CHORLEY 3 TIER LIAISON

WEDNESDAY, 17TH SEPTEMBER 2014, 6.30 PM
COUNCIL CHAMBER, TOWN HALL, CHORLEY

AGENDA

APOLOGIES

1 **WELCOME BY THE CHAIR**

2 **MINUTES OF MEETING WEDNESDAY, 16 JULY 2014 OF CHORLEY 3 TIER LIAISON** (Pages 7 - 12)

Please note the information requested at the last meeting was emailed out as one pack of information in August.

The information can be accessed here: https://democracy.chorley.gov.uk/documents/b11742/Information%20requested%20at%20the%20meeting%2016th-Jul-2014%2018.30%20Chorley%203%20Tier%20Liaison.pdf?T=9

Meeting contact Ruth Rimmington on 01257 515118 or email ruth.rimmington@chorley.gov.uk

3 **ITEM REQUESTED AT THE LAST MEETING: FEEDBACK FROM THE FIRST MEETING**

The feedback received about the first meeting was as follows:

"The meeting worked well. I am quite happy with the changes".

"As it was my first 3 Tier Liaison (or any of its predecessors), I've nothing really to compare it against. As for the meeting itself, I thought it worked quite well. I think the Parish Representatives were given enough time to speak if they wished and the same for Councillors".

"I was quite with the way the meeting ran and at present would not have any thoughts about changes".

"Generally I thought the meeting worked well. What was apparent is that it will need strong chairmanship in order to keep a good time discipline. I am a little concerned about the public questions element in which any matters can apparently be raised. I think it would be preferable if any public questions could be restricted or related to agenda items. I can understand the objective of trying to raise the level of the meeting to a more 'strategic' view than the previous parish liaison meetings but I think it needs to be appreciated that those of us at parish level are not always aware of all the issues associated with a particular policy or proposal and therefore can only have a limited input to the debate".

4 **QUESTIONS FROM MEMBERS OF THE FORUM AND THE PUBLIC**

In order to allow members of the Forum and members of the public to raise issues of local concern, a period of 20 minutes has been set aside.

A member of the public may speak for no more than 3 minutes. Members of the public are not required to give notice of the issue they intend to raise, although it is expected in the case of service issues that the appropriate mechanisms for resolving the issue have been explored.

Where a question is raised which cannot be answered at the Forum, a record will be kept by officers supporting the Forum and it will be responded to via the appropriate mechanism.

5 **ITEM REQUESTED AT THE LAST MEETING: PROJECTED INTAKES TO RECEPTION** (Pages 13 - 14)

A document showing the projected intakes to reception is enclosed. This was emailed out in August.

Please note an officer from this LCC service will not be present for this item, but a note will be made of any questions raised at the meeting and responses will be sent out after the meeting.

6 **ITEM REQUESTED AT THE LAST MEETING: TRAFFIC ASSET MANAGEMENT PLAN** (Pages 15 - 68)

A guide on the LCC Traffic Asset Management Plan is enclosed, along with the Plan itself.

This sets out the County Council's investment strategy in respect of maintenance of its transport assets for the period 2015-2030 and defines investment priorities for maintenance during the life of the plan.

County Councillor Fillis (Cabinet Member for Highways and Transport) will present this item.

7 **ITEM FROM THE WORK PROGRAMME: SPICE TIME CREDITS**

Spice and the Young Foundation are working with Lancashire County Council and Chorley Council to introduce Time Credits to Lancashire. Time Credits are a way of enabling local people to make a difference in their communities and local public services. The scheme in Lancashire was launched in September in Chorley, and has a broad health and social care focus.

Time credits are a way of thanking people for the time that they give to their local community. If a person gives 1 hour of time to a community organization, they earn 1 time credit that can be spent on a range of activities in the local area for example, an adult learning course, a museum visit, a physiotherapy session or a show at the local theatre.

As well as recognizing the value of individual contribution, Time Credits strengthens and builds communities by engaging those who may not normally get very involved in their local area. The scheme encourages people to be involved in different ways and it helps to build local networks, by linking community groups, organizations and individuals.

Further information can be found here: http://chorley.gov.uk/Pages/AtoZ/Lancashire-Time-Credits.aspx

Angela Barrago, Locality Facilitator, Chorley will give a short presentation (10 minutes).

8 **ITEM FROM THE WORK PROGRAMME: ADOPTIONS OF ESTATES** (Pages 69 - 70)

An update from Lancashire County Council is enclosed.

Section 38 is a highways adoption agreement. Under section 38 of the Highways Act 1980, a local highway authority can enter into a legal agreement with a developer to adopt a highway provided the highway has been constructed to a specified standard and to the satisfaction of the local highway authority.

County Councillor Fillis (Cabinet Member for Highways and Transport) will present this item.

Information from Chorley Council:
Chorley Council has established/appointed the role of Development Implementation Co-ordinator effective July 2014 which will primarily be responsible for co-ordinating the delivery of S106 planning obligation, responsibility for the administration and management of the Community Infrastructure Levy notices and collection and working with developers and partners to ensure a proper and effective adoption program can take place in a timely manner.

9 **ITEM REQUESTED BY HEAPEY PARISH COUNCIL** (Pages 71 - 92)

Gritting and snow in rural areas and a better system for reporting. The suggestion for a service improvement is for the County Councillors to have details of the on-call highways officer so that they can report any out of hours issues. The Parishes could then report their issues to their respective County Councillor.

Response from Lancashire County Council:
We expect that a 2014/15 version will be produced soon but it will not change dramatically from the attached document.

Response from Chorley Council:
The Council works closely with LCC but all our gritting is on Council owned land, mainly car parks.

The Council will, however, assist LCC and work together with them during periods of severe winter weather.

10 **ITEM REQUESTED BY CHARNOCK RICHARD PARISH COUNCIL**

Are the Borough Council or Lancashire County Council providing any, or budgeting for, or hoping to restore, any funding for the refurbishment of Village Halls or Community Buildings, especially in deprived rural areas, in the 2015/2016 financial years?

Response from Lancashire County Council:

Local Member Grant:

Each County Councillor has a budget of £2,000 per year to award under the Local Member Grants scheme. They can award funding to groups that benefit residents from within their electoral division. This funding is available for a wide variety of projects and can include simple refurbishments to buildings where there is benefit to community groups. Unfortunately Parish or Town Councils are not eligible to apply for these grants as they are statutory in nature, however, local community groups or organisations are able to submit applications. This scheme is open all year round for applications and decisions are normally available within a few weeks, it is anticipated that the scheme will be open for applications in 2015/16.

Local Initiative Fund:

In addition to the Local Member Grants Scheme we also have the Local Initiative Fund (LIF). The LIF scheme, is a more targeted way of providing medium-sized grants to voluntary, community and faith sector groups that carry out important work to help communities across Lancashire. Third sector groups/organisations in Lancashire can apply for grants between £1,000 to £5,000 to support three of the council's priorities which are:

- Improved outcomes for families (total family)
- Skills and employment
- Providing activities and programmes for young people aged 12 – 19 (up to 25 for young people with learning difficulties or disabilities)

Grants for refurbishment work have been granted under this scheme in the past whereby the overall project aims to support one of the above three priorities. Please note this scheme is not currently open for applications as the round has already taken place this year, there may be a round in a couple of the districts later on in the year. It is anticipated that the scheme will be open for applications in 2015/16.

Further information on these schemes can be found on our website http://new.lancashire.gov.uk/benefits-and-grants/grants-and-funding.aspx or parish and town councils are welcome to contact the Grants Team on 01772 530818 to discuss further.

Lancashire County Council Champion Funding:
Lancashire County Council has a number of County Councillor Champions, including a Parish Champion. Each Champion is allocated a sum of £10,000 per annum for use at their discretion to finance their activities including the payment of a grant or loan to individuals and outside bodies and organisations within the scope of their remit. More information can be found at:
http://www.lancashire.gov.uk/corporate/web/?siteid=6472&pageid=38603#anchor188213

Response from Chorley Council:
The Council is not aware of anything that is as specific and unique as this request.

11 **ITEM REQUESTED BY ECCLESTON PARISH COUNCIL** (Pages 93 - 96)

Clarification of the interpretation of Policy HS3: Private Residential Garden Development of the Chorley Local Plan 2012 - 2026 by the LPA as planning applications which, on the face of it, appear contrary to Policy HS3, have been approved by the LPA.

Response from Chorley Council:
A response is enclosed with the agenda pack.

12 **ITEMS FOR FUTURE MEETINGS** (Pages 97 - 98)

A schedule setting out the deadlines for items to be requested on the agenda for the Chorley 3 Tier Liaison is enclosed.

13 **ANY URGENT BUSINESS PREVIOUSLY AGREED WITH THE CHAIR**

Yours sincerely

County Councillor Steve Holgate
Chair of the Chorley 3 Tier Liaison

Agendas sent to Members of the Chorley 3 Tier Liaison,

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

MINUTES OF **CHORLEY 3 TIER LIAISON**

MEETING DATE **Wednesday, 16 July 2014**

MEMBERS PRESENT: Councillors Terry Brown (Chorley East Division), Mike Devaney (Chorley Rural North Division), Steve Holgate (Chorley West Division), Bev Murray (Chorley South Division) and Kim Snape (Chorley Rural East Division),
Marion Lowe (Chorley Town East), Eric Bell (Clayton and Whittle), Doreen Dickinson (Western Parishes), June Molyneaux (South Eastern Parishes), Pauline Phipps (Chorley Town West), Alan Whittaker (Southern Parishes), Gordon France (Eastern Parishes), Mike Handley (Euxton, Astley and Buckshaw) and Alistair Bradley (Chorley Town)
Dan Croft (Adlington Town Councillor), Ian Horsfield (Anderton Parish Councillor), Laura Lennox (Astley Village Parish Councillor), Robert Booth (Bretherton Parish Councillor), John Taylor (Charnock Richard Parish Councillor), David Cole (Coppull Parish Councillor), Anne Peet (Croston Parish Councillor), Kate Brown (Eccleston Parish Councillor), Katrina Reed (Euxton Parish Councillor), Graham Ashworth (Heath Charnock Parish Councillor), Malcolm Allen (Heapey Parish Councillor), Marel Urry (Hoghton Parish Councillor), Glen Hester (Rivington Parish Council), John Dalton (Ulnes Walton Parish Councillor), Terry Dickenson (Wheelton Parish Councillor) and Steve Perry (Withnell Parish Council)

OFFICERS: Jamie Carson (Director of Public Protection, Streetscene and Community), Sarah Palmer (Lancashire County Council), Carol Russell (Democratic Services Manager) and Ruth Rimmington (Democratic and Member Services Officer)

APOLOGIES: Councillors Keith Iddon, Mark Perks, Darren Cranshaw and Michael Atherton

PUBLIC: Mike Miller (Eccleston Parish Councillor), Charles Ian Oakes (Heath Charnock Parish Councillor), Julia Berry, Mark Jarnell and Ann Woodhouse (Clerk to Cuerden Parish Council)

14.1 Appointment of Chair and Vice-Chair

County Councillor Steve Holgate was appointed as Chair.
Councillor June Molyneaux was appointed as Vice-Chair.

14.2 Terms of reference and membership of Chorley 3 Tier Liaison

The Chair advised that this meeting was a hybrid of two former meetings, merged together to enable the three tiers of local government to consider together issues of shared priority and concern. It was an opportunity for strategic issues which impacted on the local community to be discussed.

Members of the Liaison voiced their support for the new approach.

The terms of reference were **AGREED with an acknowledgement that Borough and Parish representatives could appoint a substitute to attend in their absence.**

14.3 Minutes and action sheets from the last Chorley 3 Tier Liaison and Borough Parish Liaison meetings

The minutes of the 3 Tier Forum held on 8 April 2014, were confirmed as a correct record.

14.3a The action sheet arising from the Chorley Three Tier Forum held on 8 April 2014

Councillor Alistair Bradley, Chorley Town, queried the information on pot holes at ward level. Sarah Palmer, Localities Officer, advised this it was not possible to provide this level of detail at this point, but officers were aware of this request and would keep in mind as new pothole reporting procedures were developed.

14.3b A briefing note on school places

Members noted that this was a very important, but complex issue. It was **AGREED that figures in relation to current provision of school places and projected figures be shared with the Liaison members and that this issue be considered at a future meeting, with an officer from the relevant Education Team being asked to attend.**

14.3c An update on the Availability and Pricing of Alcohol Programme

Sarah Palmer, Localities Officer, advised that this information had been requested at a previous 3 Tier Forum meeting. The information was noted.

14.3d Minutes of the Borough/Parish Councils Liaison held on 15 January 2014

The minutes of the Borough Parish Liaison held on 15 January 2014 were confirmed as a correct record.

Graham Ashworth, Heath Charnock, queried the enforcement action in relation to Skew Bridge, Heath Charnock. It was noted that the Enforcement Officer was pursuing the case and that, although improvements had been made, more were needed.

14.4 Public Questions

Mike Miller, Eccleston Parish Council, offered thanks to Lancashire County Council and Chorley Council during his time as the Parish Council representative on the 3 Tier Forum and the Borough Parish Council Liaison and passed on his best wishes for the success of the new arrangement.

John Tayor, Charnock Richard, raised a query in relation to Japanese Knotwood. The Parish Council had been in correspondence with officers prior to the meeting. Further information would be circulated following the meeting. It was **AGREED that relevant section of the Highways Maintenance Plan be made available to Liaison members.**

Laura Lennox, Astley Village, requested a copy of the process for dealing with fly tipping. **It was AGREED this would be circulated following the meeting.** Jamie Carson suggested that Laura contact him outside the meeting to discuss the specifics of the case she had raised.

Dan Croft, Adlington, queried what Lancashire County Council could do to increase the services provided by Network Rail and about the re-tendering of the service. The Town Council had been in correspondence prior to the meeting. Information would be circulated following the meeting.

Dan Croft, Adlington, raised the issue of on street parking enforcement. The Town Council had been in correspondence prior to the meeting. There were two issues; the lack of parking spaces and the need for an increase in enforcement. Terry Dickinson, Wheelton, supported the need for an increase in enforcement in rural areas. It was **AGREED that information about the frequency of street parking enforcement, be shared with the Liaison members.**

Councillor Alan Whittaker, Southern Parishes, queried how the meeting was being publicised to the public. Carol Russell, Democratic Services Manager, advised that the agendas were available online. It was **AGREED that the details of future meetings be publicised through intheboro.**

14.5 Parades and events, including support from Lancashire Constabulary

Sarah Palmer, Localities Officer, advised that the enclosed report would be presented to each of the 3 Tier meetings within the County for information and comments.

Terry Dickinson, Wheelton, advised that he had already submitted comments which outlined his concerns. He raised several issues, including, the need to get volunteers trained, the cost of using event management companies and the need to consult with those who arrange sporting events. Ian Horsfield, Anderton, raised concerns in giving civilians police powers of traffic control. Councillor Alan Whittaker suggested that notices be placed on the internet and in the libraries, rather than in newspapers, which was costly. It would be helpful if procedures were simplified to make the process easier and organisations, such as the scouts, could be available to marshall events.

This feedback would be sent to the relevant officers.

14.6 Requests for service

Sarah Palmer, Localities Officer, advised that the Lancashire County Council website could be accessed via lancashire.gov.uk the telephone number was 0300 1236701 and email address was enquiries@lancashire.gov.uk

The Chorley Council website could be accessed via chorley.gov.uk, the telephone number was 01257 515151 and the email address was contact@chorley.gov.uk

14.6a Demonstration of information of interest on the Chorley Council's website

Paul Sudworth, Senior Software Engineer, gave a demonstration of the My Chorley, My Ward and My Account services. (The presentation can be accessed via the agenda item on the internet).

The public could register and create an account which enabled them to report multiple service requests without having to input their details each time. They would receive updates via email or SMS when they reported a job and would also receive confirmation emails when a job had been closed. My account users could add notes and attachments to the service requests and also report jobs on behalf of someone else.

To access My account click here https://myaccount.chorley.gov.uk/MyAccount.aspx

It was suggested that an account be set up for each of the Town and Parish Council's to enable them to report issues. It was clarified that if a Parish Council submitted information on their assets, to be uploaded to the new My Parish functionality, it would be possible for reports to be run, on requests about their assets.

14.7 Events to commemorate the centenary of World War One

Information on events being held to commemorate the centenary of World War One had been enclosed with the agenda, both from Lancashire County Council and Chorley Council. The Liaison members agreed the importance of marking the centenary and noted that any additional events could be added.

14.8 Items for future meetings

At the request of County Councillor Kim Snape, Chorley Rural East Division, it was **AGREED that the Traffic Asset Management Plan be requested as a future agenda item. Information relating to this would be sent following the meeting.**

At the request of Councillor Alistair Bradley, Chorley Town, it was **AGREED to send a request for feedback from those people who had attended this meeting.**

Chair Date

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Planning Area	Primary Schools	NOR	Capacity	PAN	Projected Intakes to Reception		
	Chorley Central				**2015**	**2016**	**2017**
Chorley Central	Chorley All Saints' CofE Primary School and Nursery Unit	201	210	30			
Chorley Central	Duke Street Primary School	283	367	50			
Chorley Central	Highfield Primary School	235	279	45			
Chorley Central	Chorley. The Parish of St Laurence CofE Primary School	203	210	30			
Chorley Central	Sacred Heart Catholic Primary School. Chorley	188	210	30			
Chorley Central	St George's Church of England Primary School. Chorley	248	237	35			
Chorley Central	Chorley St James' Church of England Primary School	193	209	30			
Chorley Central	St Joseph's Catholic Primary School. Chorley	186	210	30			
Chorley Central	Gillibrand Primary School	180	210	30			
Chorley Central	Chorley St Mary's Catholic Primary School	217	210	30			
Chorley Central	Chorley St Peter's Church of England Primary School	281	300	45			
Chorley Central	St Gregory's Catholic Primary School. Chorley	214	210	30			
Chorley Central	Buckshaw Primary School	189	210	30			
Total	**Totals**	**2818**	**3072**	**445**	**472**	**457**	**433**
	Rivington and Adlington						
Rivington & Adlington	Rivington Foundation Primary School	107	105	15			
Rivington & Adlington	Adlington St Paul's Church of England Primary School	182	197	30			
Rivington & Adlington	Adlington Primary School	118	140	20			
Rivington & Adlington	Anderton St Joseph's Catholic Primary School	174	175	25			
Rivington & Adlington	Anderton Primary School	198	205	30			
Total	**Totals**	**779**	**822**	**120**	**96**	**79**	**96**
	Chorley Rural North						
Chorley Rural North	St Joseph's Catholic Primary School, Withnell	74	84	12			
Chorley Rural North	Brindle St James' Church of England Primary School	69	70	10			
Chorley Rural North	Brindle Gregson Lane Primary School	202	210	30			
Chorley Rural North	St Joseph's Catholic Primary School. Brindle	97	120	21			
Chorley Rural North	St Chad's Catholic Primary School	138	157	20			
Chorley Rural North	Brinscall St John's Church of England/Methodist Primary School	212	210	30			
Chorley Rural North	Abbey Village Primary School	76	105	13			
Chorley Rural North	Withnell Fold Primary School	96	68	14			
Total	**Totals**	**964**	**1024**	**150**	**111**	**97**	**119**
	Clayton le Woods						
Clayton-le-Woods	Lancaster Lane Community Primary School	208	210	30			
Clayton-le-Woods	Clayton-le-Woods Manor Road Primary School	246	240	35			
Clayton-le-Woods	Clayton-le-Woods Westwood Primary School	183	210	30			
Clayton-le-Woods	St Bede's Roman Catholic Primary School. Clayton Green	198	210	30			
Clayton-le-Woods	Clayton-le-Woods Church of England Primary School	170	240	35			
Clayton-le-Woods	Clayton Brook Primary School	158	209	30			
Clayton-le-Woods	Whittle-le-Woods Church of England Primary School	250	239	35			
Total	**Totals**	**1413**	**1558**	**225**	**208**	**223**	**236**
	Chorley Rural West						
Chorley Rural West	Bretherton Endowed CofE Voluntary Aided Primary School	108	105	15			

Chorley Rural West	Croston Trinity and St Michael's CofE / Methodist Primary School	213	210	30			
Chorley Rural West	Eccleston St Mary's Church of England Primary School	208	210	30			
Chorley Rural West	Heskin Pemberton's Church of England Primary School	64	105	15			
Chorley Rural West	Mawdesley St Peter's Church of England Primary School	93	90	15			
Chorley Rural West	SS Peter and Paul Catholic Primary School. Mawdesley	50	90	15			
Chorley Rural West	Eccleston Primary School	172	210	30			
Total	**Totals**	**908**	**1020**	**150**	**131**	**130**	**120**
	Coppull						
Coppull	Christ Church Charnock Richard Church of England Primary School	176	175	25			
Coppull	Coppull St John's Church of England Primary School	99	115	20			
Coppull	Coppull Parish Church of England Primary School	194	210	30			
Coppull	St Oswald's Catholic Primary School. Coppull	131	140	20			
Coppull	Coppull Primary School and Children's Centre	200	239	45			
Total		**800**	**879**	**140**	**109**	**128**	**127**
	Euxton						
Euxton	Euxton Church of England Voluntary Aided Primary School	213	210	30			
Euxton	Euxton St Mary's Catholic Primary School	217	210	30			
Euxton	Euxton Primrose Hill Primary School	204	192	30			
Euxton	Balshaw Lane Community Primary School	269	257	40			
Euxton	Trinity Church of England/Methodist Primary School	275	270	60			
Total		**1178**	**1139**	**190**	**214**	**198**	**191**

Planning Area	**Secondary Schools**	**NOR**	**Capacity**	**PAN**	**Projected Intakes to Year 7**							
					2015	**2016**	**2017**	**2018**	**2109**	**2020**	**2021**	**2022**
Chorley	Southlands High School a Specialist Technology College	756	756	190								
	Holy Cross Catholic High Sch_A Specialist Science & Sports Coll	790	790	165								
	St Michael's Church of England High School	1116	1116	225								
	Bishop Rawstorne Church of England Academy	919	919	180								
	Albany Academy	549	549	135								
	Parklands Academy	1058	1058	220								
Total		**5188**	**5188**	**1115**	**1156**	**1116**	**1173**	**1164**	**1177**	**1228**	**1139**	**1231**

Key
NOR = Number on Roll
PAN = Published Admission Number

Additional Places Currently Commissioning
1 form of entry (30 places per year group) in Chorley Central
1 form of entry (30 places per year group) in Euxton
2 forms of entry (60 places per year group) in the secondary sector

Guide for Three Tier Forums on the county council's Transport Asset Management Plan (TAMP)

What is the TAMP?

