

Lancashire County Council

Cabinet

Thursday, 10th May, 2018 at 2.00 pm in Committee Room 'B' (The Diamond Jubilee Room) - County Hall, Preston

Agenda

Part I (Open to Press and Public)

No. Item

- 1. Apologies for Absence**
- 2. Disclosure of Pecuniary and Non-Pecuniary Interests**
Members are asked to consider any Pecuniary and Non-Pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.
- 3. Minutes of the Meeting held on 12 April 2018** (Pages 1 - 8)

Matters for Decision:

The Leader of the County Council - County Councillor Geoff Driver CBE

- 4. Procurement Report - Request Approval to Commence Procurement Exercises** (Pages 9 - 16)
- 5. Rural Superfast Broadband - Bid to Extend Coverage** (Pages 17 - 24)

The Deputy Leader of the County Council - County Councillor Albert Atkinson

- 6. Department for Environment, Food and Rural Affairs Flood and Coastal Erosion Grant in Aid Capital Funding - Flood Risk Management Works and Studies** (Pages 25 - 28)

Cabinet Member for Community and Cultural Services - County Councillor Peter Buckley

- 7. Proposed Delegation Agreement and Establishment Arrangements - Re-imagining the Harris** (Pages 29 - 34)

Cabinet Member for Children, Young People and Schools - County Councillor Susie Charles

8. **Determination of Home to School Transport Policy - Academic Year 2019/2020** (Pages 35 - 64)

Cabinet Member for Health and Wellbeing - County Councillor Shaun Turner

9. **Establishing a Shadow Integrated Care Partnership Board for Central Lancashire** (Pages 65 - 68)

The Cabinet Member for Highways and Transport - County Councillor Keith Iddon

10. **Lancashire County Council (Various Roads, Wyre, Chorley, Hyndburn and Rossendale) (Revocation, One Way Traffic, Prohibition of Driving except for Access, Prohibition of Left Turn except Cycles, Width Restriction and Weight Restriction) Order 201*** (Pages 69 - 84)

11. **Lancashire County Council (A583 Blackpool Road, Newton, A585 Kirkham-Wesham Bypass, Wesham, A584 Lytham Road, Warton, A583 Preston New Road, Westby-with-Plumpton, Fylde Borough) (Revocation, 40mph and 50mph Speed Limits) Order 201*** (Pages 85 - 98)

12. **Proposed Amendments to the Highways and Transport Capital Programmes** (Pages 99 - 106)

Matters for Information:

Miscellaneous Matters:

13. **Urgent Decisions taken by the Leader of the County Council and the relevant Cabinet Member(s)**

The following urgent decisions have been taken by the Leader of the County Council and the relevant Cabinet Member(s) in accordance with Standing Order 34(1) since the last meeting of Cabinet, and can be viewed by clicking on the relevant link(s):

1. [Old Vicarage Preston - Urgent Repairs](#)
2. [Derby Road, Poulton](#)

14. Urgent Business

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the Minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency. Wherever possible, the Chief Executive should be given advance warning of any Member's intention to raise a matter under this heading.

15. Date of Next Meeting

The next meeting of the Cabinet will be held on Thursday 14 June 2018 at 2.00 pm at County Hall, Preston.

16. Notice of Intention to Conduct Business in Private

No representations have been received.

Click [here](#) to see the published Notice of Intention to Conduct Business in Private.

17. Exclusion of Press and Public

The Committee is asked to consider whether, under Section 100A(4) of the Local Government Act 1972, it considers that the public should be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part I of Schedule 12A to the Local Government Act 1972 as indicated against the heading to the item.

Part II (Not Open to Press and Public)

The Leader of the County Council - County Councillor Geoff Driver CBE

18. Works to Operational Premises

(Pages 107 - 110)

(Not for Publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.)

19. Community Asset Transfers - Approvals for Transfer (Pages 111 - 120)

(Not for Publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.)

Cabinet Member for Adult Services - County Councillor Graham Gooch

20. Contract Extensions for Adult Mental Health Community Restart and Social Inclusion Services (Pages 121 - 128)

(Not for Publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.)

Cabinet Member for Children, Young People and Schools - County Councillor Susie Charles

21. Lancashire Youth Offending Team Savings Options (Pages 129 - 132)

(Not for Publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.)

The Cabinet Member for Economic Development, Environment and Planning - County Councillor Michael Green

22. Cuerden Strategic Site Delivery Update (Pages 133 - 142)

(Not for Publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.)

Angie Ridgwell
Interim Chief Executive and
Director of Resources

Lancashire County Council**Cabinet****Minutes of the Meeting held on Thursday, 12th April, 2018 at 2.00 pm in Committee Room 'B' (The Diamond Jubilee Room) - County Hall, Preston****Present:**

County Councillor Geoff Driver CBE Leader of the Council
(in the Chair)

Cabinet Members

County Councillor Albert Atkinson
County Councillor Michael Green
County Councillor Mrs Susie Charles
County Councillor Keith Iddon
County Councillor Graham Gooch
County Councillor Shaun Turner

County Councillors Azhar Ali and John Fillis were also in attendance under the provisions of Standing Order No. 19(4).

The Leader proposed that permission to speak at the meeting be not granted to any Councillor not a member of the Cabinet, other than County Councillor Aidy Riggott and the Leader and Deputy Leader of the main opposition party, in accordance with Standing Order 19(1).

Resolved: That permission to speak at the meeting be not granted to any Councillor not a member of the Cabinet, other than County Councillor Aidy Riggott and the Leader and Deputy Leader of the main opposition party, in accordance with Standing Order 19(1).

1. Apologies for Absence

Apologies were received from County Councillor Peter Buckley.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

There were no interests disclosed.

3. Minutes of the Meeting held on 8 March 2018

Resolved: That the minutes of the meeting held on 8 March 2018 be agreed as a correct record and signed by the Chair.

4. Proposed Closure of Hameldon Community College, Burnley

Cabinet received a report on the future of Hameldon Community College, Burnley. It was confirmed that, following the initial approach of the Governors of the school to the county council, all the statutory requirements placed on the authority before making a decision on the future of a maintained school had been completed, and the details, including

responses received in the representation period, had been provided to Cabinet to consider.

It was recognised that the decision to close a school was a sensitive and complex one, and that full support would be given to parents and children, including ensuring that current Year 10 students would be able to complete their GCSE studies at Hameldon before closure.

The efforts of the parents and members of the community who had run a positive and well-presented campaign to keep the school open were recognised.

Resolved: That

- i. the information in this report be noted
- ii. the proposal as detailed in the statutory notice to close Hameldon Community College, Burnley, be approved with implementation commencing from 31 August 2018
- iii. that an appropriate statutory decision letter be sent out, as specified under legal requirements, to give the reasons for the decision to those who are to be informed of them.

5. Update on Preston Youth Zone Operator

Cabinet considered a report providing an update on the procurement process for the Preston Youth Zone Operator, noting the increase in the cost estimate since the previous Cabinet approval, and proposing an approach to managing that.

Resolved: That the proposal to proceed with the procurement process for the Preston Youth Zone Operator be approved on the basis that the county council's capital contribution is capped at £5.925m and all additional capital requirements, estimated at £2.605m, are met by the private/voluntary sector delivery partner.

6. Procurement Report - Request Amendment to Approval to Commence Procurement Exercises

Cabinet received a report setting out a recommendation to amend the basis upon which the Cuerden Development Site – Earthworks procurement exercise will be undertaken, including a revised estimated contract value of £3.8m, following the identification of additional works required as part of this procurement exercise.

Resolved: That the commencement of the procurement exercise, as revised and as set out in the report be approved.

7. Lancashire County Council (Various Roads, Chorley, Fylde, Hyndburn, Preston, Rossendale and South Ribble) (Revocations and Various Parking Restrictions) Order 201*

Cabinet received a report proposing the introduction of a Traffic Regulation Order to address anomalies in restrictions and to clarify and simplify a number of traffic orders in the Preston and South Ribble districts, and proposing new in the districts of Chorley, Fylde, Hyndburn, Preston, Rossendale and South Ribble.

Resolved: That the proposals for parking restrictions on the various lengths of road within the Chorley, Fylde, Hyndburn, Preston, Rossendale and South Ribble Districts as detailed within this report be approved.

8. Proposed Cessation of the Burnley Employment Shuttle

Cabinet considered a report on Burnley BEST, a tendered Dial-a-Ride taxi service, designed to take passengers to employment and training opportunities within the Burnley and Pendle area where other public transport services were not available or the passenger was not able to access them.

Resolved: That the cessation of the service following the termination of the current contract on 31 July 2018 be approved.

9. Lancashire County Council (Burnley Road, Bacup, Rossendale Borough) (Prohibition of Right Turn) Order 201*

A report was presented on a Traffic Regulation Order required to enable the Bacup Townscape Heritage Initiative public realm improvement scheme, approved by Cabinet in February 2018, to operate as designed and with the aim of ensuring safe and efficient operation of the public highway.

Resolved: That the proposal for the introduction of a prohibition of right turn from Burnley Road onto Market Street as detailed within the report be approved.

10. Proposed Puffin Crossing Bolton Road, Anderton

Cabinet received a report seeking approval for a proposal to install a puffin crossing and undertake bus stop upgrades at Bolton Road, Anderton in line with planning conditions for the Stewart Milne residential development.

Cabinet noted concerns about an adjacent junction, and would consider alleviation measures if necessary.

Resolved: That the proposals to install a puffin crossing and undertake bus stop upgrades on Bolton Road, Anderton be approved

11. Highway Cross Boundary Agreement between Lancashire County Council and Blackpool Council

Cabinet received a report seeking authorisation to formally complete the agreement between Blackpool Council and Lancashire County Council with regard to inspections and ordinary maintenance of highways, with a view to establishing further efficiencies.

Resolved: That

- i. the satisfactory conclusion of negotiations be noted.
- ii. the Director of Corporate Services be authorised to complete the agreement and arrange for it to be sealed on behalf of the county council.

12. Proposed Highway Safety Inspection Policy Revision

The Cabinet received a report setting out a revised Highways Safety Inspection Policy, in line with the county council's statutory duty under the Highways Act 1980 to maintain that part of the highway network which is maintainable at public expense. It was reported that the proposed revised took into account changed national guidance.

Resolved: That the proposed Highway Safety Inspection Policy as set out in the report be approved

13. Samlesbury Aerospace Enterprise Zone Delivery Update

Cabinet received a report providing an update on the delivery of the Samlesbury Aerospace Enterprise Zone.

Resolved: That

- i. the serving of an Option Notice under an Option Agreement with BAE Systems' Operations Division and Pension Fund be approved to allow the drawdown of 250 year leases of land for spine road, drainage and ecological purposes to the county council for a total cost of £3.00.
- ii. the Directors of Corporate Services; Property Services; and Economic Development and Planning be authorised to enter into such legal agreements necessary to secure the provision of off-site ecological mitigation, as per the county council's obligations within the Local Development Order dated 7 February 2014.

14. Transport for the North Draft Strategic Transport Plan Public Consultation

Cabinet considered a response to the Transport for the North consultation on a draft Strategic Transport Plan for the North of England.

Resolved: That

- i. the county council's response to the consultation as set out in the report be approved
- ii. the decision be designated as urgent in accordance with Standing Order 35 as any delay in its implementation could adversely affect the efficient execution of the County Council's responsibilities. This was because the closing date for response to the consultation was 17 April 2018

15. Implementation of the Care Act 2014 - Approval of Revised Adult Social Care Policies and Procedures, including Non-Residential Care Charging and Adults Safeguarding

The Cabinet considered a new policy on non-residential care charging, as part of the ongoing review of all adult social care policies following the introduction of the Care Act 2014.

Resolved: That the Non-Residential Care Charging policy, as set out in the report, be approved.

16. Lancashire County Council Dementia Strategy

Cabinet received a report presenting a Dementia Strategy which would provide the strategic direction for Lancashire County Council in supporting people with dementia and their carers and families.

Resolved: That the Lancashire Dementia Strategy – Dementia Friendly Lancashire 2018 – 2023, as set out in the report be approved

17. Urgent Decisions taken by the Leader of the County Council and the relevant Cabinet Member(s)

The urgent decisions taken by the Leader of the County Council and Cabinet Members were noted.

18. Urgent Business

Staffing in Children's Services

The Leader of the Council, as Chair, agreed to take an item of Urgent Business in relation to staffing in Children's Services. The reason for urgency was to ensure that a permanent and enhanced staffing structure would be in place as soon as possible.

The report presented proposals to make a number of temporary posts permanent and to establish additional posts within Children's Services

Resolved: That

- i. the staffing proposals relating Children's Services, as set out in the report be approved
- ii. the decision be designated as urgent in accordance with Standing Order 35 as any delay could adversely affect the efficient execution of the County Council's responsibilities. The reason for this was to ensure that a permanent and enhanced staffing structure was in place as soon as possible.

19. Date of Next Meeting

It was noted that the date of the next meeting would be Thursday 10 May at 2pm at County Hall, Preston.

20. Notice of Intention to Conduct Business in Private

The Notice of Intention to Conduct Business in Private was noted.

27. Exclusion of Press and Public

Resolved: That Cabinet considered that under Section 100A(4) of the Local Government Act 1972, the public should be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part I of Schedule 12A to the Local Government Act 1972 as indicated against the heading to the item.

21. Land at Ribblesdale Avenue Accrington

(Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. It was considered that in all the circumstances of the case the public interest in maintaining the exemption outweighed the public interests in disclosing the information.)

Cabinet considered a report on the disposal of land at Ribblesdale Avenue, Accrington.

Resolved: That the recommendations set out in the report be approved.

23. Children and Young People - Residential Options

(Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. It was considered that in all the circumstances of the case the public interest in maintaining the exemption outweighed the public interests in disclosing the information.)

Cabinet considered a report on residential options for children and young people.

Resolved: That the recommendations set out in the report be approved.

24. The Future of Queen Street Mill Museum and Helmshore Textile Mills Museum

(Exempt information as defined in Paragraphs 1, 2 and 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. It was considered that in all the circumstances of the case the public interest in maintaining the exemption outweighed the public interests in disclosing the information.)

Cabinet considered a report on the future of Queen Street Mill Museum and Helmshore Textile Mills Museum.

Resolved: That the recommendations set out in the report be approved.

25. Options for the Future of Judges Lodgings Museum

(Exempt information as defined in Paragraphs 1, 2 and 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. It was considered that in all the circumstances of the case the public interest in maintaining the exemption outweighed the public interests in disclosing the information.)

Cabinet considered a report on the options for the future of the Judges Lodgings Museum.

Resolved: That the recommendations set out in the report be approved.

26. Older People's Residential Care

(Exempt information as defined in Paragraphs 1, 2 and 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. It was considered that in all the circumstances of the case

the public interest in maintaining the exemption outweighed the public interests in disclosing the information.)

Cabinet considered a report on older people's residential care.

Resolved: That the recommendations set out in the report be approved.

Angie Ridgwell
Interim Chief Executive
and Director of Resources

County Hall
Preston

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Head of Service - Procurement**Part I**

Electoral Division affected:
(All Divisions);

Procurement Report - Request Approval to Commence Procurement Exercises
(Appendix 'A' refers)

Contact for further information:

Rachel Tanner, Tel: (01772) 534904, Head of Service - Procurement
rachel.tanner@lancashire.gov.uk

Executive Summary

In line with the county council's procurement rules, this report sets out a recommendation to approve the commencement of the following procurement exercises:

- (i) Provision of core services for Boost Business Lancashire as part of the Boost 3 Programme.
- (ii) Penwortham By Pass surfacing works.
- (iii) Conservation and specialist works for historical buildings.

These are deemed to be Key Decisions and the provisions of Standing Order 25 have been complied with.

Recommendation

The Cabinet is asked to approve the commencement of the procurement exercises as set out in Appendix 'A' for the areas identified above.

Background and Advice

Appendix 'A' of this report sets out the details of the individual procurement exercises and the basis upon which it is proposed to carry out the processes including:

- the description of the supplies/services/works being procured;
- the procurement route proposed;
- the estimated annual contract value;
- the proposed basis for the evaluation of the tender submissions.

Where approval has been received from the Cabinet to undertake a tender process which is deemed to be a Key Decision, the subsequent award of the contract on the satisfactory completion of the tender exercise shall not be deemed a Key Decision and can be approved by the relevant Head of Service or Director.

On the conclusion of the procurement exercises, the award of the contracts will be made under the County Council's Scheme of Delegation to Heads of Service, and in accordance with the council's procurement rules.

Consultations

Relevant Heads of Service and key operational staff have been consulted in drawing up the proposals to undertake the procurement exercises included within this report.

Implications:

This item has the following implications, as indicated:

Financial

The estimated value of the contracts will be contained within the current budget for the service areas. If significant variations should result then a further report to Cabinet will be required.

