admissions Appeals	Angela Esslinger and Debbie Ormerod	Report on the effectiveness of the service for parents and schools
28 November 2017	Foundation Stage Standards and level of progress through each Key Stage	Steve Belbin	Tracking progression of pupil attainment through the key stages
	GCSE Performance	Steve Belbin	Data report
	LAC Attainment	Audrey Swann	Narrowing the gap of attainment
	Elective Home Education	Frances Molloy	Overview report on the service, attainment and take up
27 March 2018	Personal Education Plans	Audrey Swann	Overview of the process, how they are being progressed and risk management

Education Scrutiny – Work plan 2017/18

Potential topics for the Committee:

- TA to teacher career path initiatives
- Recruitment and retention of teachers (support and strategy)
- School attendance – missing from home and education
- SEND Transport Policy 2013/14 – David Graham

Task Group Work

Task Group	Update
Supporting Pupils in School with Medical Conditions	Nominations received for both Children's Services and Education Scrutiny Committees and first meeting set for the end of November to confirm chair, terms of reference and objectives.

External Services Scrutiny – Work plan 2017/18

Date to C'ttee	Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
25 July 2017	Safer Lancashire – Community Safety Partnerships (CSP)	Clare Platt, Debbie Thompson, Angela Harrison, Robert Ruston	Overview report of CSPs across Lancashire and their priority areas for 2017/18
10 October	Hate Crime	Saeed Sidat, Ian Mills and Andrew Proctor	Update on the Lancashire Hate Crime Strategy
	Lancashire Enterprise Partnership (LEP)	Martin Kelly/Kathryn Molloy, LCC	Presentation on the Lancashire offer, Assurance Framework, the LEP's priorities and City Deal
16 January 2018	Flood Risk Management – working together	Rachel Crompton, LCC, United Utilities plc, Yorkshire Water plc, Environment Agency.	Report on flood risk management authorities and partnership arrangements.
	United Utilities investments and delivery*	United Utilities	Opportunity to formulate recommendations on UUs 6 year asset investment programme
	Affordable Housing Policies and Rural Proofing	Gary Halsall, LCC	Overview of affordable housing policies in respect of rural proofing by Lancashire's district councils
24 April	Franklaw Event – Drinking Water Inspectorate (DWI)	Sue Pennison, DWI Dr Sakthi Karunanithi, Director of Public Health, United Utilities?	Report on the Franklaw Water Treatment Works Summer 2015 water contamination event
	tbc		

*= Provisional/subject to change/may require special meeting

Statutory requirements:

- Community Safety Partnerships

External Services Scrutiny – Work plan 2017/18

- Flooding (flood risk management functions or coastal erosion risk management functions)

Requested topics for the Committee:

Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
United Utilities – investments and delivery	UU – tbc	capacity of sewers, new housing developments, flooding, investments and proactive delivery, reservoir capacity and chalk streams, water outage in Fylde
Flood Risk Management – working together	Rachel Crompton, LCC EA, UU, YW	An overview of how work is co-ordinated between LCC, EA, UU (Canal & River Trust)
Community Safety Agreement – priorities and/or emerging initiatives/issues	Public Health/ LCFT/LCC Policy	Either; exploitation of vulnerable people/poor mental health determinant/Hate Crime Strategy/Prevent/Serious Harm Reduction Strategy/Pan-Lancashire Domestic Abuse Strategy/Alcohol Harm Reduction Action Plan
Transport for the North – Sub-national Transport Body	Dave Colbert, LCC Transport for the North – awaiting appointment of replacement Chief Executive And Martin Kelly, LEP	Update on Strategic Transport Plan in relation to Lancashire
<i>Community Policing in rural Lancashire</i>	<i>PCC and Angela Harrison, OPCC</i>	<i>Access to police services and rural areas – front desks, 111 service *responsibility of the Police and Crime Panel for Lancashire)*</i>

Potential external organisations/topics for the Committee:

- Electricity North West
- Arriva/Northern Rail – transforming rail in the north
- Lancashire's Universities
- Third sector – One Lancashire
- Local Member Grants
- Bus services
- Partnerships – BTLS, Road Safety, Resilience Forum

External Services Scrutiny – Work plan 2017/18

- Fire Authority
- Traded services – Travelcare, school catering, Lancashire Teaching Agency, Outdoor Education