- It is the county council's approved Transport Asset Management Plan and investment strategy that identifies the key strategic priorities of Lancashire County Council as highway authority during the period 2015-2030.
- It is a fundamental change from tackling, 'worst first' to one aligned to the Department for Transport's philosophy that, 'prevention is better than cure'. It recommends that resources are used to reduce key maintenance backlogs through preventative methods.
- It sets out the principles and approach that the county council will use to determine the priorities for allocating capital resources to highways and transport assets.

What does the TAMP say?

- The analysis indicates that the county council requires approximately £35m per.annum to maintain all its transport assets at their 2013 levels. The direct allocation likely to be received from central government, via the Department for Transport is £25m per annum. This funding shortfall provides a real challenge to do more, or even the same, with less.
- In the last few years we have experienced a number of severe weather events (long, very cold winters and flood events) which have had an impact on the network and accelerated the deterioration of our assets.
- Preventative intervention works are proposed to reduce our maintenance backlogs. Such works involve treatments that are generally carried out at an earlier critical stage in an asset's life-cycle and are usually less expensive and less intrusive.
- Key maintenance backlogs will be reduced over a ten to fifteen year period, the effect of which will be that the level of available funding broadly matches the amount we need to maintain all our assets.
- It is not possible within the amount of resources that are likely to be available in future years to improve the condition of all transport asset types at the same time. A phased approach, based on the county council's priorities and affordability is therefore required.
- The A, B and C roads and the footway network will be prioritised. The intention during this period is to maintain other transport assets as close to their 2013 condition as resources will allow.
- In respect of those assets scheduled for later phases the primary focus will be to slow down their rate of deterioration as far as possible.

So what will change?

Assets will be managed on a holistic, county wide basis and funding will be prioritised between different parts of the transport asset network, based on need, as measured by engineering analysis.

- Service standards for each asset grouping will be used to set priorities and guide investment levels to reduce maintenance backlogs, make the best use of available resources, and ensure transparency and accountability.
- Investment in each district will be targeted to priority needs in each district annually. Surface dressing will be the main treatment used for preventative maintenance.
- Preventative intervention at the right point will reduce the cost of treatment overall by a factor of 3.
- The public's expectation is that the highway network should be maintained to the highest standard. However, given the current financial constraints the county council will have to prioritise its resources to maximise their effectiveness. We will have to explain this new approach and help the public understand the rationale behind it.
- The TAMP provides a better defence against claims.

Timescales and Priorities

- The TAMP covers the period 2015-2030.
- The efficiency of highway maintenance programmes will only be increased if planned resources are invested for at least a 5 year period. Therefore, it contains three implementation periods of 5 years, with a phased approach to funding priorities:
  - 2015-2020 A, B and C roads and footways
  - 2021-2025 rural unclassified and residential roads
  - 2026-2030 priority structures and street lighting

Phase 1:

- £8m p.a. for A, B and C roads. This comprises;
  - £4m of structural patching to bring red and amber roads up to a condition that they can be surface dressed (approx 47km roads)
  - £4m of surface dressing (approx 200km roads)
- £3m p.a. for footways to tackle defects and reduce claims
- There is some funding for rural unclassified and residential roads in phase 1. Adopting the same structural patching and surface dressing approach will address 100km a year
- Other assets will be supported at 2013/14 levels where possible

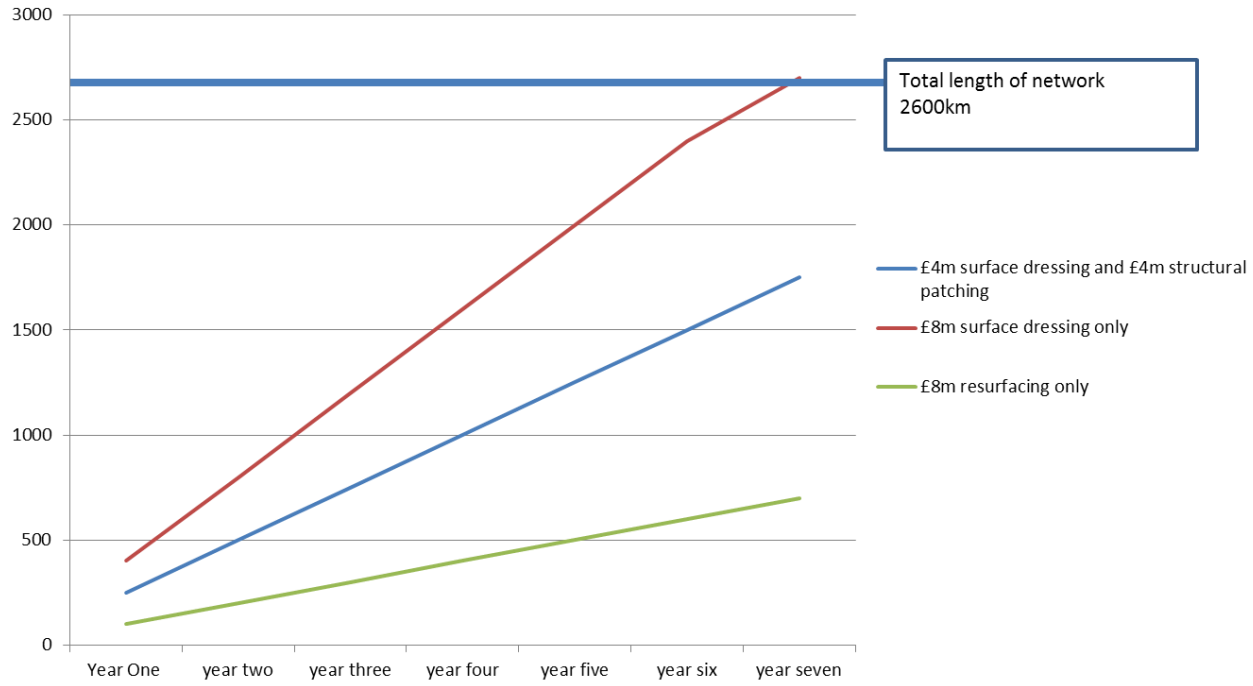
Phase 2:

- Priority to residential and rural unclassified £5m pa
- Structural patching (starts the year before in anticipation of surface dressing)
- ABC roads and footways still funded to a level to manage annual deterioration

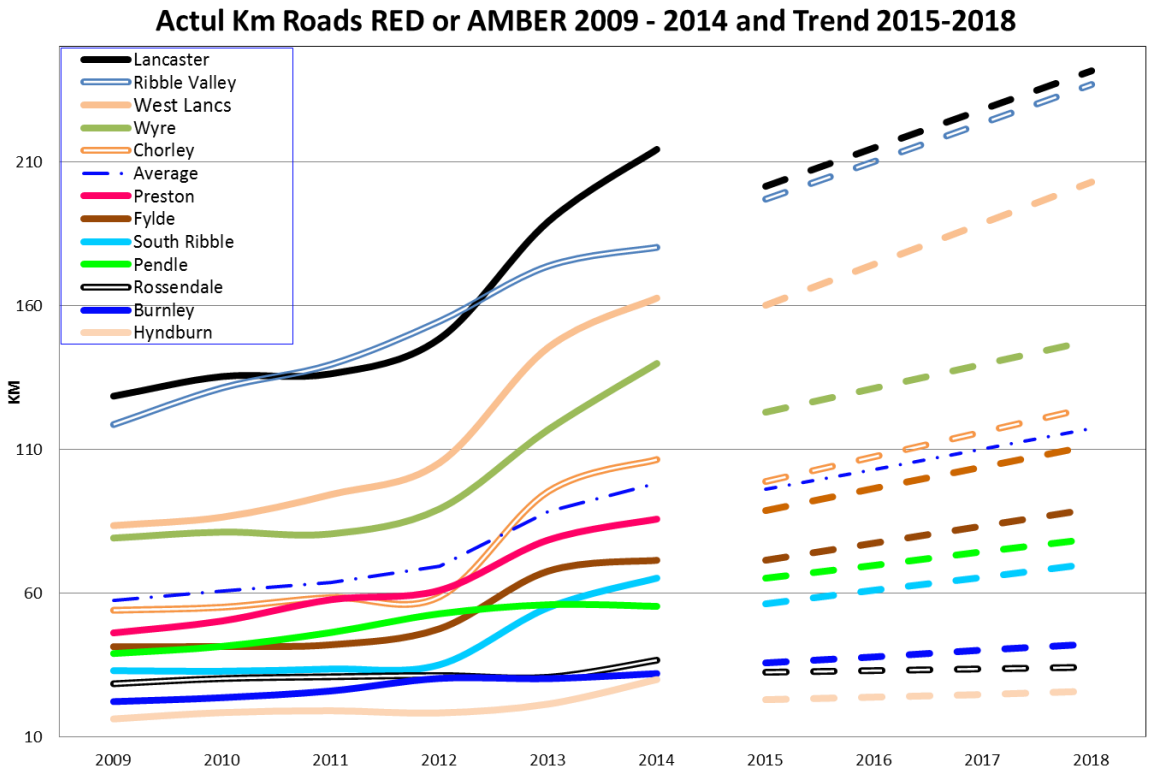
Phase 3:

- Our bridge structures are in excellent condition and deteriorate at a very slow rate. For that reason investment in the bridge stock is identified as happening in phase 3 (£6m). This does not mean that we won't be dealing with "at risk" structures and will continue to manage the stock.
- We will also continue a programme of replacing the street lighting that is at the highest risk of failure on a programmed basis (£4m).

Resurfacing v structural patching - how much does £8m buy?



Highway condition by district



Where we are and where we want to be

The table below shows the current condition of each asset type covered by the plan and the overall target that has been set to the end of 2029/30, together with interim 5-year targets.

Anticipated Asset Condition to 2029/30				
Asset Category	**Condition Now**	**5 Year Target**	**10 Year Target**	**15 Year Target**
	2013-14	2015/16 to 2019/20	2020/21 to 2024/25	2025/26 to 2029/30
A Roads	**FAIR**		**GOOD**	**GOOD**
B Roads	**ACCEPTABLE**	**GOOD**		
C Roads	**POOR**			
Residential Unclassified Roads	**ACCEPTABLE**	**ACCEPTABLE**	**GOOD**	**GOOD**
Rural Unclassified Roads	**ACCEPTABLE**	**ACCEPTABLE**	**GOOD**	**GOOD**
Footways	**ACCEPTABLE**	**EXCELLENT**	**EXCELLENT**	**EXCELLENT**
Bridges and Similar Structures	**GOOD**	**GOOD**	**GOOD**	**GOOD**
Street Lighting	**FAIR**	**ACCEPTABLE**	**ACCEPTABLE**	**ACCEPTABLE**
Traffic Signals	**ACCEPTABLE**	**ACCEPTABLE**	**FAIR**	**GOOD**

In practical terms what does it mean for councillors/your area?

- You will have greater clarity regarding the county council's priorities as the highway authority.
- You will see a significant improvement in the condition of the A, B and C road network generally over the life of the plan. However that improvement will take place across the county at varying rates based on priority. The maintenance backlogs on the A, B and C road network should be significantly reduced by 2020/21.
- Increased investment in the footway network should improve its condition and reduce the number of successful claims made against the county council by 2020/21.
- The maintenance backlogs on the urban and rural unclassified networks will be prioritised in phase 2 (2020/21 – 2024/25).
- The move to countywide allocations may result in the amount spent in individual districts varying compared with previous years. As funding will be based on condition data, investment in districts may vary year on year.
- The public may not appreciate that 'prevention is better than cure' and may query why what they perceive as 'the worst roads' are not prioritised.
- Surface dressing, although not always the public's preferred treatment, will be the main treatment used for preventative maintenance as this will reduce the cost of treatment overall by a factor of 3.
- LCC's Scrutiny Committee will be involved in the ongoing monitoring and implementation of the plan.
- You will receive ongoing briefings to allow you to explain the plan to your constituents.

Transport Asset Management Plan

June 2014

Lancashire County Council

www.lancashire.gov.uk

Foreword

This Transport Asset Management Plans (TAMP) sets out the County Council's proposed 15 year strategy to maintain and improve the transport asset network in Lancashire during the period 2015/16 to 2029/30.

Lancashire is the fourth largest authority in England and as a consequence has a large, diverse and demanding transport network. The impact of high traffic levels and unprecedented weather events of recent years have taken their toll, not just on our highway network but on highway assets across the country. In addition we are facing increased expectations from residents and businesses alike who are demanding a well maintained and efficient highway network in order that they can go about their everyday lives. This, combined with the climate of financial austerity, has presented us with severe challenges as to how we can maintain our highway assets with significantly less money.

The TAMP has been drawn up in response to these challenges and provides a sound 15 year plan which addresses the needs of our highway assets in the most efficient and effective manner and is based on intervening at the right time with the right treatment. This is a significant departure from a traditional 'worst first' approach in that we will be intervening more frequently at an earlier stage in an assets life-cycle. This will enable us to use more cost effective treatments and allow our money to go further.

The plan also acknowledges that we can't do everything all at once. In the first 5 years we will concentrate on improving the strategic road network to help boost the economy of Lancashire and the footway network to try and reduce the occurrence of trips and falls. Our main focus will be on making extensive use of surface dressing to seal surfaces against water ingress to reduce the occurrence of potholes.

The TAMP will allow the condition of the network in its entirety to be understood and to demonstrate a clear, defensible strategy for the 15 year life of the plan. In order that other parts of the network do not suffer, we will maintain the investment in other asset areas at levels as close to their 2013/2014 level as possible

The plan is consistent with the national drives for efficiency in highways maintenance and is intended to provide a legacy of a network in improved condition and greater sustainability.

Contents

Executive Summary

This Transport Asset Management Plan (TAMP) identifies the key strategic priorities of Lancashire County Council, as the highway authority for Lancashire, during the period 2015/16 to 2029/30.

It concludes that £35m would be required each year to maintain all of our transport assets at their 2013 condition. Given that only £25m is likely to be made available this funding shortfall has the potential to cause us significant problems in the future. In order to address this we intend to change the way we manage our transport assets in future.

This strategy is based on managing our assets on a holistic basis and recognises that as we can't do everything all at once, we need to prioritise between our assets based on the relative importance that each asset group contributes towards our goal of delivering an effective transport system, which is crucial if we are to help the businesses of Lancashire and achieve our broader economic, social and environmental goals.

In order that we can meet these goals we have developed a 15-year plan that is comprised of three discrete 5 year phases. The plan identifies the appropriate strategies we will use to reduce the maintenance backlogs associated with those assets targeted in each phase. While the plan initially identifies a 5-year target period for each delivery phase, we have retained sufficient flexibility so that any of the phases can run concurrently should additional resources become available.

We anticipate that from 2015/16 the level of available resources will allow us to address only two asset groupings in each phase. As a result the TAMP identifies that our main priorities, if resources are limited to £25m per annum, should be the A, B and C road and the footway networks. As cycle ways and cycle tracks are often an integral part of these networks we will also take the opportunity to improve conditions for cyclists where possible.

Whilst we will be concentrating on the A, B and C road and footway networks in the early part of this plan, we still intend to maintain our other transport assets as close to their 2013 condition as resources will allow.

The TAMP also identifies our secondary and tertiary priorities, which themselves are in pressing need of attention, but cannot be fully dealt with immediately within a likely resource allocation of £25m. In respect of those assets scheduled for later phases, our primary focus will be to slow down their rate of deterioration as far as possible. As a result it is unlikely that the maintenance backlogs associated with these assets will be fully addressed until the appropriate phase starts. However, should additional

resources become available during the course of this plan, then accelerated progress in reducing both the maintenance backlogs and our predicted annual maintenance needs of the targeted assets will be possible.

This TAMP makes a fundamental commitment to increase the efficiency of our highway maintenance activities over the period 2015/16 to 2029/30. This target will be supported by equally challenging performance indicators and a fundamental business process review that will help us to significantly reduce our annual capital requirements.

We will only increase the efficiency of our highway maintenance programmes if we invest the planned resources for at least a 5-year period, so we can make significant inroads into the existing maintenance backlogs and address the natural annual deterioration associated with each asset grouping.

It is anticipated that as maintenance backlogs are reduced, the financial resources required to maintain our assets at their improved condition each year will also reduce from the current estimated level of £35m to a more balanced position, whereby the level of available funding broadly matches the amount we need to maintain all our assets.

During this process it is our ambition to become a centre of excellence for highway maintenance and be more transparent and responsive in dealing with routine maintenance operations.

Appendix 3 outlines our priorities should additional funding become available during the life of this TAMP. Multiple options are presented and are dependent on the level of funding received and the duration over which the additional resources are available.

This plan is, of course, subject to disruption in the face of prolonged or repeated severe weather events. Irrespective of such events this plan will maximise the effects of the available investments over the life of this strategy. The plan will be subject to regular performance management and scrutiny by elected members and senior management teams. All estimates of costs etc are based upon the 2014 equivalents

Finally the TAMP links closely with the area Highway and Transport Masterplans that set the long term strategic direction of the highway network and integrate all parts of the highway asset infrastructure needed to provide a coherent network which supports the competing needs of motorists, pedestrians, cyclists and business.

The TAMP also has strong links to the Highways Management Plan (HMP) which sets out how and when assets are to be maintained. The HMP will be reviewed to ensure that it supports the TAMP and maintains our assets in a condition that supports Masterplan delivery.

1) Introduction

Lancashire's transport infrastructure assets are the most valuable publicly owned resource managed by the county council, with a combined estimated value of £9 billion. These assets are fundamental in helping the citizens of Lancashire to not only access a range of county council services, but also take advantage of the wide range of economic, health, social and recreational opportunities that are available to them. Without this infrastructure Lancashire would not function as a place to live, work or visit.

Given the importance that our transport infrastructure plays in our everyday lives, it is vital there are plans in place to maintain and manage this asset so that these benefits and opportunities are maximised.

As the local highway authority for Lancashire, we are responsible for a vast range of transport assets that produces a complex maintenance demand. From our assessment it is clear that in order for us to maintain the condition of all our assets at 2013 levels we require approximately £35m each year. As the direct allocation from central government, via the Department for Transport (DfT), is unlikely to exceed £25m per annum in the foreseeable future, this funding gap provides us with a real challenge as to how we can do more, or even the same, with less.

The strategies developed as part of this plan to address this funding gap are based upon an assumed level of resource being available and a three phased investment approach which retains sufficient flexibility so that phases two and three are capable of concurrent delivery with phase one should additional resources become available.

The objective of this TAMP is to reduce key maintenance backlogs over a period of ten to fifteen years through the adoption of a more preventative approach to maintenance which will lead to a reduction in the annual investment required to maintain our assets in an improved condition. It is anticipated that this strategy will enable us to reduce the capital investment required to manage the annual rate of deterioration from the current level of £35m per annum to approximately £28m by 2025.

The reduction of maintenance backlogs is based on improving the efficiency of highway maintenance delivery by at least 30% over the life of this plan through preventative maintenance strategies.

This TAMP is supported by an objective and detailed assessment of the current condition of each of the transport asset groupings for which we have responsibility. Key information from that assessment has been extracted and is summarised in the following pages. This TAMP uses that data

and evidence to propose a strategy which attempts to address the funding gap.

Scope

The asset groupings included within this first TAMP include A, B and C roads, residential roads, rural unclassified roads, footways, bridges and similar structures, street lighting and traffic signals. The scope of this TAMP will be expanded to include other asset groupings such as trees, drainage, flood risk, slopes and retaining walls once we have completed our detailed assessments of these assets.

2) Service Standards

Service standards have been derived using, where possible, condition data collected by engineering analysis. These standards will be used to monitor the overall condition of assets, set performance targets and guide investment levels.

Whilst we have a statutory duty to maintain our highways as outlined in the Highways Act 1980, there is no definition in the Act as to the standard of maintenance we are required to provide. In order to promote consistency of provision across the country, the UK Roads Liaison Group produced a number of national codes of practice entitled 'Well Maintained Highways', 'Well-lit Highways', 'Management of Electronic Traffic Equipment' and 'Management of Highway Structures' which provide guidance on a range of highway maintenance activities.

The UK Roads Liaison Group recommends that local authorities follow these documents as they contain best practice and will enable organisations to better defend against claims. Whilst we generally follow the guidance contained in the codes of practice, our evidence base sets out and justifies where our current working practices deviate from these documents.

In defining our service standards there are a number of instances where engineering data is not available. Where data still needs to be collected, asset condition has been assessed, in the interim, using alternative data sources deemed to be most appropriate.

In order that we can fill these gaps and use engineering data so as to provide a degree of consistency across all asset groups, a data gathering strategy has been devised that will enable us to collect the right information at the right time.

This strategy identifies where the data gaps are, discusses alternative data sources and specifies our preferred method of data collection. In order that data can be collected easily and then recorded and interrogated, the strategy proposes a staggered approach so that existing staff resources are more able to manage this data. Similarly, the strategy specifies a phased approach to refreshing the data so that the resulting condition data can easily be handled and assessed.

As more condition data becomes available for more asset groupings the performance targets in this initial TAMP will be amended as appropriate so that they offer a more refined assessment of the overall condition of the asset. Where indicators are changed we will clearly explain why such changes are necessary.

In this TAMP we have identified 5 service standards of POOR, ACCEPTABLE, FAIR, GOOD and EXCELLENT, against which the benefits to the users of the asset can be measured. Details of the generic levels of service that the transport asset groups are likely to provide to users at each service standard are shown in Appendix 1.

Setting service standards is required to:-

- Support planned maintenance of the network;
- Achieve a reduction in maintenance backlogs;
- Reduce the year on year investment required to deal with natural annual deterioration of the asset;
- Make best use of available resources;
- Ensure transparency and accountability.

Initial service standards have been set for each asset grouping for the period 2015/16-2019/20. We have also set an overall indicative service standard target of GOOD to be achieved at the end of period 2020/21-2024/25, which would indicate amongst other things that the asset has manageable maintenance backlogs that allow the annual deterioration of the asset to be addressed in a timely manner.

In setting an overall indicative service standard target of GOOD it is recognised that it is not possible or affordable to maintain all asset groups to the same level. The targets for individual asset groups have, therefore, been set according to county council priorities, risk and affordability.

Maintenance Backlogs

The initial service standards we have developed are in the main determined by the current condition of the asset, which in turn is heavily influenced by the level of deterioration and maintenance backlog within the asset base.

All transport infrastructure assets are liable to deterioration through damage, wear and tear, ageing, increasing traffic and severe weather events, all of which can cause additional maintenance requirements for each group of assets. As all highway authorities have maintenance backlogs, we are no different to any other authority in this respect.

When maintenance backlogs reach critical levels due to a protracted lack of resources or severe weather events, the annual rate of deterioration may be greater than the annual programme of affordable works. This causes the backlog to grow year on year.