Legal

Failure to take steps to lawfully procure new contracts and continuing with the current arrangements where applicable would contravene the Council's procurement rules and The Public Contract Regulations 2015. Furthermore, failure to award the contracts may result in the county council facing difficulty in delivering services.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

<p>Cabinet Member Leader of the Council</p>														
<p>Procurement Title Provision of core services for Boost Business Lancashire as part of the Boost 3 Programme</p>														
<p>Procurement Option OJEU open tender</p>														
<p>New or Existing Provision This is to replace existing provision which is due to expire on 31st December 2018.</p>														
<p>Estimated Contract Value and Funding Arrangements The contract value to be tendered is £1,777,666 per annum with an estimated total contract value of £5,333,000.</p> <p>The annual cost of the contracts is estimated as follows:</p> <table style="margin-left: 40px;"> <thead> <tr> <th></th> <th style="text-align: right;">£</th> </tr> </thead> <tbody> <tr> <td>• Growth Mentoring</td> <td style="text-align: right;">500,000</td> </tr> <tr> <td>• Growth Support</td> <td style="text-align: right;">500,000</td> </tr> <tr> <td>• Business Relationship</td> <td style="text-align: right;">333,333</td> </tr> <tr> <td>• Business Resilience</td> <td style="text-align: right;">333,333</td> </tr> <tr> <td>• Central Marketing</td> <td style="text-align: right;">100,000</td> </tr> <tr> <td>• Programme Evaluation</td> <td style="text-align: right;">11,000</td> </tr> </tbody> </table> <p>Joint funding is to be provided by the European Regional Development Fund and through the council's revenue budget. It is anticipated that £3,600,000 will be provided by the European Regional Development Fund, requiring a revenue contribution of £2,400,000 for the 3 year period. Of this funding £6,000,000 is to be used for the 6 contracts as part of the Boost 3 programme as outlined above. The remaining value of the funding (£667,000) will be provided for staffing costs to project management the Boost 3 programme contracts, suppliers and performance.</p> <p>We have approval for the outline application phase of European Regional Development Fund and are now completing the full application, which will be considered in June/July 2018. All the procurement activity will be subject to obtaining final approval by the European Regional Development Fund, and no activity would commence until approval is received.</p>		£	• Growth Mentoring	500,000	• Growth Support	500,000	• Business Relationship	333,333	• Business Resilience	333,333	• Central Marketing	100,000	• Programme Evaluation	11,000
	£													
• Growth Mentoring	500,000													
• Growth Support	500,000													
• Business Relationship	333,333													
• Business Resilience	333,333													
• Central Marketing	100,000													
• Programme Evaluation	11,000													
<p>Contract Duration The contract will be let for an initial period of two years (01 January 2019 to 31 December 2020), with the option to extend for up to a further 12 months (maximum end date 31 December 2021). The extension period will allow flexibility to retender the contract should the requirements of the Boost programme change during the contract term.</p>														
<p>Lotting It is intended to lot the tender as follows:</p> <ul style="list-style-type: none"> • Lot 1 – Growth Mentoring • Lot 2 – Growth Support • Lot 3 – Business Relationships • Lot 4 – Business Resilience • Lot 5 – Central Marketing • Lot 6 – Programme Evaluation 														

Evaluation

Quality Criteria 80%

Financial Criteria 20%

The tender procedure will be compliant with the Council's Procurement Rules and the Public Contracts Regulations, in addition to the regulations aligned to the European funding. The quality criteria is to include an innovative service delivery plan, clear narrative of the delivery team, approaches to client engagement, management systems and social value. Social Value will account for 10% of the quality criteria and will consider training and employment opportunities, raising the living standards of local residents and building the capacity and sustainability of the voluntary and community sector.

The financial criteria is to evaluate the overall cost to deliver the requirements, demonstrating value for money. A capped budget will be set based on the funding available.

Contract Detail

Boost is the Business Growth Hub for Lancashire which was established by the Lancashire Enterprise Partnership to encourage the development of growth orientated businesses within Lancashire. The objective of the Boost programmes are to create additional jobs, growth and value added within the Lancashire economy by unlocking the growth potential of small and medium sized enterprises. The Boost programmes are partly funded by the European Regional Development Fund. The original Boost programme was established in 2013 and was renewed in 2016 (Boost 2) using the experience of the previous programme to refine and improve the services provided. The Boost 3 programme will again improve using the previous programme experience. We are seeking European funding to further develop Boost over the period 2019-21, in order to build on the success already achieved, to maintain the momentum for business growth in Lancashire and to develop the support offer to anticipate changes in the economy, locally, nationally and internationally. We have designed our model based on a close examination of the existing programme and in particular those elements that we wish to build on.

The four key components of the new programme are:

1. Business Relationship Management – this will be the main platform for business engagement and signposting businesses to support services. This will comprise a team of highly trained and experienced frontline advisors, whose role will be to engage with target businesses and to identify barriers to business growth. They will have a detailed understanding of the business support infrastructure in Lancashire and will broker relationships with those agencies able to provide the most appropriate support for client businesses.
2. Growth Support Programme – this will be targeted at new and young businesses, helping them to acquire and apply the core skills to drive business growth. It is a resource to help individuals crystallise their business ideas and to equip them with the business tools, techniques and skills needed to raise their ambitions for growth. It will also support young, growing businesses providing support, encouragement and skill development to enable businesses to accelerate their growth plans.
3. Growth Mentoring – is a programme that harnesses the experience and skills of established entrepreneurs and senior managers to support existing businesses to identify and overcome the barriers to their growth. These are experienced owners and managers who lend their expertise free of charge to smaller, less experienced businesses and guide them through key stages in their business growth.

4. Business Resilience – will examine the scale-up potential of key Lancashire businesses and their ability to grow their sales in UK and international markets. The programme will conduct an in depth review of businesses, their products and their key markets and help them to develop strategies to deal with anticipated changes and potential threats to their customer base, products and services. It will help with scale up support, productivity and business resilience and market strategies

Alongside the above 4 key elements will sit the support functions of central marketing, providing marketing and communications services for the Boost Programme as a whole and an evaluation programme to complete interim and final evaluations of the programme's successes and areas for improvement.

<p>Cabinet Member Leader of the Council</p>
<p>Procurement Title Penwortham By-Pass surfacing works</p>
<p>Procurement Option Non OJEU open tender</p>
<p>New or Existing Provision New provision</p>
<p>Estimated Total Contract Value The estimated total cost of the works to be placed through the framework agreement is £2.3m.</p>
<p>Contract Duration The framework agreement is expected to run from 1 August 2018 to 31 December 2019 aligned to the works programmed.</p>
<p>Lotting N/A- it is the intention to award a single contractor framework agreement</p>
<p>Evaluation The tender procedure will be compliant with the Council's Procurement Rules and the Public Contracts Regulations. The tender evaluation will consist of-two parts, within a single procurement procedure:</p> <p>Part1: A selection questionnaire to ascertain suppliers' financial status, technical capability, experience, and references.</p> <p>Part 2: The tender bids will be evaluated on 60% price and 40% quality to evaluate the extent to which the bids meet the specification requirements.</p>
<p>Contract Detail A single contractor framework agreement will be established in order to provide surfacing works on the Penwortham By-Pass. There is no commitment or guarantee of work on the framework.</p>

<p>Cabinet Member Leader of the Council</p>
<p>Procurement Title Provision of conservation and specialist works for historical buildings</p>
<p>Procurement Option Non OJEU open tender</p>
<p>New or Existing Provision This is to replace an existing Framework agreement which is due to expire in June 2018.</p>
<p>Estimated Annual Contract Value and Funding Arrangements The estimated annual spend is £375,000, with an estimated total framework value of £1.5million.</p>
<p>Contract Duration The framework agreement will be let for an initial period of two years with the option to extend for up to a further two years.</p>
<p>Lots N/A</p>
<p>Evaluation The industry standard Selection Questionnaire will be used to evaluate potential supplier information. The evaluation will consist of:</p> <p>Stage 1 and 2 - mandatory and discretionary grounds for exclusion; and Stage 3 award criteria to be performed on 40% price and 60% quality.</p>
<p>Contract Detail This will be a multi-contractor framework for planned repair and maintenance or capital improvement projects at buildings of listed status, which are owned either by the council or by clients such as District Councils. Selection of successful contractors for individual projects will be determined through the operation of mini competitions from the framework. There is no commitment or guarantee of work on the framework.</p>

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Director of Programmes and Project Management**Part I**Electoral Division affected:
(All Divisions);**Rural Superfast Broadband - Bid to Extend Coverage**

(Appendix 'A' refers)

Contact for further information:

Sean McGrath, Tel: (01772) 531053, External Investment and Funding

sean.mcgrath@lancashire.gov.uk

Executive Summary

The report updates cabinet on current superfast broadband coverage in the Lancashire Local Enterprise Partnership area and requests approval to bid for £3m from the European Agricultural Fund for Rural Development and an allocation of £2m of county council resources to co invest to maximise coverage and impact.

This is deemed to be a key decision and the requirements of standing order 25 have been complied with.

Recommendation

Cabinet is asked to note the contents of the report and agree that:

- (i) The county council applies for £3m of European Agricultural Fund for Rural Development resources to extend superfast broadband coverage in Lancashire's rural areas; and that
- (ii) The county council allocates up to £2m to co invest with the European Agricultural Fund for Rural Development funds; and
- (iii) The county council acts as accountable body for the delivery of a £5m rural superfast broadband programme.

Background and Advice

Lancashire has been at the forefront of superfast broadband delivery in the UK with the first stage of the Lancashire programme now complete. The Lancashire superfast programme is designed to provide investment in areas not included in any commercial plans (also referred to as 'white' areas).

Stage one of the programme delivered superfast speeds to 136,000 premises. Stage two will provide superfast speeds to another 11,283 properties by the end of 2018. According to Thinkbroadband.com United Kingdom superfast coverage is 95% with the enterprise partnership area at 98% and the county council area at 97%.

Once stage 2 is complete approximately 17,000 properties will still be without superfast broadband access. These properties fall outside any commercial plans. The government's proposed universal service obligation, to be implemented from 2020, will increase speeds to 10mbps for any premise still below that level. This will be an improvement on the current universal service obligation of 2mbps, but will still be more than 50% below the current superfast standard.

European Agricultural Fund for Rural Development Superfast Broadband Call

The only body in Lancashire eligible to apply for European Agricultural Fund for Rural Development Superfast Broadband call is the county council as lead local body for Broadband Delivery UK, the government's agency for overseeing the improvement of digital connectivity across the country.

Accessing European Agricultural Fund for Rural Development resources will facilitate increased coverage and increased speeds for businesses in our harder to reach and more isolated rural areas. By their very nature these areas tend to be more expensive to deliver to and are also more likely to have poor mobile phone (4G) connectivity and be outside commercial plans.

The areas eligible for funding will be those not included in any commercial superfast broadband plans ('white'), not included in any planned public delivery and are within the defined rural area for support designated by the Department for the Environment, Farming and Rural Affairs. The map at Appendix 'A' highlights the rural area eligible for European Agricultural Fund for Rural Development investment.

The European Agricultural Fund for Rural Development call will focus on business connections. Enhanced digital connectivity has the potential to address inherent issues with the rural economy and businesses such as distance from market. Improved broadband speeds will support the take up of new and more productive processes and support increases in business start-ups.

Lancashire County Council Capital Allocation

The call acknowledges that superfast connectivity for domestic premises can be an indirect benefit of delivery. However, the European Agricultural Fund for Rural Development will not pay for domestic connections if they are not a direct 'spin off' from a business connection.

To maximise the benefit of the £3m of resources being applied for, it is proposed that the county council allocates a maximum of £2m to co-invest to support rural domestic connections, in addition to business access. The £2m would be a maximum figure as, through the procurement process, there is an intention to attract private sector contributions to support delivery. The total number of premises to be covered will be defined in conjunction with Broadband Delivery UK's value for money requirements.

Implications:

This item has the following implications, as indicated:

Governance

The current superfast broadband programme is managed by the county council and it is proposed that the same arrangements will continue in the delivery of the European Agricultural Fund for Rural Development Superfast Broadband project.

Risk

The main risks to the project would be challenges in delivering the infrastructure (either cost or solution or both) and non-delivery of targets. This can be managed by effective contract and risk management based upon current experience and systems. The external investment and funding team manages the current superfast broadband programme, and already have systems in place that can be used to manage another project of a similar type.

The remaining 'white' premises are the hardest to reach. On that basis, and taking into account that there is no planned commercial rollout to these premises, without the intervention proposed within this report, these locations would continue to be on the wrong side of the 'digital divide'.

Financial

The county council would become the accountable body for a £5m project funded through a combination of public and private sector sources.

As part of the national framework for public investment in the broadband network, there is a contractual facility for revenue from the take up of superfast broadband services to be re invested in further broadband connectivity. Known as Gainshare, a percentage of revenue from BT/Openreach is placed in an investment fund, based upon the take up of superfast services.

The investment figure is calculated every two years from the legal completion of the first stage of delivery. However, seven years after the completion of Stage 1 Gainshare resources are due to become available to the county council. These resources will be subject to clawback if they are not spent on further connectivity. This project would be deemed to meet the conditions as to further connectivity so

Although the final figure cannot be confirmed in total at present it is envisaged that it will be at least £2m and we are contractually obliged to receive it. Securing borrowing against this known income would mean the standard minimum revenue provision (MRP) annual charge to revenue can be deferred. Interest payments of c£30,000 per annum (based on current interest rates) would be needed to fund the cashflow of the £2m for the 7 year period until the Gainshare income is received to repay the costs plus interest of this project. The interest payments would be met from existing budget provision.

Legal

Pursuant to the terms and conditions of the stage 1 contract, Gainshare due as a result of a percentage take-up will be available to the County Council for broadband services.

The county council will be required to comply with its internal procurement processes, the Public Contracts Regulations 2015 and any European Structural and Investment Funds (European Agricultural Fund for Rural Development) requirements and state aid. The county council is currently working with Broadband Delivery UK in order to secure state aid clearance.

The procurement will be conducted through the national Broadband Delivery UK framework and the county council is required to adopt that template; a process that is compliant with European Union Legislation and has been previously utilised and managed by the county council.

As accountable body, the county council will be required to manage the allocation of funding in accordance with the European Agricultural Fund for Rural Development terms in order that risk of potential clawback is mitigated. Whilst the county council has previously acted as accountable body in relation to broadband services it is nonetheless a requirement that it is aware of its obligations and in turn flows down such obligations via the Broadband Delivery UK agreement.

Legal support will be available prior to, and during, the procurement process as required.

Consultations

In preparation for the procurement process and in order to comply with state aid rules the county council will carry out an open market review to confirm the position of those areas currently designated as not being part of any commercial infrastructure plans.

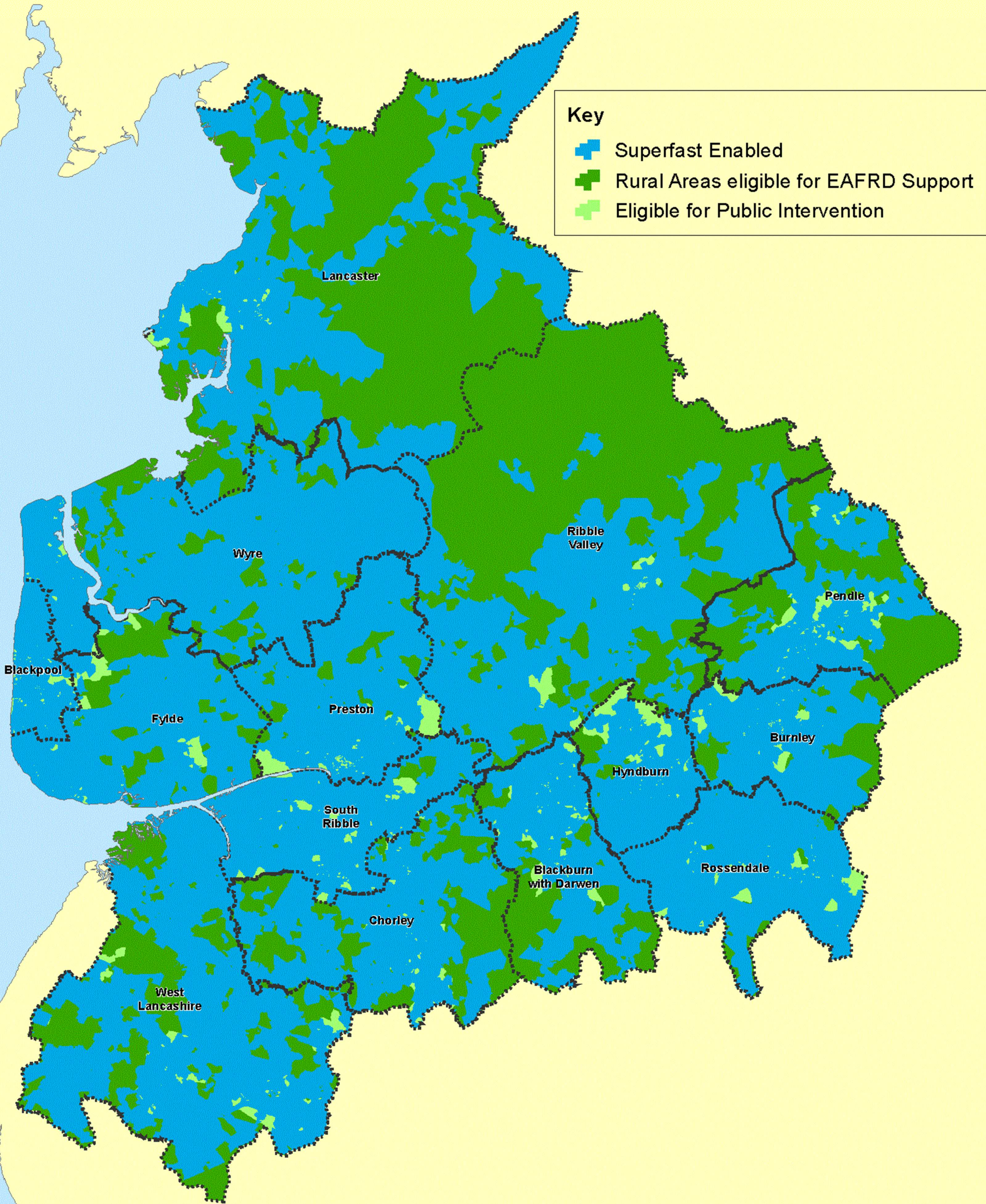
List of Background Papers

Paper	Date	Contact/Tel
Lancashire European Structural and Investment Funds Strategy	October 2015	Sean McGrath/(01772) 531053
Lancashire Local Broadband Plan	August 2011	Sean McGrath/(01772) 531053
European Agricultural Fund for Rural Development Rural Broadband Infrastructure Handbook		Sean McGrath/(01772) 531053

Reason for inclusion in Part II, if appropriate

N/A

Map of areas eligible for European Agricultural Fund for Rural Development (EAFRD) Superfast Broadband funding



Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Head of Service, Highways**Part I**

Electoral Divisions affected:
Burscough and Rufford; Fylde
West; Hoghton with Wheelton;
Lancaster Rural East.

**Department for Environment, Food and Rural Affairs Flood and Coastal
Erosion Grant in Aid Capital Funding - Flood Risk Management Works and
Studies**

Contact for further information:

Rachel Crompton, Tel: (01772) 530150, Flood Risk Manager,
rachel.crompton@lancashire.gov.uk

Executive Summary

This report seeks approval to add four externally funded projects into the county council's capital programme. The schemes will be funded in full from the Department for the Environment, Food and Rural Affairs' Flood and Coastal Erosion Risk Management Grant in Aid capital funding programme. The total amount of funding which needs to be brought into the capital programme is £95,551.

Recommendation

It is recommended that Cabinet approves the addition of four externally funded flood risk management projects identified in the report with a value of £95,551 into the 2018/19 drainage capital programme.

Background and Advice

As a risk management authority defined in the Flood and Water Management Act 2010, Lancashire County Council is eligible to apply for funding from the Department for the Environment, Food and Rural Affairs' Flood and Coastal Erosion Risk Management Grant in Aid capital funding programme to support flood risk management capital activities in Lancashire. The programme is administered by the Environment Agency. The success of a detailed bid depends on the potential reduction in flood risk for a defined number of households, following the current national procedures for establishing a business case.

