

Lancashire County Council

Cabinet

Thursday, 7th March, 2019 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 7 February 2019 (Pages 1 - 6)

Matters for Decision:

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

4. Procurement Report - Request Approval to Commence Procurement Exercises (Pages 7 - 12)

5. Community Asset Transfer of Lancashire County Council Minibuses (Pages 13 - 16)

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

6. Proposed 2019/20 Highway Maintenance and Transport New Starts Capital Programmes (Pages 17 - 54)

7. Lune Street, Preston Link Moving and Parking Provisions Experimental Orders 2017 (Pages 55 - 58)

8. Lancashire Bus Station Departure Charges (Pages 59 - 64)

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

- 9. Replacement of the Local Safeguarding Children Board with the New Area Safeguarding Arrangements** (Pages 65 - 74)
- 10. Awarding of Small Grants to Third Sector Groups which are Registered with the Children and Family Wellbeing Service, including Grants to Individual Young People** (Pages 75 - 78)
- 11. Capital Strategy for Schools – Condition Led Capital Investment Programme 2019/20** (Pages 79 - 82)
Please note that Appendix A to this report is in Part II and appears as item No. 19 on the Agenda.

The Cabinet Member for Health and Wellbeing - County Councillor Shaun Turner

- 12. West Lancashire Integrated Community Partnership** (Pages 83 - 88)

Matters for Information:

- 13. Urgent Decisions taken by the Leader of the County Council and the relevant Cabinet Member(s)**
No urgent decisions have been taken since the last meeting of Cabinet.
- 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 11 April 2019 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 Cabinet 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. Preston Western Distributor (Pages 89 - 96)

(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 Children, Young People and Schools - County Councillor Susie Charles

19. Appendix A of Item 11 - Capital Strategy for Schools – Condition Led Capital Investment Programme, 2019/20 (Pages 97 - 100)

(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 Community and Cultural Services - County Councillor
Peter Buckley**

20. Replacement of Computers and other ICT Equipment in Libraries (Pages 101 - 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)

Angie Ridgwell
Chief Executive and Director of
Resources

County Hall
Preston

Lancashire County Council

Cabinet

Minutes of the Meeting held on Thursday, 7th February, 2019 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 Peter Buckley
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. C14(2).

1. Apologies for Absence

There were no apologies.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

There were no interests declared.

3. Minutes of the Meeting held on 17 January 2019

Resolved: That the minutes of the meeting of Cabinet held on 17 January 2019 be agreed as a correct record and signed by the Chair.

4. Money Matters 2018/19 Position - Quarter 3

Cabinet received an update on the county council's 2018/19 revenue financial position as at the end of December 2018 and an updated Medium Term Financial Strategy (MTFS) covering the period 2019/20 to 2022/23. The MTFS reflected the final financial settlement for 2019/20 announced on 29 January 2019 and also included around £77m of savings proposals and management actions, identified through the service challenge process and aimed at delivering better and sustainable services at a lower cost that were agreed at Cabinet in December.

In particular it was noted that:

- i. The 2018/19 revenue forecast outturn was £756.178m, representing a projected underspend of £8.462m (1.11%) of the agreed budget.

- ii. The MTFS had been updated and revised slightly upwards and now indicated a financial deficit of £47.209m in 2022/23.
- iii. The Council was forecast to hold a General Reserve against unforeseen issues of £23.437m representing c3% of net budget.
- iv. The Council was forecast to hold £138.640m of uncommitted transitional reserve which would be sufficient to meet the deficit in 2019/20.

In presenting the savings proposals, it was confirmed that, following discussions with the Leader and Chief Executive of Pendle Borough Council, the county council was satisfied that on-street parking charges would not be required at the present time in the Pendle area.

Resolved: That

- i. the current forecast underspend of £8.462m on the revenue budget in 2018/19 be noted.
- ii. the increased funding gap of £47.209m covering the period 2019/20 to 2022/23 as set out in the revised financial outlook forecast for the Council be noted.
- iii. the budget adjustments for 2019/20, and following years' changes, included in the revised MTFS, be approved.
- iv. the contents of the county council's reserves position be noted and the transfers between reserves contained within the report be approved.
- v. Full Council on 14 February 2019 be recommended to approve a Band D Council Tax for 2019/20 reflecting a 3.99% increase including 1% to be used for social care as per the new flexibilities.
- vi. the in-year agreed capital programme is £120.903m with a forecast spend of £131.030m and therefore a delivery variance of £10.127m due to earlier than planned delivery of the multi-year programme, be noted.
- vii. a 2019/20 capital delivery programme estimated at £130.289m as presented within the body of the report be approved.
- viii. additional prudential borrowing of £34.924m for 2019/20 as identified within the Capital Programme report be approved.
- ix. the advice of the Chief Executive and Director of Resources in relation to the robustness of the budget and the adequacy of reserves be noted.