If the maintenance backlog can be reduced to a level broadly consistent with the annual rate of deterioration, then the resources available should ensure no deterioration or only marginal deterioration occurs. At this point a 'steady state' has been achieved.

The following table details those assets covered in this TAMP and shows the service standard currently being provided by each asset grouping, together with the service standard we would like each asset grouping to provide in 5 years, 10 years and 15 years time. Whilst not directly mentioned, cycleways and cycling facilities by their nature are integral to, or enhanced by, the assets included in these asset groups

In order that we can address this performance gap and move from our current position to the desired position, this TAMP sets challenging service standard targets, details of which are shown in Appendix 2. These targets are designed to allow maintenance backlogs to be reduced to a level where deterioration is managed quickly and efficiently at the optimal time and minimal cost.

The investment strategy later in this document details how we propose to achieve our challenging 15 year programme to reduce priority maintenance backlogs, by providing resources at an appropriate level to allow year on year improvement in the condition of the network.

From the following table it can be seen that the condition of some asset groups will improve, whilst some will remain the same. Where an assets overall average condition is expected to reduce this will be done in a managed and controlled manner so as to maintain public safety.

Asset Category	Condition Now	5 Year Target	10 Year Target	15 Year Target
A, B and C Roads (% RED & AMBER)	**A = 25%**	A = 10%	A = 10%	A = 10%
	B = 40%	B = 15%	B = 15%	B = 15%
	C = 50%	C = 20%	C = 20%	C = 20%
Residential Unclassified Roads (% RED & AMBER)	**28-40%**	28-40%	14-18%	14-18%
Rural Unclassified Roads (% RED & AMBER)	**28-40%**	28-40%	14-18%	14-18%
Footways (Number of defects)	**50,000-60,000**	**<15,000**	**<15,000**	**<15,000**
Bridges and Similar Structures Bridge Condition Index (Ave.)	**80-90**	80-90	80-90	80-90
Street Lighting (% of high risk installations)	**20-25%**	25-35%	25-35%	25-35%
Traffic Signals (% of units beyond design life)	**15-20%**	30-40%	20-30%	<10%

3) Current Condition of the Asset

Given the range of assets covered by this TAMP, there will inevitably be differences in the condition of each asset grouping.

To some extent this is determined not only by the intervention intervals but also treatment and remediation options.

The overall condition of the transport infrastructure asset has been determined by assigning scores to each service standard. A weighted score has been produced by multiplying each score by the asset valuation. A weighted average is calculated by dividing the total weighted scoring by the total value of the asset, as detailed below.

Scores per Service Standard				
POOR	ACCEPTABLE	FAIR	GOOD	EXCELLENT
1	2	3	4	5

Current Asset Condition Summary

Asset Group	Valuation £ Million	Service Standard	Score	Weighted Score
A, B and C Roads	2,717	ACCEPTABLE	2	5,434
Residential Unclassified Roads	3,593	ACCEPTABLE	2	7,186
Rural Unclassified Roads	1,126	ACCEPTABLE	2	2,252
Footway & Cycleways	805	ACCEPTABLE	2	1,610
Bridges and Similar Structures	1,135	GOOD	4	4,540
Street Lighting	187	FAIR	3	561
Traffic Signals	60	ACCEPTABLE	2	120
Weighted Average Score = 2.26				

Overall grade boundaries have been determined as follows:-

Overall Service Standard – Grade Boundaries				
POOR	ACCEPTABLE	FAIR	GOOD	EXCELLENT
1 to 1.9	2 to 2.9	3 to 3.9	4 to 4.9	5

From this it can be seen that our stewardship of the transport asset has resulted in an asset which, overall, is considered to be in an ACCEPTABLE condition. Whilst it is generally free from critical safety defects, considerable maintenance backlogs have been identified which have accumulated, in general, due to insufficient resources being made available over a period of time to maintain the whole asset base.

If this situation is allowed to continue, maintenance backlogs will continue to increase until we reach a position whereby a significant proportion of our resources are directed towards addressing those assets in an increasingly critical condition. Such a 'worst first' only approach will ultimately result in very little being spent on preventative maintenance treatments and will be insufficient to stop the condition of the overall asset eventually deteriorating to a POOR standard.

At the present time we require £35m each year to maintain all our asset groups at their current standard, which is still insufficient to deal with the accumulated maintenance backlogs.

Strategically, it is recognised that if maintenance backlogs can be eliminated, then the cost of maintaining the asset in future will be significantly reduced. By implementing new ways of working we intend to reduce our maintenance backlogs to more manageable levels, so that our future capital requirements will fall to approximately £28m per annum.

The condition of each asset grouping will be reviewed on an annual basis and the scope of assets included in the overall condition assessment will be expanded to incorporate other asset groups once their condition has been determined.

It is recognised that in respect of a number of asset groupings our initial priority will be gathering objective evidence to support development and refinement of the maintenance strategy for those assets which, nationally, are traditionally not well defined in the codes of practice.

The current climate of austerity makes it more important than ever that the strategic plans contained within this TAMP seek to focus resources where they can achieve the best overall long term value.

The TAMP recognises a tension between the visible areas of deterioration and the unseen but critical parts of the network, which if not addressed will give rise to a future liability which far exceeds the cost of optimal intervention at the correct point in time.

This TAMP is therefore focussed on supporting intervention at the optimal time with the optimal treatment to maximise the effect on the condition and life of our assets.

A further tension faced by every highway authority is how to prioritise resources across different classes of highway asset. Each asset group clearly has its own needs and its own risks which require addressing and traditionally we have tried to maintain or improve the condition of each asset grouping in isolation. This approach can only ever be effective in times of plentiful resources.

Estimated Available Resources

The resources available for highway maintenance are derived from two sources i.e. revenue and capital. Revenue expenditure is allocated by the county council, whilst capital block grants are allocated to local government authorities by central government.

Overall revenue funding is likely to fall in the next five years by at least 25%, which will inevitably have an effect on the level of revenue funded routine maintenance programmes that we can undertake.

Revenue spending in the main does not improve the fabric of the asset, and is largely used to ensure assets remain in a safe and serviceable condition until capital improvements are needed to replace worn out infrastructure. Revenue funding is used to

repair potholes in accordance with our highway maintenance policies and the capital programme is invested to prevent the occurrence of potholes in the first instance.

Historically capital programmes have been funded from two block grants received from the Department for Transport (DfT). These have been used to fund local transport plans and highway maintenance works.

From 2015/16, part of the local transport block grant which has previously been allocated directly to us will instead be allocated to the Local Enterprise Partnership. This will reduce the flexibility we have as local highway authority to enhance the highway maintenance block grant allocation received from the DfT to fund highway capital improvement works.

The table below shows the total capital resources that have been made available for highway maintenance over the period 2011/12 to 2014/15.

Capital Allocated to Highways Maintenance (£m)					
Source	**2011/12**	**2012/13**	**2013/14**	**2014/15**	**Totals**
Base DfT Highway Maintenance Allocation	21.360	19.899	23.758	20.445*	**85.462**
Resources made available by LCC.	10.477	12.031	1.575	7.955*	**32.038**
Total	**31.837**	**31.930**	**25.333**	**28.400***	**117.500**

(= estimated figures)*

From this it can be seen that the county council has, between 2011/12 and 2014/15, given highway maintenance additional priority, which has resulted in the county council spending £32m in excess of the predicted level of expenditure, as funded by the DfT from the highway maintenance block.

Due to changes in the way that central government is to allocate capital resources in future it is unlikely that the level of resources available between 2015/16 and 2024/2025 will exceed £25m at 2014 values. It is speculated that in the period between 2025/26 and 2029/2030 a modest increase may occur to a level of £26m at 2014 values. From this, it is clear that the annual level of resources likely to be available from 2015/16 onwards will fall short of the level of funds that have been available in recent years.

The period between 2009 and 2013 included three severe weather events that caused significant deterioration across the network. Increased capital resources were made available to deal with the worst cases of deterioration. Whilst this approach quickly restores parts of the network to a more acceptable state, it is resource hungry and doesn't allow the broad underlying condition of the network to be adequately addressed.

It is against this financial background that the following investment strategy is based. The proposed investment strategy will be reviewed in response to any variation in the actual level of resources made available, which may result in our delivery

programmes and delivery timescales being adjusted as appropriate.

4) Overall Investment Strategy between 2015/16 and 2029/30

A fundamental principle of this TAMP is to move away from the philosophy of tackling 'worst first only' and adopting a new approach whereby the underlying condition of the network is addressed as we believe this will enable us to make more efficient use of our resources.

The TAMP adopts a flexible approach, to addressing maintenance backlogs and comprises of three separate five year delivery programmes running from 2015/16 to 2029/30 in which each 5 year period clearly identifies not only our main delivery priorities for that period, but also our secondary and tertiary priorities.

For the purposes of clarity, each of these 5 year programmes will be referred to as phases. Phase 1 will cover the period 2015/16 to 2019/20, Phase 2 will cover 2020/21 to 2024/25 and Phase 3 will run from 2025/26 to 202/30.

Each of these phases has been designed to deliver a range of affordable works within the level of resources that are likely to be available during the lifetime of this plan. However, should additional resources be made available at any point in time, this will enable our secondary and tertiary priorities, as set out in Appendix 3 to be addressed.

By setting our primary, secondary and tertiary priorities this enables us to adopt a flexible approach to operational delivery programmes should future funding levels change.

Given that it is unlikely that the available capital resources received directly from the DfT will exceed £25m per annum, the broad outline capital expenditure on highways maintenance over the next 15 years is given in the table below.

Outline Capital Allocations 2015/16 to 2029/30 at 2014 Values				
Asset Group	**Allocations 2014/15**	**Phase I 2015/16 to 2019/20**	**Phase 2 2020/21 to 2024/25**	**Phase 3 2025/26 to 2029/30**
A, B and C Roads	£4.8m	**£8m**	£3m	£3m
Footways	£2.1m	**£3m**	£1m	£1m
Rural Unclassified Roads	£1.3m	£2.2m	**£5.5m**	£2m
Moss Roads	Nil	£0.5m	£0.7m	£1m
Residential Unclassified Rds	£1.9m	£2m	**£5.5m**	£2m
Bridges	£5.7m	£3m	£3m	**£6m**
Retaining Walls	£0.9m	£0.5m	£0.5m	£0.5m
Street Lighting	£1.7m	£2m	£2m	**£4m**
Drainage	£1.2m	£2m	£2m	£3m
Structural Defects	£1.5m	£1.5m	£1.5m	£1.5m
Traffic Signals	£0.3m	£0.3	£0.3	£0.3
Estimated Capital Programme	**£21.4**	**£25m**	**£25m**	**£24.3 m**

The figures in bold show when and where we propose to enhance our allocations, so as to reduce the maintenance backlogs associated with the targeted asset group.

Whilst the above table doesn't contain a specific asset type for cycling, provision for cyclists is integrated into other assets such as roads and footways via cycle lanes and shared use footways. As a result the opportunity to improve conditions for cyclists will be taken as and when we undertake works on road and footway assets as considered appropriate.

These allocations may be subject to variance in response to emergency or unusually severe weather events. However the first call on the capital programme in each five year block is detailed in the sections below.

This TAMP identifies that the only practical way of addressing the funding gap mentioned in the Introduction, reducing the accumulating maintenance backlogs and improving the overall condition of the transport asset is by adopting new ways of working, including driving increased efficiencies and innovation in the maintenance of our assets.

A conclusion of this TAMP is that the traditional approach of 'worst first only' in asset management will inevitably result in spiralling maintenance backlogs and a rapid deterioration of the transport asset network.

In recent years severe weather events have given impetus to the deterioration of the asset and we are at a critical point if the future of the transport assets in Lancashire is to be safeguarded and successful stewardship to be continued.

If we were to simultaneously reduce the maintenance backlog associated with all asset groupings over the next 5 years, it is estimated that we would need an additional £10m per annum over and above the likely funding levels we will receive from the DfT.

The TAMP recognises that this is not realistic and proposes a more flexible and affordable investment strategy that is broadly in line with the resources that are likely to be made directly available by the DfT. If our funding levels increase, this approach will enable us to bring one of the investment phases forward so that we could run phase 1 and 2 or phase 2 and 3 concurrently dependent upon the level of extra funds made available. Whilst this would be challenging from an operational perspective, it is considered achievable subject to us significantly changing our methods of service delivery.

In order to reduce our maintenance backlogs we propose to focus predominantly on preventative intervention works. Such works involve treatments that are generally carried out at an earlier critical stage in an asset's life-cycle and are usually less expensive and less invasive. It is anticipated that such an

approach will significantly reduce the rate of deterioration across the network.

Taking the A, B and C road network as an example, the average annual capital investment between 2009 and 2013 was approximately £4m-£5m. Over the same period a maintenance backlog (i.e. road condition classed as either RED or AMBER) of about 450km occurred. The conclusion from this is that an investment of £4m-£5m per year, over five years, results in the deterioration of approximately 450km of A, B and C roads. At 2014 rates, the likely cost of repairing this backlog is in the order of £15m - £18m dependent upon treatment type.

Traditionally, we have adopted a largely 'worst first' approach to our assets and as at 2013, the maintenance backlog associated with the A, B and C road network was approximately 1,059km, meaning that the backlog has doubled in just five years. It is likely to double again in the next five years if we continue treating the network in the same manner.

Clearly 'worst first' is not sustainable and we need to do something different if we are to break this cycle. If we change our approach and concentrate instead on using preventative treatments of lower unit cost, we can 'purchase' an extra 8-10 years life and slow down the rate of deterioration. However those assets currently in poor condition cannot be deferred indefinitely and for that reason part of the available resources will be used to fund appropriate remedial treatments until more permanent solutions can be afforded.

In 2013 we spent in the region of £5m on the A, B and C road network which enabled us to resurface approximately 40km of road, at a cost of £4m, and surface dress around 50km of road at a cost of £1m.

If we increased the A, B and C road allocation by £3m and directed this extra allocation into surface dressing activities we could treat approximately 200km of the network at a cost of £4m, which would seal the road surface against water ingress and restore surface texture, and extend service life by up to 10 years.

Therefore a mix of resurfacing, patching and surface dressing works over a 5 year period, would at this rate, enable a total 1,250km of road to be treated and remove the current maintenance backlog of 1,059km and most of the additional backlog that occurred during this 5 year period, leaving a residual backlog of 150km, provided we intervene at the right time with the right treatments. A backlog of 150km of surface dressing would require an investment of approximately £3m at 2014 prices.

A key message from this is that if we invest in more preventative maintenance treatments across the A, B and C road network for a 5 year period, at the end of this period we will have:

- Treated or repaired in the order of 1,250km (48%) of the A, B and C road network.
- Reduced the overall maintenance expenditure of this asset group from £5m to £3m.
- Improved the condition of the asset from FAIR to GOOD.

If these savings are subsequently re-invested into other asset groups for a further 5 year period, allowing additional preventative treatments to be carried out, this will enable us to further reduce our maintenance requirements across a greater range of asset groups.

Nationally we face severe pressure on resources and change is considered vital in the current climate of austerity in which the county council has to operate. In order to succeed we will need the understanding and co-operation of the public as we cannot do everything at once, or as quickly as we would like.

We propose wherever possible to focus predominantly on preventative intervention works across all asset groupings as a way of reducing maintenance backlogs and maintaining the asset in future.

5) Phase One - Investment Period 2015/16 to 2019/20

We will initially target the reduction of the maintenance backlogs, prioritising the A, B and C road network and the footway network over this five year period. Careful management of the other asset categories will continue as we aim to maintain the condition of those assets at the best possible level that available funding will allow.

Whilst we recognise that further condition data will be required to refine the assessments made in this TAMP, we have concluded that the A, B and C road network and the footway network should be our main priority over phase 1. Maintenance activities for all other asset groupings, with the exception of Bridges and Similar Structures, should also be maintained at or as close as possible to the 2013 funding levels.

In order that we can achieve the challenging performance targets relating to the condition of the A, B and C road and footway networks, increased investment in these asset groups will be required during phase 1. Our reasoning behind this is detailed below:

- The A, B and C road network supports the economic vitality of Lancashire and in recent years has shown sustained deterioration following several severe winters. According to the latest SCANNER surveys approximately 1,059km of the network is categorised as being RED or AMBER. It is estimated that an investment of £8m per annum for at least 5 years is required to reduce the maintenance backlog to manageable proportions. The average investment in the A, B and C road network over the last 5 years has been £4-5m per annum.

- The footway network is an important and highly visible asset. It includes approximately 8,500km of footway which currently has in the region of 51,000 defects across the network. Whilst the most serious defects are repaired quickly, we still receive a large number of claims for personal injury. In the next five years capital investment at a level of £3m per annum would be required to achieve the challenging performance targets set for this asset, and also reduce the number of successful claims made against the county council. Investment over the previous five years has averaged £2m per annum.

- The integration of cycling provision into the network of assets as a whole is a priority and as a result cycling needs will be will be considered in conjunction with major road schemes.

- As the current condition of the Bridges and Similar Structures is in the upper end of GOOD and very close to being EXCELLENT we propose to divert £3m capital funding from this asset grouping into the A, B and C road network. Whilst this will result in the overall condition of the Bridges and Similar Structures asset grouping falling slowly year on year, it will still be regarded as being GOOD at the end of the 5 year period. Structures will continue to be inspected and the most critical ones prioritised for attention so that public safety is maintained at all times

Following the 5 year investment in phase 1, it is anticipated that improvements in the overall condition of the A, B and C road and footway networks would from 2020/21 onwards, release approximately £7m per annum at current funding levels to support reduction of the maintenance backlogs accrued in other asset groupings.

It is anticipated that from 2020/21 onwards up to 150km of the A, B and C road network will be classed as either RED or AMBER each year following the annual SCANNER survey. At 2014 rates, adjusted for inflation, it is estimated that an annual investment of £3m would be sufficient to manage and address this deterioration within the available funding. This would be achieved through ongoing surface dressing programmes as parts of the network reach the optimal point for such treatments.

Once we are able to deal with the normal and expected deterioration of the network without the need for additional resources, a level referred to as 'steady state' will be achieved. At this point the overall condition of the network neither improves nor deteriorates.

It is anticipated that a steady state would also be reached with the footway asset whereby an annual investment of £1m would, from 2020/21, enable any expected deterioration to be managed from within the available resources.

We anticipate at the end of the 5 year period in 2019/20 that the condition of the A, B and C road network will be GOOD and the condition of the footway network will be EXCELLENT.

However, should we experience severe weather events during this 5 year period it is acknowledged that these targets may not be achieved. In such an event, then a sixth year may be required. Equally, if the rate of deterioration is much less than predicted then more rapid progress may be made. Details of Phase One are shown below:

Phase One 2015/16 to 2019/20 Highest Priority Areas					
Asset Category	**2014 Condition & Backlog**	**2015/16 to 2019/20 Investment**	**Anticipated 2019/20 Condition & Backlog**	**Estimated 2020/21 to 2024/25 Investment @ 2014 rate**	**2024/25 Condition Target**
A, B and C Roads	***Condition :*** *overall* ACCEPTABLE ***Backlog:*** 1,059km RED or AMBER at the 25-40-50 standard (A roads 25%, B roads 40% and C roads 50%)	£8m per year	***Condition :*** *overall* GOOD ***Backlog:*** *Reduced by at least 85% and down to* 150km RED or AMBER at the 10-15-20 standard (A roads 10%, B roads 15% and C roads 20%)	£3m	***Condition :*** *overall* GOOD ***Backlog:*** *maintained at or slightly below 2019 levels* - 150km RED or AMBER at the 10-15-20 standard (A roads 10%, B roads 15% and C roads 20%)
Footways	***Condition :*** ACCEPTABLE ***Backlog:*** 51,000 defects and claims costing approx £3m per year	£3m per year	***Condition*** **:** EXCELLENT ***Backlog:*** 95% of claims rebutted and cost < £0.5m per year. Defects reduced by 71% and < 15,000 reported per annum	£1m	***Condition*** **:** EXCELLENT ***Backlog:*** *maintained at or slightly below 2019 levels*. Defects <15,000 reported per annum

6) Phase Two - Investment Period 2020/21 to 2024/25

During the next investment phase we intend to prioritise the rural unclassified network and the residential unclassified road network using the additional resources released from the reduction in the amount of capital money required to maintain the A, B and C road and footway networks.

It is anticipated that an allocation equivalent in value to £5m (at 2013 rates) is made available for each of those asset groups for each year of phase 2. This funding will be directed predominantly at preventative works as a way of maintaining the asset, supported by a smaller programme of more extensive

remediation works. It is anticipated that such an approach will significantly reduce the maintenance backlogs associated with these asset groups over the 5 year period, to a point where a steady state is reached where annual rate of deterioration is manageable within normal resources.

Investment in the rural unclassified and residential unclassified networks during phase 1 will be funded at levels consistent with the budget allocations during 2011 to 2013. Whilst the condition of these asset groups will be maintained broadly at 2013 levels, some deterioration may occur across these networks, particularly on rural unclassified roads. The principle focus will be on preventative maintenance with key safety defects being addressed so that the network can be maintained to the best condition possible.

Investment in other asset groups will continue. Lighting columns will be replaced at a rate of approximately 2,000 columns per annum with a focus on those columns exceeding their 'Action Age' as defined in the Institute of Lighting Professionals Technical Report 22 (TR22) 'Managing a Vital Asset: Lighting Supports' and assessed as having no residual life and are in high risk locations.

Traffic signals and similar installations will be supported by a replacement programme during the period 2015/16 to 2024/25. By the end of 2019/20 it is anticipated that the most critical installations exceeding their design life will have been replaced and that the backlog of obsolete units will have reduced to approximately half of the 2013 level. By the end of 2024/25 it is anticipated that continued investment will have further reduced the remaining backlog of installations that are no longer supported by the manufacturer, to a level not exceeding 25% of the 2013 level.

The Bridges and Similar Structures asset group will experience a slight decline in condition, as measured by the average bridge condition index. This is currently calculated at 89.3 and classified at the upper end of GOOD and very close to being EXCELLENT. It is anticipated that by the end of 2019/20 the average bridge condition index will have fallen, but will be not less than 85, which is classified nationally as GOOD.

In 2019/2020 the condition of the bridge and structures stock will be reviewed to assess optimal funding profiles for the period 2020/21 to 2024/25. In the event of resources being maintained at the level of 2015/16 to 2019/20, there will be a further managed decline in the average bridge condition index to a level of not less than 80, which is still classified nationally as being GOOD.