Four projects were identified as eligible in principle for the grant in aid capital funding programme to be funded from 2017/18, and bids were submitted in December 2017 to meet strict deadlines.

Confirmation was received early in March 2018 that the Department for the Environment, Food and Rural Affairs has awarded the requested funds for these projects:

Study Title and Description	Project Value
River Lune Corridor Initial Assessment – In-depth study into the flood risk presented by surface water at various locations. Focussing on Halton and Galgate.	£38,389
Brinscall Initial Assessment – In-depth study into the flood risks presented by surface water at various locations in and around Brinscall.	£18,863
Staining Initial Assessment – In-depth study into the flood risks presented by surface water at various locations in and around Staining.	£17,237
Burscough Level 2 Surface Water Management Plan – In-depth study into the flood risk presented by surface water at various locations in and around Burscough, with particular interest in how this might impact on United Utilities plc assets and operations.	£21,062
Total	£95,551

Each successful bid will now need to be established as an individual project in the 2018/19 drainage capital programme. The projects will be managed by the Lancashire County Council flood risk management team.

Consultations

During preparation of the bids, the county council's flood risk management team consulted members of the Lancashire Strategic Flood Risk Partnership including representatives from the city and district councils, Blackpool Council and Blackburn-with-Darwen Council, the Environment Agency, United Utilities plc and the county council's own highways services teams.

Local residents likely to be directly affected, any flood action groups based locally to the projects, and the divisional county councillors, will all be informed prior to the commencement of the individual projects. In particular, Burscough Parish Council has already offered to assist with community engagement.

The North West Regional Flood and Coastal Committee will monitor progress of the capital expenditure on behalf of the Department for the Environment, Food and Rural Affairs'. The council is represented on this committee by the lead Member for flooding.

Implications:

This item has the following implications, as indicated:

Risk management

Lancashire County Council is the lead local flood authority for its administrative area and as such has responsibility to manage the risk of flooding in Lancashire from local sources (surface water, ground water and ordinary watercourses). The proposed studies are all intended to look to reduce flood risk to local households by enabling the county council and partners to develop a better understanding of the flood risk in areas known to be at risk of repeated flooding. The studies are likely to lead to the development of practical measures to help manage flood risk in the study areas but decisions will be made on a case by case basis.

2017/18 is the 4th year of the Department for the Environment, Food and Rural Affairs' current 6 year funding cycle. All funds remaining unclaimed at the end of this financial year will be withdrawn to the central (national) pot and reallocated using revised priority criteria. This means that if the council had failed to make a successful business case for the projects identified, it is highly likely that it would not have been awarded the grant funds required for these studies.

All the studies identified have been assessed against staff and external resources and they are deliverable within the financial year 2018/19 provided that they start at the earliest possible opportunity.

Legal Implications

Section 9 of the Flood and Water Management Act 2010 requires the council to have a local flood risk management strategy. The Lancashire and Blackpool Local Flood Risk Management Strategy fulfils this requirement, and identifies that it is essential for the council to develop a better understanding of local flooding mechanisms and risks in order to make decisions towards developing appropriate techniques to manage and reduce risks to our communities and key public infrastructure. The projects proposed in this report are in accordance with the strategy's objectives.

Where investigations are required on private land, the agreement of landowners will be sought. If such agreement is not reached, the council may need to use its powers under Section 64 of the Land Drainage Act 1991 to give notice to enter.

Financial Implications

It is proposed that the total funding of £95,551 is added to the 2018/19 drainage capital programme.

The studies and investigations identified in the report are expected to identify further work programmes and potential future capital schemes. Any future works identified will be discussed with the relevant risk management authorities and it is likely they will become the subject of future bids to the Flood and Coastal Erosion Risk Management Grant in Aid capital funding programme.

List of Background Papers

Paper	Date	Contact/Tel
The Lancashire and Blackpool Local Flood Risk Management Strategy	April 2014	Rachel Crompton/ (01772) 530150
Reason for inclusion in Part II, if appropriate		
N/A		

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Head of Service Libraries, Museums, Culture and Registration Services**Part I**Electoral Division affected:
Preston City;**Proposed Delegation Agreement and Establishment Arrangements -
Re-imagining the Harris**
(Appendix 'A' refers)

Contact for further information:

Steve Lloyd, Tel: 07876 452678, Libraries, Museums, Culture and Registration Services
Manager

steve.lloyd@lancashire.gov.uk

Executive Summary

The Re-Imagining the Harris project is a partnership between Lancashire County Council and Preston City Council. It started in 2015 with the aim of transforming the Harris Museum, Art Gallery and Library. Since the project's inception one of the main priorities has been to develop a unified service in the building to ensure customers receive the highest quality services, delivered in the most efficient manner. This report identifies the key areas where progress is required.

Recommendation

Cabinet is recommended to:

- (i) Authorise officers to progress Option 4 as described in this report.
- (ii) Authorise officers to work with the city council to prepare a delegation agreement for the operation of and staffing arrangements for the Harris Library function.

Background and Advice

The Harris is a Grade 1 listed building owned by Preston City Council. The city council runs the museum and art gallery within the Harris. Lancashire County Council leases 40% of the building to house the Harris library. The relationship between the two councils is governed by an agreement (signed in 1997) "for the use and occupation of the Harris building". This agreement obliges the county council to pay 40% of the building costs, and to give six months' notice if it wishes to vacate the Harris.

Preston City Council and Lancashire County Council established the Re-Imagining the Harris project in 2015, sharing the costs of a project leader and securing support from Arts Council England. One of the project's four priorities is to prepare a business case to support a new joint staffing structure in the Harris.

Progress since autumn 2015

The project leader, supported by the two councils, has put in place a series of measures to ensure that the teams in the Harris work together more effectively:

- The development of a single Harris management team;
- Regular joint team events, including monthly staff meetings, staff briefings, conferences and consultation sessions;
- A single events and exhibition programme;
- Improved communication between the teams, and across the building;
- Joint planning and a single service plan for the Harris.

The Project Leader has direct line management responsibility for the Preston City Council Museum team, and works closely with the county council's library service to lead the Harris Library team. However significant issues still remain with regard to the current arrangements.

- Key funders such as Heritage Lottery Fund and Arts Council England have made it clear that they expect to see a single team running the Harris (for example the Heritage Lottery Fund made the following statement in relation to any future significant bid for capital support. "Concrete progress needs to be made in advancing the transformation process at the Harris – in particular the move to a single team")
- Each council uses the existing Harris user agreement as the basis of their engagement with the other on matters relating to the Harris;
- It is difficult to embed cultural change and maximise operational efficiencies due to the different reporting structures, terms and conditions of service, and organisational priorities and plans.

Developing a Single Team in the Harris

A joint council officer working group, involving representation from the legal, finance and human resources teams, was set up in 2016. The group considered five options for the future delivery of services at the Harris which are summarised below.

1. Staffing situation remains the same at the Harris.
2. Single team for the Harris. Staff retain existing employer, pay and conditions.
3. Single team for the Harris. City council staff transfer to the county council.
4. Single team for the Harris. County council staff transfer to the city council.
5. Single team for the Harris. County council and city council staff transfer to third party.

Officers have assessed the work carried out by this group, as well as the further progress made by the Re-Imagining project, and developed the options appraisal set out at Appendix 'A'. As a result Option 4 Single team for the Harris, (county council staff transfer to the city council), was identified as the preferred option. This would involve transferring the existing Harris Library team and the Harris Library function to

the city council. If Cabinet is minded to approve the recommendations, then a delegation of function agreement is required and the key milestones involved this work will be:

1. Drafting a delegation agreement and securing formal approval to it.
2. Establishing and implementing a single structure at the Harris

Consultations

Informal discussions have regularly taken place with all members of staff at the Harris from both the library and museum teams, and they are well aware of the potential move to a single team and a shared service.

Initial briefings with the relevant unions associated with the county council and city council teams also took place in 2017. Consultation has also taken place with key funding partners such as the Heritage Lottery Fund and Arts Council England in recent months.

Implications:

This item has the following implications, as indicated:

Financial implications

Cabinet agreed on 9th November 2017 to fund the cost of extending the Reimagining the Harris Project Leader post from September 2018 to June 2019 (circa £40,000) and a further £45,000 of non-recurring cost to prepare a funding application to the Heritage Lottery Fund.

The cost of delivering a library service from the Harris includes direct staff and non-staff costs and is circa £580,000 per annum which includes a contribution of £325,000 to Preston City Council for building costs. Other costs relating to central support staff and resource costs are incurred across the wider Libraries Service and are not specific to the Harris Library.

Any future restructure or delegation of the library service will not result in increased revenue costs to the county council. A further report to Cabinet will follow once the detail of a delegation agreement has been developed, which will outline the financial implications of this agreement.

Risk management

Personnel

If option 4 is approved, it will require a full transfer of the Library employees based at the Harris from county council employment to city council employment and this will be managed in line with the Transfer of Undertakings (Protection of Employment) Regulations 2006. The county council has well embedded processes which will be followed in order to manage this transfer effectively and it is envisaged that the transfer will be relatively straight forward given that we are working in partnership

with the city council on the overall Re-imagining project and that this would be a Transfer of Undertakings (Protection of Employment) Regulations 2006 transfer between two local authority employers.

List of Background Papers

Paper	Date	Contact/Tel
The Harris Museum and Art Gallery (The Harris) Shared Services Initiative	28 April 2015	Phil Barrett/(01772) 34675

Reason for inclusion in Part II, if appropriate

N/A

Appendix A - Harris single team options analysis

An officer working group involving representation from the finance, legal and HR departments of both councils met several times during 2016 and 2017 to discuss the development of a shared service and potential single team at the Harris. The Harris Project Leader also met with Members and senior officers from both councils to discuss the ambition to create a single team.

The options appraisal below was developed from the feedback secured from these meetings and interviews. The key requirements reflect the main concerns identified by the two councils.

The appraisal uses the following scoring system.

- 0 – Does not meet requirements
- 1 – Partly meets requirements
- 2 – Meets requirements
- 3 – Exceeds requirements

Key requirements of staffing approach	Staffing situation remains the same	Single team for the Harris. Staff retain existing employer, pay and conditions	Single team for the Harris. PCC staff transfer to LCC	Single team for the Harris. LCC staff transfer to PCC	Single team for the Harris. LCC and PCC staff transfer to third party (e.g. Trust, CIC)
Meet expectations of funders (e.g. HLF, ACE)	0 – Funders are clear they expect a single team	1 – Creates single team but still have to work across both councils	2 – Meets the expectations of funders	2 – Meets the expectations of funders	2 – Meets the expectations of funders
Deliver services effectively and efficiently	1 – Hard to align key services such as front of house delivery with differing pay and terms	1 - Hard to align key services such as front of house delivery with differing pay and terms	2 – Services can be aligned and co-ordinated in an effective manner	2 – Services can be aligned and co-ordinated in an effective manner	2 – Services can be aligned and co-ordinated in an effective manner
Enables the Harris to adopt a more commercial approach	0 – Very difficult to deliver enterprising approach working across procedures and policies of 2 councils	0 - Very difficult to deliver enterprising approach working across procedures and policies of 2 councils	2 – Greater freedom and flexibility will be enabled by a move to a team delivered by a single council	2 - Greater freedom and flexibility will be enabled by a move to a team delivered by a single council	3 – Moving away from direct council control would allow enhanced freedoms and flexibilities

Understands and meets the needs and expectations of users	1 – Very difficult to deliver across two separately delivered services	1 – Difficult to deliver across two councils with differing engagement processes	2 – More straightforward to understand users and shape services if team delivery by 1 council	2 – More straightforward to understand users and shape services if team delivery by 1 council	2 - More straightforward to understand users and shape services if team delivery by third party
Maintains strong links with other key services in both councils	3 – Strong links with all other council services e.g. LCC Library Service retained	3 - Strong links with all other council services e.g. LCC Library Service retained	2 – Links with other council services retained through delegation agreement	2 - Links with other council services retained through delegation agreement	1 – Relationship with other services delivered through service level agreement
Enables a joined up and seamless approach across the Harris	1 – Teams reporting through different management structures make this difficult	1 – Staff on different pay and conditions, even in same team, may find this challenging	2 – Single team, single council approach will drive seamless approach	2 - Single team, single council approach will drive seamless approach	2 – Single organisation approach will drive seamless approach
Harris able to deliver a major capital redevelopment project	1 – Significant risk to effective delivery of major capital project, funders want to see change	2 – Balance of benefits from both councils being involved against challenging LCC relationship with HLF	1 – LCC has track record of major project delivery, but relationship with HLF and ACE effected by museum closures	3 – PCC owns the building and the majority of the collections. Has recent track record of delivering HLF projects	1 – Access may be limited to the expertise of two councils. No track record of delivery
Aligns to wider approach across the councils	1 – Un-coordinated approach at odds to direction of travel in the councils	1 – Difficult to see creating a team with mixed employers, pay and conditions meeting wider council priorities	1 – County Council outsourcing services rather than taking on new ones. Wider museum service delivery reduced	3 – PCC has delivered single team on behalf of other councils, and is keen to take the Harris forward	1 – councils not yet ready to pass on responsibility of the Harris to third party
No increased costs to either council	2 – Costs directly controlled by both councils	2 - Costs directly controlled by both councils	2 – Costs fixed through delegation of service agreement	2 - Costs fixed through delegation of service agreement	1 – Independent Board of Trustees may provide challenge to the two councils
Total Score	10	12	16	20	16

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Head of Schools Improvement**Part I**Electoral Division affected:
(All Divisions);**Determination of Home to School Transport Policy - Academic Year 2019/2020**
(Appendix 'A' refers)

Contact for further information:

Debbie Ormerod, Tel: (01772) 531878, School Admissions Manager
debbie.ormerod@lancashire.gov.uk**Executive Summary**

Lancashire County Council reviews the Home to School Transport policy on an annual basis. As there have been significant changes to the Home to School Transport Policy in recent years, the amendments to the policy for the academic year 2019/20 are minimal. There are no changes in respect of parents' entitlement to receive home to school transport assistance. Some minor changes have been made to the wording of the policy to provide clarification for parents.

This is deemed to be a Key Decision and the provisions of Standing Order 25 have been complied with.

Recommendation

The Cabinet is recommended to approve the Home to School Transport Policy for the academic year 2019/2020 as set out at Appendix 'A'.

Background and Advice

In accordance with the Education School Information Regulations 2008 (Regulation 8.), the county council has a duty to publish all relevant information that may inform parental decision making when applying for a secondary school, no later than six weeks before the closing date for secondary school applications which is 31 October each year.

Additionally, the county council is required to publish general arrangements and policies in respect of home to school travel for children of compulsory school age. The county council informs parents of entitlement to receive transport assistance by

publishing a Home to School Transport Policy on the Lancashire County Council website and it is reviewed annually.

Statutory Entitlement

The Department for Education issued statutory guidance in July 2014 that reaffirmed that Local Authorities had a duty to provide free transport for all pupils of compulsory school age (5-16) if their nearest suitable school is:

- beyond 2 miles (if below the age of 8); or
- beyond 3 miles (if aged between 8 and 16)

Pupils attending secondary schools whose parents are on the qualifying benefits for free school meals, or in the receipt of maximum amount of Working Tax Credit, also receive assistance with travel costs if they attend one of their three nearest schools, provided the distance to school is between 2 and 6 miles. There is also denominational transport assistance if a pupil is attending a particular school on the grounds of faith and the school is between 2 and 15 miles from home.

Changes in the county council's Home to School Transport Policy

In light of the current financial climate, there has been careful examination and review of all areas of expenditure, including home to school transport.

It is parental preferences for schools and academies and the application of admission arrangements linked to these which informs and drives the subsequent application of the Local Authority's home to school transport policy. The council has no statutory duty to provide transport assistance in circumstances where pupils do not attend their nearest school or academy. In the past, Lancashire was able to exercise discretion to provide transport assistance over and above that which the authority was legally obliged to offer.

To make budget savings there have been three consultations, followed by significant changes to the home to school transport policy in recent years:

- In September 2011, the county council introduced a parental contribution towards the costs of providing transport assistance for any new pupils attending denominational schools, where the school was not the nearest geographically to the home address. To qualify for the denominational subsidy pupils have to meet the faith criteria for admission and live over the statutory walking distances. The parental contribution is not required from low income families. The contribution in 2011 was set at £380.00 and each year this has been increased by 5% + RPI. From September 2018, the contribution is £615.00.
- In September 2015, the county council removed further discretionary elements of the policy. All new pupils starting at school are only given paid transport assistance if they attend their nearest school and live more than three miles away. When undertaking assessments, there is no longer any consideration of which Geographical Priority Area a pupil lives within and schools in neighbouring districts and local authorities are also considered.

- From September 2018, the county council has removed subsidised discretionary denominational transport assistance for pupils attending faith schools.

Department for Education guidance suggests that any changes to policies should be phased-in, so that children who start under one set of transport arrangements continue to benefit from them until they conclude their education at that school or move to another school. In light of the policy changes, there are now some families where older children are receiving free travel, but younger siblings do not qualify. Similarly, situations arise where older pupils travelling from a bus stop have a bus pass to school whilst younger pupils boarding at the stop do not qualify. This has caused some confusion for parents.

Information about the availability of transport assistance

The admission information which is available for all parents from each September (online and paper where requested) provides a summary transport policy. Parents are advised to check the policy carefully if getting their child from home to school and back is a consideration. Parents are directed to a full copy of the Home to School Transport Policy on the Lancashire County Council website and to seek advice from the area education office if they have any queries. The county council also has officers in attendance at most secondary school open evenings to give advice on transport eligibility and admission queries.

It is hoped that minimal changes to the Home to School Transport Policy for the academic year 2019/20 will assist parents understanding of transport entitlement.

Consultations

It has not been necessary to consult on the Home to School Transport Policy 2019/2020 as there have been no significant changes.

Implications:

This item has the following implications, as indicated:

Risk management

There are no suggested changes to parental entitlement to receive transport assistance.

List of Background Papers

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

**HOME TO MAINSTREAM SCHOOL
TRANSPORT POLICY 2019/20**

**Pupil Access Team
Children's Services - School Improvement Team
PO Box 100
County Hall
PRESTON
PR1 0LD**

www.lancashire.gov.uk

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Home-to-School Transport Policy 2019/20

1 What do the council have to provide by law?

1a Education acts

Under section 508 (B) of the Education Act 1996 we must provide free transport to and from school for your child if they are aged 5 to 16 and they live outside the legal walking distance between your home and the nearest qualifying school. We must provide additional assistance for families who have a low income.