5. Lancashire County Council Corporate Strategy

Cabinet considered a report setting out a draft corporate strategy for the county council, entitled 'Our Vision for Lancashire', and setting out the key objectives and ambitions for Lancashire. The report also set out high level key performance metrics, to enable the overall success and progress of the strategy to be demonstrated.

Resolved: That Full Council be recommended to approve:

- i. The adoption of the county council's corporate strategy entitled 'Our Vision for Lancashire';
- ii. A set of accompanying high level key performance metrics, noting the intention to engage scrutiny in their ongoing development.

6. Procurement Report - Request Approval to Commence Procurement Exercises

Cabinet considered a report seeking approval to commence the following procurement exercises in accordance with the county council's procurement rules:

- i. Provision of fresh bread and morning goods
- ii. Carriageway Recycling.

Resolved: That the commencement of procurement exercises for the following areas be approved:

- i. Provision of fresh bread and morning goods
- ii. Carriageway Recycling.

7. Lancashire Bus Station Departure Charges

This item was deferred to a later date.

8. Proposed Sustainable Travel Improvements in Brierfield

Cabinet received a report seeking approval to revise a funding allocation approved in July 2015 in relation to the Burnley Pendle Growth Corridor programme in order to fund and implement a highway improvement scheme at the junction of Colne Road and Halifax Road in the centre of Brierfield.

Resolved: That

- i. a funding allocation within Hyndburn Burnley Pendle Growth Corridor programme of £440,000 be approved for a scheme proposal in Brierfield, Pendle.
- ii. a further report be presented to Cabinet in due course outlining proposals to deliver the sustainable transport improvements in Burnley with a contribution of £250,000 from the programme.
- iii. the implementation of the Brierfield town centre scheme as outlined in the report be approved subject to consultation
- iv. the sustainable transport element within the Hyndburn Burnley Pendle Growth Corridor be treated as fully committed.

9. Vehicle Restraint Systems Code of Practice

Cabinet received a report setting out a Vehicle Restraint Systems Code of Practice, outlining the guidance to be followed in respect of the installation and maintenance of vehicle restraint systems on the adopted vehicular highway in Lancashire and the methodology to be used to risk assess and prioritise the inspection of vehicle restraint installations, in accordance with the UK Roads Liaison Group's national guidance publication 'Well Managed Highway Infrastructure Code of Practice'.

Resolved: That the Vehicle Restraint Systems Code of Practice set out in the report be approved

10. Determination of Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools and Sixth Forms for the School Year 2020/2021

Cabinet considered a report on the determination of the admission arrangements for community and voluntary controlled primary and secondary schools and sixth forms schools for the school year 2020/2021.

Resolved: That

- i. the admission numbers and admission arrangements for community and voluntary controlled primary schools, secondary schools and sixth forms for 2020/2021 as set out in the report be approved
- ii. the issues raised by Community and Voluntary Controlled Governing Bodies be noted and the recommendations set out in response, as set out in the report, be approved
- iii. the admission numbers and criteria for admission set out in the report be approved to constitute the Authority's admission arrangements for 2020/2021.

11. Co-ordinated Admissions Scheme 2020/21 - Determination of the Qualifying Scheme

Cabinet received a report concerning the determination of the statutory scheme and the mandatory timetable for co-ordinating admissions for Lancashire's primary and secondary schools and academies for 2020/21.

Resolved: That

- i. the scheme listed at Appendix 'A', and its accompanying timetable in Appendix 'B', be adopted as the qualifying scheme for admissions to Lancashire primary and secondary schools and academies for 2020/21
- ii. the Executive Director of Education and Children's Services be authorised to seek to secure the adoption of the scheme by the governing body of each Lancashire voluntary aided and foundation school and academy, in order to inform the Secretary of State for Education that a scheme has been introduced in Lancashire.

12. Determination of Home to School Transport Policy - Academic Year 2020/2021

Cabinet received a report seeking approval of the Home to School Transport policy, noting that there were no significant changes from the previous year.

Resolved: That the Home to School Transport Policy for the academic year 2020/2021 as set out in the report be approved.

13. Libraries, Museums and Archives Fees and Charges Review 2018/19

Cabinet received a report setting out proposals relating to fees and charges in the Libraries, Museums, Culture and Registrars Service following the annual review of charges to ensure that they support service efficiency and effectiveness, recover costs where this is appropriate and achievable, and as far as possible ensure consistency across the service.

Resolved: That changes to library and archive fees and charges with effect from 1 April 2019 be approved as follows:

- i. To increase the maximum fine limit on an individual library item from £6 to £7.
- ii. To increase library photocopying charges for A4 black and white from 10p to 15p; for A4 colour from 25p to 50p; for A3 black and white from 10p to 25p and for A3 colour from 25p to 75p.
- iii. To reduce the cost of borrowing DVDs from £2 to £1 for adults and to reduce the cost of children's DVD rental ('U' rated titles) from £1 to 50p.
- iv. To introduce a reservation charge of 75p for CDs but to maintain the rental charge of 50p per week to bring into line with the reservation charge for printed books.
- v. To introduce fines of 20p per day for the late return of spoken word items (audio books) to bring into line with fines imposed for the late return of printed books.
- vi. To make a number of changes to hire charges and loan periods for materials borrowed from the music and drama collection as detailed in Appendix 'A'.
- vii. To increase the cost of tokens for self-service prints from archive microfilm/fiche from 75p to 80p.
- viii. To increase the archive record agent administrative charge from £50 per annum to £55 per annum.