In respect of the drainage asset group, we will in the first 5 years of this strategy simultaneously manage the asset at the best possible level and collect information about the individual items that make up this asset grouping. From 2020/21, we will use the

data gathered between 2015/16 and 2019/20 to proactively manage the network based on a sound condition assessment.

Details of Phase 2 are shown below:

Phase Two 2020/21 to 2024/25 Highest Priority Areas					
Asset Category	**2014 Condition & Backlog**	**2015/16 to 2019/20 Investment**	**Anticipated 2019/20 Condition & Backlog**	**Estimated 2020/21 to 2024/25 Investment @ 2014 rate**	**2024/25 Condition Target**
Rural Unclassified Roads	***Condition :*** ACCEPTABLE ***Backlog :*** 500km (estimated)	£1.25m to £1.7m per year	***Condition :*** ACCEPTABLE ***Backlog:*** 600km (estimated)	£5m	***Condition*** :GOOD ***Backlog*** : reduced by 90% of 2019 level
Residential Unclassified Roads	***Condition :*** ACCEPTABLE ***Backlog :*** 500km (estimated)	£1.9m per year	***Condition :*** ACCEPTABLE ***Backlog :*** RED – same as 2014 AMBER – increased to 800km	£5.5m	***Condition*** :GOOD ***Backlog*** : reduced by 90% of 2019 level

7) Phase Three - Investment Phase 2025/26 to 2029/30

It is anticipated that the focus of this phase will be on street lighting and bridges and similar structures which will receive increased investment to address maintenance backlogs.

The performance milestones for each asset group are set out below. It is anticipated these indicators will be refined as more condition data becomes available. Details of Phase 3 are shown below:-

Phase Three 2025/26 to 2029/30 Highest Priority Areas					
Asset Category	**2014 Condition & Backlog**	**2015/16 to 2019/20 Investment**	**Anticipated 2015/16 to 2019/20 Condition & Backlog**	**Estimated 2025/26 to 2029/30 Investment @ 2014 rate**	**2029/30 Condition Target**
Street Lighting	***Condition:*** FAIR ***Backlog :*** 34,000 columns Medium to High Risk	£1.7m per year	***Condition*** **:** ACCEPTABLE ***Backlog*** **:** Failure rate approx 50 per year and 40,000 columns beyond predicted life	£3m	***Condition*** :ACCEPABLE ***Backlog***: reduced by 50% in 5 years.

Phase Three 2025/26 to 2029/30 Highest Priority Areas (cont)					
Asset Category	**2014 Condition & Backlog**	**2015/16 to 2019/20 Investment**	**Anticipated 2015/16 to 2019/20 Condition & Backlog**	**Estimated 2025/26 to 2029/30 Investment @ 2014 rate**	**2029/30 Condition Target**
Bridges and Similar Structures	***Condition :*** GOOD – Bridge Condition Index (BCI) Average 89.3 (80≥ - <90)	£3m per year	***Condition*** GOOD within range 80≥ - <90 and BCI (Average) not less than 85	£3m	***Condition*** : GOOD within range 80≥ - <90 and BCI (Average) not less than 80
Traffic Signals	***Condition:*** ACCEPTABLE ***Backlog:*** 204 units older than design life (33%)	£0.3m per annum	***Condition:*** FAIR ***Backlog:*** Reduced to approx 150 units older than design life (24%)	£0.3m per annum	***Condition*** : GOOD ***Backlog*** Reduced to <100 units older than design life (15%)
All Asset Categories	Well defined maintenance needs programme developed with continually updated forward plans of maintenance needs				

8) Future Changes to the Asset

As a result of new developments and network improvements, the asset base will continue to grow as new roads and bridges are constructed and new traffic signals and lighting columns erected.

It is unlikely that future maintenance resources will be sufficient to manage the increased demands from an ever expanding asset stock. Therefore our objective will be to attempt to maintain overall asset levels as close as is practical to 2013 levels by identifying opportunities to remove or rationalise existing assets as and when new assets are added to the network. We will also need to incorporate new material and treatment technologies into our design specifications so that these new assets have the lowest possible life cycle costs.

In addition, changes in weather patterns may impact on our ability to deliver our maintenance strategy over the next 10 years.

9) Key Recommendations

- Maintenance interventions should be carried out at the most cost effective point.
- A 'worst first always' strategy should not be adopted.
- Programmes of maintenance should largely be planned prevention works with a smaller proportion of more invasive treatments where unavoidable.
- The important A, B and C road network should be prioritised for maintenance to support the economy of Lancashire.

- The investment required in the A, B and C road network is £8m per annum and should be the first call on the maintenance capital allocations.
- The strategic importance of the bridge network is recognised as is their GOOD condition. It is therefore recommended in the short term that a capital reduction to bridge maintenance can be made provided that inspection and monitoring regimes are maintained.
- The age profile of the lighting stock gives rise to concerns, although the current annual failure rate is low. A strategic options report is required to consider all alternatives for future lighting provision over the period 2015/16 to 2025/26.
- The age profile of traffic signal installations and the strategic importance of those installations will result in a significant demand for replacement over the next five year period. It is recommended that a strategic replacement programme is funded in conjunction with the area Highways and Transport Masterplans.
- The opportunity to add or enhance cycling facilities should be taken wherever possible in the implementation of these maintenance programmes having due regard to the additional costs of any such improvements.
- Better condition data including trends of condition for each asset class will become increasingly important. It is vital that provision is made for the collection, management and analysis of that data on a regular basis.

10) Summary

The period covered by this plan follows a number of years of increased demand arising from severe weather events including the wettest summer on record and the coldest winters rivalling those in living memory. Despite prudent stewardship of the asset, significant maintenance backlogs are present.

The plan is built upon the sound asset management principle that we will intervene at the right time, in the right place and with the most cost effective solution. As a result we are moving away from a more traditional 'worst first' approach, which in the longer term is more costly and can only lead to an overall deterioration of the asset.

The objective of this TAMP is to drive forward a reduction of maintenance backlogs over a 15 year period and to achieve an asset network at the end of that period that costs less to maintain and is in far better condition than it is at present.

The plan will require the support of elected members, officers and the general public if we are to achieve a reduction in maintenance backlogs and a general phased improvement in the condition of the network over a ten year period.

Although the current economic situation is austere, in order to maximise the effective use of resources a planned prudent stewardship of the transport assets of Lancashire has never been more important.

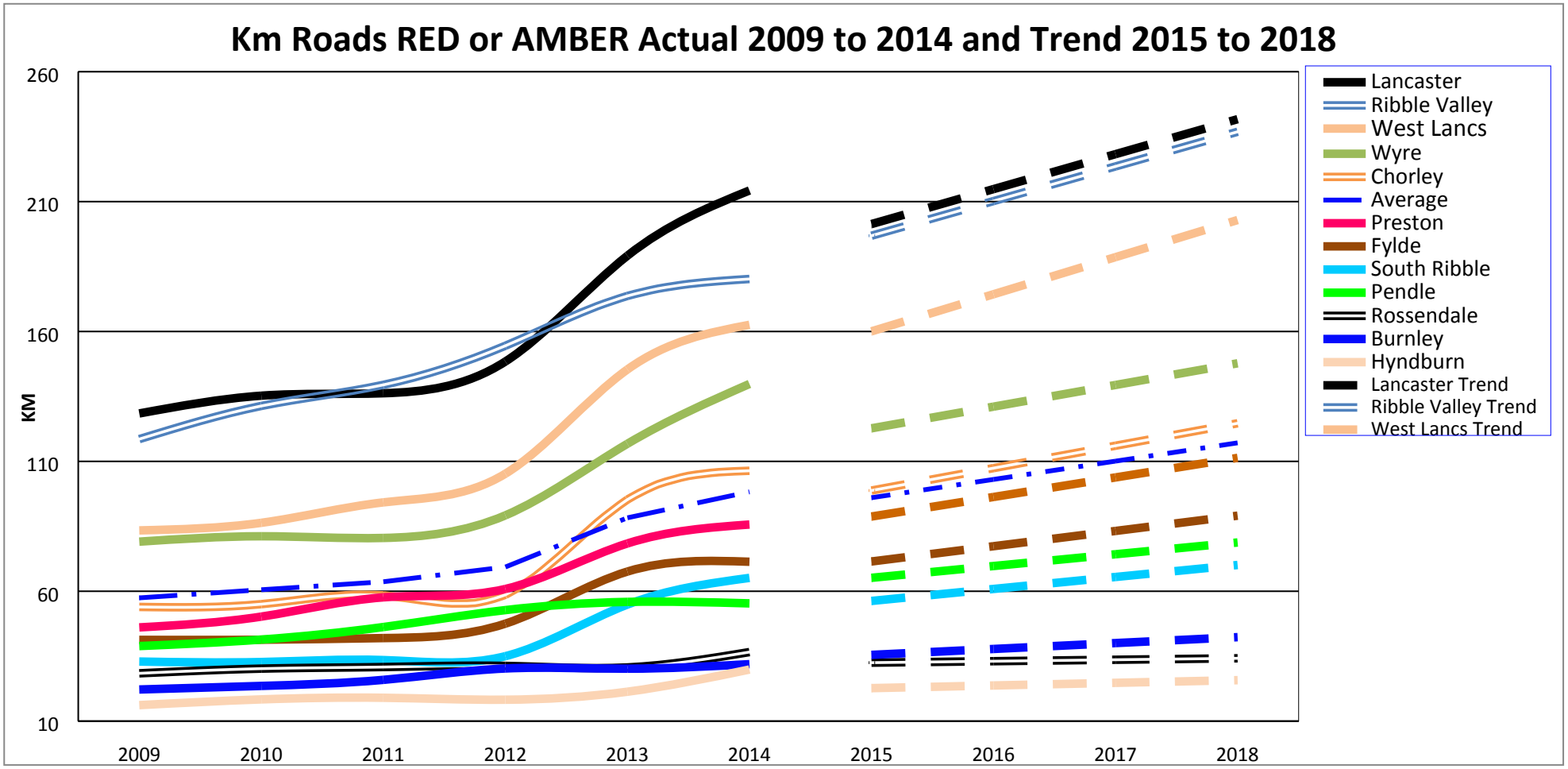
The following pages provide a brief summary of the condition of each of the asset groups covered by this TAMP together with a summary of the main points arising out of our analysis of each group.

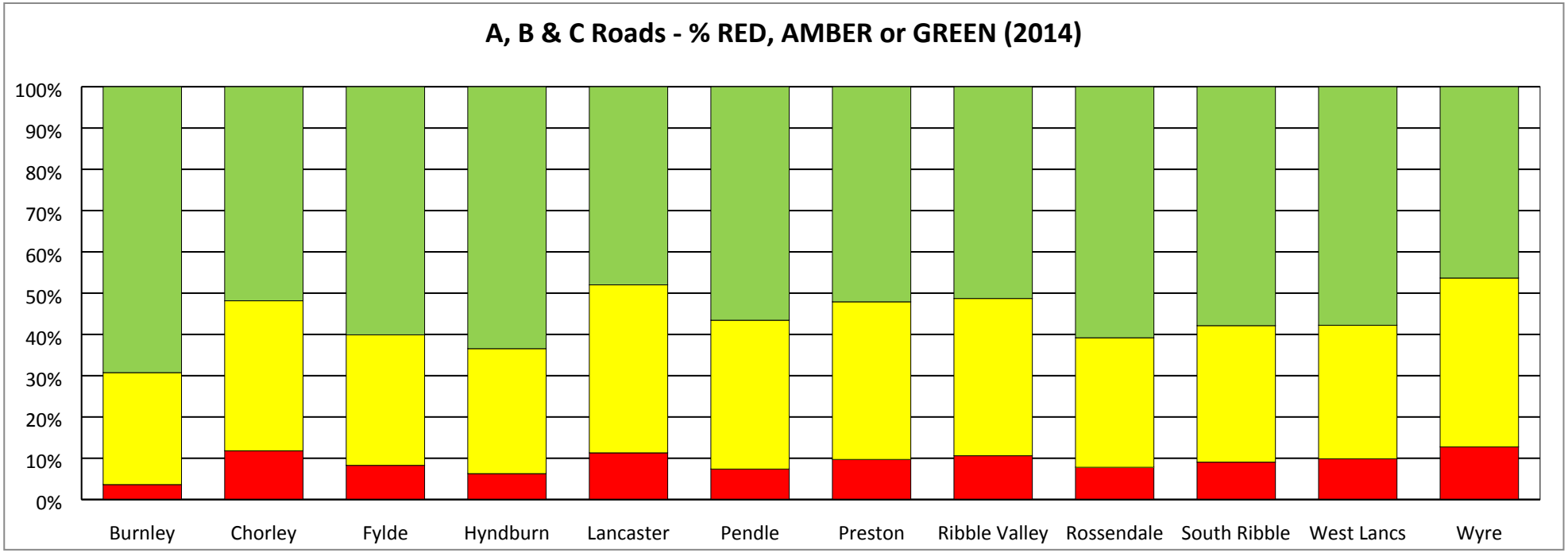
Each section follows a similar basic structure. A graph shows the relative condition of the asset on a district by district basis. A summary provides key bullet points which seek to outline briefly the key facts relating to the category of the asset. The information presented includes:

- How much of the asset are we responsible for,
- How the condition of the asset is assessed,
- If there any gaps in the information we currently hold,
- The average condition of the asset in 2013,
- The estimated investment required to maintain the current condition,
- How much financial resource has, on average, been available in recent years;
- How the risk to the integrity of the asset is assessed.

A, B and C Roads (2014)

Most Cost Effective Strategy: Investment in preventative maintenance using appropriate surface treatments determined through deterioration modelling.





Summary

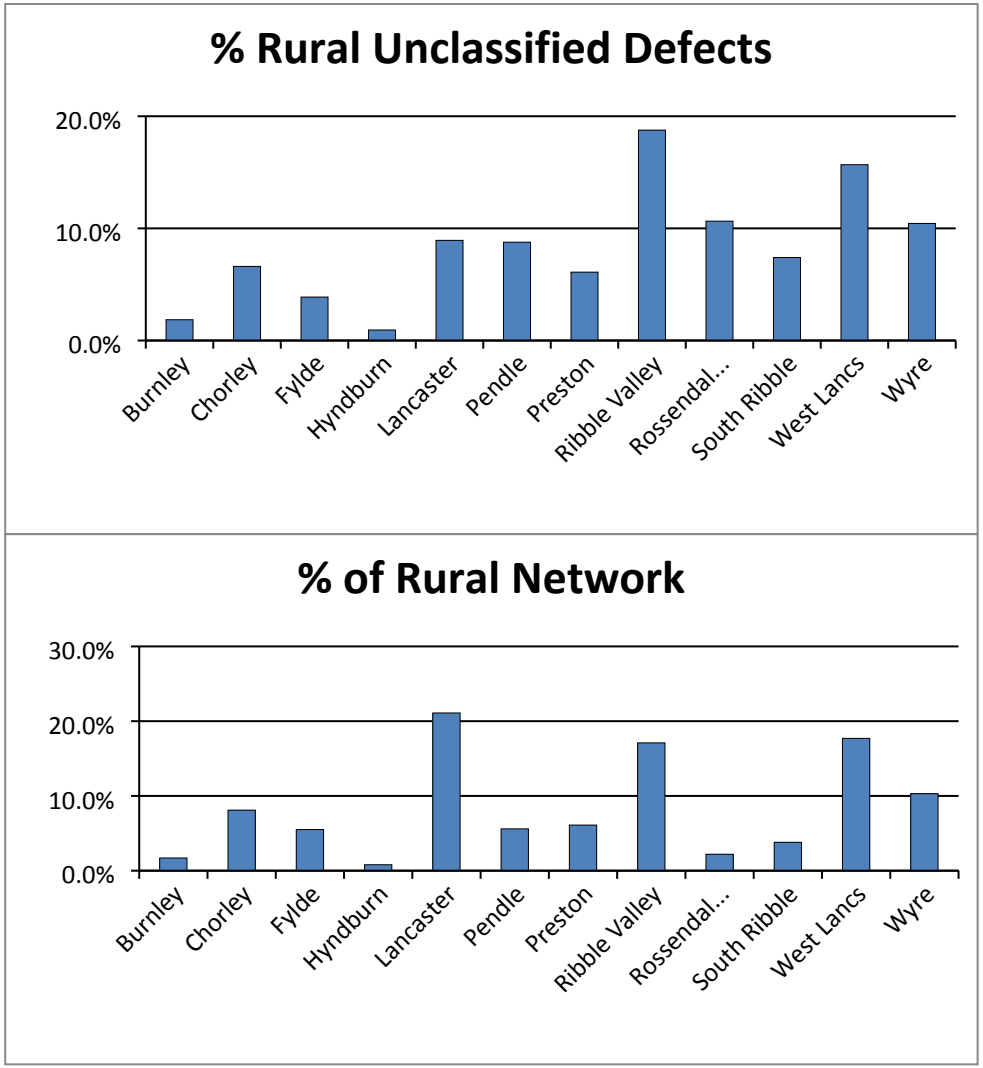
- The asset consists of a total of 2,567km of highway.
- The length of A, B and C roads classified as RED or AMBER in 2014 was 1,180 km.
- Proportion of the 1,180 km of roads RED, AMBER or GREEN is shown in the graph above.
- The proportion of RED or AMBER A, B and C roads varies across the district areas.
- A roads - Average % of 10m lengths RED or AMBER = 30.7%.
- B roads - Average % of 10m lengths RED or AMBER = 47.5.3%.
- C roads - Average % of 10m lengths RED or AMBER = 54.5%.
- The current condition of the asset is assessed as ACCEPTABLE.
- Investment strategy will firstly attempt to maintain the current condition in all district areas.
- Secondly it will allocate resources to those district areas with lengths of RED and AMBER A, B and C roads higher than compared to the county average.
- The predicted condition at the current rate of investment of £5m per annum shows a continued decline.
- It is estimated that an investment of £8m per annum is required to maintain/improve the condition of the asset.
- Risk of a major multiple fatalities as a result of failure to maintain the asset is considered to be remote.

Rural Unclassified Roads

Most Cost Effective Strategy: Investment in preventative maintenance which is based on appropriate surface treatment in preference to more costly resurfacing of roads.

Summary

- The asset consists of approximately 1,065km.
- A full coarse visual assessment will be completed in 2014.
- The current condition is indicated by the numbers of defects identified by highways inspections.
- The current condition of the asset is assessed as being ACCEPTABLE**.**
- The estimated investment required to maintain the current rate of deterioration would be £4m per annum.
- The district areas of Burnley, Pendle, Hyndburn, Preston Rossendale and South Ribble have a higher proportion of highways defects than would be expected solely on the length of the network in those areas.
- Investment is based firstly on maintaining the current condition of the network as far as is practical, and secondly, if investment levels are sufficient, to bring all district areas up to the same county standard.
- The average resources available for rural unclassified roads in the past five years have been £1.7m per annum.
- The asset is important to the rural economy and to rural communities.

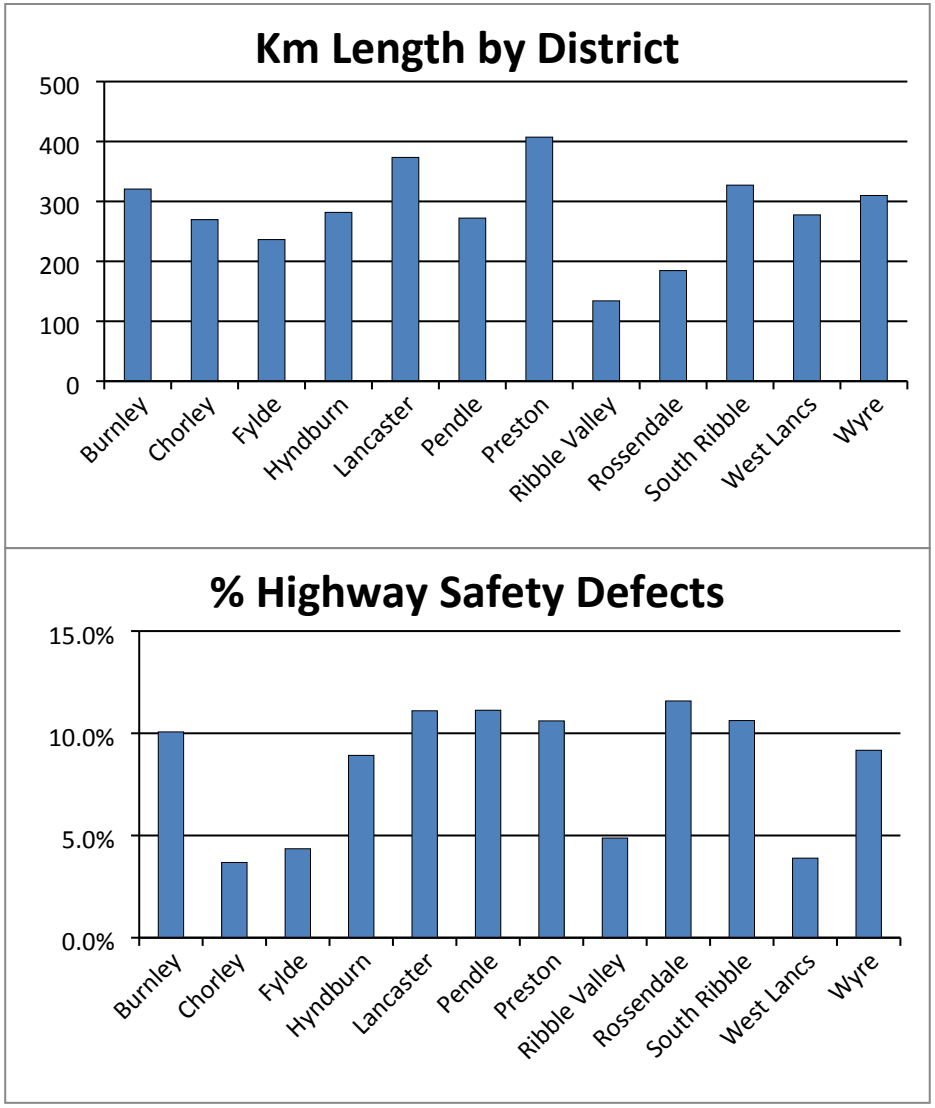


Residential Roads

Most Cost Effective Strategy: Investment in preventative maintenance which is based on appropriate surface treatment in preference to more costly resurfacing of roads.

Summary

- The asset includes approximately 3,400 km of residential roads.
- A full coarse visual assessment will be completed in 2014.
- The current condition is indicated by the numbers of defects identified by highways inspections.
- The current condition of the asset is assessed as being ACCEPTABLE.
- The estimated investment required to maintain the current rate of deterioration would be £5m per annum.
- Investment is based firstly on maintaining the current condition of the network as far as is practical.
- Secondly, if resources allow, investment will be based on bringing all districts to the county standard.
- The average resources available for residential roads in the past five years have been £2-3m per annum.