The Department for Education published statutory guidance for local Authorities in July 2014; Home to school travel and transport guidance.

1b Walking distances

By law, we must provide free transport to and from school if your child is:

- under eight years old and has to walk more than 2 miles (3.218688 kilometres) to the nearest qualifying school; or
- aged eight or over and has to walk more than 3 miles (4.828032 kilometres) to the nearest qualifying school.

We measure the distances using the shortest suitable walking route.

1c Families who have a low income

If you have a low income and your child is in Year 7 to 11 in secondary school, we may be able to provide free transport if they go to one of their three nearest schools. For your child to receive free transport, the school must be between 2 and 6 miles away from your home.

Additionally, we will provide free transport for your child if they go to their nearest school of faith, and they were admitted on faith grounds and the school is between 2 and 15 miles from your home.

If you have a low income and your child is at primary school, we must provide free transport to and from school if they have to walk more than 2 miles (3.218688 kilometres) to their nearest school.

1d Parental preference

You have the right to say which school you would prefer your child to go to (under section 86 of the School Standards and Framework Act 1998), but this does not automatically mean that your child has a right to free transport to the school. You are responsible for making sure your child gets to school.

1e Special Educational Needs (SEN)

The council has a separate SEN Transport policy for children that have an Education and Health Care Plan (EHCP) or have a full Statement of SEN which is due to be converted to an EHCP. The council must provide transport for your child if they, attend their nearest qualifying school, live under the statutory walking distance but because of a special need or disability it would be unreasonable to expect them to walk to school.

1f Suitable Schools

When assessing eligibility the county council considers whether the nearest qualifying school has places available and provides education appropriate to the age, ability and aptitudes of your child and any Special Educational Needs your child may have.

1g How do we re-assess your claim?

If your circumstances change, for example there is a change of address, we will re-assess your claim under the policy that is applicable at the time of your application being submitted with your change of circumstances.

2 What extra help can we provide?

2a Section 1 explains what help we have to provide by law. The Education Act 1996 also allows us to provide extra help with travel costs in certain circumstances. These are discretionary elements of the Home to School Transport Policy and can be subject to change in the future.

2b Help with travel costs if your child goes to a school which is not their nearest school

If your child goes to a school which is not their nearest school, we will still provide free transport if they meet the distance criteria and:

- your child moves home while they are in Year 6, 10 or 11, and they previously attended their nearest school and the pupil is from a low income family; or
- there are in the opinion of county council officers exceptional circumstances.

2c Help with travel costs if your child lives less than the legal walking distance away from their nearest qualifying school

If your child lives within the legal walking distance, we will still provide free transport if:

- the walking route in the opinion of the local authority is not suitable (see Appendix A) ; or
- your child has special educational needs or a medical condition which means it is unreasonable to expect them to walk to school.

3 How do I apply for help with transport to and from school?

Application form

When your child starts at secondary school their entitlement to receive transport assistance will automatically be assessed. If your child is eligible to receive help an application form will be issued to your home address in June.

3a Renewing travel passes

Once your child has been awarded travelling expenses this will be automatically renewed each year if you are still entitled. The council will advise you if you are no longer eligible.

3b Timescales to apply for a travel pass

It normally takes us up to 10 working days from the date we receive your application to issue your child's pass. This is subject to us having been provided with the full information to assess your claim (it may take longer in busy periods, such as August and September). We recommend that you apply for your child's travel pass in plenty of time before the start of the school year. If you don't, you may have to pay your child's travel fares and we may not be able to refund this money. We will only refund any travel fares you have to pay while you are waiting for your child's travel pass if we have caused the delay.

3c What happens if I move house?

If you move house, the council will need to re-assess your application. If you were previously entitled and still remain entitled the council will need to amend your travelpass.

4 How will you assess my claim?

4a The area your child lives in

To be eligible for free transport to and from school under this policy, your child must live in the Lancashire County Council administrative area.

4b Legal walking distances

If your child goes to the nearest qualifying school, we will provide free transport if they are:

- under eight years old and the shortest suitable walking route is more than 2 miles (3.218688 kilometres) from the nearest school; or
- aged eight or over and the shortest suitable walking route is more than 3 miles (4.828032 km) from the nearest school.

4c Assessing your child's eligibility to receive transport assistance is a two part process.

Firstly, your child's nearest school for transport assessment purposes is determined.

The nearest qualifying school for your child will **usually** be the one:

- which is the closest to your home (measured by the shortest walking or road route, as accepted by the council). For those children living close to the Lancashire boundary the nearest school may be situated in another local authority area;
- where there is a place available or where a place could have been offered at the allocation stage of school admissions had it been requested.

4d Measuring the shortest route to the determined nearest school

Once the council has established the nearest school, we will measure the distance to that school using the shortest suitable walking route.

This may include measuring along roads, footpaths and bridleways. We will measure from the nearest boundary entrance of your home (for example, your gate) to the nearest entrance to the school which your child can walk to. We will not include your drive or the drive at the school (if this applies) in this measurement. In most cases, we will take the measurement using computerised map measurements. If these measurements are close to the mileage limits, we will measure them on foot using a trundle wheel.

4e Working out whether a place is available

When we are working out whether places are available at a school nearer to your home, this will be during the normal admissions round when places are being allocated.

Additionally, If you move into a new area or your child changes schools, we will work out if places were available at the time of your change in circumstances.

4f Late applications

If you are offered one of your expressed preference schools, and this is over the legal walking distance from home, then free transport will not be offered if there was a place available at a nearer qualifying school at the time of school place allocation.

4g Schools that are not in Lancashire

If your child gets a place at a school which is located within another local authority, we will only provide free transport if it is determined that this is the nearest qualifying school at which a place is available.

4h If we do not meet your preferences and you made an on time secondary school application

If we offer your child a place at a secondary school which is not one of the three schools you listed as your preferences on your application for a school place, we will provide free transport as long as:

- you meet the conditions relating to distance; and
- there is no place available at an alternative school nearer to your home address(including those in neighbouring districts of Lancashire and in other local authority areas).

4j If your child is nearly eight years old

If we provide free transport for your child and you live between 2 and 3 miles from their primary school, we will continue to provide this help until the end of the academic year in which your child turns eight years old.

4k Compulsory school age

By law, only children aged 5 to 16 are entitled to free transport to and from school. However, if your child is under five years old and at primary school, as part of our discretionary transport arrangements, we will provide free transport as long as they meet all the relevant conditions.

Preschool

We will not provide free transport if your child is at nursery school or in a pre-school class (even if there are agreed deferred entry arrangements in place).

4l Independent (private) schools

We do not provide free transport if your child goes to an independent school.

4m Unsuitable routes

If we think that the shortest walking route to a school is not suitable for children, when walking with an adult, we will look to find a suitable alternative which is less than the legal walking distance to school.

As explained in paragraphs 4c-4e we use the shortest route to decide the nearest school. If we can't find a suitable walking route, we will provide free transport to the nearest school. The council will not consider the suitability of a walking route to a school unless the child goes to their nearest school. In Appendix A we have explained our guidelines for assessing the suitability of walking routes.

4n Definition of 'home'

If your child lives in two different homes, (there is a shared parenting arrangement in place between mother and father or other approved carer's) we will only provide transport from one of the addresses.

To work out whether your child is entitled to transport to and from school, we will use the address which we consider is your child's main home.

To decide which of the homes is your child's main home, we will consider:

- the address which you specifically chose to use when applying for a school place;
- the address at which your child spends most school days; and
- the address you give your child's doctor, dentist etc.

If your child spends an equal amount of the school week at each address, we will usually consider the main address to be the one which you declared on your admission application. This is normally where your child wakes up on the most school days during the school term (Monday to Friday).

You should be aware that entitlement to assistance with home to school transport is assessed separately after the admission process (after school places have been offered)

You cannot use an address to apply for a school place and another to have transport entitlement assessed.

For a new address to be accepted, there must be very exceptional reasons for the change, for example the sale of a property, house fire at one address, bereavement or relocation of the parents/carers to a single property. Parents must provide the necessary evidence for the council to consider. A change in a child's living arrangements, for example spending more time at the new address, will not generally be considered to equate to exceptional circumstances.

4o Providing free transport to medical or other professional appointments or extra-curricular activities

If your child is entitled to free transport from home to school, their travel pass will not cover any extra journeys during the school day. For example they will not be able to use their travel pass to get to medical or other professional appointments, and we will not refund the cost of fares if your child takes part in extra-curricular activities.

4p If your child moves home while they are in Year 6, 10 or 11

If you move home and your new address is over the statutory walking distance, we will normally provide transport if your child is in their last year at primary school (Year 6) or if they are at secondary school and they have started their GCSE courses (normally Years 10 and 11).

We will consider several things when we make our decision, such as:

- the cost of the transport;
- how easy it is to move your child to another school;
- the distance involved;
- whether your child was at the nearest suitable school to your previous address; and
- whether you chose to move or whether you have been forced to move.

We will also need proof (such as a solicitor's letter or a rental agreement) confirming the date you moved.

This discretion will only apply to pupils from low income families.

4q Help for younger brothers and sisters

If we provide free transport for your child on low income grounds and you move home while they are in Year 6, we will also provide free transport for any of their younger brothers or sisters to go to the same school until the end of that academic year. We will only continue to provide this help after your older child leaves the school if the school your younger children are at, is the nearest school with places available and they meet the distance criteria.

4r Other reasons why your child may not be entitled to help with travel costs to and from school.

We will not consider the following when we decide if your child is entitled to free transport to and from school.

4r1 Brothers and sisters

When you are applying for a school place, you have the right to say if you would prefer your child to go to a particular school. If your child has an older brother or sister at the school which you prefer, this will often be considered in the allocation of places. We will not though take this into account when we assess whether your child is entitled to free transport.

4r2 Family links with a school

When we decide if your child is entitled to free transport, we will not take into account whether your child currently has family members at a school, or whether members of their family have gone to that school in the past.

4r3 Financial circumstances

When we decide if your child is entitled to free transport, we will only consider your financial situation if you are on the qualifying benefits for free school meals or the maximum amount of Working tax Credit.

4r4 Single-sex or mixed schools

We will not agree to provide free transport just because you would prefer your child to go to a single-sex school or a mixed school.

4r5 Selection tests

Just because your child passes an entrance exam for a school does not mean that we will provide free transport. This applies to Lancashire's four selective grammar schools/academies.

5 Faith Schools

From September 2018, the county council will no longer provide any discretionary denominational transport assistance for all pupils commencing at primary or secondary school. The removal of this assistance will be phased-in so that children who started school under one set of transport arrangements will continue to benefit from them until they conclude their education at that school or choose to move to another school.

New pupils who started at a faith schools, where this was not their nearest school, from September 2011 onwards have been required to pay a contributory charge. For the academic year 2018/19, this figure is £615 per year per child before an award of travel is made. For the academic year 2019 the contributory charge will be £655 per annum. This figure will increase annually by RPI plus 5%.

The contribution is a fixed fee for the year and will not be discounted or refunded.

Pupils admitted to a faith school where this is their nearest school and who meet the distance criterion, will continue to receive free transport.

There is no consideration of which parish a school serves..

If your child was awarded denominational transport assistance before September 2018 then you should note the following.

5a How to pay the contributory charge?

The contributory charge can be paid in one instalment by cheque, credit or debit card or by ten monthly payments by direct debit. A travelpass will not be issued until the fee is received or the direct debit mandate has been set up.

5b Is there any reduction in the contributory charge?

There will however be no reduction in the contributory charge, if for example your child does not travel to and from school each day by bus/rail. Similarly, there is no reduction in the contributory charge for Year 11 pupils who leave school during the summer term.

The contributory charge will reduce however pro rata for applications received once the Autumn term has started.

6 What if I have a low income?

If your child is entitled to free school meals or you receive the maximum amount of Working Tax Credit, you are defined as being on a low income. We have to provide extra help on top of that set out in sections 4 to low income families.

6a Extra Help

6b Secondary Schools

If your child is at secondary school, we will provide free transport to one of the three nearest schools as long as the school is between 2 and 6 miles from your home.

6c Faith Schools

If you have expressed a wish based on your religion or belief for your child to attend your nearest qualifying school child, we will provide free transport to the nearest faith school if it is between 2 and 15 miles from your home.

6d Applying for a school place outside normal times

If you apply for a school place for your child outside the normal time for applying for places, the three nearest schools will be those with places available at the time of your change in circumstances.

6e Applying for a school place within normal times

If you apply for a school place within the normal time for applying for places, the three nearest schools will be those that can offer your child a place prior to places being allocated.

6f If you have a low income and your child is nearly eight years old

If you have a low income and your child is at primary school and they reach eight years old, we will continue to provide free transport if you live two miles or more and go to the nearest suitable school. This assistance will remain if you continue to receive the qualifying benefits.

7 How do we provide free transport?

7a Travel passes

If your child is entitled to free transport to and from school, we will normally give them a travel pass for a bus service, a contracted vehicle (such as a coach or minibus) or a railway service. Passes are not issued on taxi services.

7b Travel times

When we are arranging transport, we will try to make sure that your child does not have to travel for more than:

- 45 minutes if they are at primary school; or
- 75 minutes if they are at secondary school.

These are one-way journey times and do not apply if your child does not attend their nearest school.

7c Pick-up points

We will arrange transport from a point that is reasonably near to your home and your child's school.

7d Behaviour

We have the right to take away your child's travel pass if they seriously or persistently misbehave on the way to and from school.

7e Replacement passes

If your child loses or damages their travel pass, you will have to pay £20 for a replacement pass.

7f Paying for replacement passes

You will have to pay your child's travel fares while you are waiting for their replacement pass. We will not refund this money unless your child is eligible for free school meals or you receive the maximum amount of Working Tax Credit.

7g Bus Pass Amendments

In those circumstances where you require your child's bus pass to be amended for example where you move house you must request this from the council. At this point, eligibility to receive transport assistance will be re-assessed and an amended pass will be issued if your child is still entitled.

7h What if your child forgets their travel pass?

If your child forgets their travel pass and has to pay their travel fare, we will not refund this money.

7i If your child does not want a travel pass

If your child does not want a travel pass, here are some other options.

7j Bicycles

If your child is entitled to free transport but wants to use a bicycle to travel the whole or part of the way to school, the council may pay you an allowance to help with these costs.

7k Motorbike or car allowances

If there isn't any suitable public transport or private transport available and you have to drive your child to school, the council may refund you your travel costs for the whole or part of the journey if your child is entitled to free transport.

Please be aware of how this may affect your driving insurance.

8. What happens if you allow my child to travel for free by mistake?

If your child is going to school and we find that we are allowing them to travel for free by mistake, we will let you know that we have made a mistake and we will advise when we will stop providing free transport. Your child will be permitted to travel free of charge for the rest of the term.

9 Can I appeal against your decision?

If the council have refused your application for free transport it is because you are not eligible under this policy or in law.

If you feel that the council has applied the law incorrectly or if you consider that you have exceptional circumstances which you have not previously advised us of, you may submit a written appeal.

Your appeal must specify precisely the nature of the error and all exceptional circumstances must be corroborated by appropriate documentation or evidence. If you fail to provide evidence your appeal cannot be considered.

Your eligibility will initially be reconsidered by an officer of the council who was not involved in the original decision not to award transport for your child. The officer will review the original decision and any personal and/ or family circumstances you believe should be considered. If transport is not awarded

your appeal and evidence will then be considered by the Student Support Appeal Committee, whose decision is final.

A further appeal will not be considered unless there have been some significant/exceptional change in your circumstances since the last appeal was heard.

You can get appeal forms from your local area education office or they are downloadable from the county council's website.

If the Student Support Appeals Committee decides that your child is entitled to help with travel costs, we will refund their travel costs from the date we receive your appeal form with the full evidence to support your appeal.

Appendix A

Home to School Transport Policy

UNSUITABLE ROUTES POLICY

In cases where the shortest walking route between home and school is within the statutory mileage distance and a parent believes that the walking route to the school could be considered as unsuitable, the county council will upon a request from the parent, undertake an assessment of the whole route, or those parts of the route which the parent deems to be unsuitable. Routes will not be considered for their suitability if they do not meet the criteria listed below. When considering walking routes the county council will take into account footways, verges, walkable roadside strips, footpaths and bridleways. However, the absence of these does not always constitute the route as being unsuitable (See section 5)

The statutory mileage criteria are:

- 2 miles or over for pupils under eight years of age.
- 2 miles or over for pupils over eight years of age if entitled to free school meals or parents receiving maximum amount of Working Tax Credit.
- 3 miles or over for pupils over eight years of age.

The county council's assessment of the route will consider the following factors:

1. Alternative Routes

If the shortest walking route is felt to be unsuitable, however an alternative walking route or routes are available which may be classed as 'suitable' and which fall within the distance criteria, then assistance with travel costs will not be granted.

2. Accompanied by a suitable adult.

Parents have the primary responsibility for ensuring their child's safe arrival at school. In all cases when assessing the suitability of routes the county council will assume that the child is accompanied, where necessary, by a parent or other responsible person and is suitably clad.

Therefore the existence of the following factors will not usually make a route unsuitable, although they would be taken into account:

- lonely routes
- moral dangers
- canals, rivers, ditches, dykes, lakes and ponds
- railway crossings
- routes without street lighting.

The responsibility for the child to be accompanied as necessary rests with the parent.

3. Availability of a footway, verge, walkable roadside strip, footpath or bridleway

If these are available then these parts of the route cannot be considered to be unsuitable subject to Clause 4 below.

If the width of the roadside footway/verge/roadside strip falls to less than 1m in width and an alternative footway is not available then traffic counts will be necessary at the points where this happens, in accordance with the width of the road, as shown in the table in Clause 5 below.

Where it is necessary to make road crossings to access an alternative footpath or a footway in excess of 1m width, the volume of traffic on the road at those points will be considered taking into account the 'crossing parameters' outlined in Clause 4 below.

4. Suitable Crossing Points

When undertaking the measuring of walking distances to school the county council will take into account suitable road crossing points when assessing the suitability of the route.

Where road crossings are necessary it will be assumed that if the half hour two way traffic flow (one way on dual carriageways) is below 240 vehicles per hour, the road should be reasonably able to be crossed.

Conversely, where the half hour two way traffic flow (one way on dual carriageways) is in excess of 700 the road is assessed as being unsuitable to cross, unless there are 'traffic interrupters' (eg traffic lights) which provide suitable crossing gaps at reasonable intervals.

The assessments will not apply if pedestrian crossing facilities are provided.