14. Multi-Agency Self-Neglect Framework

Cabinet received a report presenting a Multi-Agency Self-Neglect Framework, developed by members of the Lancashire Safeguarding Adults Board in order to ensure that all partners, including the county council, meet their statutory responsibilities in relation to self-neglect.

Resolved: That the Multi-Agency Self-Neglect Framework as set out in the report be approved

15. Extra Care Sheltered Services

Cabinet received a report setting out the outcomes of the consultation undertaken in relation to the proposed savings of £644,000 to the Adult Social Care budget which funds 24 hour care services in 14 sheltered accommodation schemes across the county, following an assessment undertaken of the long term suitability, in terms of size and design, of these 14 schemes to deliver an extra care service. Consultation was undertaken in 5 schemes identified as being the least sustainable and cost effective in the future.

Resolved: That

- i. the cessation of the background care service (staff on site 24 hours per day) within 5 extra care schemes namely Beck View (Lancaster), Parkside Court (Morecambe), Plessington (Longridge) Torrentum (Thornton) and Croft (Freckleton) be approved.
- ii. the Executive Director of Adult Services and Health & Wellbeing, in consultation with the Cabinet Member for Adult Services, be authorised to determine the future provision of care in Molyneux Court, Preston.
- iii. the extension of contracts, initially until the end of May 2019, with the option to extend for a further 3 months where circumstances within individual schemes require a longer implementation period be approved.

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

There were no urgent decisions taken since the last meeting of Cabinet.

17. Urgent Business

There was no Urgent Business.

18. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 7 March 2019 at County Hall, Preston.

19. Notice of Intention to Conduct Business in Private

Cabinet noted the Notice of Intention to Conduct Business in Private and that no representations had been received.

20. Exclusion of Press and Public

Resolved: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following item 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. Request for Waiver of Procurement Rules - Independent Advisor Pension Fund

(Not for Publication – Exempt information as defined in Paragraphs 1, 2 and 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 considered a report on a waiver of procurement rules in relation to the provision of independent advice to the Pension Fund.

Resolved: That the recommendation set out in the report be approved

Angie Ridgwell
Chief Executive and
Director of Resources

County Hall
Preston

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

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 tendering process for the provision of transport services, Dynamic Purchasing System.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to approve the commencement of the procurement exercise as set out in Appendix 'A'.

Background and Advice

Appendix 'A' sets out the detail 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 being procured
- The procurement route proposed
- The estimated 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 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 exercise 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 funding arrangements as set out in Appendix 'A'. If significant variations should result from this position a further report to Cabinet will be required.

Legal

Failure to take steps to lawfully procure new contracts and continuing with the current arrangements 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 difficulties in delivering services.

List of Background Papers

| Paper | Date | Contact/Tel |
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| None | | |
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| Reason for inclusion in Part II, if appropriate | | |
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| N/A | | |
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| Procurement Title Provision of Transport Services – Dynamic Purchasing System |
| Procurement Option OJEU – Dynamic Purchasing System |
| New or Existing Provision Existing – currently operating as a framework agreement with a contract end date 30 June 2019 |
| Estimated Contract Value and Funding Arrangements Approximately £14 million per annum, total value £140 million subject to inflation and demand changes. Revenue funding managed by the Integrated Transport Service. |
| Contract Duration The Dynamic Purchasing System (DPS) will be open for a period of up to ten years and three months, commencing on or around 1 April 2019 to 30 June 2029. Individual service contracts awarded through the DPS will vary in length dependent upon service user requirements. Maximum contract length is typically two years. |
| Lotting The DPS will be split into a number of Lots. The Lots are determined by vehicle type (e.g. wheelchair accessible vehicle) and size, as well as contract termination period (certain routes require the ability for the Council to terminate at short notice due to changes in requirements). An overview of Lots is provided below: Lot 1: Wheelchair Accessible Vehicle. Lot 2: Vehicles with between 4 and 8 passenger seats. Lot 3: Vehicles with more than 8 passenger seats (PSV buses). Lot 4: Vehicles with between 4 and 8 passenger seats. Short termination period (e.g. 2 days). Lot 5: Vehicles with more than 8 passenger seats (PSV buses). Short termination period (e.g. 2 days). Lot 6: Ambulance. Lots 1-5 will be further sub-divided into geographical area (e.g. North, East, South & Central, and Out of County). |
| Evaluation A DPS has two stages of evaluation: Stage One invites suppliers to submit applications to join the DPS. The application process assesses a potential supplier against a series of exclusion and selection criteria in the form of a supplier selection questionnaire (SQ). Under the Public Contracts Regulations 2015, every supplier that passes the SQ must be admitted onto the DPS for the relevant lot or lots which they applied for and where they met the criteria. Stage Two is the evaluation of mini-competitions for individual service contracts (routes). |