Health Scrutiny – Work plan 2017/18

Date to C'ttee	Report	STP Governance Meeting Workstream*/Priority area**	Lead Officers (including STP SRO)	Outline reasons for scrutiny/scrutiny method
24 July	STP Workforce – Scrutiny Inquiry Day Report	Workforce*	CC Steve Holgate, former Chair of the Health Scrutiny Committee	To formulate recommendations from the report and to determine who to circulate to.
	Update on the Local Workforce Action Board	Workforce*	Heather Tierney-Moore and Damian Gallagher, LCFT	Update on the work of the Board.
	Chorley Hospital Emergency Department mobilisation	Workforce*/Hospitals** and Urgent Care**	Karen Partington, Mark Pugh, LTHFT	Update on the mobilisation of the Emergency Department and recruitment issues
19 Sept	Next Steps on the NHS Five Year Forward View – Sustainability and Transformation Partnerships; Accountable Care Systems and Local Delivery Plans	-	NHSE North, Healthier Lancashire and South Cumbria, Fylde and Wyre CCG, Morecambe Bay CCG,	Overview of the next steps on the NHS five year forward view and update on the Accountable Care System.
31 Oct	Winter pressures and preparations (A&E)	All	Heather Tierney-Moore (AEDB), Derek Cartwright, NWAS, Paul Simic, LCA, LTHFT? Tony Pounder, LCC	Overview of pressures and preparations (adults/acute trusts/mental health)

Date to C'ttee	Report	STP Governance Meeting Workstream*/Priority area**	Lead Officers (including STP SRO)	Outline reasons for scrutiny/scrutiny method
12 Dec	Improvements to Mental Health Services in Lancashire	Care Professional Board*	Steve Winterson, LCFT	Report on planned changes for both the Central and Pennine Lancashire areas
	Suicide Prevention	Care Professional Board* Mental Health**	Dr Sakthi Karunanithi and Chris Lee, Public Health	To ensure effective implementation of the (local authority) suicide prevention plan
23 Jan 2018	Adult Social Care – and Public Health Budget Proposals	-	Tony Pounder, Dr Sakthi Karunanithi and Neil Kissock	Budget proposals from the following Cabinet Members: <ul style="list-style-type: none"> Graham Gooch – Adult Services Shaun Turner – Health and Wellbeing
	Delayed Transfers of Care	Care Professional Board*	Tony Pounder, Sue Lott, Mike Kirby, LCC (All Trusts? – LTHFT, ELHT etc; & BwD Borough Council, Blackpool Council and Cumbria CC) Paul Simic, LCA	<ul style="list-style-type: none"> i. Overview and update on DTOC and discharge policies - Development of joint approach to DToC with NHS providers across the STP footprint. Health and Wellbeing Board to receive update on 14 November 2017; or ii. Review of Supporting Patients to Avoid Long Hospital Stays Policy and Funding Framework

Date to C'ttee	Report	STP Governance Meeting Workstream*/Priority area**	Lead Officers (including STP SRO)	Outline reasons for scrutiny/scrutiny method
5 March	Public Health - Life expectancy	Care Professional Board* Prevention**	Dr Sakthi Karunanithi	Overview of Life Expectancy, causes, prevention and self-help work, key service issues, challenges and opportunities
	Learning disabilities (Calderstones) Joint Scrutiny...	Care Professional Board* Health and social care**, Mental Health**	Mersey Care NHS Foundation Trust, NHS England Charlotte Hammond, LCC?	Update on Specialist Learning Disability Services
17 April	Skin cancer awareness	Care Professional Board* Prevention**	Sofiane Rimouche, LTHFT, Dr Sakthi Karunanithi CCGs	Raising awareness, prevention

Requested topics to be scheduled:

- STP Refresh (after December 2017)
- Community mental health; early intervention and prevention (Chris Lee, Public Health)

Referrals from Steering Group to the full Committee to be scheduled:

- Immunisations – seasonal influenza (Sakthi Karunanithi, LCC, Jane Cass, NHS England)

Potential topics for the Committee and its Steering Group:

- Data sharing
- Dementia awareness
- Care Home Quality
- Lancashire Safeguarding Adults Board – Annual Report (Sept/Oct) – report issued to Committee in October 2017.