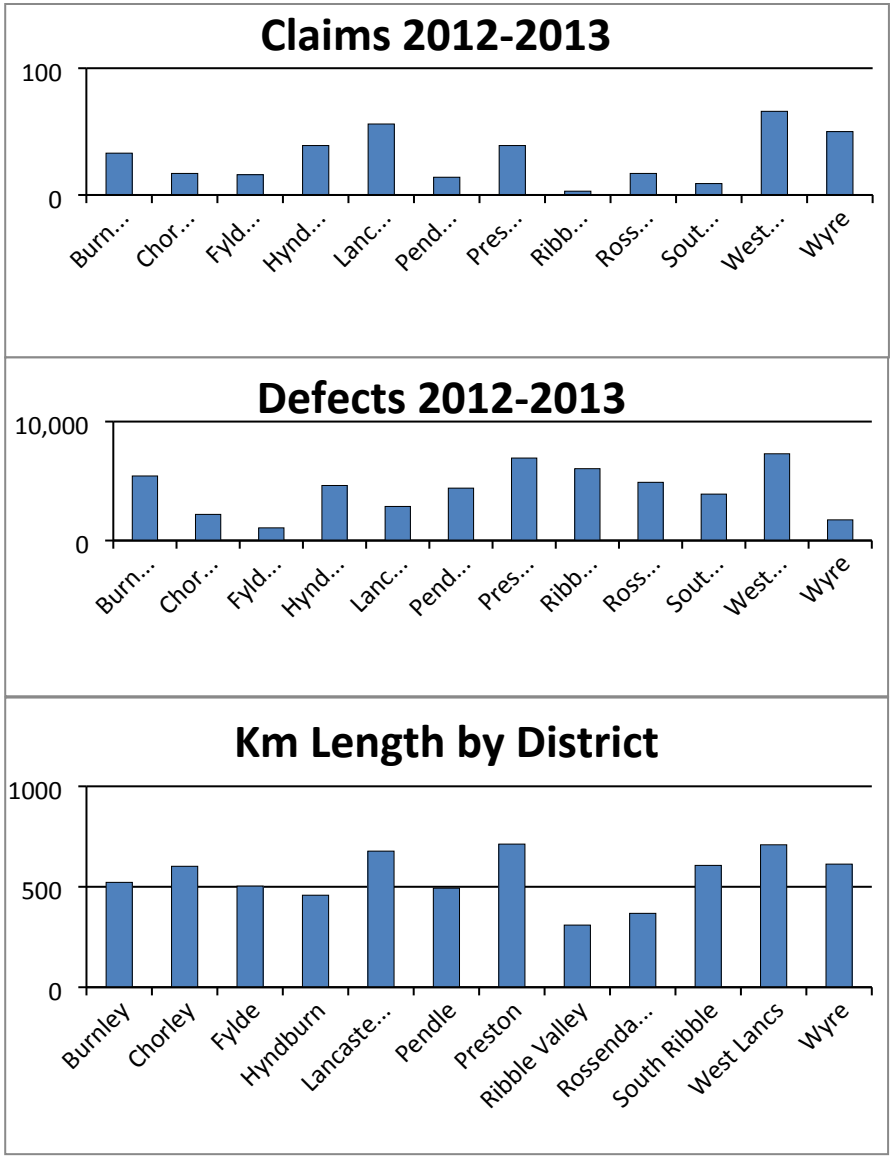


Footways

Most Cost Effective Strategy: Investment in preventative maintenance which is based on appropriate surface treatment in preference to more costly resurfacing of footways.

Summary

- There are over 8,500km of footways and urban footways in Lancashire.
- A full coarse visual assessment is to be completed in 2014.
- The current condition is indicated by the numbers of defects identified by highways inspections and the number of claims received.
- The current condition of the asset is assessed as being ACCETABLE.
- The estimated capital investment required to maintain the current rate of deterioration would be £2.5m per annum.
- Investment is based firstly on maintaining the current condition of the network as far as is practical and secondly, if resources allow, on bringing all district areas to the same county standard.
- The capital resources available for footways in the past five years have been £2m per annum.



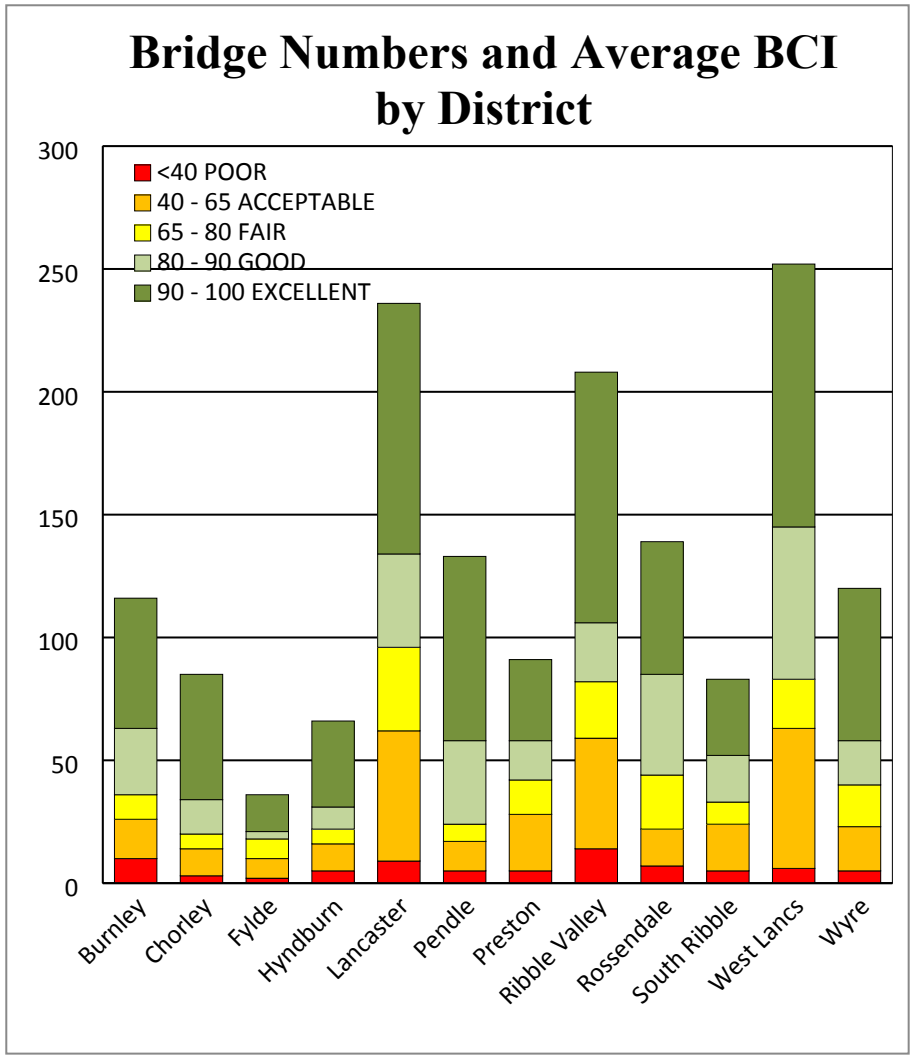
Bridges and Similar Structures

Most Cost Effective Strategy: Investment in preventative maintenance which is not based on reconstruction of bridges but is based on appropriate preventative treatment.

Summary

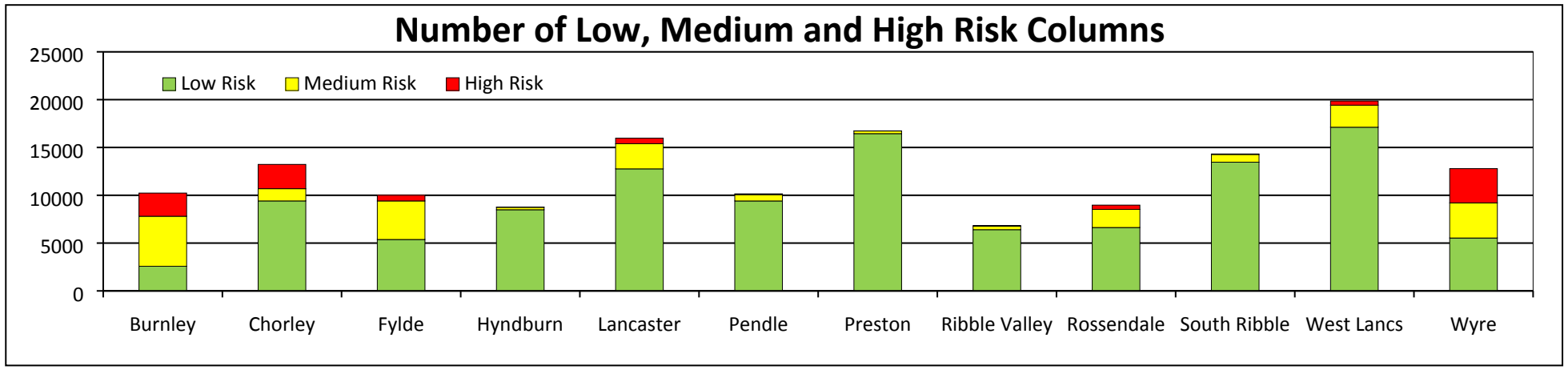
- We are responsible for approximately 2,000 bridges and similar structures.
- We have good condition information relating to the condition of the asset.
- Our average bridge condition index is 89.3 which is the upper end of GOOD (and almost EXCELLENT).
- The estimated capital investment required to maintain the current rate of deterioration would be £3-4m per annum.*
- The investment strategy is based upon identifying bridges and similar structures which have a bridge condition index (critical or adjusted) of < 40, and producing action plans for each such structure.**
- The capital investment available in recent years has averaged £6m per annum.
- It is recommended that the capital allocation for bridges is reduced to £3m per annum and that major construction or refurbishment projects seek other funding sources.
- On the basis of the bridge condition data, resources are allocated on the basis of need as individual projects are unlikely to be included in any district based allocation.

*Does not include maintenance of Network Rail bridges, major new projects or major refurbishments.**A bridge in poor condition does not necessarily require urgent remedial action and is not automatically at risk of failure or subject to load restrictions.



Street Lighting

Most Cost Effective Strategy: The risk to the public from a column falling over is generally low; however, half of our columns exceed the age when they should be regularly tested or considered for replacement or removal. The best strategy is to reduce the likelihood of columns falling over by either replacing or removing the highest risk columns or removal of columns without replacement.

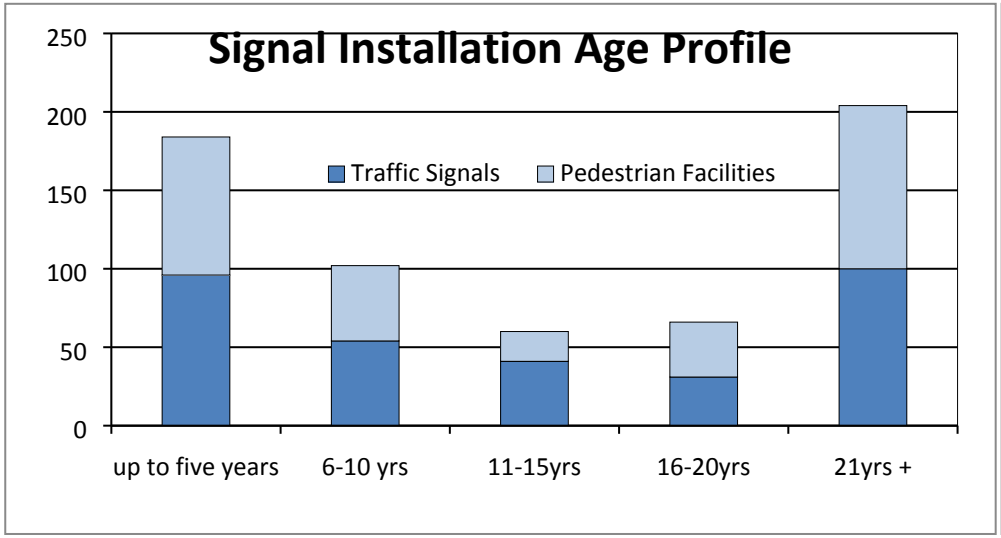


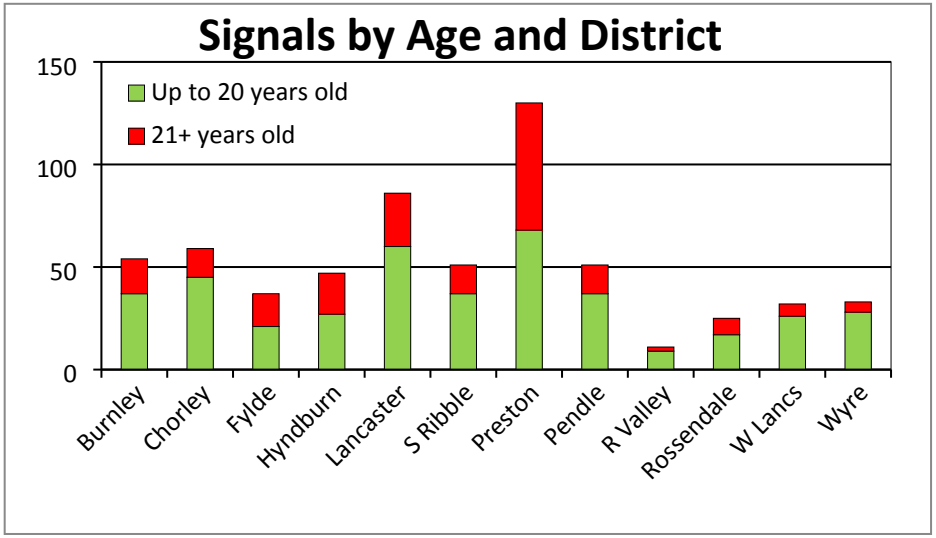
Summary

- We are responsible for approximately 165,000 street lights, illuminated signs, bollards and similar installations.
- We spend in excess of £6m per year on electricity to run those lighting units.
- According to the risk assessment contained in the Institute of Lighting Professionals Technical Report 22 'Managing a Vital Asset' 51% of lighting columns have now exceeded their 'Action Age'.
- 34,200 columns are regarded as being of medium to high risk.
- 23,000 medium risk columns (in yellow) will score highly enough in the next five years to be included in the high priority bracket, currently having a score >100.
- 11,000 columns (in red) are the highest risk now having a score >150.
- The current condition of the stock is considered to be FAIR.
- In order to maintain the current rate of deterioration of the stock, it is estimated that a capital investment of the order of £6m per annum would be required.
- The likely capital investment available for 2014/15 is £1.7m.

Traffic Signals

Most Cost Effective Strategy: Investment in preventative maintenance which is based on replacement of obsolete units at key junctions which will not be covered by Highways and Transport Masterplan activities.



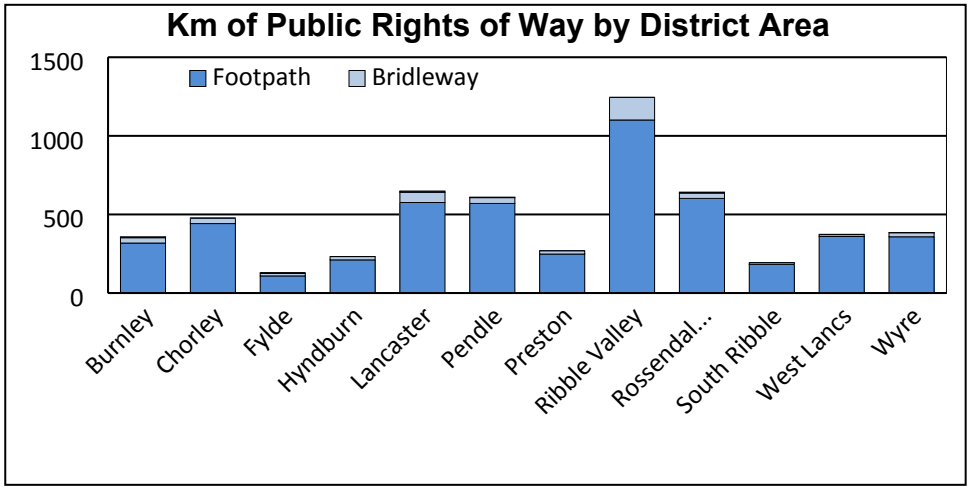


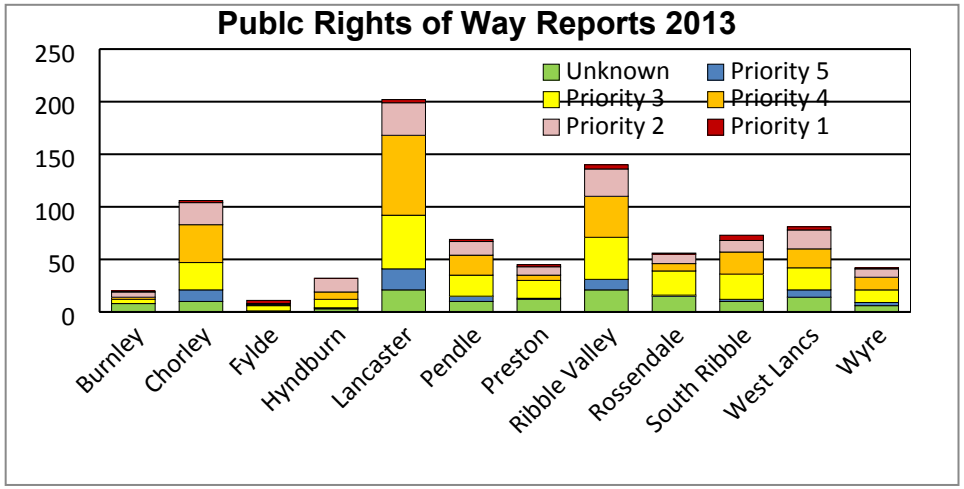
Summary

- There are 331 sites in Lancashire which are controlled by a total of approximately 1,000 traffic signal / pelican crossing installations.
- The condition of the stock is measured in terms of the age of installations.
- Installations normally have a service life of 20 years before they reach a point where they are no longer supported by the manufacturer.
- We currently have a total of 204 installations (40% of the stock) more than 20 years old.
- It is estimated that a replacement programme at a value of £0.5m per year would be required to replace the stock that is no longer supported by the manufacturer.
- Over the past three years, less than £100,000 per annum has been available for traffic signal replacement.
- It is anticipated that from 2014, a capital programme to the value of £0.3m per annum will be used to support traffic signal replacement.
- A breakdown of traffic signal and pedestrian crossing equipment up to 20 years old (green) and age 21 years and over (red) and no longer supported is shown in the right hand graph above.

Public Rights of Way

Most Cost Effective Strategy: Investment in preventative maintenance which is based on appropriate preventative treatment to key equipment and other actions aimed at ensuring the public are able to exercise their right to pass and re-pass across this network.





Summary

- The asset consists of 5,560 Km of public rights of way (PROW) comprising public footpaths, public bridleways, public by-ways and byways open to all traffic.
- The condition of the asset is collected by an annual inspection of 5% (278km) of the network. Walked lengths are selected at random and are inspected by trained volunteers.
- The condition of the asset is considered to be broadly ACCEPTABLE.
- We have a statutory duty to ensure that every PROW is correctly recorded, signed and available for all legitimate users at all times.
- Approximately 3,000 defects are reported annually across the PROW network.
- We receive more defects across the PROW network each year than we can realistically resolve.
- The capital resources available for PROW in the past five years have been negligible. From 2015 onwards £0.25m will be made available annually.
- Investment is based firstly on maintaining the current condition of the network as far as is practical and secondly, if resources allow, on bringing all district areas to the same county standard.
- This asset contributes towards health and well-being initiatives and is used extensively used for health related leisure activities such as walking, cycling, running, horse riding etc.

11) Conclusion

The above data indicates:

- The most effective investment strategy is one based on intervention at the optimal point in an asset's lifecycle.
- A general maintenance strategy of planned preventative maintenance at the correct time should be adopted.
- A 'worst first' approach can no longer be sustained.
- Continued deterioration of the A, B and C road network will occur if investment in the network is maintained at £5m per annum.
- An investment of £8m per annum is required to manage the condition of the A, B and C road network.
- The condition of the bridges network is assessed as being at the upper end of GOOD.
- It is recommended that investment in bridges and similar structures in the short term is reduced to a level of £3m per annum provided that major scheme funding is sought for strategic schemes.
- There are significant maintenance backlogs present particularly in respect of the A, B and C road network, rural unclassified roads, street lighting and traffic signals.
- A capital programme of the order of £25m will result in continuing deterioration of parts of the highways asset.
- The identification of strategically important subsets of the highways asset should be identified and prioritised to support the maintenance strategy.