All suppliers that have passed Stage One are invited to submit a bid for route(s) as and when they are tendered. Only suppliers appointed to the applicable Lot may bid for the route. Mini-competitions will be evaluated on a lowest price basis using an auction format where there is healthy competition (i.e. a reasonable number of suppliers likely to bid for the route). It is expected the vast majority of mini-competitions will follow this format, although there may be some instances (such as rural routes with limited competition) where a request for quote format will be better suited. The council will also reserve the right to evaluate using a most economically advantageous tender (MEAT) if it is deemed necessary to do so in any particular instance during the lifetime of the DPS (for example if there are special circumstances that require the council to assess a suppliers service offering as opposed to just accepting lowest price).

Due to the nature of the supply base (many SMEs and sole traders) and the way routes are tendered (i.e. mini-competition based on lowest price), social value is not incorporated into the evaluation.

Contract Detail

Integrated Transport Service (ITS) plan and procure council commissioned accessible transport services for children and vulnerable adults to and from various establishments within and outside of Lancashire, using a mixture of the council's own fleet of Travelcare vehicles and private contractors.

Service users are from some of the most vulnerable groups in Lancashire and may have learning difficulties, visual impairment, and behavioral, emotional and social difficulties. Categorisations of service user include Special Education Needs (SEN), Adult Services, Mainstream Home to School Taxi Services, Pupil Referral Units (PRUs) and some discretionary transport. Some service users require Passenger Assistants, parents, school staff, or nurses to accompany them on journeys.

Accessible transport services may be required to run on a daily, weekly, or fortnightly basis depending on service user requirements, to transport service users from within and outside of Lancashire to various sites throughout the county including, SEN schools, mainstream schools, colleges, respite care, day care, and short stay establishments.

There are approximately 1100 contracts that are competed annually. These are sometimes competed multiple times due to supplier failure (e.g. handing the contract back as it is not sustainable), or lack of bids. The net effect is approximately 1350 mini-competitions may be issued in any given year.

This procurement initiative is to develop a dynamic purchasing system (DPS) for ITS which will replace the two framework agreements currently in place that are due to expire 30 June 2019. These two frameworks can be summarised as follows:

- **Wheelchair:** approximately £3million p.a. 64 suppliers, 223 service users.
- **Non-wheelchair:** approximately £11million p.a. 266 suppliers, 2628 service users.

The DPS will be opened up to suppliers for application on or around 1 April 2019, and will be open for a period of up to 10 years and 3 months to 30 June 2029.

Mini-competitions are to be competed from the DPS from 1 July 2019, upon expiry of the current frameworks.

The DPS will be structured into a number of categories (Lots) as described earlier in this report. Suppliers may apply to join the DPS at any time during the term of the DPS.

To be accepted onto the DPS, suppliers will be required to meet minimum selection criteria and vehicles must comply with relevant statutory requirements, including but not limited to, the Road Vehicles (Construction and Use) Regulations 1986 (as amended). Suppliers will be required to provide documented evidence, including the appropriate operator licences, insurance and policies and procedures to be admitted onto the DPS, and the council may upon request and throughout the lifetime of the DPS require suppliers to provide this evidence to confirm validity.

Individual routes are developed by ITS Area Managers and are let as individual service contracts. These are tendered by way of a mini-competition between the appointed suppliers to the relevant Lot (and area where applicable) on the DPS.

Mini-competitions will usually be evaluated on a lowest price basis using a reverse e-auction or request for quote format. The Council will also reserve the right to compete routes using a most economically advantageous tender (MEAT) if it so wishes to in future.

Utilising a DPS approach for the service will allow for a substantial, varied and flexible supply base to be built up over time. This will help increase competition for routes and drive better value for the council over the longer-term, whilst meeting the council's key objective of providing a safe and reliable passenger transport service.

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

Report of the Head of Service - Public and Integrated Transport**Part I**

Electoral Division affected:
(All Divisions);

Community Asset Transfer of Lancashire County Council Minibuses

Contact for further information:

Andrew Burrows, Tel: (01772) 538540, Fleet Services Manager,
andrew.burrows@lancashire.gov.uk

Executive Summary

Public Health is reducing the service's requirement for minibuses from the current twelve to two. The service had previously made these available to charitable organisations for use in connection with their activities and this will no longer be possible following the reduction in vehicle numbers. A request has been received to gift these vehicles to the previous charitable users.

Recommendation

Cabinet is asked to:

- (i) Approve the gift of surplus minibuses to those charitable organisations that have previously made use of them, as a one off exercise.
- (ii) To authorise the Executive Director for Growth, Environment and Transport, in consultation with the Leader of the County Council, to approve which charities the minibuses are allocated to, following the exercise to evaluate and prioritise the requests.