In cases where central pedestrian islands are provided in the centre of the road to assist pedestrian crossing movements and there are no other pedestrian facilities available (ie pelican/zebra crossing), traffic flows will only be taken in one direction.

For roads where the half hourly traffic flow is between 240 and 700 vehicles, the ability of being able to cross the road comfortably four or more times in each five minute period would normally indicate a road which is reasonably able to be crossed by an accompanied child. In cases where central pedestrian islands are available the number of crossings will be taken from the island to the footway and vice versa.

The county council will undertake a half hourly traffic count for both the morning and afternoon during school terms to coincide with the times the route would be walked.

When determining the number of vehicles in any time period the following 'passenger car equivalent values' (PCU's) will be used as multiplication factors:

3 pedal cycles	1PCU
2 motor cycles	1PCU
1 car	1PCU
1 LGV (under 3.5tonnes)	1PCU
1 Bus/Coach	2PCU
1 HGV	2PCU

5. Roads without Footways

On roads less than 6.5m in width, where there is no public footpath or walkable verge or refuge points and where the traffic exceeds the maximum vehicle numbers per hour relevant to the width of road shown in the table below, these would be deemed unsuitable routes.

In addition if the proportion of Heavy Goods Vehicles (HGV's) using the route is more than 10% of the highest total traffic volume figure, relative to the road width shown in the table below, the route would be deemed unsuitable.

In undertaking the assessment however, if there are verges which may be 'stepped onto' to avoid vehicles, where there is insufficient road width for the vehicle/s to pass, then these parts of the route are not deemed to be unsuitable, unless the number of vehicles exceeds that which corresponds to the appropriate road width shown in the table below.

A step off or verge is a minimum area that a pedestrian could use as a refuge which is defined as 1.5m in length and 0.5m in depth and relatively level.

Where no 'step-off' exists for any part of the route the number of vehicles using the route will be counted at this point in accordance with the road widths shown in the table below.

Acceptable maximum length of Single sections of road without Verges or refuge before Broken by a verge or refuge	Acceptable number of vehicles per half hour by road width			
	>3.5m road width	3.5>4.5m road width	4.5>5.5m road width	5.5>6.5m road width
10m	201-240	301-360	401-480	501-600
15m	161-200	241-300	321-400	401-500
25m	121-160	181-240	241-320	301-400
35m	81-120	121-180	161-240	201-300
55m	61-80	91-120	121-160	151-200
75m	41-60	61-90	81-120	101-150
120m	31-40	46-60	61-80	76-100
160m	21-30	31-45	41-60	51-75
240m	11-20	16-30	21-40	26-50
300m	6-10	9-15	11-20	13-25
500m	1-5	1-8	1-10	1-12

In order to make the assessment the above table will only compare the number of vehicles at those places on the route where the lack of 'step-off' exists.

Example: 4.5>5.5m road width

There are 3 parts of the route where no verge exists.

Part 1 the gap is 15m there were 200 vehicles counted - Route suitable

Part 2 the gap is 120m there were 27 vehicles counted - Route suitable

Part 3 the gap is 300m there were 21 vehicles - Route unsuitable

Where HGV vehicles (this includes farm vehicles on rural roads) in the hourly two way traffic count on the un-verged portions of the route are more than 10 in number or where this constitutes more than 10% of the total traffic volume, then the route would be classed as unsuitable, irrespective of whether the traffic volume was reached.

6. Pupils not attending their nearest schools

In cases where a pupil chooses not to attend their nearest school, travelling expenses to a more distant school on the grounds that the route to that school is deemed to be unsuitable cannot be considered. .

7. Accident Statistics

If a particular route meets the above criteria as a 'suitable route', the county council will also take into consideration any significant accident data on the route.

8. Re-imbursments and Unsuitable Routes.

Where the council determines that a route is unsuitable, any claims for retrospective re-imbusement of travelling expenses will only be backdated to the date the council determined the route as unsuitable.

Appendix B

HOME TO SCHOOL TRANSPORT POLICY

SPECIAL PUPIL CASES

The county council will consider all circumstances which are relevant for the purpose of facilitating the attendance of a child at school and assistance with transport/travel costs may be given at the discretion of the Director for Children's Service in exceptional cases.

Additional assistance may be granted in the following circumstances.

1. Medical Needs of the Pupil

1.1 Long Term Cases

Where pupils live within the statutory walking distance between home and their nearest suitable school and where it is apparent that a pupil is physically unable to walk to school, transport provision may be initially considered. Substantial medical evidence will need to be provided. Provision of transport will not usually be offered where a pupil does not attend their nearest school, unless the medical incapacity arises where the pupil is in Year 10 and Year 11 in secondary school or in Year 6 in primary school. The county council will however consider cases in other year groups where there has been a significant change in circumstances relating to a child's medical condition.

Assistance will normally take the form of public transport provision unless the pupil is physically unable to access public transport. The provision may also vary dependent on the time of the year.

If the county council determine that discretionary transport support is no longer required, parents can submit an appeal to the Student Support Appeal Committee if they consider it should continue, subject to a further officer review.

1.2 Short Term Cases (Up to 12 weeks)

Short term taxi transport may be considered where a child has a short term medical incapacity. Medical evidence will be sought to confirm that the pupil will not be able to access public transport. In these cases the provision will normally be made for a maximum of 12 weeks. In these circumstances the council will consider the provision of transport even if the pupil is not attending their nearest school.

If transport is likely to be required in excess of twelve weeks the case will be reviewed by a senior officer. If it is decided not to extend the transport support, the parents have the option of appeal to the Student Support Appeal Committee

2. Looked After Children (LAC)

Pupils who are 'Looked After' by the county council who are placed in short term foster care and who do not meet the statutory criteria for transport assistance will not be considered for transport assistance under this policy.

A separate policy is administered by the county council's Children's Social Care service to provide short term transport for LAC pupils who are not statutorily entitled to travel assistance.

3. Emergency Transport Arrangements for non LAC children

In cases where children have been temporarily re-housed due to unforeseen emergency circumstances, transport assistance may be considered to a school other than the nearest provided the distance criteria is met. Assistance would be offered on this basis where it was considered that a pupil would be unable to attend school without support from the county council. Assistance will initially be provided up to a maximum of twelve weeks. Confirmation of the family circumstances will need to be provided by the local council or other agencies.

Transport assistance will normally take the form of provision on public transport unless the journey times exceed the county guidelines. If transport is required beyond twelve weeks then a review of the case by the senior officer will be undertaken.

4. Managed Transfers and In Year Fair Access Protocol Pupils

Pupils who are admitted to schools under these arrangements may receive assistance with public transport costs if the distance criterion is met irrespective of whether they are attending their nearest suitable school. Short term taxi transport pending receipt of a bus pass may also be provided to aid the smooth transition into the new school during the trial period.

Transport assistance will only be provided for pupils subject to a 'managed move', if the pupil meets the criteria as a low income family as stated in Section 6 of this policy.

5. Children whose Parents due to their Medical Condition are unable to accompany their children to school

In exceptional circumstances where it is not possible due to the medical condition of one or both of the parents or carers, for them to accompany a child to school and it is not possible to make suitable arrangements for a family member or friend to accompany a child to school transport assistance will be considered. Assistance may be provided where it is felt by the county council that some assistance should be given to ensure that the pupil travels

to school safely and attends the school. Any such assistance is subject to satisfactory medical evidence being provided indicating the parental incapacity.

This assistance will only be provided for pupils who meet the low income criteria as outlined in Section 6 of this policy.

This might include instances where the pupil resides within the statutory walking distance or the pupil does not attend their nearest school.

The county council will not consider assistance where one parent is unable to accompany the child to school due to work commitments nor will it usually consider it necessary to provide assistance to secondary school aged pupils as they will usually be deemed to be capable of walking to school unaccompanied.

In the above cases transport will be provided for up to a maximum of 12 weeks. Any extension of transport will be subject to a central review process by the senior officer.

In circumstances where the pupil does not attend their nearest school and places were available at nearer schools then normally no assistance with travel costs will be given due to temporary incapacity of either parent.

6. Pupils under the jurisdiction of the Traveller Education Service.

Where pupils under this category live within the statutory walking distance from their nearest suitable school, short term transport provision may be made to ease the integration into a new school. This provision will be provided for a maximum of four weeks.

7. Pupils attending Short Stay Schools and pupils with special educational needs.

A separate policy applies to pupils in these categories.

In all other cases the county council will consider requests from parents who feel that their child requires transport to their nearest school and they are not statutorily entitled to any assistance in cases of significant non-financial exceptional circumstances.

Appendix C

Transport to School on the Grounds of Religion or Belief

Section 509AD of the Education Act 1996 places a duty on local authorities to have regard to a parent's religion or belief, while fulfilling their duties and exercising their powers relating to travel. 'Religion' in this respect means any religion and 'belief' means any religious or philosophical belief.

It is acknowledged that the definitions of 'religion' and 'belief' are ultimately determined by the courts and there is a substantial body of case law which exists with regard to these definitions.

The Department for Education (DFE) offer the following advice in their Home to School Transport Guidance 2007 regarding religion or belief.

- a) The definition of 'religion' includes those religions widely recognised such as Christianity, Islam, Hinduism, Judaism, Buddhism, Sikhism, Rastafarianism, Baha'is, Zoroastrians and Jains.
- b) A religion must have a clear structure and belief system.
- c) Equally denominations or sects within a religion may be considered as religions in this context such as Catholicism or Protestantism within Christianity.
- d) 'Belief' may be understood as equating to 'conviction' and must be more than an opinion or idea. It must be genuinely held and parents/carers bear the burden of showing that it constitutes the reason for placing their child at a given school, or not placing them at a particular school.

The DFE consider that the following examples **do not** meet the requirements for the provision of transport on faith or philosophical grounds:

- the wish to have a child educated at a particular type of school (for example a grammar school)
- the wish for a child to be taught in a particular language
- a belief that a child should be privately educated
- objections to rules requiring that a school uniform must be worn
- the belief that a particular school will provide a better level of education.

When pupils attend particular schools on the grounds of religion or belief, the county council may, in accordance with its policy, exercise discretion towards transport costs.

August 2017

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Executive Director of Adult Services and Health and Wellbeing**Part I**

Electoral Division affected:
(All Divisions in Chorley, South Ribble and Preston);

Establishing a Shadow Integrated Care Partnership Board for Central Lancashire

Contact for further information:

Louise Taylor, Tel: (01772) 531646, Executive Director of Adult Services and Health and Wellbeing

louise.taylor@lancashire.gov.uk

Executive Summary

This report provides Cabinet with an overview of the governance arrangements being developed to enable the establishment of a shadow Integrated Care Partnership Board for the area of central Lancashire (covering Chorley, South Ribble and Preston), referred to as Our Health Our Care.

It is intended that a similar approach be adopted across all four health and care systems in Lancashire and further reports will be presented to Cabinet in due course.

Recommendation

Cabinet is requested to:

- (i) Formally approve the County Council's involvement in the Central Lancashire Shadow Integrated Care Partnership Board.
- (ii) Receive further reports updating on progress and organisational implications.

Background and Advice

1. In central Lancashire local health and care organisations have committed to develop a shadow Integrated Care Partnership Board, similar to that already in development in Fylde Coast, Morecambe Bay, Pennine and West Lancashire. In central Lancashire this is referred to as the 'Our Health Our Care' programme.

2. The intention is to create alignment of health and care services better focused on the needs of the individual citizen and more financially sustainable. This development is a response to the Five Year Forward View published in 2015 to encourage a greater focus on prevention, improving quality, safety and the efficiency of health services. It also contributes to the wider strategic changes across the Lancashire and South Cumbria Integrated Care System known as the Sustainability and Transformation Partnership.

Integrated Care Partnership Development

3. Lead partner organisations including senior leaders and elected members from Lancashire County Council participated in a series of workshops to set the direction of the partnership development and the agreed actions required by each organisation to establish a Shadow Integrated Care Partnership Board from April 2018.
4. The new vision was also agreed prioritising improvement in population outcomes; experience and quality of care; economic sustainability and system resilience, with the agreement that all collective work programmes going forward would contribute to achievement of these four priorities.

Governance Arrangements

5. It is intended that the Shadow Integrated Care Partnership Board is operational from April 2018. Membership includes representatives from across the two Clinical Commissioning Groups, the GP collaborative, the Acute Hospital, the main Community and Mental Health Trust and central Lancashire Health and Wellbeing Partnership.
6. Lancashire County Council is represented by the Cabinet Member for Health and Wellbeing and the Executive Director for Adult Services, Health and Wellbeing who have been instrumental in shaping the terms of reference. The Executive Director is also helping lead the appointment of an independent board chair.
7. The main duty encapsulated in the terms of reference is to help drive forward system transformation and develop new models of care. This is a significant undertaking underpinned by a memorandum of understanding which sets out how new ways of working could develop for implementation.
8. In relation to the terms of reference it is expected that members will attend a minimum of 75% of meetings and that the meeting will achieve quorum if a minimum of 3 members are present. If the County Council representatives are unable to attend a deputy will be nominated to ensure that no decisions are made without the direct input from the authority.
9. The memorandum of understanding is not a legally binding agreement, accountability remains with partner organisations. It describes how by working together participating organisations will, with input from the public, develop care which is as focused on preventing ill health as it is to treating it; to reduce over dependence on acute hospital provision and supporting greater self-management

and wellbeing. The memorandum of understanding proposes changes to commissioning arrangements and it will be important for the County Council to ensure that the benefits of commissioning some care provision at scale, e.g. at county level, is not lost. As a signature to the memorandum of understanding, the county council is committing during this shadow period to work collaboratively with partners to cement relationships and develop credible plans for health and care integration in central Lancashire.

10. The county council will exercise its influence on the board to ensure plans are economically viable and serve the best interests of citizens. Prior approval will be sought in advance of progressing to the next stage. A consistent approach will be adopted across all four health and care systems.

Consultations

Meeting	Date	Outcome
ICP Workshop Session 2 (including County Councillor representative)	08.02.18	Discussed and iterated outline content
ICP Workshop Session 3 (including County Councillor and Officer representatives)	15.03.18	Endorsed, subject to comment.
OHOC Joint Programme Board (including Officer representative)	15.03.18	Endorsed, subject to comment.
County Councillor Health Leads informal briefing	15.03.18	Discussion and agreement to bring to Cabinet

Implications:

This item has the following implications, as indicated:

Risk management

It has been long recognised that there is a pressing need to move toward a greater integration of health and social care delivery. Failure to engage with the our health partners in the manner proposed would not allow us to make the improvements that are so clearly needed to secure improved outcomes and financial sustainability.

By following the proposed partnership arrangements there is the potential risk that we lose a measure of control over social care delivery. However, this could be addressed by agreeing further robust governance arrangements that allow the county council to participate fully in relevant decision making.

Human Resources

There are no workforce implications at this stage to the county council cooperating with the memorandum of understanding. As the structures are developed, further reports will be brought to Cabinet to update on any HR implications.

Legal

The documents provide a broad framework to enable the partners to work around the detailed arrangements. This is likely to be a protracted and at times difficult exercise but will ultimately test how committed each of the partners is to this model of integrated working.

Financial

There are no financial implications as a result of this report. Any future reports containing updates on progress and organisational implications will contain financial implications as required.

List of Background Papers

Paper	Date	Contact/Tel
Integrated Care Partnership in central Lancashire Briefing Note	15 March 2018	Louise Taylor/ (01772) 531646

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Head of Service Highways**Part I**

Electoral Divisions affected:
 Chorley Rural East; Clayton with Whittle; Cleveleys East; Great Harwood, Rishton & Clayton-le-Moors; Hoghton with Wheelton; Leyland South; Mid Rossendale; Rossendale East;

Lancashire County Council (Various Roads, Wyre, Chorley, Hyndburn and Rossendale) (Revocation, One Way Traffic, Prohibition of Driving except for Access, Prohibition of Left Turn except Cycles, Width Restriction and Weight Restriction) Order 201*

(Appendices 'A' to 'E' refer)

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Network Control - Community Services

chris.nolan@lancashire.gov.uk**Executive Summary**

This report proposes to introduce a number of restrictions according to the attached schedule and plans at Appendices 'A' to 'E' to prevent conflicts with traffic and create a safer environment for all road users.

The proposals have been advertised in the local press and a number of objections have been received with regard to the proposal for one way traffic on Jenny Lane, Wheelton. After consideration of the objections it is proposed that the draft order be amended prior to making, to remove this restriction.

This is deemed to be a Key Decision and the provisions of Standing Order 25 have been complied with.

Recommendation

Cabinet is recommended to approve authorisation to seal the order excluding item c, of schedule 1 (one way traffic on Jenny Lane (U5940), Wheelton) as set out in the report and its appendices.

Background and Advice

In the interest of road safety, for the avoidance of danger to persons or other traffic using the road, and for preventing the likelihood of any such danger arising Lancashire County Council advertised the following proposals for new or amended traffic regulation orders;

CHORLEY AREA - Appendix 'A' refers

- i. **A673 Chorley Road (Access Road), Adlington**
The introduction of a one way system along the length of the A673. Chorley Road access section fronting local businesses is to prevent conflicts with traffic emerging from the access road within the signal controlled area at the junction of Chorley Road and Railway Road.
- ii. **B5248, Dawson Lane, Buckshaw Village/Whittle-le-Woods**
The introduction of the 7.5 tonne weight restriction is to reduce use of Dawson Lane as a through route providing access to the commercial areas of Buckshaw Village.
- iii. **U8795, Jackson Street, Chorley**
The proposal is to correctly introduce an order to support existing one way signage where there is no one way order in place, thereby allowing enforcement activity to be carried out.
- iv. **U5942, Jenny Lane, Wheelton**
The introduction of a one way system for the entire length of Jenny Lane is to reduce HGV movements along this narrow road eliminating conflicts. Following objections it is proposed that this item will be removed from the order prior to sealing.

HYNDBURN AREA - Appendix 'B' refers

- i. **U41295, Hartley Street, Great Harwood**
The introduction of the width restriction will ensure larger vehicles (over 2 metres in width) are prohibited from accessing the main route of Park Lane via the new residential development of Mill Gardens. This will in turn create a safer environment on Mill Gardens for pedestrian drivers.

ROSSENDALE AREA - Appendix 'C' refers

- i. **U7672, Fallbarn Road, Rawtenstall**
The introduction of the Prohibition of Driving on Fallbarn Road is to support the Valley of Stone cycle way. It is proposed to install a defined pedestrian / cycle lane around the blind bend to reduce the opportunity for conflict.
- ii. **U8721, Fairfield Avenue, Rawtenstall**
The proposal is to revoke the 1972 order that was subsequently superseded in 2006.