12) Risk

Relative Risk Rating of the Asset Groupings

Asset Class	**Asset Volume or Size**	**Likelihood of Catastrophic Failure** i.e., serious injury, loss of key asset, fatality.	**Usage of Asset**	**History of critical safety defect**
A, B and C Roads	2,567km	Possible	Very High and economically critical	Medium/ Low
Rural Unclassified Roads	1,065km	Possible	Medium but significant to rural tourist economies	Medium
Residential Unclassified Roads	3,400km	Possible	High visibility	Low
Bridges	2,000	Remote	High (many thousand transits per day)	Very low (once in 10 years)
Footways	8,518km	Remote	High and users are vulnerable	360 occasions each year i.e. 1 per day
Drainage	Approx 7,000km	Remote	High	Medium
Street Lighting	165,000	Remote	High	0.008% less than one per month
Traffic Signals best estimate	331 junctions or 1,000 installations	Possible	Hundreds of thousands of transits per day	Common failure of traffic signals (approximately 2 per week)
Crash Barriers	Report being prepared	Possible	Thousands of movements per day across the network	Limited failure. No history of total failure

Generic Service Standards

Service Standard	Description of Level of Service
POOR	**Definition** Service delivery that is considered to fall below the minimum standard deemed necessary to maintain the asset in a safe manner. As a result only those essential and critical repairs that are affordable are undertaken. The risks and consequences associated with providing this service level are summarised below: **a) Legal** • Unable to ensure that we carry out all those duties that are incumbent on the authority through law, statutory duties or mandatory requirements; • Insufficient allocation to carry out works to recommendations contained in relevant codes of practice for which there is no approved derogation; • Authority is more exposed to legal action up to and including corporate manslaughter; • Degree of risk may be mitigated by a robust risk assessment which describes the reasons for deviation from the code of practice. **b) Safety** • In all cases **except** where the asset condition was formerly GOOD or EXCELLENT it is likely to result in a significant increase in the risks associated with safety or legal deficits; • Risks associated with the asset may be increased with attendant risks of legal exposure; • Likely to result in a significant increase in third party claims against LCC for personal injury and third party damage; • Heavy reliance on Safety Inspection regime to identify defects. **c) Availability**

- Availability of entire network cannot be guaranteed;
- Poor asset condition means parts of the asset may be withdrawn on a temporary or permanent basis to reduce the safety and legal exposure of the authority;
- As no programmed maintenance work is undertaken assets may be withdrawn from service for some time.

d) Condition

- Condition of the asset will quickly deteriorate as investment is not keeping pace with the maintenance requirements. This standard is not sustainable over the long term;
- It is assumed that the rate of deterioration exceeds the under investment required to maintain condition by a factor of at least 50% i.e. investment £10m less than required means a depreciation of £15m in asset value.

e) Asset Value

- Asset value is likely to be depreciating more rapidly as a result of minimal investment;
- Maintenance heavily reliant on reactive activities which result in unpredictable financial management and highest whole life costs;
- The cost of investment needed to return the stock to the minimum standard is growing rapidly and exceeds the resources available.

f) Public Perception

- Likely to be well aware that the asset is deteriorating and is becoming less available, safe or fit for purpose;
- Members in particular will be facing pressure for improvement and will seek to react to local pressures potentially diluting the impact on overall asset condition;
- Complaints and claims would be expected to be high.

g) Service Delivery

- The principle focus is likely to be reactive maintenance with minimum or no preventative maintenance intervention to prevent asset deterioration;
- It will not be possible to address all issues rapidly and a prioritisation of service demands will be required;

	• It is likely that increasing portions of the asset are removed from service and that the trend accelerates with time as the asset ages; • An increasing backlog of maintenance issues will exacerbate the service problems and lead to a further chain reaction of deterioration; • Depreciation in the asset value would be expected to exceed the under investment required to achieve a FAIR standard. It would be expected that initially deterioration would outstrip underinvestment by 50% with that proportion tending to increase year on year.
ACCEPTABLE	**Definition** The minimum level of service to meet most statutory requirements and compliance with minimum requirements detailed in national codes of practice. The risks and consequences associated with providing this service level are summarised below : **a) Legal** • The authority complies with the requirements of the relevant codes of practice in all key respects; any derogation is documented and supported by a robust risk assessment; • We know what is required and how we deliver the requirements. **b) Safety** • High reliance on Safety Inspection regime to identify defects; • In all cases **except** where the asset condition was formerly GOOD or EXCELLENT it is likely to result in an increase in the risks associated with safety or legal deficits; • Safety defects are well defined with performance standards for rectification of those defects. Systems are in place to ensure proper assessment prioritisation and rectification of defects or temporary arrangements to mitigate risk until a permanent repair is possible; • We have relevant information to support our delivery to required performance standards. **c) Availability** • The majority of the asset is available for normal reasonable use. **d) Condition**

	• The condition of the asset is deteriorating but at a reduced rate compared to POOR standard; • It is assumed that the rate of deterioration over under investment is of the order of 30% i.e. £10m underinvestment results in £13m of deterioration. **e) Asset Value** • The asset value is likely to be depreciating as a result of minimum investment. **f) Public Perception** • Likely to be well aware that the asset is deteriorating and is becoming less available, safe or fit for purpose; • Members in particular will be facing pressure for improvement and will seek to react to local pressures potentially diluting the impact on overall asset condition; • Complaints and claims would be expected to be high. It is highly likely that members or the public would easily distinguish between POOR and ACCEPTABLE standards in their localities. **g) Service Delivery** • The principle focus is likely to be reactive maintenance rather than preventative works undertaken at the optimal time; • It will not be possible to address all issues rapidly and a prioritisation of service demands will be required; • An increasing backlog of maintenance needs will exacerbate the service problems and lead to a further chain reaction of deterioration; • Depreciation in the asset value would be expected to exceed the under investment required to achieve a FAIR standard; • It would be expected that initially deterioration would outstrip underinvestment by 30% with that proportion tending to increase year on year.
FAIR	**Definition** A level of service that generally meets statutory needs and the requirements detailed in national codes of practice. The risks

and consequences associated with providing this service level are summarised below:

a) Legal

- The authority complies with the requirements of the relevant codes of practice in all respects and a robust risk assessment exists, except where it chooses not to carry one out. In all such instances any derogation is documented and supported by a robust risk assessment;
- We know what is required and how we deliver the requirements;
- The legal exposure of the authority is reasonably controlled and robust systems are in place to provide supporting evidence of compliance with the code of practice.

b) Safety

- Safety defects are well defined with performance standards for rectification of those defects;
- Systems are in place to ensure proper assessment prioritisation and rectification of defects or temporary arrangements to mitigate risk until a permanent repair is possible;
- We have relevant information to support our delivery to required performance standards. We are proactive in the identification and rectification of those defects;
- In all cases **except** where the asset condition was formerly GOOD or EXCELLENT it is unlikely to result in an increase in the risks associated with safety or legal deficits.

c) Availability

- The majority of the asset is available for normal reasonable use;
- Restrictions of the asset are largely planned maintenance activities rather than emergency repairs with the exception of emergency utility repairs.

d) Condition

- The condition of the asset is stabilised or with minor deterioration;
- It is assumed that the rate of deterioration is under 10%.

	e) Asset Value • The asset value is likely to be depreciating as a result of other external factors rather than under investment. **f) Public Perception** • It is likely that public opinion does not reflect the condition of the asset and the presence of any defects at all would be considered by members of the public to indicate that the asset was in poor condition. **g) Service Delivery** • A mixture of preventative maintenance undertaken at the optimal time and reactive maintenance will be delivered although it is possible that outside pressure focuses some investment in areas which do not serve to improve the condition of the asset; • The backlog of maintenance needs will probably be growing but at a reduced rate, due to any severe weather events and the reduction of our ability to focus on technically driven programmes.
GOOD	**Definition** A level of service that is above statutory needs and the requirements detailed in national codes of practice. The risks and consequences associated with providing this service level are summarised below: **a) Legal** • The authority generally exceeds the requirements of the relevant codes of practice in key respects; any derogation is minor and defensible, documented, and supported by a robust risk assessment; • We know what is required and how we deliver the requirements; • We are able to defend legal claims robustly and develop a strong due diligence defence. **b) Safety** • Safety defects are well defined with performance standards for rectification of those defects; • Systems are in place to ensure proper assessment prioritisation and rectification of defects or temporary arrangements to mitigate risk until a permanent repair is possible; • We have supporting information to ensure our delivery to required performance standards;

	• Should see a reduction in numbers of third party claims against LCC for personal injury and third party damage. **c) Availability** • The vast majority of the asset is available for normal reasonable use. **d) Condition** • The condition of the asset has been stabilised but significant improvements will take time It is assumed that the rate of deterioration is minimal. **e) Asset Value** • The asset value is maintained as far as is reasonably practical; • Relatively high costs in the short term as intervention measures are used to improve asset condition – results in lower whole life costs. **f) Public Perception** • It is likely that public perception is still focused on the defects present and that it will take significant time before any improvement in perception of the asset is noted. **g) Service Delivery** • A mixture of preventative and reactive service delivery models will be used as the backlog of maintenance issues will only be reduced slowly if at all; • Increased capital budget enables preventative maintenance to be carried out. Such works are directed at intervening at the right point to restore the asset to an appropriate condition at minimum cost.
EXCELLENT	**Definition** A level of service that is well above statutory needs and the requirements detailed in national codes of practice. Service delivery aimed at maintaining the asset to a high standard. The risks and consequences associated with providing this service level are summarised below: **a) Legal**

	• The authority complies with the requirements of the relevant codes of practice in all respects; any minor local derogations are documented and supported by a robust risk assessment; • We know what is required and how we deliver the requirements; • We further understand future needs and pressures and have a well developed strategic plan for the next five years. **b) Safety** • Significant reduction in claims against LCC for personal injury and third party damage; • Safety defects are well defined with performance standards for rectification of those defects; • Systems are in place to ensure proper assessment prioritisation and rectification of defects or temporary arrangements to mitigate risk until a permanent repair is possible; • We have relevant information to support our delivery to required performance standards**;** • Performance standards are challenging and reviewed regularly. **c) Availability** • The asset is available for normal reasonable use. **d) Condition** • The condition of the asset is improving strongly with asset value increasing; • It is increasingly possible to flexibly assign resources to selected programmes each year as the relative deterioration is marginal year on year. **e) Asset Value** • The investment required to bring the asset to an as new condition is reducing; • High costs in the short term as intervention measures are used to improve asset condition – results in lowest whole life costs. **f) Public Perception**

	• Generally public perception of the condition of the strategic and residential road network would be expected to be positive however the response to the few defects remaining will be disproportionate as expectations will steadily increase; • The majority of the asset improvements will be less visible and the general public and members would not be expected to notice improved drainage, improving lighting column condition or improving bridge condition. **g) Service Delivery** • The principle service delivery is focused on preventative maintenance at the optimal time in an assets life cycle which will effectively reduce the average cost per scheme, particularly in respect of roads, and in turn fuel more rapidly improving condition; • Operating at a sustainable level using sustainable methods.

Appendix 2

Service Standards

Asset Category	Measured By	2013/14 Condition	SERVICE STANDARD			
			ACCEPTABLE	FAIR	GOOD	EXCELLENT

			CONDITION	CONDITION	CONDITION	CONDITION
A Roads*	% Roads RED & AMBER	A = 22.1%	25%	15%	10%	5%
B Roads*		B = 42.3%	40%	20%	15%	5%
C Roads*		C = 48.7%	50%	30%	20%	10%
Residential Unclassified Roads **	% Roads RED & AMBER	28-40%	28-40%	18-28%	14-18%	<14%
Rural Unclassified Roads**	% Roads RED & AMBER	28-40%	28-40%	18-28%	14-18%	<14%
Footways	Number of Defects	51,395	50,000-60,000	25,000-50,000	15,000-25,000	<15,000
Bridges and Similar Structures	Bridge Condition Index (Average)	89.3	40-60	60-79	80-90	>90
Street Lighting	% of High Risk Installations	23.15%	25-35%	20-25%	10-20%	5-10%
Traffic Signals	% of Units Beyond Design Life	33.11%	30-40%	20-30	10-20	<10%

* The overall condition of the A, B and C road network is broadly considered to be ACCEPTABLE.

** It has been assumed, in the absence of engineering data, that the condition of the unclassified road network is similar to that of the C road network.

Appendix 3

Primary and secondary priorities if additional resources are received in Phases One, Two or Three

This TAMP defines a fifteen year operational plan designed to reduce the transport asset maintenance backlogs and future maintenance costs in Lancashire. It recognises that a key barrier to this is the availability of sufficient financial resources.

Whilst we would like to improve the condition of all of our assets, all at once, this TAMP recognises that the amount of money likely to be made available in future will not permit this. As a result we are required to prioritise those assets which contribute most towards our goal of delivering an effective transport system, as this is considered crucial if we are to help the businesses of Lancashire and achieve our broader economic, social and environmental goals. If we are to succeed, this approach will require the understanding and support of elected members and the residents of Lancashire over the life of this plan.

Should additional resources be made available then more rapid progress can be made towards providing a network that is fit for purpose and maintainable at a good standard by enabling works contained in phases two and three to be brought forward.

Additional resources will also enable more rapid progress to be made in providing a transport asset network that is fit for purpose and maintainable at a good standard. It will also enable the economic and other benefits such as health, well being and engagement with neighbourhoods etc to be realised earlier

The vision of this plan is a Lancashire in 2030 supported by a good roads network where available resources allow rapid rectification of maintenance needs and allow a rapid, clear and transparent response to problems while supporting preventative maintenance treatments designed to avoid future potential problems.

The information below has been complied to set out how we would spend any additional money should the actual level of finance received increase over and above that assumed in the TAMP. Dependant on the actual level of additional finance received we will either enhance the defined programmes for priority areas or invest in the primary and secondary priorities. In all cases, the TAMP will be amended should additional resources be received.

Phase One 2015/16 to 2019/20 - Main Priority Areas A, B and C Roads and Footways		
One-off additional allocation	Primary Priority	Subject to level of finance received, bring forward a limited number of planned works on the most strategically important parts of the A, B & C road network.
	Preferred Treatment	Surface dressing, structural patching or resurfacing as appropriate.
	Secondary Priority	Footway network, concentrating on third party claims black spots.
	Preferred Treatment	Structural patching or resurfacing as appropriate.
	Outcome	Accelerate the completion of phase one, resulting in the A, B and C road and Footway networks being in better condition, having fewer defects and reduced on-going maintenance costs.

£1m to £5m per year over a number of years	Primary Priority	Potential to bring forward whole programmes of planned work, prioritised on strategically important parts of the A, B & C road network.
	Preferred Treatment	Surface dressing, structural patching or resurfacing as appropriate.
	Secondary Priority	Residential unclassified road network.
	Preferred Treatment	Structural patching or surface dressing.
	Outcome	Accelerate a reduction in backlogs and improve the condition of A, B and C and residential unclassified road networks particularly if surface dressing treatments are used. If roads need to be structurally patched, this will result in a much smaller area being remediated.
In excess of >£5m per year over a number of years	Primary Priority	Residential unclassified and rural unclassified road networks to accelerate reduction in backlogs.
	Preferred Treatment	Creation of resurfacing and structural patching allocations and explore operational delivery to maximise economies of scale.
	Secondary Priority	Potential to resurfacing of those parts of the residential unclassified and rural unclassified road networks where surface dressing or structural patching is not considered appropriate.
	Outcome	Additional investment will allow phases one and two to be run concurrently and enable us to reduce maintenance backlogs in these networks. However our prime focus in the short term will be to concentrate on using the most cost effective treatments and addressing the proportion of the asset classified as RED.
Added Value - Accelerate the reduction of backlogs particularly on the strategically important parts of the network as this supports the economy of Lancashire and is vital if we are to increase the economic prosperity of the county. This is reflected in the county council's Highways and Transport Master Planning process which is supported by central government delivering the Preston, South Ribble and Lancashire City Deal and Heysham M6 Link projects. Additional funding of £5m per annum will allow concurrent improvement of the residential unclassified and rural unclassified road networks in support of the county council Priority Neighbourhoods initiative which seeks to improve the most deprived areas of Lancashire.		
Phase Two 2020/21 to 2024/25 - Main Priority Areas Rural Unclassified Roads and Residential Unclassified Roads		
One-off additional allocation	Primary Priority	Subject to level of finance received, bring forward a limited number of planned works on the residential unclassified road network.
	Preferred Treatment	Surface dressing, structural patching or resurfacing as appropriate.
	Secondary Priority	Subject to level of finance received, bring forward a limited number of planned works on the most strategically important parts of the rural unclassified road network.
	Preferred Treatment	Structural patching or resurfacing as appropriate.
	Outcome	Will accelerate the completion of phase two, resulting in the rural unclassified and residential unclassified road networks being in better condition, having fewer defects and reduced on-going maintenance costs.
£1m to	Primary Priorities	Increased investment in lighting column replacements.

£5m per year over a number of years	Preferred Treatment	Replacement of highest risk columns.
	Secondary Priorities	Increase investment in street lighting equipment. Removing those columns that are no longer needed. Where columns are still needed, replacing with new and fitting with energy efficiency lanterns.
	Preferred Treatment	Removal of columns coupled with more energy efficient technology deployment.
	Tertiary Priorities	Replacing ineffective drainage systems with modern equivalents, prioritising work to flood risk areas.
		Increase investment in those bridges and similar structures which have a bridge critical score close to 40.
	Outcome	Will enable works from phase 3 to be brought forward and for real progress to be made in respect of asset groupings not currently included in any phase. Will result in lower future maintenance costs.
In excess of >£5m per year over a number of years	Primary Priority	Increased Investment in residential unclassified and rural unclassified road networks to accelerate a reduction in maintenance backlogs.
	Preferred Treatment	We will create resurfacing and structural patching allocations for the residential unclassified and rural unclassified road networks and explore operational delivery mechanisms to maximise economies of scale
	Secondary Priority	Increased surface dressing across the entire network to enable AMBER areas to be addressed earlier.
	Outcome	Additional investment at this level will allow phases one and two to run concurrently enabling us to accelerate progress in reducing the maintenance backlogs in the residential unclassified and rural unclassified road networks. However our prime focus in the short term will be to concentrate on using the most cost effective treatments and addressing the proportion of the asset classified as RED.
Added Value Will allow more rapid progress to be made particularly in the residential unclassified and rural unclassified road networks. The rural unclassified road network is particularly important given the outstanding natural beauty of the county. In spite of its relative importance anticipated funding levels will not allow progress until phase two.		

Phase Three 2025/26 to 2029/30 - Main Priority Areas Bridges and similar structures and Street Lighting		
	Overall Priority	Review of condition of all assets following phases one and two.
One-off additional allocation	Primary Priority	Street Lighting
	Preferred Treatment	Replacement of highest risks columns
	Secondary Priority	Energy reduction initiatives.
	Preferred Treatment	
	Outcome	Replacement of highest risks columns and reduction in energy and costs
£1m to	Primary Priorities	Bridges and Structures

£5m per year over a number of years	Preferred Treatment	Addressing structures in poorest conditions.
	Secondary Priorities	Inspection programmes.
	Preferred Treatment	
	Tertiary Priorities	
	Outcome	Ensure that bridges remain in a safe condition
In excess of >£5m per year over a number of years	Primary Priority	Production of the next ten year plans.
	Preferred Treatment	Preventative maintenance intervention at the optimal time
	Secondary Priority	Reduction of proportions of poor condition assets.
	Outcome	Ensure that all assets are maintained in their optimum condition and that maintenance backlogs are very much reduced so that they can be easily addressed within the level of funds that are available.

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DEVELOPER	SCHEME	FILE REF	DATE OF S38	COMMENTS/DATE ADOPTED
M C K Partnership Winckley Estates	Beech Gardens Rowan Croft Clayton-Le-Woods	147a	07/10/1993	not adopted as yet
NBHA - North British Housing	Canal Walk, The Causeway, The Moorings	PD2/287	30/01/2004	adopted 21/1/14
NBHA - North British Housing	Kilkerran Close, Cameron Croft, Mackay Croft, Mackenzie Close off Stedley Lane Chorley	PD2/287	17/10/1997	17-Oct-97
Bryant Homes	Mile Stone Meadow, Belfry Close, Turnbury Close St Andrews Close	PD2/320	05/07/2000	28/05/2012
Badger Construction Ltd	Bracken Close, Heather Close, Thistle Close off Eaves Lane Chorley	PD2/335	yes no date	not adopted as yet
J J H Barnes & Co Ltd	Neare Meadow Sandy Lane Clayton-Le-Woods	PD2/346	24/06/1999	not adopted as yet
Loughlin Homes	Chancery Close off Brookside Coppull	PD2/351	16/11/2000	30/03/2004
Persimmon Homes	Grange Drive,Spendmore Lane 295,297,299,299a,301,301a, Manor Way Coppull	PD2/348	12/09/2001	not adopted as yet
Morris Homes	Forsythia Drive,Gardenia Close off Preston Road Clayton-Le-Woods	PD2/379	24/11/2004	adopted 19/3/14
P S M Development	Apple Tree Close Euxton	PD2/385	28/03/2012	not adopted as yet
Redrow Homes	Dean Wood Close	PD2/341/2	01/06/2006	not adopted as yet
Redrow Homes	Burgh Wood Way	PD2/341/2	31/05/2006	not adopted as yet
Redrow Homes	Arley Wood Drive	PD2/341/2	31/05/2006	26/11/2012
Merewood Homes Persimmon Homes	Anchor Fields Eccleston	PD2/384	21/02/2005	awaiting structures agreement
Fairclough Homes Barratt	Owsten Court Anderton Chorley	PD2/370?	part 8/11/04	not adopted as yet
Redrow Homes (Lancs) Ltd	Folly Wood Drive,Squares Wood Close and Old Wood Close Gullibrand Hall Chorley	no file number	28/03/2008	not adopted as yet
Rowlinson Constructions Ltd	1-14 Bow Wood Close (parcel 12)	no file number	20/12/2005	not adopted as yet

Barratt	Main street 25-43,36-102, 45-63, 120-140, Weavers Court 24/28,Blacksmith Walks,Baker Close 1,36-55, 2-38,Farriers Way 1,2, Coopers Place 1-22.	PD2/361	20/10/2006	not adopted as yet
Roland Bardsley	41-75, 46-78 New Street Eccleston	PD2/396	04/04/2006	not adopted as yet
Barratt	Keepers Wood Way 35-67,Ashwood Court 1-26	no file number	17/09/2007	not adopted as yet
Wm Marsden & Sons	Wigan Rd (Springfield Gardens)	PD418	24/10/2012	legal ref no 5.43574
Arley Homes	Dog and Partridge Chorley Lane Chorley - 20 houses		10/10/2013	adopted 22/7/14
Newfield Construction	Park Mills	PD422	26/03/2013	
PE Jones	Railway Rd	PD427	04/03/2014	
Wainhomes	269 Preston Rd	PD401	?	Ref No 5.38935
Barratt	Sagar House	PD409	22/06/2014	
Persimmon Homes	Fairview Dr			24/06/2014

Lancashire County Council Winter Service Plan 2013/14

STATEMENT OF OBJECTIVES, POLICIES AND RESPONSIBILITIES

Lancashire County Council

www.lancashire.gov.uk/**winter**

Statement of objectives, policies and responsibilities

1. The statutory basis for winter service

1.1 Although sometimes termed winter maintenance, the particular network management requirements during winter are not maintenance in the traditional sense, but specialist operational services. Winter Service deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events involving ice and snow. It should be subject to the same regime of plan, deliver, review and improve as other aspects of the highway maintenance regime. This is particularly important given the potential impacts of climate change and the risk of increased frequency and intensity of severe winter weather events. Winter 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.

1.2 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."

This is not an absolute duty, given the qualification of reasonable practicability, but it does effectively overturn previous legal precedence. After a period of some uncertainty, in 2000 the House of Lords ruled[1] that the statutory duty in S41(1) 'to maintain the highway' referred to the responsibility of a highway authority to put and keep its roads in repair. The presence of snow and ice on a road did not make it out of repair. Section 150 of the 1980 Act nevertheless imposes a duty upon highway authorities to remove any obstruction of the highway resulting from "accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause." S41(1A) has yet to be considered at appellate level, and potentially raises issues about burdens of proof and standards that will require resolution in due course.

1.3 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.