Background and Advice

Following operational changes, Public Health's current fleet of twelve minibuses will be reduced to two. This is expected to be completed by April 2019.

As is standard practice, the authority will evaluate the condition and age of each of the minibuses with a view to retaining the two in best condition for Adult Services. The requirements of other services will also be considered such that any minibuses that may be older or in worse condition than the ten surplus will be cascaded. The Authority will also consider if any service has a requirement for any additional minibuses that may make use of those surplus to the requirements of Adult Services.

The County Council outdoor activity centres have indicated to Public Health that they would like to take on four or five minibuses from the Wellbeing stock. The vehicles have an expected disposal value to the Authority of between £2,500 and £5,000 each. Given the operational appropriateness to retain the best vehicles for the Authority, the ones finally disposed of may be nearer the lower end of the expected range.

Public Health has previously made available their minibuses for use by a number of charitable organisations, but will no longer be able to offer this facility following reduction of their fleet.

Representation has been received from one of the charitable organisations in relation to the potential loss of the facility to use the Public Health vehicles and the Authority has been asked to consider gifting the vehicles to the previous charitable users. A question has also been raised as to whether a legacy payment would accompany each vehicle but the Authority would not make any legacy payments to the eventual beneficiaries; once gifted, all costs and liability for the vehicles will sit with the recipient.

Following the reallocation of minibuses to other services, up to six may be available for disposal. These are all 16 seat minibuses but the ages of the vehicles range from 11 to 13 years old and mileages from around 40,000 to 80,000 which means there will be variation in both monetary and remaining useful life between the vehicles.

Twenty two charitable organisations made use of the minibuses during 2018. As requests for a gifted vehicle may exceed the number available for disposal, these organisations will be contacted to determine which may be interested in receiving a surplus minibus. A mechanism will be required to determine a priority order for gifted minibuses to these organisations and how the vehicles would be allocated.

Consultations

A consultation will not be required but an application process will be put in place for interested groups to declare their interest.

Implications:

There would be a loss of income to the Authority from the disposal of the vehicles via a commercial auction. The authority would also need to determine how to allocate the minibuses should the number of requests exceed the number available for disposal.

Risk management

A form of agreement would need to be entered into with any organisation to whom the minibuses are gifted to ensure there is no liability on the Authority for any subsequent repair and maintenance of the minibuses. The organisation in receipt of the vehicle would need to ensure that it understands the potential costs.

Legal

To avoid criticism and potential challenges consideration should be given as to how equal opportunity be granted to groups which might be interested in taking ownership of a vehicle(s).

Vehicles will be gifted as seen and a form of agreement would be needed with all organisations to whom a vehicle is gifted to ensure there is no liability for any future maintenance or costs to the Authority.

Financial

Normal practice would be to sell the vehicles and any income received would go into the Fleet Services revenue budget. Should this report be approved the estimated income that the council would forego from the sale of these vehicles would be approximately c£20,000 which will be managed within the fleet management budget.

List of Background Papers

| Paper | Date | Contact/Tel |
|-------|------|-------------|
|-------|------|-------------|

None

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

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

Electoral Division affected:
(All Divisions);

Proposed 2019/20 Highway Maintenance and Transport New Starts Capital Programmes

(Appendices 'A' - 'H' refer)

Contact for further information:

Janet Wilson, Tel: (01772) 538647, Commissioning Manager (Live Well),

janet.wilson@lancashire.gov.uk

Executive Summary

On 14 February 2019 Full Council approved the high level apportionment of anticipated 2019/20 highway maintenance and transport grant funding from the Department for Transport (DfT). Subsequently, this report recommends approval of a more detailed apportionment and approval of a number of detailed programmes of work relating to this funding as set out at Appendices 'B' to 'H'.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to:

- (i) Approve the proposed revisions to the approved apportionment of the 2019/20 New Start Highway Maintenance programme as detailed in the report.
- (ii) Approve the proposed 2019/20 New Start Highway Maintenance programmes set out as projects at Appendices 'B' to 'G';
- (iii) Give approval for additional schemes to be identified for funding from the ABC, Urban Unclassified, Rural Unclassified, and footways allocations up to the value of the approved allocation, subject to consultation with the Cabinet Member for Highways and Transport.
- (iv) Approve that a further report be brought forward in relation to the Moss Roads programme.

- (v) Approve the detailed apportionment of the £2.774m allocation for 'Other Transport Schemes as detailed in the report.
- (vi) Subject to the approval of (v) above, approve the proposed 2019/20 New Start Public Rights of Way programme set out at Appendix 'H'.
- (vii) Approve that a further report be brought forward in relation to the 2019/20 New Start Road Safety and Cycling safety programmes.

Background and Advice

Proposed 2019/20 New Start Highway Maintenance Capital Projects

On 14 February 2019 Full Council approved the apportionment of anticipated 2019/20 highway maintenance grant funding from the Department for Transport (DfT). This specifically included;

- The indicative Highways Maintenance Needs allocation of £18.567 million.
- The Local Highways Maintenance Incentive Fund anticipated to be £3.867 million.
- Additional Local Highways Maintenance funding of £10.229 million less £1.5 million already allocated to the 2018/19 programme.