Health Scrutiny Steering Group – Work plan 2017/18

Date to C'ttee	Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
4 July 2017	<ul style="list-style-type: none"> i. Royal Preston Hospital – bid for new primary care front end at Emergency Department and Urgent Care Centre (A&E) ii. WLCCG – Termination of single handed GP contract iii. FWCCG – Improving health services in Kirkham and Wesham 	<ul style="list-style-type: none"> i. Stephen Gough and David Armstrong, NHS England – Lancashire ii. Jackie Moran, WLCCG iii. Kate Hurry and Andrew Harrison, FWCCG 	<ul style="list-style-type: none"> i. Unique bid for capital – need to identify appropriate funding stream to expedite and assist with overall A&E function ii. To receive updates on progress – wider concerns around single handed GPs in Lancashire iii. Overview of the proposals – concerns also raised by local councillor
27 Sept	<ul style="list-style-type: none"> i. Proposal for a Central Lancashire Mental Health Inpatient Unit ii. NHS England – 'Childhood Immunisation Performance Report for Lancashire, and Associated Action Plan 	<ul style="list-style-type: none"> i. Steve Winterson, LCFT ii. Jane Cass, NHS England, Sakthi Karunanithi, Director of Public Health 	<ul style="list-style-type: none"> i. Overview of proposals ii. To receive a report on Childhood Immunisation Performance for Lancashire and associated action plan to identify and address reasons for the downward trend of low uptake for screening, vaccinations and immunisations across Lancashire, how this will be monitored, targets met and timescales.
11 Oct	<ul style="list-style-type: none"> i. Health and Wellbeing Board (HWB) – Update ii. Implementation of the Care Act 2014 within secondary mental health services in Lancashire 	<ul style="list-style-type: none"> i. Sakthi Karunanithi, LCC ii. Charlotte Hammond, LCC 	<ul style="list-style-type: none"> i. Update on HWB Partnerships/Lancashire Health and Wellbeing Strategy ii. To receive referral made to scrutiny and to determine how the Steering Group wishes to proceed.

Date to C'ttee	Report	Lead Officers	Outline reasons for scrutiny/scrutiny method
15 Nov	<ul style="list-style-type: none"> i. General service updates on Adult Social Care ii. Suicide Prevention iii. Report on Steering Group's purpose and guide to HOSC iv. Update on the completion of the new primary care front-end at Royal Preston Hospital 	<ul style="list-style-type: none"> i. Tony Pounder, LCC ii. Chris Lee, Public Health, LCC iii. G Halsall, LCC iv. Stephen Gough and David Armstrong, NHS England – Lancashire 	<ul style="list-style-type: none"> i. To receive general service updates and to prepare for January 2018 Committee meeting on DToC ii. Preparations and key lines of enquiry for Committee meeting scheduled 12 December 2017 iii. Advice and options for a revised purpose of the Committee's Steering Group iv. Update – briefing note/attendance at meeting
6 Dec	<ul style="list-style-type: none"> i. Implementation of the Care Act 2014 within secondary mental health services in Lancashire ii. VirginCare – Community Health and Urgent Care Services Contract iii. Better Care Together; or iv. Together A Healthier Future 	<ul style="list-style-type: none"> i. Charlotte Hammond, LCC, and LCFT ii. Jackie Moran, Karen Tordoff WLCCG and VC iii. Morecambe Bay CCG iv. Mark Youlton, East Lancashire CCG 	<ul style="list-style-type: none"> i. Awaiting responses to a referral made to scrutiny in relation to a Section 75 Agreement ii. Update on contract awarded to private provider iii. Update on the Bay Health and Care Partners LDP and outcomes of Trust Boards in relation to integrated hospital community and primary care services (Integrated Care Communities ICC). iv. Update on the Pennine Lancashire LDP
10 Jan 2018	<ul style="list-style-type: none"> i. Quality Accounts for Trusts ii. Our Health, Our Care Local Delivery Plan (LDP) 	<ul style="list-style-type: none"> i. Steering Group and Healthwatch Lancashire ii. Jan Ledward, Mark 	<ul style="list-style-type: none"> i. To formulate responses to requests from Trusts on their Quality Accounts ii. Outcome of clinical process mapping work from the Solution Design Events and the

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		Pugh and Sarah James GPCCG + CSRCCG	LDP programme
7 Feb	i. Fylde Coast ACS, Your Care, Our Priority and Multi-speciality Community Partnerships (MCP)	i. Peter Tinson, Fylde and Wyre CCG	i. Update on the Fylde Coast ACS, Your Care, Our Priority LDP and Multi-speciality Community Providers (MCP)
14 Mar			
11 Apr	LCC Adult Social Care Winter Plan	Tony Pounder, Sue Lott, LCC	Review the effective/robustness of the 2017 plan
16 May			

Topics referred by the Committee for Steering Group's action:

- Chorley Hospital Emergency Department mobilisation and Urgent Care Centre Performance (GTD)

Potential topics for Steering Group:

- NWAS - Update on Government reporting standards – Peter Mulcahy, and NWAS transformation Strategy and NWAS future – Mark Newton
- West Lancashire LDP

- Pharmacies and prescriptions – volume of returned medicines and disposal of same, failure to collect, patient medicine reviews, change to current practice
- Low priority prescribing – consultations across CCGs - update
- Capital investments across Lancashire
- Lancashire Care Association – update on Registered Care Managers Network (RCMN) – Paul Simic, CEO
- Delegation - To formulate objectives and intended outcomes for a delegation to lobby central government on the inequity of funding to address recruitment and retention issues in Lancashire