[1]Goodes v East Sussex County Council (2000)

2. Code of practice and national policy context

2.1 In July 2009, the UK Roads Liaison Group[2] published its review of lessons to learn from the events of Winter 2008/09, including 19 recommendations to highway authorities, producers and suppliers of salt and other stakeholders to improve winter preparedness and resilience[3]. The review informed an update of Section 13 of the UKRLG's Well-maintained Highways: Code of Practice for Highways Maintenance and Management[4], published in December 2009 and further amended in May 2010, which sets out best practice for local highway authorities in developing policy, strategy, plans and operational procedures for winter service and resilience. This update, issued as complementary guidance, has the same status as the Code, ie it is not mandatory but a relevant consideration in the event of any claims or legal action.

2.2 The Code states that authorities should formally approve and adopt policies and priorities for Winter Service. These should be set out in a Winter Service Plan based on the principles of the Code, and should be consistent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. The plan should also take into account the wider strategic objectives of the authority. Issues for consideration in developing policy should include:

- treatment of facilities for public transport users;
- treatment of facilities for road users;
- treatment of facilities for walking and cycling;
- treatment of transport interchanges;
- treatment of promoted facilities;
- extent of priority for emergency services;
- extent of priority for key public services and critical infrastructure;
- extent of priority for vulnerable users; and
- other local circumstances.

The Code acknowledges, however, that given the scale of financial and other resources involved in delivering the Winter Service, it is not reasonable to:

- provide the service on all parts of the network; and
- keep running surfaces free of ice and snow at all times, even on the treated parts of the network.

2.3 On 30th March 2010, the then Secretary of State for Transport announced an independent review of Winter Resilience to identify practical measures to improve the response of England's transport sector – road, rail and air – to severe winter weather. Chaired by David Quarmby CBE, the Review Panel were remitted to initially identify quick wins aimed at improving resilience in preparation for winter 2010/11. Following the General Election in May 2010, the new Secretary of State requested the work continue.

[2]The UK Roads Liaison Group (UKRLG) brings together national, devolved and local government from across the UK to provide advice on road infrastructure engineering and operational matters.
[3]Lessons from the Severe Weather February 2009, UK Roads Liaison Group, July 2009
[4]UK Roads Liaison Group Well-maintained Highways – Code of Practice for Highway Maintenance Management (July 2005), Complementary Guidance – Section 13 Winter Service (amended December 2009)

2.4 The Panel's Interim Report[5], published on 26th July 2010, focused largely on the planning and execution of winter service and production, deployment and distribution of salt stock for the road network. It also assessed public expectations, weather forecasting, the different approaches of highway authorities to winter service, self-help by the public in clearing snow and ice, and the case for national regulations and powers over salt supply and stocking. The Panel made a number of key recommendations, which the Secretary of State accepted. He has also urged local highway authorities to take forward the recommendations that relate specifically to them. These are:

Recommendation 5: Every local highway authority should have a robust winter service plan, and should regularly review the key elements of it, including network coverage, operational procedures and standards and appropriate salt stockholding to meet defined resilience standards, all in line with current best practice.

Recommendation 6: Consultation on treated networks should be broadly drawn to include business representatives, passenger and freight transport operators and local communities, as well as health and education service providers; and to help manage public expectations should be followed by clear and comprehensive communications of winter service plans, supported by good real-time communications through media and on-line when winter conditions arrive.

Recommendation 7: As many local highway authorities already do, authorities should collaborate with and support lower-tier authorities to help ensure that maximum practical winter support can be given in areas and communities beyond the treated networks, including possibly the treatment of key footways and pedestrianised areas.

Recommendation 8: While recognising that research and technical information in this area is relatively fragmented and uncoordinated, and that available evidence needs to be presented more authoritatively, local highway authorities should be aware of the opportunities to improve salt utilisation through adopting lower spread rates and alternative treatment methods, both to reduce cost and to reduce demands on a potentially vulnerable salt supply chain.

Recommendation 9: Professional bodies and the Local Government Association should encourage the more widespread dissemination and adoption of best practice in the preparation and delivery of winter service plans.

Recommendation 10: While recognising that the resilience of salt supply is being addressed as a nationwide issue, local highway authorities can support this and should:

- all participate fully in the year-round systematic information collection and monitoring of salt stocks and movements which the Panel are recommending should be adopted by DfT;
- ensure their own planning of salt stocks and supply is sound and carried out in accordance with best practice, and supported by practical measures to improve salt utilisation; and
- put in place (or confirm where existing) mutual aid with neighbouring authorities to help address localised shortages.

Recommendation 11: Local highway authorities should treat their winter service planning as an integral part of wider general resilience planning for civil contingencies, bringing to the development of winter service plans the benefits of processes and disciplines associated with resilience planning, together with the culture of constructive challenge and validation.

2.5 The Panel published its Final Report[6] on 22nd October 2010. It includes a number of further recommendations, of which the following are relevant to local authorities:

[5]Winter Resilience Review: The Resilience of England's 6Transport Systems in Winter, Interim Report, July 2010
[6]Winter Resilience Review: The Resilience of England's Transport Systems in Winter, Final Report, October 2010

Recommendation 25: A new resilience benchmark of 12 days/48 runs should be adopted for pre-season stockholding for English local highway authorities; they should then review their history of usage and mutual aid or other arrangements to consider:
a) whether there is a case for increasing capacity towards 48 runs if it is currently less than this, in addition to filling the capacity they have; or
b) at what level to stock – at or above the 48 runs level – where the capacity exists to do so.

Recommendation 26: To ensure optimum resilience of the supply chain through a nationally severe winter, achieving benchmark resilience levels across Britain by the beginning of November should be treated as the key priority, facilitated where necessary by imports. The year-round monitoring system being put in place will analyse and overview this process and enable any future shortfall to be addressed.

Recommendation 27: Building on the UK Roads Liaison Group Report of July 2009, that the Well-maintained Highways code of practice continues to be regarded as best practice by local highway authorities for winter service policy and planning, as modified and reinforced by the specific Recommendations of this Review.

Recommendation 28: Local highway authorities should in their winter planning and consultation consider the extent of treatment of footways, especially in relation to bus stops, railway stations and other public transport interchanges as well as to town centres, business premises, schools and health facilities.

2.6 The extreme conditions experienced in late November / December 2010 followed two winters where severe weather conditions had caused widespread problems across the UK. The winter of 2009/10 was the coldest in the UK for 30 years, with sustained periods of sub-zero temperatures and widespread snowfalls, and unusual in its coverage of the whole country. The previous winter had also been severe, and followed a decade of relatively mild conditions. Both created extremely challenging conditions for the travelling public and for all forms of transport across the country, a key issue becoming the availability of rock salt.

2.7 In light of the severe conditions experienced in late November and early December 2010, the Secretary of State requested David Quarmby CBE to follow up his earlier review[7] with an urgent audit of how well highway authorities and transport operators in England had coped[8]. This led to the issue of further guidance, particularly in relation to improved salt utilisation through reduced spread rates and a much stronger emphasis on ploughing[9]. Research undertaken by TRL (the Transport Research Laboratory) on behalf of the Highways Agency and the National Winter Service Research Group (NWRSG) informed this latest guidance, and it now forms part of the national Code of Practice.

2.8 In October 2012 UK Roads Liaison Group asked the NWRSG to carry out an update of the practical guidance for winter services included in Appendix H of "Well Maintained Highways". Chapter 13 of Well Maintained Highways provides the background and policy aspects of winter service with Appendix H providing a more detailed guidance on delivering the service.

The revised Appendix H was launched on 18 September 2013 and includes tables and flow charts to enable decision makers to determine the optimum rates of spread for treated and untreated salts. Issues about training, salt application and salt grading and types, de-icing materials, the allocation of resources and how local authorities can best communicate messages about winter service are all included.

[7]Winter Resilience Review: The Resilience of England's Transport Systems in Winter, Final Report, October 2010
[8]Winter Resilience Review: The Resilience of England's Transport Systems in December 2010, Independent Audit by David Quarmby CBE, December 2010
[9]Winter Service Guidance for Local Authority Practitioners: Recommended Precautionary Treatments and Post Treatments including Revised Salt Spread Rates, UK Roads Liaison Group, December 2010

Appendix H specifically highlights that, should some of the recommendations and practices be adopted fully, it could take a number of years to implement – and major changes to programmes could take as long as a decade to reach fruition. The County Council will be assessing the new Appendix H during 2014 and formulating a plan to move towards adoption of the revised standard.

3. Winter service objectives

3.1 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 2011-2013 and the priorities set out in the Local Transport Plan 2011-2021[10]. 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.

During the early years of the strategy, resources available for transport will be limited and will need deploying in a way that contributes most effectively to clearly expressed priorities. Hence, the County Council will give priority to:

- economic growth, the creation of jobs and access to employment, education and training;
- the safety of children and young people; and
- maintaining current transport infrastructure.

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.

3.2 Well-maintained Highways and related complementary guidance and the national Winter Resilience Review, which reported in July and October 2010 and subsequently in December 2010, have all informed the development of this Winter Service Plan to ensure that it is compliant and in line with current best practice.

3.3 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 it's 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.

[10] Local Transport Plan 2011-2021: A Strategy for Lancashire, June 2011

4. Winter service policies

4.1 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. The response to prolonged severe conditions as experienced during the 2009/10 and 2010/11 winters are more difficult to plan for and resources required may vary significantly from one year to the next.

4.2 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 2013/14 will extend from Friday 11th October 2013 to Friday 11th April 2014 inclusive (183 days). The Core Winter Period covers December, January and February (91 days), but recognising that severe winter weather can occur earlier or later, particularly in Pennine Lancashire. The weather forecasting contract with the Met Office extends from 1st October 2013 to 31st April 2014 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.

4.3 The weather in Lancashire can be unpredictable and the occurrence and severity of winter conditions may vary considerably across the county throughout the season, and from year to year. Severe weather is most likely during the core winter period of December, January and February, but ice and snow can occur anytime between the beginning of October and the end of April, particularly in the east of the county. There can also be large variations in conditions within a relatively small locality. To take account of all possible circumstances, the County Council's winter risk period usually extends from mid-October through to mid-April.

Winter 2012/13

4.4 Winter started with the coldest October since 1993 followed by average temperatures and wet periods through November and December. January was cold with heavy snowfall, February was rather cold but dry and March was very cold with heavy snowfall accompanied by winds late in the month causing extensive disruption to the network. The winds blew the snow on to the network and the Council were ploughing and using snow blowers for almost two weeks to clear all roads of snow.

4.5 Over 33,000 tonnes of salt were used, which is comparable to the cold winters of 2008/09 and 2009/10, with the winter maintenance fleet mobilised on average on 96No occasions in South Lancashire, 108No occasions in the North and on 132No occasions in East Lancashire. From 9th January to the 9th April crews were mobilised on 72No days of the 91No day period.

4.6 Temperatures remained below freezing until mid-April making Spring colder than Winter for the first time since 1949.

Salt Supply, Stocks and Monitoring

4.7 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.

4.8 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.

4.9 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.

4.10 Since 1988, the County Council has operated an 'in-season' stock replenishment system, whereby the salt supplier maintains stock levels between pre-defined minimum and maximum levels during the winter period. The minimum level should ensure a good degree of resilience, but the system relies on the continuing availability of salt, which until 2008 to 2010, has not been problematic. In both the 2008/09 and 2009/10 winters, the Government initiated 'Salt Cell', its emergency arrangements to monitor salt demand and stocks and to advise salt suppliers where scarce supplies should be best directed. In January 2010, it also became apparent very quickly that highway authorities could not maintain network resilience without a reduction in the rate of salt consumption. The Government therefore asked both the Highways Agency and local highway authorities to enact measures to reduce salt consumption and conserve supplies through the implementation of efficiency measures, including a review of salt spreading strategies and network prioritisation.

4.11 A key recommendation of the national Winter Resilience Review was that the Highways Agency be tasked, on behalf of the Secretary of State, to acquire by import, store and make available on terms to be agreed an initial reserve stock of some 250,000 tonnes of salt for 'last resort' use by local highway authorities and for itself. In July 2010, the Secretary of State instructed the Highways Agency to source, establish and manage strategic national salt stockpiles of up to 250,000 tonnes. Furthermore, in response to the severe weather experienced between November 24th and December 9th 2010, the Secretary of State authorised the Highways Agency to source an additional 250,000 tonnes for delivery in January 2011. Given that supplies in early January 2011 were barely replenishing salt used and some uncertainty as to the risk of more severe winter weather, the County Council made a bid for 2,000 tonnes from the strategic reserve for delivery to White Lund, Singleton and Cuerden, the least resilient depots at that time. The bid was successful and the salt delivered during the second half of the month.

4.12 During the 2009/10 winter, the County Council used just under 30,000 tonnes of salt, including over 10,000 tonnes between the 17th and 31st December 2009. In comparison, just over 20,000 tonnes were used during the whole of the 2010/11 winter. This reduction is a result of a comparatively mild period of weather between January and March 2011 and action taken by the County Council to reduce salt consumption and conserve supplies. Reduced salt consumption arose from the implementation of efficiency measures in line with Government guidance, including the more careful selection of salt spread rates, improved vehicle calibration and a greater reliance on residual salt, ie avoiding unnecessary treatments and over-salting. Following another milder winter in 2011/12 only 15,500t of salt were used across the county although this salt usage is still more than used in 2006/07/08.

4.13 For the 2013/14 winter season, the County Council has stockpiled over 33,500 tonnes of salt including strategic reserves, to cover all potential eventualities, including disruptions to the supply chain. This represents an increase of 25% over the start of the 2010/11 winter season, and requires all facilities to be full to their maximum operational capacity from the outset, together with an increase in the reserve stockpiles. Table 4.1 sets out the County Council's estimated salt stock by depot as of 31st October 2013.

Table 4.1: Salt Location and Stock

Area North				
N1	Caton	Lancaster	Barn	1,600
N2	White Lund	Morecambe	Open / Sheeted	600
N3	Green Lane	Garstang	Open / Sheeted	500
N4	Singleton	Singleton	Open / Sheeted	1,700
			Area North Total	**4,400**

Area South				
S1	Cuerden	Bamber Bridge	Dome	2,500
S4	Wrightington	Wrightington	Barn	1,800
			Area South Total	**4,300**

Area East				
E1	Whalley	Ribble Valley	Dome	3,500
E2	Bacup	Rossendale	Covered	2,000
E3	Heasandford	Burnley	Dome	2,700
E4	Brown Street	Accrington	Open / Sheeted	2,000
			Area East Total	**10,200**

Reserves				
N5R	Keer Bridge	Carnforth	Dome	550
N6R	Layton	Blackpool	Covered	1,000
S2R	Bescar Brow	Scarisbrick	Open / Sheeted	1,250
S5R	Myerscough Smithy	Samlesbury	Open / Sheeted	5,000
E5R	Walk Mill	Cliviger	Open / Sheeted	2,100
E6R	Gisburn	Gisburn	Open / Sheeted	4,700
			Total	**14,600**

4.14 Salt stockpiled at the 10 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.

4.15 The County Council's salt stockpiles are covered to protect them from water ingress. There are salt domes at Cuerden, Heasandford (Burnley) and Whalley, salt barns at Caton and Wrightington and the County Council has use of an old railway tunnel at Bacup. External stockpiles at Accrington, Garstang, Singleton and White Lund (Morecambe) 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.

4.16 Salt Union will again be the County Council's salt supplier following a competitive tendering process. The contract covers the 2013/14 Winter Season and provides for the delivery of 20/30 tonne loads to any depot and reserve in the county, including in-season top-ups. For the forthcoming winter, the County Council will utilise Salt Union's Salt Stock Management System to enhance salt stock management and improve resilience. Under this system, the supplier maintains stock levels between pre-defined minimum and maximum quantities during the season, where the minimum level provides an acceptable degree of resilience without the need to draw on the reserves. It will enable the County Council to see at a glance current stock levels and planned deliveries by depot, and hence assist in the monitoring of stock levels across the county. In order to work effectively, the system requires accurate information on use, ideally on a daily basis and including days where none is used. Nominated individuals in the Environment Directorate will have access to the system and responsibility for inputting the required information.

Resilience Standards

4.17 The Final Report of the national Winter Resilience Review recommends that local authorities adopt a resilience benchmark of 12 days / 48 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. The Panel concluded that this represents a sensible balance between the ability to restock after a severe winter (and the cost of doing so) and the ability to meet the forward requirements of a severe winter given the constraints on in-season supply[11].

4.18 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.

[11]Winter Resilience Review: The Resilience of England's Transport Systems in Winter, Final Report, October 2010, Paras 10.15 to 10.28

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/m2	8m	60kg	150 tonnes	200
10g/m2	8m	80kg	200 tonnes	150
20g/m2	8m	160kg	400 tonnes	75
30g/m2	8m	240kg	600 tonnes	50
40g/m2	8m	320kg	800 tonnes	37

4.19 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 19,200 tonnes (ie 48 runs at 400 tonnes per run).

4.20 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.

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 9,600 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.

4.21 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 9,600 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.

Carriageway Salting

4.22 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[12]
2	Remaining Principal ('A' class) roads
3	All 'B' class roads and other roads open to all classes of traffic: • 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

4.23 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 49 Priority Gritting Routes, listed in Appendix B, and the network is viewable on both MapZone and MARIO, the latter accessible by the public.

[12]The Primary Route Network (PRN) comprises all-purpose trunk roads and the more important local authority principal ('A' class) roads which, in conjunction with motorways, provide a national network for long distance traffic serving places of traffic importance throughout Great Britain. Primary Routes are identifiable by direction signs with a green background.

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%

4.24 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.

4.25 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.

4.26 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.

4.27 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.

Policy WS5 sets out the respective 'treatment times' for each category in the Priority Road Network hierarchy.

Policy WS 5

Priority Road Network Hierarchy Post-Salting Treatment Times

Category	Definition	Treatment Time
1	Non-trunk Motorways and Primary Route Network	Within 2.5 hours
2	Remaining Principal (`A' class) roads	Within 2.5 hours
3	All `B' class roads and other roads open to all classes of traffic: • 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 • eading 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 • at identified trouble spots	Within 4 hours

Treatment time' refers to the maximum time taken to salt each category of road from the spreading vehicle leaving the depot to completion of the last salting action on the route. The time taken in responding to a decision to salt, which allows for contacting crews, travel to the depot and loading the spreaders, should not exceed one hour.

Gritting Routes Review

4.28 The County Council has undertaken a comprehensive review of existing gritting routes to determine whether network coverage is consistent with the policies of this Winter Service Plan and the wider objectives and priorities of the Local Transport Plan. The review also considered whether the Priority Road Network was able to support both the emergency and essential day-to-day transport needs of service providers, businesses and the community, and whether there is consistency with regard to gritting provision by neighbouring highway authorities. A further requirement was the establishment of criteria for defining the Secondary Road Network to ensure a consistent, county-wide standard and to develop an `Assessment of Need' approach for use when considering requests for additions to the Secondary Road Network in similar vein to the Grit Bin Assessment Form (Appendix D).

4.29 The review concluded that, subject to the inclusion of a small number of short lengths of road, the Priority Road Network meets its obligations in terms of the criteria set out in Policies WS3 and WS5. These criteria have been subject to modification to meet the wider objectives of the review. The County Council intends to undertake further work to develop robust criteria for defining the Secondary Road Network.

4.30 The review also identified a number of inconsistencies with regard to cross-border treatment, with some roads in the County Council's Priority Road Network that are either not treated at all by the neighbouring authority or are part of its secondary network. Conversely, there are isolated examples of cross-border roads that the County Council does not treat but which form part of a neighbouring authority's priority or secondary networks. The County Council will address these inconsistencies for the forthcoming winter, and will ensure that the isolated examples of cross-border roads within Lancashire that would be included in the Priority Road Network but which form part of a mutual aid agreement with a neighbouring highway authority are viewable on MapZone and MARIO.

4.31 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. In 2014 new efficiency savings will be introduced and consideration of the extent of the priority route network and the treatment of the secondary network will be made. The Council will be looking at route optimisation and route navigation technologies to determine if savings can be made.

Decision and Carriageway Treatment Matrices

4.31 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 taking into account the various operational scenarios specified in Table H2 of Well-maintained Highways Complementary Guidance Section 13 Winter Service as amended in December 2009. Policy WS7 specifies the carriageway treatment matrix.

Policy WS 6

Decision Matrix

Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
Expected to fall below 1°C	No rain No hoar frost No 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)
	Expected hoar frost Expected fog		Salt before formation of ice/hoar frost (see Note b)	
	Expected rain BEFORE freezing	Salt after rain stops (see Note c)		
	Expected rain DURING freezing	Salt before formation of ice, as required during rain and again after rain stops, carrying out inspections as necessary (see Note d)		
	Possible rain Possible hoar frost Possible fog	Salt before formation of ice/ hoar frost		Monitor weather conditions and carry out inspections as necessary
Expected 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 7

Carriageway Treatment Matrix

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Predicted Road Conditions		
	Treated Salt (g/m^2)	Dry Salt (g/m^2)	Ploughing
Precautionary Treatment			
Forecast hoar frost/ice with RST above -2°C	7.5	10	No
Forecast hoar frost/ice with RST between -2°C and -5°C	15	20	No
Forecast hoar frost/ice with RST below -5°C	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)	7.5-30 (dependent on surface temperature and state)	10-40 (dependent on surface temperature and state)	No
Snow where precautionary treatment has taken place	7.5	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	Salt and/or abrasive	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 'IceMan' 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 snow plough height must be set to avoid damage to the plough, the road surface, street furniture and level crossings.

Snow Clearance

Snow Clearance

4.32 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.

4.33 Guidance issued in December 2010[13] 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.

[13]Winter Service Guidance for Local Authority Practitioners: Recommended Precautionary Treatments and Post Treatments including Revised Salt Spread Rates, UK Roads Liaison Group, December 2010

4.34 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.

Secondary Road Network

4.35 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.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 8

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.

4.36 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.

Footways, Cycle Tracks and Cycleways

4.37 The national Winter Resilience Review[14] found that there is a wide gap between public expectation and local authority resources on the issue of footway treatment, with very few local authorities prioritising the treatment of, or the clearance of snow from, footways. The Review Panel concluded that whilst public expectation is reasonable, it would never be possible to resource local authorities to perform the task other than in selected, pedestrianised areas and accesses to hospitals, stations and schools. Nevertheless, they recommended that in their winter planning and consultation, local authorities consider the extent of treatment of footways, especially in relation to bus stops, railway stations and other public transport interchanges as well as to town centres, business premises, schools and health facilities.

[14]Winter Service Guidance for Local Authority Practitioners: Recommended Precautionary Treatments and Post Treatments including Revised Salt Spread Rates, UK Roads Liaison Group, December 2010

4.38 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 9

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).