The total value of the 2019/20 New Start programme is therefore £31.163 million.

As a result of a number of recently identified pressures the following changes are required to the approved apportionment;

Table 1

| Programme | Approved Allocation as at 14 Feb 2019 £m | Proposed Allocation £m | Reason for Revision |
|--------------------------------------|--|------------------------|--|
| Surface dressing and pre-patching | 2.000 | 1.200 | Reduced by £800K to fund the recently identified additional pressure on Structural Defects (£500k) and to address deterioration of the footway network (£300k) |
| Structural Defects | 2.000 | 2.500 | Allocation increased by £500k to address defects |
| Footways | 2.900 | 3.200 | Allocation increased by £300k to address deterioration of the footway network |
| Urban Unclassified Roads | 2.875 | 2.865 | Reduced by £10k to fund the revised estimate for Fishergate public realm improvements |
| Fishergate Public Realm Improvements | 0.125 | 0.135 | Allocation increased by £10K to address the revised estimated cost of public realm improvements |

The criteria applied to develop this programme, set out at Appendix 'A', is aligned with the Transport Asset Management Plan and will help ensure that a proactive, preventative intervention maintenance programme is developed. The Transport Asset Management Plan sets out the county council's proposed 15 year strategy to maintain and improve the transport asset network in Lancashire during the period 2015/16 to 2029/30 and advises that the A, B and C classified roads and the footway network should be prioritised in Phase 1 (2015/16 – 2019/20).

The proposed 2019/20 New Start Highway Maintenance programme of work, set out as projects, is detailed at Appendices 'B' to 'G'. With regard to the programmes in Table 2 below they have been developed up to the value of the approved Transport Asset Management Plan allocations. However, the programme allocations have been increased as a result of the 'Additional Local Highways Maintenance' funding and it is therefore proposed that the Cabinet give approval for Asset Management to identify the highest priority schemes that have not received funding to date and for these to be added to the programme up to the value of the approved allocation in consultation with the Cabinet Member for Highways and Transport.

Table 2

| Programme | Approved Allocation as at 14 Feb 2019 £m | Proposed allocation (as described in Table 1 above) £m | Value of schemes identified to date (as at Appendices B-G) | Value of programme to be developed |
|--------------------|---|---|---|---|
| ABC | 9.800 | 9.800 | 7.800 | 2.000 |
| Urban Unclassified | 2.875 | 2.865 | 1.000 | 1.865 |
| Rural Unclassified | 1.508 | 1.508 | 1.008 | 0.500 |
| Footways | 2.900 | 3.200 | 2.900 | 0.300 |

The Moss Roads programme is still under development and will be presented to Cabinet for approval at a later date.

Due to the nature of delivering the surface dressing programme detailed at Appendix 'B' it is proposed that expenditure of the programme is monitored on a district basis.

Proposed 2019/20 New Start Transport Capital Projects

On 14 February 2019 Full Council also approved the 2019/20 transport delivery programme with a value of £12.192 million. The programme included an allocation of £2.774 million for Other Transport schemes. The proposed allocation of these resources is detailed below;

| Programme | £m | Status |
|-------------------------------|-----------|--|
| Derby Street Bridge, Ormskirk | 1.342 | To be phased into 2020/21 in line with the expenditure profile |
| Road Safety | 0.500 | |
| Cycle Safety | 0.500 | |

| | | |
|---|-------|--|
| Public Rights of Way | 0.250 | |
| Bus Stop Compliance | 0.020 | |
| Pipeline Project Development | 0.100 | |
| Carwood Road, South Ribble – Public Realm | 0.062 | |

Subject to approval of this apportionment it is recommended that Cabinet approves the proposed 2019/20 New Start Public Rights of Way programme at Appendix 'H'. The criteria used to develop this programme is also detailed at Appendix 'A'.

The proposed 2019/20 Road Safety and Cycling Safety programme of work set out as projects is currently under development and will be presented for approval in due course.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Final confirmation of the Department for Transport 2019/20 grant awards is expected imminently. However, the approval of the proposed detailed programmes, subject to this confirmation, is required at this stage in order to allow delivery to commence in April 2019. Any implications of a change to the anticipated allocations will be reported to Cabinet.

There is a risk that some of the programmes/projects set out at Appendices 'B' to 'H' may not be delivered or could be delayed due to changes to estimated costs, other priorities emerging within year as a result of bad weather or other unforeseen circumstances.

Also, the delivery of the proposed programmes/projects is dependent on the 2018/19 highway maintenance and public rights of way outturn positions which will not be known until spring 2019. The programmes may be subject to change after this date.

Due to the fact that the drainage programme will require design and consultation it is likely that this programme will be delivered over two years, 2019/20 and 2020/21, as profiled below. In the event that work can be programmed earlier than anticipated then it is proposed that funding is brought forward as required.