WYRE AREA - Appendix 'D' refers

i. U21593, Crabtree Road, Thornton-Cleveleys

The introduction of the No Left Turn is to deter vehicles short cutting through the area hence preserving or improving the amenities of the area through which the road runs, and avoiding danger to persons or traffic using the road, or any other road, or to prevent the likelihood of such danger arising.

Consultations

Formal consultation was carried out between 19 January 2018 and 21 February 2018 and advertised in the local press and notices were also displayed on site. The divisional county councillors were also consulted. Public consultation has resulted in a number of comments with regard to the weight restriction on Dawson Lane, Buckshaw Village/Whittle-le-Woods and one way traffic order on Jenny Lane, Wheelton.

Dawson Lane

All comments received supported the weight restriction but also called for the introduction of a 40mph speed limit. For administrative reasons speed limit orders are introduced separately to traffic regulation orders. However, a speed limit order is being introduced in parallel with this proposal. The signing work for both will be undertaken at the same time and the orders sealed on completion of the work. This will satisfy the comments received.

Jenny Lane

Objections

The comments with regard to the implementation of the one way working were mixed and split between those who support the measure and those who object. Over the consultation period, that was extended to accommodate the needs of Wheelton Parish Council a total of 8 replies were received 3 of these were from properties that were in support of the one way working and 5 that objected to the changes for various reasons. One significant objection was from a local businesses on Jenny Lane that is subject to an operator's licence covering their delivery vehicles. This licence is issued with the restriction that all vehicles should enter and leave Jenny Lane via the A674 Blackburn Road. This licence requirement presumes that Jenny Lane has two way traffic and so would be inconsistent with the proposed restriction unless the licence was varied.

Officer Comments

The provision of one way working on Jenny Lane, Wheelton, was proposed to address a problem with larger vehicles damaging properties whilst exiting Jenny Lane to Blackburn Road. Following changes in operations by local businesses, including the use of shorter vehicles, there have been no recent reports of damage.

Taking into account the split in view on the proposals, the improved traffic management position and considering the needs of the local business this element of the order has been removed and is not proposed to be implemented.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from within the 2018/19 revenue budget for new signs and lines at an estimated cost of £26,000.

Risk management

Road safety may be compromised should the proposed restrictions not be approved.

List of Background Papers

Paper	Date	Contact/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A



Key to Restriction Types Displayed

One Way

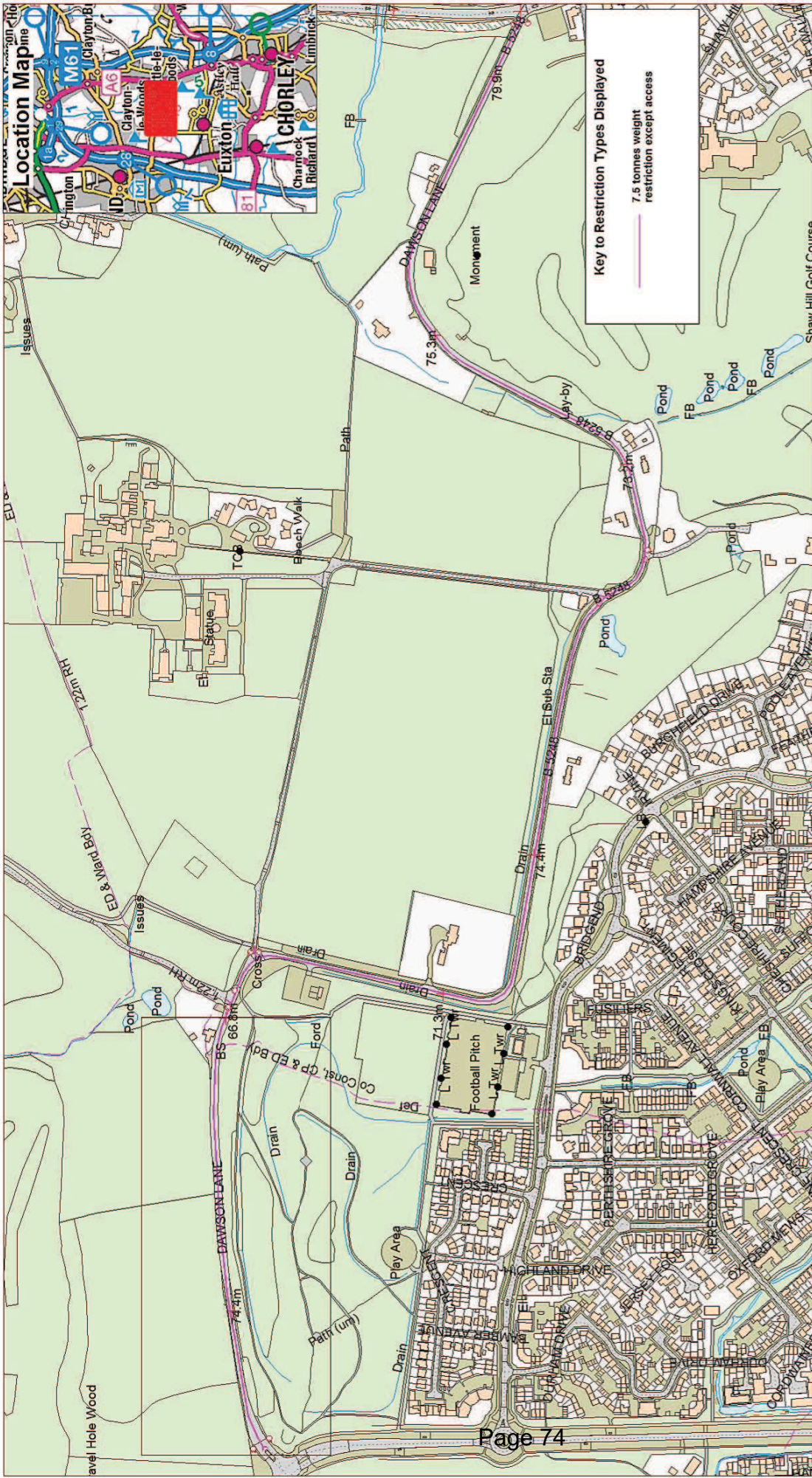
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Phil Barrett
Director Community Services
 P.O. Box 100, County Hall,
 PRESTON PR1 0LD

Chorley Road Access Road,
Adlington

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Dawson Lane B5248
Buckshaw Village/Whittle-le-Woods
7.5 tonnes weight restriction

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Key to Restriction Types Displayed

>>>> One Way



Jackson Street, U8795,
Chorley

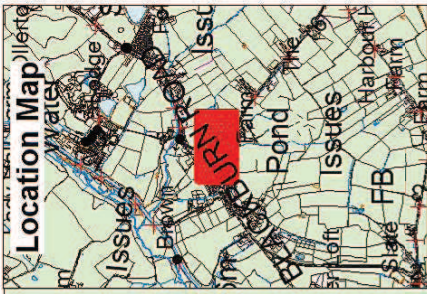
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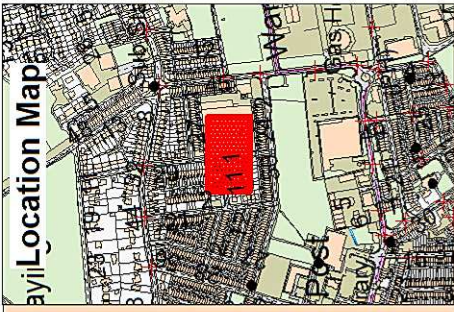
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Page 1 of 1		Community Services Phil Barrett Director Community Services P.O. Box 100, County Hall, PRESTON PR1 0LD		DATE 08/08/2017		DRAWING No. KP/06/17		DRAWN BY TJP
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Factory



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2m width restriction

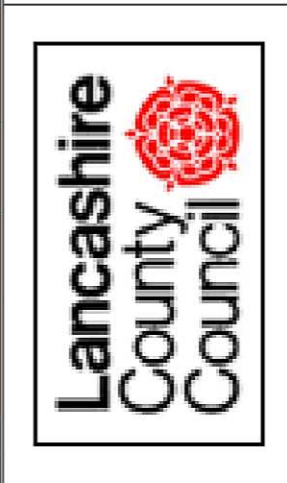
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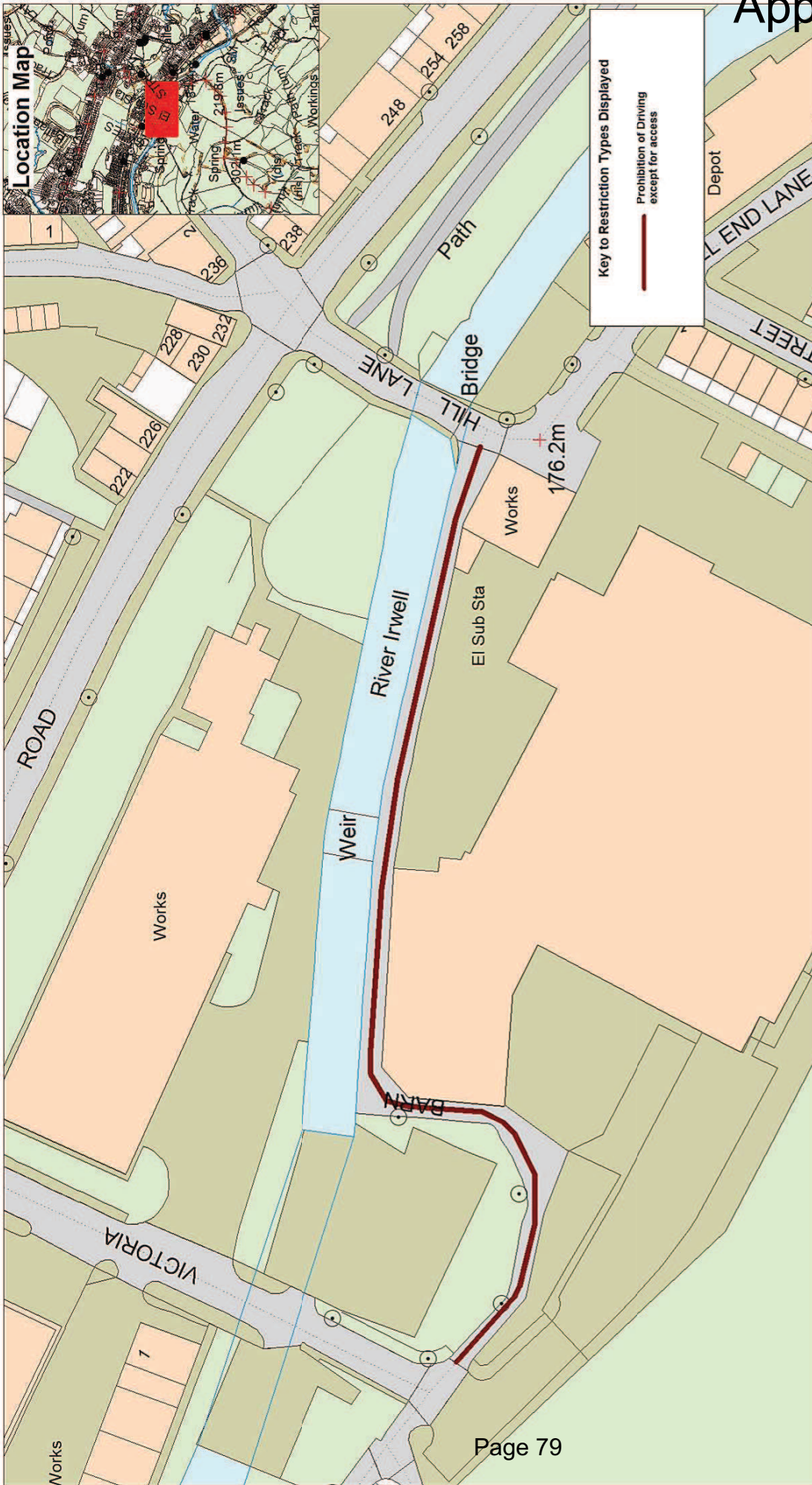
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Hartley Street,
Great Harwood

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Key to Restriction Types Displayed

— Prohibition of Driving except for access

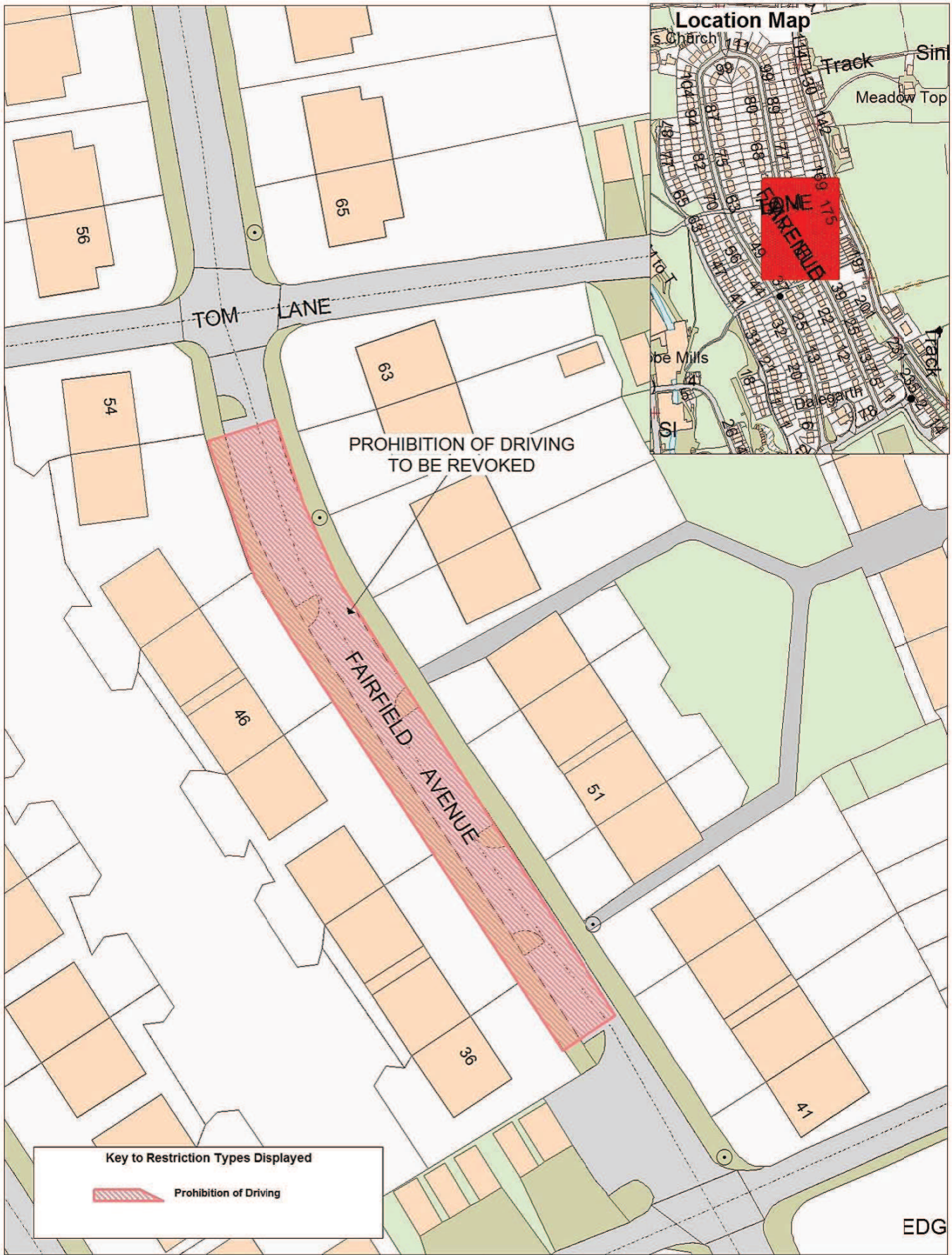
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Fallbarn Road,
 Rawtenstall

Page
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Key to Restriction Types Displayed

 Prohibition of Driving



**Fairfield Avenue,
Rawtenstall**

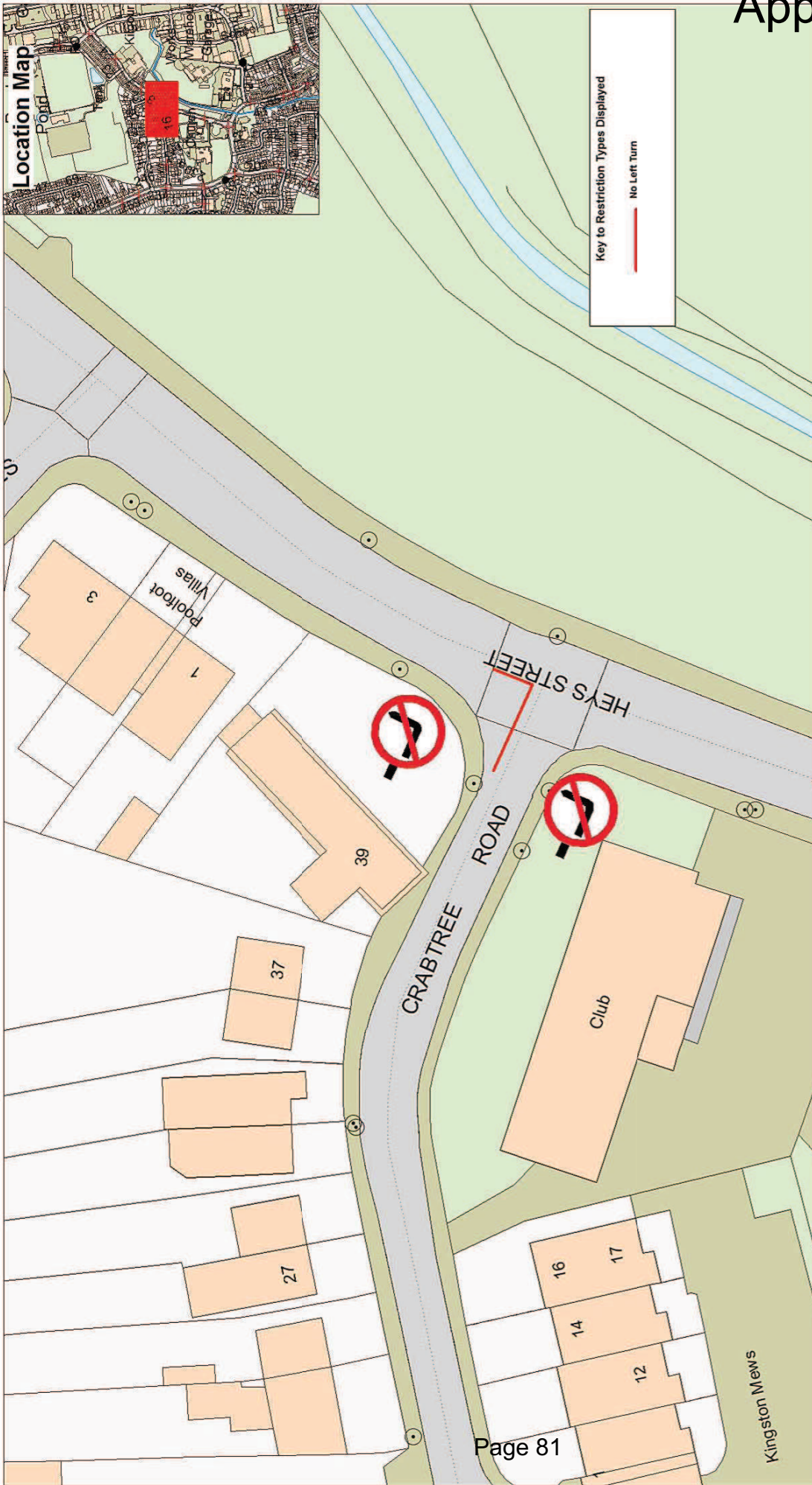
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Key to Restriction Types Displayed


— No Left Turn

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Crabtree Road, U21593,
Thornton Cleveleys



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ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL

(VARIOUS ROADS, WYRE, CHORLEY, HYNDBURN AND ROSSENDALE) (REVOCATION, ONE WAY TRAFFIC, PROHIBITION OF DRIVING EXCEPT FOR ACCESS, PROHIBITION OF LEFT TURN EXCEPT CYCLES, WIDTH RESTRICTION AND WEIGHT RESTRICTION) ORDER 201*

Schedule of Restrictions

Schedule 1 - One Way Traffic

- a) Chorley Road (A673) , Adlington, from a point 4.5 metres north west of the centreline of the B6227 Railway Road, in a north westerly direction to a point 30.5 metres north west of the centreline of the B6227 Railway Road;
- b) Jackson Street (U8795), Chorley, in a north easterly to south westerly direction from its junction with the A6, Bolton Road to its junction with the U8793 Ashby Street;

Schedule 2 - Prohibition of Left Turn except cycles

Crabtree Road (U21593), Thornton Cleveleys turning into Heys Street (U21740).