4.39 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 WS10 sets out the treatment matrix for Priority Footway Networks.

Policy WS 10

Priority Footway Networks Treatment Matrix

Hoar Frost Conditions	
Overnight forecast temperatures below zero but not likely to continue through daylight hours.	No treatment.
Extended Hoar Frost Conditions	
Overnight forecast temperatures below zero likely to continue through daylight hours.	No treatment except reactive salting at specified problem locations of exceptional difficulty.
Extended Continuous Ice Conditions	
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).
Snow Clearance	
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.

Availability of Additional Resources

4.40 The national Winter Resilience Review considered the issue of local authorities having plans in place to deploy staff from other responsibilities in a snow event, and in two tier council areas, similar arrangements with district councils. The Review Panel recommended that local highway authorities collaborate with and support lower tier authorities to help ensure that maximum practical winter support is available in areas and communities beyond the treated networks, including footways adjacent to schools and other facilities such as health centres.

4.41 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. For the winter of 2010/11, the 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. Similar arrangements are in place for Winter 2013/14.

4.42 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 11

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 Public Realm Manager.

4.43 Whilst there is a consensus that the involvement of the District Councils in delivering aspects of the Winter Service was more effective than in previous years, there are opportunities for further improvement. In particular, the decision-making process needs to be much clearer as, in some districts; there were uncoordinated treatments on a number of occasions, with the District Council completing the gritting of its agreed footways well in advance of the County Council being able to treat the Priority Footway Network. There were also issues with the amount of material spread by hand, and the County Council will be providing guidance to District Councils to improve this, although performance could improve significantly with greater use of mechanical spreaders.

4.44 Following the difficulties experienced during the winter of 2009/10, 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. In October 2012 and again in November 2013 presentations were given to LALC members to encourage more Councils to support service delivery but involvement remains limited. Policy WS12 below sets out the method statement for agreement with parish/town councils.

Policy WS 12

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 Public Realm Manager.

4.45 In 1998, the County Council re-introduced the parish 'lengthsman' scheme, a joint venture funded by the parishes involved, the County Council, and where applicable, district councils. A 'lengthsman' is contracted annually to the parish councils involved for a set number of hours, the number of hours worked depending on the funding package available for any parish / group of parishes, but there is a minimum requirement of 15 hours per week. The scheme provides for the signing of a legally binding contract covering hours, invoices, health and safety and public liability issues.

4.46 Whilst the current list of 'lengthsman' duties does not include specific Winter Service activities, the work of a 'lengthsman' is determined through a partnership comprising the parish representative, the County Council and the District Council where applicable. Adaption of the existing 'lengthsman' scheme to include a Winter Service duty has the advantage of avoiding the need to develop a new operational protocol. The Winter Service duties a 'lengthsman' would undertake would need defining, as would networks and locations to be treated, as these are likely to vary from parish to parish.

4.47 In parishes where there is no formal 'lengthsman' scheme in operation, the 'Snow Warden or Snow Angel' concept may be a viable alternative. Several local authorities, including Gloucestershire, Durham and Leicestershire County Councils, have introduced such schemes, whereby Borough or Parish councils appoint volunteers from the local community. The role of a snow warden can range from keeping highways department informed of conditions, treating footways and attending to elderly residents. Ribble Valley BC launched a scheme in December 2013.

4.48 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 contractor's were used in East Lancashire in January and extensively in March 2013 when County council resources were stretched to cope.

The "Hire of Snow Clearing Equipment 2013-2014 " tender was issued in September 2013 and the County Council received 37No responses providing extra resources to mobilise in all three operational Areas throughout the winter

4.49 Following the significant snowfall in West Lancashire in December 2010 and the subsequent near record low temperatures, the County Council faced a significant challenge in keeping the Priority Road Network open to traffic in and around Skelmersdale and Ormskirk. The County Council arranged with ASDA to supplement snow clearance achieved by the Council's own resources on the Priority Road Network and to clear snow from other specified routes away from the Priority and Secondary Road Networks. ASDA met the cost and agreed to indemnify the County Council in respect of their snow clearing work. These arrangements are being maintained in 2013/14.

4.50 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.

Wider Public Involvement

4.51 The results of an opinion poll undertaken just after the major snow event in January 2010 suggest that the public are willing to play their part in local clearance of snow and ice, but are looking for that role to be formalised to ensure that the burden is shared fairly. Evidence subsequently given to the national Winter Resilience Review[15] highlighted confusion over what steps individuals could take to help themselves and others in tackling snow and ice. The Panel concluded that whilst it is very unlikely that any individual would be sued for taking action, there is a practical problem in deciding what the relevant standard of care of a typical individual should be.

4.52 Currently, a person taking any action that can be proved negligent and that injures a third party could be sued under Common Law. In practice, the injured party would have to show in any claim for negligence that:

- the person or business had assumed liability by clearing the footway; and
- if they had assumed responsibility, that the standard of care exercised by the person or business fell below that which could be expected of a reasonable person or business.

The Panel cited Westminster City Council as an example of 'best practice' in terms of encouraging action and providing guidance to the public on tackling snow and ice. At the height of the severe weather in January 2010, the Council issued a four-point guide encouraging the public to help clear snow and ice outside their properties.

4.53 The Panel concluded that the public expectation for the clearance of snow from footways is reasonable, but that it will never be possible to resource local authorities to perform the task other than in selected, pedestrianised areas and accesses to hospitals, stations and schools. They recommended that the Department for Transport should develop, in collaboration with local government and appropriate experts, a code setting out good practice for Members of the Public, including business owners, in clearing snow and ice from footways. It should:

- be available by the end of October 2010;
- be short and along the lines of that produced by Westminster City Council;
- set a standard that if observed, should guard the public against negligence claims; and
- be made available to households by local authorities.

[15] Winter Resilience Review: The Resilience of England's Transport Systems in Winter, Interim Report, July 2010 www.direct.gov.uk/en/NI1/Newsroom/DG_191868

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.

The latest guidance can be found at:- **http://webarchive.nationalarchives.gov.uk/20121015000000/http://www.direct.gov.uk/en/NI1/Newsroom/DG_191868**

4.54 The Government published the following guidance for individuals with regard to clearing snow and ice from pavements on 3rd November 2010[16].

[16] www.direct.gov.uk/en/NI1/Newsroom/DG_191868

Policy WS 13

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.

5. Winter service responsibilities & delivery

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

Environment Directorate

Winter Service Plan
Standards
Road priorities
Performance monitoring
County-wide salt stock monitoring
Day-to-Day decision-making
Routeing
Materials

Lancashire County Commercial Group

Day-to-Day operations
Plant and vehicles

Communications Service

Communications strategy and information to the public

Plant and Equipment

5.2 The County Council's front line fleet comprises 49 dedicated gritters, one for each Priority Gritting Route, with capacities of four, six and nine cubic metres operating from 10 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 gritter's 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 16 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.

5.3 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. For winter 2013/14, footway snow blowers, snow shovels, modified vehicles for liquid de-icer applications and tractors fitted with snow ploughs will also be available.

Weather Forecasting Service

5.4 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. The Meteorological Office is the County Council's current winter weather forecast provider. Between 1st October and 30th April, the Met Office 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. 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.

5.5 County Council staff can access the Met Office's 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. Since 1987, the County Council has used Domain or Area based forecasts generated from the three Primary Forecast Sites, one in each of the County Council's operational areas. The introduction of a new forecasting model for the 2005/06 Winter Period and subsequent enhancements now allow interpolation to a 1 kilometre grid. Over the same period a number of highway authorities including Lancashire County Council have been working with the Met Office to develop Route-Based Forecasting, with Lancashire trialling two routes during the 2009/10 Winter Period. During the 2013/14 Winter Period all 49 Priority Gritting Routes will have Route-Based Forecasts in addition to the normal 'Domain' forecast. This enables managers to deliver more focused decision making and the potential for the more efficient use of resources, with decisions based on each route rather than domain or depot.

Decision Logging System

5.6 The County Council uses the Vaisala Manager system supplied by Vaisala to record all details of decisions and actions taken. Vaisala Manager 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 49 Priority Gritting Routes must be completed by 1500Hrs each day. Nominated individuals in each Area have access to Vaisala 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.

Communications Strategy and Action Plan

5.7 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.

5.8 Following the challenging winter of 2009/10, the County Council developed a specific communications strategy and action plan for winter 2010/11 to support and complement delivery of the operational Winter Service. Partners welcomed this initiative and were keen to ensure that key messages were well publicised and that up to date and accurate information would be available to them to enable them to better plan their services in severe conditions. The Communications Strategy focused on the following key areas:

- Public information - information about the Winter Services was made available proactively, in relation to both 'static' information about county-wide policies on the treatment of roads and footways, and 'live' information about front line service activity during periods of cold weather.
- Media relations - a comprehensive media relations campaign engaged with the media in advance of the winter season and at set milestones throughout the duration.
- Stakeholder relations - targeted communication with key internal and external stakeholders ensured circulation of accurate and timely information about the County Council's approach to Winter Service delivery.

Stakeholders found the twice-weekly Winter Service bulletins particularly useful, with 90% of respondents to a questionnaire finding them fairly or very useful. The "Winter Service – Communications Strategy and Action Plan" was further developed in 2011, updated in 2012 and will direct communications in 2013/14.

5.9 The public's perception of delivery of the Winter Service during the winter of 2012/13 was again measured through the 'Living in Lancashire' public opinion panel survey. This found that over two thirds of respondents (74%) were satisfied with the winter gritting service on main roads across Lancashire. This compares favourably with the previous years when 66% of respondents were satisfied with winter gritting services in 2011/12 and 52% satisfaction in 2010/11.

5.10 Lessons learned from the winter 2010, 2011 and 2012 Communications Strategies have informed development of the current strategy and action plan for the forthcoming winter, with greater emphasis placed on the role of the gritting teams and on how the public and businesses have a role to play in preparing for winter.

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 2013/14

Area North Priority Gritting Routes

N01	Morecambe and Heysham	Caton
N02	Lancaster City Centre	Caton
N03	Lune Valley	Caton
N04	A601(M) / Halton / Kellets / Whittington	Caton
N05	Bolton le Sands / Carnforth / Silverdale	Caton
N06	Quernmore / Dolphinholme / Abbeystead	Caton
N07	Lancaster / Garstang / East Wyre	Garstang
N08	A586 to Garstang / Pilling / Knott End	Singleton
N09	Lytham St Annes	Singleton
N10	Kirkham and North Fylde	Singleton
N11	Fleetwood / Cleveleys / Poulton	Singleton
N12	Out of Core Preston	Garstang

Area South Priority Gritting Routes

S01	A59 / A565 (Preston to Southport)	Cuerden
S02	A59 South	Wrightington
S03	Longton / Bamber Bridge	Cuerden
S04	Leyland	Cuerden
S05	Chorley North	Cuerden
S06	Cuerden East	Cuerden
S07	Wrightington North (Croston / Eccleston)	Wrightington
S08	Wrightington South (Parbold / Mawdesley)	Wrightington
S09	Skelmersdale East	Wrightington
S10	Chorley South	Wrightington
S11	West Lancashire Rural	Wrightington
S12	Ormskirk / Skelmersdale West	Wrightington
S13	Preston East	Cuerden
S14	Preston West	Cuerden

Area East Priority Gritting Routes

E01	A59 Whalley to Preston / A677 / A666	Whalley
E02	A59 Whalley to North Yorkshire / A682 / Paythorne	Whalley
E03	Longridge / Ribchester / Chipping	Whalley
E04	Waddington / Slaidburn / Grindleton	Whalley
E05	Clitheroe / Wiswell / Pendleton / Sabden	Whalley
E06	Trough of Bowland / Whitewell / Bashall	Whalley
E07	Great Harwood / Mellor / Wilpshire / Langho	Whalley
E08	Padiham / Barrowford / Gisburn / Chatburn	Whalley
E09	Oswaldtwistle / Church / Huncoat / Altham	Accrington
E10	Rishton / Great Harwood / Clayton-le-Moors	Accrington
E11	Accrington / Baxenden / Haslingden High Route	Accrington
E12	Grane roads / Haslingden / Rawtenstall Spur	Bacup
E13	M65 (J10 to J14)	Heasandford
E14	A646 / A671 High Route	Heasandford
E15	Burnley Central	Heasandford
E16	Burnley West	Heasandford
E17	Pendle High Route	Heasandford
E18	Pendle Urban	Heasandford
E19	Pendle Urban II	Heasandford
E20	Pendle Strategic	Heasandford
E21	A Roads / Main roads East of Rawtenstall	Bacup
E22	Rawtenstall / Edenfield / Helmshaw / Haslingden	Bacup
E23	Waterfoot / Bacup / Whitworth	Bacup

Appendix C: Grit Bin Assessment Form

Proposed/ Actual Location of Salt Bin	Date of Assessment	Assessed By	
Characteristic	Severity	Standard Scores	
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 Belmont1	Automated Forecast Site
A56 Accrington2	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

[1]Owned by Blackburn with Darwen Borough Council
[2]Owned 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

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www.lancashire.gov.uk

Lancashire County Council

Communicating with Parish Councils and residents about winter in Lancashire

Background

During winter, we work hard to keep traffic moving on our main roads and to minimise delays and accidents caused by ice or snow. Of the 4,300 miles of roads we are responsible for, around a third are part of our priority roads for salting and snow clearing. Ideally, our gritters would treat every road in Lancashire, but in reality this is just not possible. Instead we identify priority roads and footways that will receive preferential treatment for salting and snow clearing to help keep our residents moving.

Every year, we work closely with parish and district councils, businesses, local organisations and the public to deliver a consistent message about what they can do to prepare for winter and what we will do.

Pre-winter communications

Before the winter season starts, we issue a stakeholder briefing note to all stakeholders, including Parish councils, informing people about how we are preparing for winter, key facts about the previous winter season, how people can keep informed throughout the winter months and how people can prepare for the winter ahead.

Along with the briefing note we issue our winter leaflet which contains information about preparing for winter, tips for clearing snow and ice, information for local businesses and about clearing footpaths. This is also widely distributed across Lancashire to shops, garages, hospitals, supermarkets, cinemas etc.

Winter Warm Up sessions are also held at County Hall, this is a presentation from the winter leads and communications service to give an overview of our plans for the winter ahead. Key stakeholders are invited to attend these sessions including district councils, bus operators, emergency services, PCT's, the Chamber of Commerce and LALC.

In previous years, we have also worked in partnership with a small number of Parish and Town Councils to deliver a service aimed at helping to maintain access to important local amenities and services that might not otherwise have been treated as part of the routine Winter Service. We provided lockable grit bins, salt piles and supplies of salt/grit mix to enable local treatments to take place with the parishes that signed up to work with us.

During winter

During the winter months, if we experience pro-longed periods of winter weather, we send out regular bulletins to all stakeholders. The bulletin informs people of all gritting treatment that has taken place, including roads that have been gritted and grit bins that have been filled. It also provides a 3-5 day weather forecast for the week ahead.

During the winter, we also update our website regularly with information about when our gritters will be out and about www.lancashire.gov.uk/winter.

You can also follow us on Facebook www.facebook.com/lancashirecc and Twitter www.twitter.com/LancashireCC and search #lancswinter for regular updates.

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Item requested by Eccleston Parish Council

Clarification of the interpretation of Policy HS3: Private Residential Garden Development of the Chorley Local Plan 2012 - 2026 by the LPA as planning applications which, on the face of it, appear contrary to Policy HS3, have been approved by the LPA.

Policy HS3 of the emerging Local Plan relates to private residential garden development and in accordance with the Inspector's Partial Report (October 2013) can be given significant weight when making decisions on planning applications. Following a modification to ensure consistency with the National Planning Policy Framework (The Framework), the inspector found that this policy would promote sustainable development and was justified, effective and consistent with the Framework.

Background to Policy HS3

The use of gardens for the construction of dwellings has often been seen to undermine the local distinctiveness of certain areas of Chorley and has caused concern amongst local residents. In response to these issues, on the 14 October 2010 the Council adopted an interim policy that aimed to prevent garden development in Chorley. This came after the June 2010 revision to national planning policy on housing in Planning Policy Statement 3 (PPS3) which changed the classification of gardens from 'Brownfield' to 'Greenfield'. This interim policy aimed to prevent all forms of residential garden development apart from replacement dwellings, the conversion and extension of existing buildings and essential dwellings for agricultural workers.

However, this Interim policy was only given limited weight by Inspectors at appeal because:

- Whilst it was considered an example of localism being put into practice, it was not part of the formal development plan and, although it was subject to public consultation, it did not undergo the formal processes required for a Local Plan policy and did not undergo independent examination. Therefore, policy in the 2003 adopted Chorley Local Plan, which did not preclude residential garden development, was given more weight in the decision making process.
- Crucially it was considered to go further than national policy in PPS3 and the Framework that replaced it, because neither document wholly precluded residential development in gardens and other factors needed to be taken into account.

Therefore, as the Interim policy was only being given limited weight, the Council ceased to rely on it and instead set about including a revised garden development policy in the Local Plan, which would undergo all of the formal processes, be consistent with national policy, and be given more weight in the decision making process. Policy HS3 is that policy.

National Policy and Policy HS3

In relation to the question of development within residential gardens, the overarching guidance within the Framework is that policies can be framed within Local Plans to resist garden development that is inappropriate, for example where development

would cause harm to the local area. Therefore, the Framework does not support a policy approach that prevents all garden development; it supports a policy approach that targets *inappropriate* garden development, such as where it would cause harm to the local area.

Policy HS3 states that applications for development within private residential gardens will only be permitted for:

- Appropriately designed and located replacement dwellings
- The conversion and extension of domestic buildings
- Infill development on gardens. Infill is described as the filling of a small gap in an otherwise built up frontage, e.g. typically a gap which could be filled by one or possibly two houses of a type in keeping with the character of street frontage.

The policy states that when assessing applications for garden sites, the Council will also have regard to sustainability, such as access to public transport, schools, businesses and local services and facilities.

The policy states that proposals that significantly undermine amenity and harm the distinctive character of an area will be refused. The supporting text states that the Council will resist proposals for garden development considered to harm the character, local amenity and the biodiversity balance of an area.

The policy aims to prevent the development of larger 'backland' garden sites, where the resulting development can change the character of the area. These 'backland' developments are typically behind existing properties and generally require new access roads to be created from the main road frontage and can result in the loss of a number of large rear gardens to development and fundamentally change the character of an area.

When proposals come forward in gardens they are assessed against the wider policy context, which includes the Framework, the Core Strategy and other relevant policies in the emerging Local Plan, as well the criteria in policy HS3.

Therefore, whilst the policy states that 'only' the forms of development listed in the three criteria should be permitted, the wider policy context needs to be taken into account in the decision making process. The Framework has a presumption in favour of sustainable development, which is reflected in the Core Strategy and emerging Local Plan. Policy MP in the Core Strategy sets out that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development and emerging Local Plan policy V1 has a similar presumption in favour of sustainable development. Therefore, if development is sustainable, there is a strong policy presumption in favour of approving it.

Core Strategy Policy 1 sets out a hierarchy of growth locations in the Borough, with growth and investment to be concentrated in Chorley and Buckshaw Village, some growth and investment encouraged in the Urban Local Service Centres (e.g

Adlington and Clayton-le-Woods) and limited growth and investment encouraged at the Rural Local Service Centres of Eccleston and Withnell/Brinscall to help meet housing needs, and to support the provision of services to the wider area. Therefore, local policy encourages limited housing growth at Eccleston, where there are a range of services and facilities, and this policy needs to be taken account of in the decision making process.

In accordance with Policy HS3 proposals should be assessed to see whether they are likely to significantly undermine amenity (cause significant harm), or harm the distinctive character of an area. If they do then they should be refused. Where proposals are located in sustainable locations, in accordance with the Core Strategy locations for growth, and are not likely to significantly undermine amenity, or harm the character of an area, they will be consistent with the presumption in favour of sustainable development and the thrust of policy HS3.

In both Eccleston applications (Lower House Cottage, Towngate and Ricmarlo, Preston Nook) the case officers took account of the wider policy context and Eccleston's position in the growth hierarchy and considered that the sites were in sustainable locations that were suitable for growth.

In relation to Lower House Cottage, the case officer accepted that site did not meet the definition of an infill plot, but considered that this was a single dwelling in a sustainable location, with access from an existing private driveway, and that it would not harm the character of the area or cause harm in terms of residential amenity. Therefore, it was recommended for approval.

In the case of Ricmarlo, Preston Nook, the case officer considered that Plot 1 would infill a gap in line with policy HS3. In terms of plot 2 it was stated that 'when viewed from the streetscene all of this land 'reads' as if it forms part of the curtilage of Ricmarlo and as such effectively will result in an infill between Ricmarlo and the properties to the north west. Given the sustainable location of the site and its position in relation to other dwellings nearby it is considered that the proposal is consistent with the Framework and the thrust of policy HS3, so was acceptable in principle.' Therefore, the case officer assessed all of the issues, including the wider policy context, and recommended approval to Committee. However, the decision was deferred at Development Control Committee on 8 July, to allow members of the Committee the opportunity to visit the site of the proposal.

When is Policy HS3 applied and what is a garden?

Within private residential garden areas in settlements (but not in the Green Belt because separate Green Belt policy applies) Policy HS3 is applied for the new development of houses, whereas if the land is not considered to be a garden then the application would be considered to be a greenfield site and considered against the other development plan policies as a whole and the Framework - in essence the question of "is it sustainable development" and "that development should be approved without delay unless the impact of doing so would significantly and demonstrably outweigh the benefits" must be considered.

In terms of what is a garden, there is a lot of legal case law around what constitutes a garden, and then if a piece of land has been a garden, has the use then been abandoned? Such consideration must be on a case by case basis and in addition to the resources of aerial photos there is also local information from neighbours or the Parish or Town Council, as well as previous planning application records. Who owns pieces of land does not alone provide the answer, as a single person may own a piece of land that can have two different uses ie a garden and agricultural land or there may be two owners of land that have been used as a garden by one of the owners. The key to any judgement about the use of land is the history of its use over a number of years, normally in excess of 10 years and the evidence to support either its use as garden or that it was not used as a garden based on the balance of probability.

Chorley 3 Tier Liaison agenda management timetable

Date of meeting	Deadline for items to be requested by Members	Agenda Publication Deadline
Wed, 21 January 2015	Fri, 12 December 2014	Wed, 14 January 2015
Wed, 15 April 2015	Fri, 20 March 2015	Wed, 8 April 2015

Please contact Ruth Rimmington on 01257 515118 or email ruth.rimmington@chorley.gov.uk if you would like to request an item on the agenda.

Future agenda items
Public Health agenda
Public Service Reform Board
Budget consultation

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