Financial

Highways Maintenance

It is proposed that programmes detailed at Appendices 'B' to 'G' be funded from the anticipated 2019/20 highway maintenance grant funding from the Department for Transport.

With specific reference to the development of drainage projects the funding will be phased over two years as below:

- 2019/20 - £0.250 million
- 2020/21 - £0.750 million

Funding of 2019/20 Structural Defects will comprise;

- £2 million from the Highway Maintenance Grant
- £2.7 million borrowing. All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand.

Transport

It is proposed that the Public Rights of Way programme detailed at Appendix 'H' be funded from the anticipated 2019/20 Integrated Transport grant funding.

It is proposed that the Transport allocation of £1.342 million for Derby Street Bridge in Ormskirk is phased to 2020/21 in line with the expenditure profile.

List of Background Papers

| Paper | Date | Contact/Tel |
|---|------|-------------|
| None | | |
| Reason for inclusion in Part II, if appropriate | | |
| N/A | | |

2019/20 Proposed Criteria to Determine Highway Maintenance and Transport New Starts Programmes

Highway Maintenance

The proposed criteria for determining the countywide allocations and the projects to be included in the 2019/20 Highways Maintenance capital programme is set out below:

| Asset Class | 2019/20 Proposed Criteria |
|--------------------------|---|
| A,B,C Roads | <p>Committed level of investment as set out in the TAMP</p> <p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition derived from scanner and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Contribution to core sampling to support the delivery of the 2019/20 capital programme.</p> |
| Urban Unclassified Roads | <p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the Transport Asset Management Plan (TAMP). Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume). Also includes the number of defects, claims and complaints received</p> <p>Contribution to core sampling to support the delivery of the 2019/20 capital programme.</p> |
| Rural Unclassified Roads | <p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the TAMP. Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume). Also includes the number of defects, claims and complaints received</p> <p>Contribution to core sampling to support the delivery of the 2019/20 capital programme.</p> |
| Footways | <p>A countywide allocation prioritisation based on condition survey data and the number of highway safety defects identified. Also includes the number of defects, claims and complaints received.</p> <p>Contribution to core sampling to support the delivery of the 2019/20 capital programme.</p> |
| Moss Roads | <p>A strategy for Moss Roads is under development including a prioritised hierarchy of need which will determine the proposed 2019/20 programme</p> |

| Asset Class | 2019/20 Proposed Criteria |
|--|--|
| Drainage | Countywide prioritisation based on risk of flooding and potential impact. |
| Light Column Replacement | District Allocation: 70% on the basis of reduction of risk based on condition and 30% on the basis of unexpected failures based on inventory records. |
| Traffic Signals | Countywide prioritisation based on the age of units beyond their operational life, number of faults attended and vehicle accident records. |
| Bridges | Countywide prioritisation based on priority bridges as indicated by condition and strategic importance. |
| Structural Defects | Apportioned on an area basis. All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand. |
| Safety Camera Maintenance | In partnership with Lancashire Constabulary a programme of urgent work will be developed based on the information gained through the inspections. This programme will maintain and where necessary replace safety camera infrastructure on the highway. |
| Surveys, coring, and Geotechnical investigations | This will allow an evidence base to be developed to ensure schemes are developed in line with TAMP principles. The programme of works will support the delivery of the 2019-20 capital programme. |
| Jet Spray/Patching | Following the success of the Jet Patching programme in 2018/19, it is proposed that this technique is utilised in 2019/20. This will be a reactive programme developed in year and targeted based on road condition data |
| Emerging Priorities | <p>The following projects are priorities that are currently unfunded and need to be delivered urgently;</p> <p>Lancaster Cattle Grids (£0.15m) - These are a series of cattle grids on Rake House Brow and Littleddale Road in the Lancaster district. If these cattle grids are not repaired this road will need to close preventing access to a number of properties.</p> <p>Tower Lodge Retaining Wall (£0.08m) – this work will ensure that the slope will not be able to engross onto the highway resulting in a road closure on the C477 Marshaw Wyre.</p> <p>Cuerdale Slope Monitoring (£0.035m) – this slope is on the edge of the River Ribble where a scout hut is situated. Monitoring this slope will determine the magnitude of the issue and ensure measures are in place to stabilise the slope to protect the scout hut and the B6230 Cuerdale Lane.</p> |
| Risk Based Condition Assessments | <p>This work will ensure that a targeted programme of maintenance can be developed that is evidence based;</p> <ul style="list-style-type: none"> • Column testing (£0.175m) • Vehicle restraint barrier assessments (£0.400m) • Bridge risk based assessments (£0.575m) |
| In year priorities | To enable any in year priorities to be addressed. |

| Asset Class | 2019/20 Proposed Criteria |
|--------------------------------------|---|
| Surface Dressing and pre patching | This allocation will seal the patching undertaken as part of previous Pothole Action Fund Programmes using treatments such as surface dressing / micro asphalt to extend the life span of the patching work undertaken to date. These locations will principally be in urban and rural areas. |
| Derby Street Bridge | The 2018/19 Incentive Fund made provision to contribute funding the Derby Street Bridge project. The approval included a first call on 2019-20 Incentive Fund to provide a further contribution. |
| Fishergate Public Realm Improvements | This funding will allow additional hostile vehicle restraint measures to be introduced on Fishergate. |