Schedule 3 - 2 metre Width Restriction

Hartley Street (U41295), Great Harwood, from a point 73 metres north of the centreline of Windsor Road (U42191), for a distance of 3 metres in a northerly direction.

Schedule 4 - 7.5 tonne Weight Restriction (except access)

Dawson Lane (B5248), Buckshaw Village/Whittle-le-Woods, from a point 31 metres north east of the centreline of Central Avenue (U2637), in a generally easterly direction to a point 9 metres north west of the centreline of Preston Road (A6).

Schedule 5 - Prohibition of Driving (except access)

Fallbarn Road from its junction with Victoria Way to its junction with Hill End Lane.

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Head of Service Highways**Part I**

Electoral Divisions affected:
Fylde East; Fylde South; and
Fylde West

Lancashire County Council (A583 Blackpool Road, Newton, A585 Kirkham-Wesham Bypass, Wesham, A584 Lytham Road, Warton, A583 Preston New Road, Westby-with-Plumpton, Fylde Borough) (Revocation, 40mph and 50mph Speed Limits) Order 201*

(Appendices 'A' - 'B' refer)

Contact for further information:

John Richardson, Tel: (01772) 534614, Traffic Assistant Operations Engineer

john.richardson@lancashire.gov.uk

Executive Summary

Approval is sought for the making of:

- (i) A new 40mph Speed Limit Order for the A583 Preston New Road, Westby-with-Plumpton and;
- (ii) New 50mph Speed Limit Orders for:
 - a) A584 Lytham Road, Warton
 - b) A585 Kirkham-Wesham Bypass, Wesham
 - c) A583 Blackpool Road, Newton

To rectify various inconsistencies and anomalies in the existing Speed Limit Orders.

This is deemed to be a Key Decision and the provisions of Standing Order 25 have been complied with.

Recommendation

The Cabinet is recommended to approve that the Traffic Regulation Order described in this report is now made, as shown on the plans at Appendix A1, A2, A3, and A4 and as set out in the schedule at Appendix 'B'.

Background and Advice

As part of an overall assessment of fixed and mobile speed enforcement sites, inconsistencies with the descriptions and dimensions indicated in the various Speed Limit Orders (SLOs) for sections of the A583 Preston New Road, Westby-with-Plumpton, A584 Lytham Road, Warton, A585 Kirkham-Wesham Bypass, Wesham and A583 Blackpool Road, Newton above has come to light.

To remove these inaccuracies and confusing details the new SLO revokes all the current SLO's and replaces them with one new Order for the A583 Blackpool Road, Newton, A585 Kirkham-Wesham bypass, Wesham, A584 Lytham Road, Warton, A583 Preston New Road, Westby-with-Plumpton, as set out in the plans at Appendix 'A' and the schedule at Appendix 'B'.

Consultations

Consultations have been undertaken with:

Fylde Borough Council
Emergency services
Bus operators
County Councillors

The legal consultation and public advertisement was undertaken between 25 May and 22 June 2017 and no objections were received.

Implications:

This item has the following implications, as indicated:

Risk management

There are no significant risks associated with the implementation of the measures as proposed in the report now presented.

Financial

As there are no changes to the signs on the public highway there is no cost involved in implementing the proposals on site.

Legal

The Order is required to rectify anomalies and inaccuracies within existing orders without which enforcement of speed limits cannot take place.

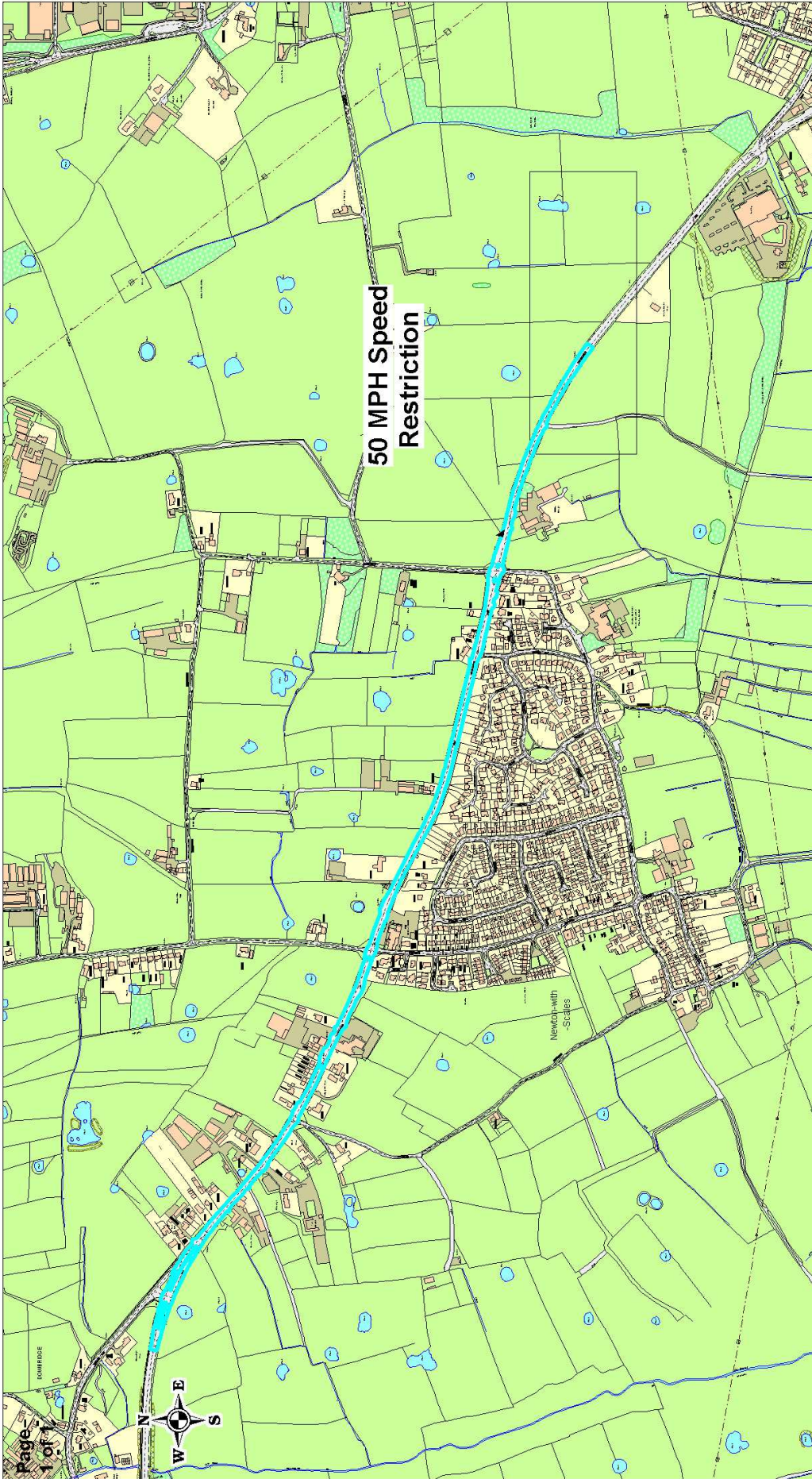
List of Background Papers

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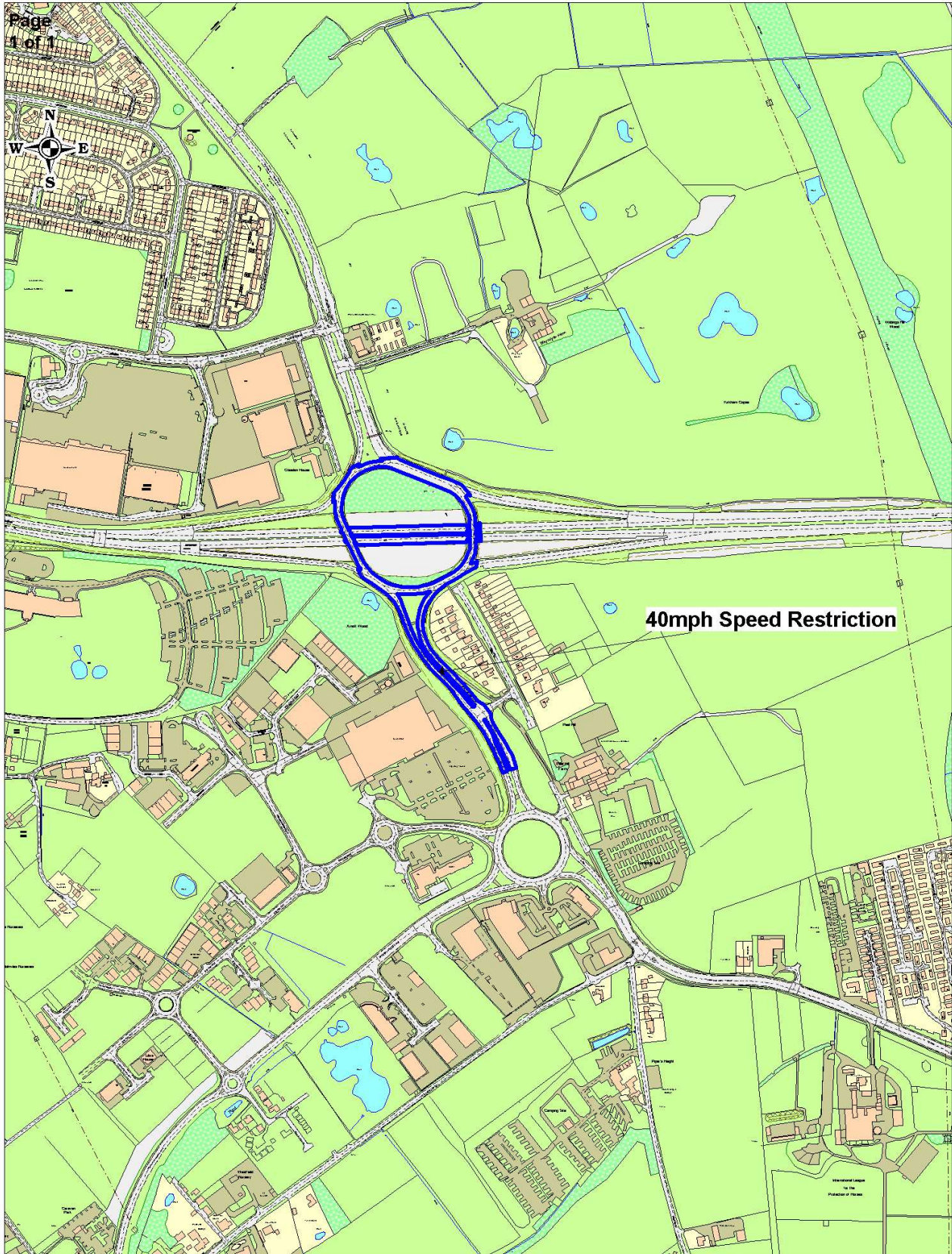
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Reason for inclusion in Part II, if appropriate

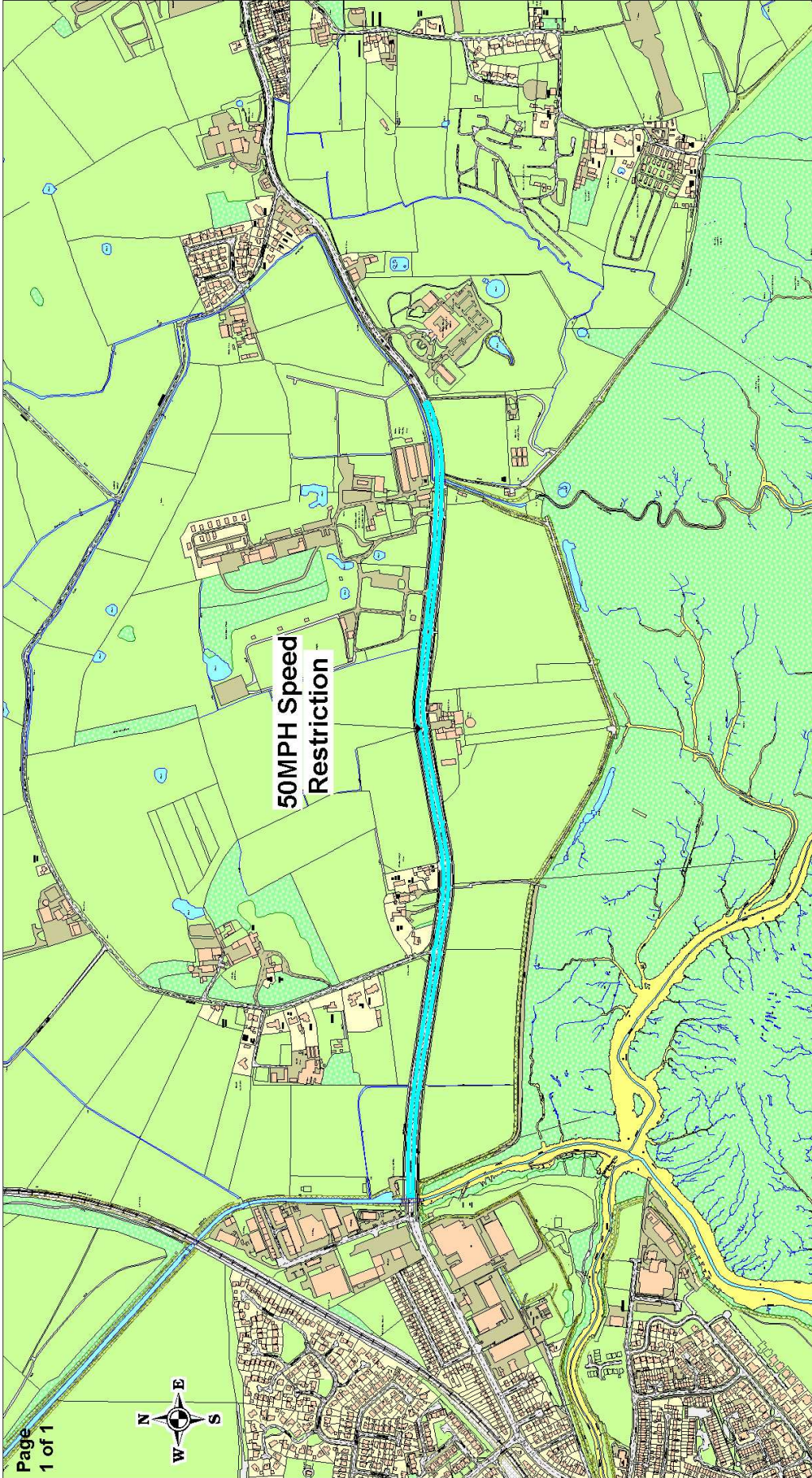
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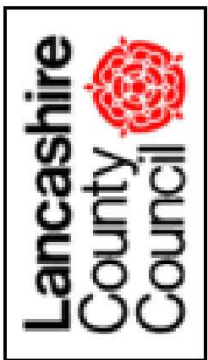


