

Report to the Cabinet

Meeting to be held on Thursday, 1 October 2020

Report of the Head of Service - Asset Management

Part I

Electoral Division affected:
(All Divisions);

Changes to Winter Service Plan

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

The Winter Service Plan has recently been reviewed against the National Winter Service Research Group Practical Guide. It is proposed to amend Winter Service Policy 9 to adopt the spread rates contained in the national guidance, as per Appendix 'A'.

This is deemed to be a Key Decision and the provisions of Standing Order C20 have been complied with.

Recommendation

Cabinet is asked to :

- (i) Approve the changes to Winter Service Policy 9, as detailed in Appendix 'A'.
- (ii) Authorise the Director of Strategy and Performance to agree the changes to the Winter Service Plan in consultation with the Deputy Leader and Cabinet Member for Highways and Transport.

Background and Advice

The Winter Service Plan sets out how the council as highway authority for Lancashire meets its policies for the treatment of roads for which it is responsible during the winter period: enabling a safe passage for highway users, minimising delays due to winter weather and ensuring operations are undertaken safely.

The Winter Service Plan details the policies and sets out the operational practice associated with the winter service. It is published online annually before the start of

the winter season towards the end of October having been updated to reflect approved policy changes during the year and salt stock levels, etc.

The Lancashire County Council Winter Maintenance Group has recently reviewed the Winter Service Plan, and it is recommended that the plan is updated to align it with the National Winter Service Research Group Practical Guide: Section Eight: Spread rates for precautionary salting.

Adopting the national guidance means that we are able to take road conditions into consideration more than the previous policy allowed in terms of:

- applying the appropriate treatment to wet, damp or dry roads;
- traffic conditions dependant on the time of day; and
- a more precise consideration of temperature.

An expected consequence of this approach will be that more accurate amounts of salt will be used to meet the road condition, which will also result in less over salting. Adopting national guidance also supports the defence of claims against the authority.

It is proposed to amend Winter Service Policy 9 to adopt the spread rates contained in the national guidance, as set out at Appendix 'A' and that the Director of Strategy and Performance be authorised to agree the Plan in consultation with the Deputy Leader and Cabinet Member for Highways and Transport.

Consultations

NA

Implications:

This item has the following implications, as indicated:

Risk management

Not adopting these changes would mean that Lancashire County Council would be out of step with national guidance and good practice, which may make it more difficult to defend possible challenges.

Financial

Adopting the national guidance means that we are able to take road conditions into consideration more than the previous policy allowed in terms of:

- applying the appropriate treatment to wet, damp or dry roads
- traffic conditions dependant on time of day
- a more precise consideration of temperature

A consequence of this approach will be that more accurate amounts of salt will be used to meet the road condition, which will also result in less over salting and less salt wasted, allowing improved financial management.

List of Background Papers

Paper

Date

Contact/Tel

None

Reason for inclusion in Part II, if appropriate

N/A