<p>A583 BLACKPOOL ROAD 50mph Speed Restriction</p>		<p>SCALE: 1 : 10000</p>	
<p>Community Services Phil Barrett Director of Community Services Cuerden Way, Bamber Bridge PRESTON PR5 6BS</p>		<p>DATE: 09/12/2014</p>	
<p>Lancashire County Council</p>		<p>DRAWING No.</p>	
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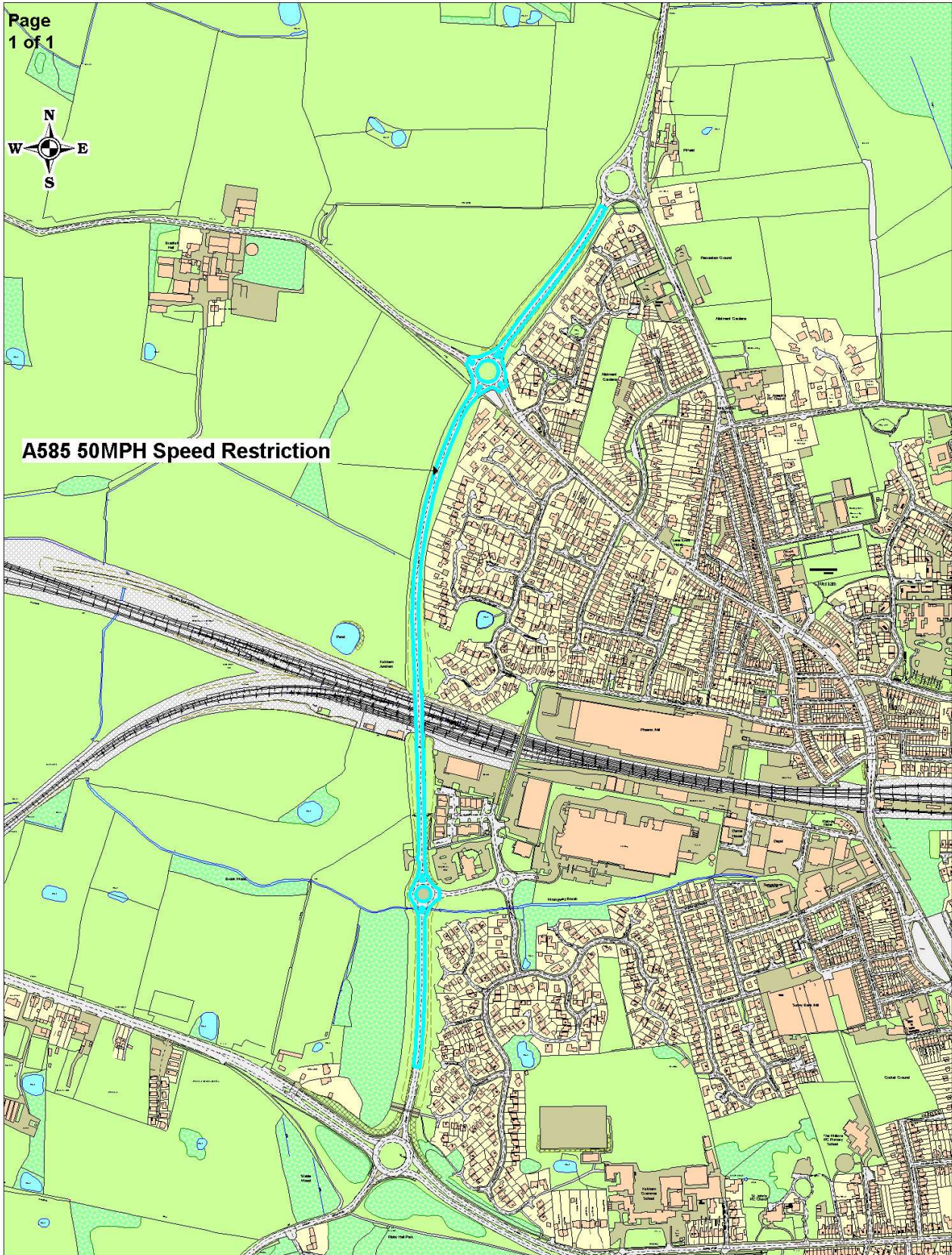


	A583 PRESTON NEW ROAD 40MPH Speed Restriction	<small>© Crown copyright. All rights reserved. Lancashire County Council License No. 2003</small>	SCALE 1 : 7500
		Community Services Phil Barrett	DATE 09/12/2014
		Director of Community Services Cuerden Way, Bamber Bridge PRESTON PR5 6BS	DRAWING No. _____
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		DATE	09/12/2014
<p>A584 LYTHAM ROAD 50mph Speed Restriction</p>		DRAWING No.	
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1 of 1



**A585 Kirkham - Wesham ByPass
50mph Speed Restriction**

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**Community Services
Phil Barrett**

Director of Community Services
Cuerden Way, Bamber Bridge
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Fylde SLO Review

Schedule 24.03: 40 MPH Speed Restriction on the roads in

Item No	Street name	Side of road	Location Details
	A583 Preston New Road	both sides	A583 Preston New Road from a point 324 metres north-west of its junction with the centre line of White Hill Road to the northerly side of the roundabout forming the junction with the M55 Motorway, a distance of 550 metres.

(1) Schedule 24.04: 50 MPH Speed Restriction on the roads in

Item No	Street name	Side of road	Location Details
	A584 Lytham Road	both sides	from a point 496 metres west of its junction with West End Lane to Dock Bridge at Lytham St Annes, a distance of 1.53 kilometres.

(2) Schedule 24.04: 50 MPH Speed Restriction on the roads in

Item No	Street name	Side of road	Location Details
	A585 Kirkham-Wesham ByPass	both sides	from a point 132 metres north of the carriageway of the roundabout of its junction with A583 to a point 18 metres south of the outer perimeter of the northern roundabout, a distance of 1.36 kilometres, in a north-easterly direction.

(3) Schedule 24.04: 50 MPH Speed Restriction on the roads in

Item No	Street name	Side of road	Location Details
	A583 Blackpool Road	both sides	from a point 470 metres south-east of its junction with Vicarage Lane to a point 63 metres west of its junction with B5192 Blackpool Old Road, a distance of 2.06 kilometres.

REVOCATION

Items to be revoked from:

LCC A584 Lytham Road, Bryning with Warton, Fylde Borough (Rev and Restricted Road) Order 2000

A584 Lytham Road at Bryning with Warton, from a point 68.5 metres south west of the junction of Lytham Road with West End Lane for a distance of 427 metres in a south westerly direction.

LCC (Clifton Drive South, St Annes, Fylde Borough) (Rev and 30mph Speed Limit) Order 2010

Clifton Drive North, St Annes from a point 16.3 metres north of the centre line of Kilgrimol Gardens South to a point 340 metres north of the centre line of Kilgrimol Gardens South.

Borough of Lytham St Annes, (Saltcotes Road) Traffic Regulation Order 1974

Saltcotes Road from a point 74 yards north of Green Drive for a distance of 320 metres in a northerly direction, shall become a restricted road.

LCC A585 Kirkham-Wesham ByPass, Fylde Borough (Derestriction) Order 1993

The length of the A585 Kirkham-Wesham ByPass from its junction with the A583 Preston-Blackpool Road at Ribby Hall in a northerly direction to a point 18 metres south of the outer perimeter of the northern roundabout of the Kirkham-Wesham ByPass shall cease to be restricted.

LCC Road Traffic Regulation Act 1967 (50mph Speed Limit)(No1) Order 1981

That length of the Preston-Blackpool Road, A583, which extends from a point 438 metres south-east of its junction with Vicarage lane to a point 63 metres west of its junction with Blackpool Road (A585), a distance of 2.03 kilometres.

STATEMENT OF REASONS: The purpose of this order is to correct a network management issue in order for the currently signed speed limits to be applied correctly. By doing so further clarity will be given to the speed limit, resulting in greater enforceability in the interests of road safety for all road users.

Report to the Cabinet

Meeting to be held on Thursday, 10 May 2018

Report of the Head of Service Policy, Information and Commissioning (Live Well)**Part I**

Electoral Divisions affected:
 Lancaster Central,
 Accrington North,
 Accrington South,
 Accrington West,
 Rossendale East,
 Rossendale North,
 Rossendale South,
 Rossendale West,
 Whitworth, Fylde West,
 Euxton, Buckshaw and
 Astley, Cleveleys South
 and Carleton,
 Skelmersdale West,
 Hoghton With Wheelton,
 Lancaster Rural North,
 West Lancashire East

Proposed Amendments to the Highways and Transport Capital Programmes
(Appendix 'A' refers)

Contact for further information:

Janet Wilson, Tel: (01772) 538647, Commissioning Manager,
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As part of the normal process of service delivery the approved Highways and Transport Capital Programmes now require certain amendments in order to meet emerging priorities and to respond to some unanticipated service demands. The proposed amendments are set out at Appendix 'A'.

This is deemed to be a Key Decision and the provisions of Standing Order 25 have been complied with.

Recommendation

Cabinet is requested to approve the proposed amendments to the Highways and Transport Capital Programmes as outlined at Appendix 'A'.

Background and Advice

Proposed amendments to the Highways and Transport Capital Programmes

The following detailed highway and transport capital programmes of work have previously been approved by the Cabinet Member for Highways and Transport:

- 2014/15 New Starts Programme - 27 January 2014
- 2015/16 New Starts Programme - 5 March 2015
- 2017/18 New Starts Programme - 13 March 2017
- 2018/19 New Starts Programme - 8 March 2018

Proposed amendments to these programmes are detailed within Appendix 'A'.

The most significant proposed amendment to financial allocations is for new starts 2018/19 in relation to the Department for Transport Pothole Action Fund Allocation. On 8th March 2018 Cabinet approved that £1.194 million awarded by the Department for Transport (Pothole Action Fund) be added to the 2017/18 Highways block of the capital programme. Cabinet also approved that this be supplemented with an additional £0.806 million, creating a £2 million allocation. This will be used to undertake repairs across Lancashire on sections of roads in a condition which requires the most regular visits to keep them safe and serviceable, in line with the conditions of the Pothole Action Fund. Cabinet approved that the locations would be ranked on a countywide basis and that the proposed treatments could include patching, surface dressing and resurfacing depending on the nature of the problem.

On 26th March 2018, the Department for Transport awarded the County Council an additional £2.393 million from a £100 million national allocation to repair potholes and protect local roads from future severe weather. It is proposed at Appendix 'A' that this additional funding be added to and apportioned in line with the £2 million allocation described above, thus creating a total allocation of £4.393 million. It is also proposed that a programme of work for this total allocation be developed and delivered in consultation with the Cabinet Member for Highways and Transport.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

The changes to the highway and transport programmes are required to ensure that emerging priorities and unanticipated service demands can be addressed.

Financial

The financial implications of the proposed changes at Appendix 'A' can be accommodated within the overall approved programme allocations.

It is proposed that the additional £2.393 million awarded by the Department for Transport to repair potholes and protect local roads from future severe weather be added to and apportioned in line with the £2 million allocation described above, thus creating a total allocation of £4.393 million.

List of Background Papers

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

Appendix A: Proposed Amendments to the Approved Highways and Transport Capital Programmes

Project Details							
No	Scheme Name	Division/District	Change Required	Original Approved Allocation	Additional Funding Required	Released Funding	Proposed Scheme Allocation
New Start 2015/16 Non Highway Structures							
1.	Conder Side Cycleway	Lancaster Central, Lancaster	This project was allocated £10,000. However, the works have been completed and efficiencies realised with actual costs less at £5,675. It is therefore proposed to reduce the allocation to £5,675 and release the remaining funding back into the programme.	£10,000	£0	£5,675	£4,325
Revised New Start 2015/16 Non Highway Structures				£10,000	£0	£5,675	£4,325
New Start 2014/15 East Lancashire Strategic Cycleway Network							
2.	East Lancashire Strategic Cycleway Network	Accrington North, Accrington South, Accrington West, Hyndburn; Rossendale East, Rossendale North, Rossendale South, Rossendale West, Whitworth, Rossendale	<p>This project, to create 30 kilometres of new and improved cycleways in Hyndburn and Rossendale to connect places of work, education and services was approved in 2014/15 with a target completion date of March 2019. The project aims to create safe, largely off-road routes to attract families and new users and encourage healthy lifestyles and it is hoped that the new cycleways will also provide congestion and air quality benefits alongside this. The project is ongoing and a number of factors have had to be overcome since the programme of works began. These issues include:</p> <ul style="list-style-type: none"> • Unanticipated flood damage occurring along some of the route in December 2015. • Extensive public consultation in 2017 to seek views on a preferred surface for the routes. • Land ownership issues, bridleway claims and the need for additional ecology surveys including extended surveys for bats. • The request by Highways England (HE) in September 2017 that Lancashire County Council lead on the design and delivery of Sections 4-8 of National Cycle Route 6. It is unlikely that the design and delivery can be completed in line with the original timeframe of April 2019. <p>Due to the above, approval is sought to extend the programme by 12 months until March 2020. If this request is approved then a review of the current HE design can take place and cost estimates prepared with the potential that approximately £1million funding can be secured from HE towards the design and delivery of these sections by the end of March 2020. Should this funding be secured approval is sought to add this to the existing scheme budget within the Capital Programme.</p> <p>The Monitoring and Evaluation sub group, who have authorisation to approve change requests on behalf of the Growth Deal Management Board, has supported the extension to the delivery programme and the change to the spend profile.</p>	£5.236M	£0	£0	£5.236M
Revised New Start East Lancashire Strategic Cycleway Network				£5.236M	£0	£0	£5.236M
No	Scheme Name	Division/District	Change Required	Original Approved Allocation	Additional Funding Required	Released Funding	Proposed Scheme Allocation
New Start Additional 2017/18 Urban Unclassified							
3.	Smithy Lane	Fylde West, Fylde	This project was originally allocated £154,791 for inlay works. However upon recent inspection an alternative surface dressing treatment can be used which will realise a saving of £94,791. It is therefore proposed that the budget is reduced and the remaining funding released back into the programme.	£154,791	£0	£94,791	£60,000
4.	Cotswald Avenue	Euxton, Buckshaw and Astley, Chorley	This project was originally allocated £30,356 to undertake inlay works. However, upon recent inspection it has been identified that further works are required in the area to prevent deterioration on the adjacent road leading up to the local school and the surrounding area. As such it is proposed that the additional funding required is allocated from the released funding above.	£30,356	£35,187	£0	£65,543

			Revised New Start Additional 2017/18 Urban Unclassified	£185,147	£35,187	£94,791	£125,543
			New Start 2018/19 Urban Unclassified				
5.	Arundel Drive	Cleveleys South and Carleton, Wyre	This project was originally allocated £37,067 for Micro Asphalt works. However, upon recent inspection an alternative patching treatment can be used which will realise a saving of £30,067. It is proposed that the budget is reduced as such and the remaining funding released back into the programme.	£37,067	£0	£30,067	£7,000
6.	Mere Close, Appleton Road, Bramhall Road	Skelmersdale West, West Lancashire	This project has been identified as a high priority project in the urban unclassified programme and it is proposed that inlay works are undertaken at a cost of £30,067 to be funded from the released funding from (5) above	£0	£30,067	£0	£30,067
			Revised New Start 2018/19 Urban Unclassified	£37,067	£30,067	£30,067	£37,067
			New Start 2018/19 Rural Unclassified				
7.	Whins Lane	Hoghton With Wheelton, Chorley	This project was originally allocated £128,343 for resurfacing works. However, upon recent inspection an alternative surface dressing and patching treatment can be used which will realise a saving of £71,343. It is therefore proposed that the budget for this project is reduced and the remaining funding used to fund an additional high priority project.	£128,343	£0	£71,343	£57,000
8.	Back Lane, Newburgh	West Lancashire East	This project has been identified as a high priority project in the rural unclassified programme and it is proposed that resurfacing works are undertaken at a cost of £30,556 to be funded from the released funding from (7) above	£0	£30,556	£0	£30,556
			Revised New Start 2018/19 Rural Unclassified	£128,343	£30,556	£71,343	£87,556
			New Start 2017/18 Footways				
9.	Whins Lane	Hoghton With Wheelton, Chorley	The footway on Whins Lane has deteriorated significantly over the winter period and investigations have confirmed that the embankment has started to slip adjacent to the footway. It is recommended that a dig down investigation and remedial works are undertaken to rectify the slip and replacement of the footway at the same time to ensure there is no further movement of the embankment. It is proposed that the project is funded at an estimated cost of £12,500 from unallocated resources within this programme.	£0	£12,500	£0	£12,500
			Revised New Start 2017/18 Footways	£0	£12,500	£0	£12,500
			New Start 2017/18 Bridges				
10.	Lancaster A601 (M)	Lancaster Rural North, Lancaster	On 9 November 2017 Cabinet approved an allocation of £100K to develop a Strategic Outline Business Case (SOBC) relating to structural improvements to the bridges on the A601(M) in Lancaster and other associated maintenance requirements including carriageway resurfacing and upgrading the central reservation safety barrier. This would allow the county council to be in a position to bid for additional Department for Transport Highway Maintenance Challenge funding. During development of the SOBC a number of proposed development sites along the A601(M) route have been identified which may impact upon the scheme currently proposed. In light of this information it is proposed that the funding is re-purposed to fund the development of a detailed Options Study to ensure that the most advantageous decision is made regarding the future of the A601(M) Route.	£100,000	£0	£0	£100,000
			Revised 2017/18 New Start Bridges	£100,000	£0	£0	£100,000

No	Scheme Name	Division/District	Change Required	Original Approved Allocation	Additional Funding Required	Released Funding	Proposed Scheme Allocation
			New Start 2017/18 DfT Highway Incentive Fund				
11.	M65 (LCC Owned) Structures Post Tension Inspections 17/18	Burnley Central West, Padiham and Burnley West; Burnley Pendle Hill, Brierfield and Nelson West; Pendle	An allocation of £196,000 was previously approved to survey 4 high risk post tensioned structures on the M65. This work has now been completed at a reduced cost. It therefore proposed that the remaining funding is used to survey two other high risk post tensioned structures; Shuttleworth Canal Bridge and Dean Range Bridge, both carrying A6068 Shuttleworth Hall Link Road.	£196,000	£0	£0	£196,000
			Revised New Start 2017/18 DfT Highway Incentive Fund	£196,000	£0	£0	£196,000
			New Start 2018/19 Department for Transport (DfT) Pothole Action Fund Allocation				
12.	New Start 2018/19 Department for Transport (DfT) Pothole Action Fund Allocation	To be confirmed	<p>On 8th March 2018 Cabinet approved that £1.194 million awarded by the DfT from the Local Transport Capital Block Funding (Pothole Action Fund) be added to the 2017/18 Highways block of the capital programme. Cabinet also approved that this allocation be supplemented with an additional £0.806 million, creating a £2 million allocation to undertake repairs across Lancashire on sections of roads in a condition which currently require the most regular visits to keep them safe and serviceable, in line with the conditions of the Pothole Action Fund. Cabinet approved that the locations would be ranked on a countywide basis and that the proposed treatments could include patching, surface dressing and resurfacing depending on the nature of the problem.</p> <p>On 26th March 2018, the DfT awarded the County Council an additional £2.393 million from a £100 million national allocation to repair potholes and protect local roads from future severe weather. It is proposed that this allocation be added to and apportioned in line with the £2 million allocation described above, thus creating a total allocation of £4.393 million.</p> <p>It is proposed that a programme of work be developed and delivered in consultation with the Cabinet Member for Highways and Transport.</p>	£2,000,000	£0	£0	£4,393,218
			2018/19 Pothole Action Fund Allocation	£2,000,000	£0	£0	£4,393,218

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered that all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

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