Transport

The proposed criteria for determining the countywide allocations and the projects to be included in the 2019/20 Integrated Transport capital programme is set out below:

| Asset Class | 2019/20 Proposed Criteria | | | | | | | | | | |
|---|---|---|-----------|---|---|---|---|---|---|--|---|
| Road Safety Projects | Countywide prioritisation based on the number of collisions, anticipated accident savings and cost. | | | | | | | | | | |
| Cycling Safety | <p>Stage 1 £50,000 to be top sliced from the overall allocation to be used for monitoring and evaluation of schemes in the approved programme in terms of casualty rate and other anticipated outcomes.</p> <p>Stage 2 Schemes with a First Year rate of Return (FYRR) greater than 50% will be identified, prioritised and funded up to the remaining approved allocation.</p> <p>Stage 3 If stages 1 and 2 have been completed and funding remains available it is proposed that other criteria is applied to the projects with a FYRR lower than 50% to assess whether the schemes have the potential to offer wider benefits. The assessment would consider;</p> <table> <tr> <th>Wider Benefits to be considered for schemes with FYRR < 50%</th><th>Weighting</th></tr> <tr> <td>Encourages the use of routes away from cycling accident locations</td><td>6</td></tr> <tr> <td>Improves the amenity and perceived risk that would encourage more people to cycle</td><td>2</td></tr> <tr> <td>Improves cycling access to employment, houses and education</td><td>2</td></tr> <tr> <td>Improves cycling routes for leisure cyclists</td><td>1</td></tr> </table> | Wider Benefits to be considered for schemes with FYRR < 50% | Weighting | Encourages the use of routes away from cycling accident locations | 6 | Improves the amenity and perceived risk that would encourage more people to cycle | 2 | Improves cycling access to employment, houses and education | 2 | Improves cycling routes for leisure cyclists | 1 |
| Wider Benefits to be considered for schemes with FYRR < 50% | Weighting | | | | | | | | | | |
| Encourages the use of routes away from cycling accident locations | 6 | | | | | | | | | | |
| Improves the amenity and perceived risk that would encourage more people to cycle | 2 | | | | | | | | | | |
| Improves cycling access to employment, houses and education | 2 | | | | | | | | | | |
| Improves cycling routes for leisure cyclists | 1 | | | | | | | | | | |
| Public Rights of Way | Countywide intervention: design and works to address structural repairs on the Public Rights of Way network on an ongoing basis and to address issues as they arise throughout the year. | | | | | | | | | | |
| Bus Stop Compliance | The Equality Act places a statutory responsibility on the county council to improve the accessibility of public transport in terms of bus stops, this is a programme of works to ensure our bus stops meet that responsibility. | | | | | | | | | | |

| Asset Class | 2019/20 Proposed Criteria |
|------------------------------|--|
| Pipeline Project Development | This allocation will allow the development of pipeline projects in order to take advantage of future government funding opportunities. |

Appendix B

2019/20 Maintenance of Highway Assets

Draft A, B & C Roads 2019/20 Programme

| Programme: A, B & C Roads - Resurfacing/Inlay | | | | | | |
|---|---------|---|-----------------|-------------|---|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Junction Lane | B5241 | Burscough and Rufford | West Lancashire | Resurfacing | Heather Close to Gower Gardens | £35,515.94 |
| South Promenade | C280 | St Annes South | Fylde | Resurfacing | Cartmell Road to Fairhaven Road | £214,082.10 |
| Croston Road | C256 | Moss Side and Farington, Leyland Central | South Ribble | Resurfacing | Leyland Lane to Farrington Road roundabout | £428,402.52 |
| Spendmore Lane | B5251 | Chorley South | Chorley | Resurfacing | Spendmore Lane roundabout to 391m past Mill Street, and then 302 Spendmore Lane to Preston Road | £150,586.21 |
| Liverpool Road | A59 | Burscough and Rufford | West Lancashire | Resurfacing | Rivington Drive to outside number 136 | £154,303.29 |
| Burnley Road East | B6238 | Rossendale East | Rossendale | Resurfacing | Shawclough Mews to Rock Bridge Fold | £157,039.66 |
| Station Road | B6258 | Lostock Hall and Bamber Bridge, South Ribble East | South Ribble | Resurfacing | Level Crossing to A6 Traffic Lights | £146,110.32 |
| Clitheroe Road | C579 | Ribble Valley North East | Ribble Valley | Resurfacing | Ashridge House to Grindleton Road | £49,985.21 |
| Spar Lane | C160 | West Lancashire East | West Lancashire | Resurfacing | Hall Lane to Vale Lane not including roundabout in the middle | £255,524.31 |

| Programme: A, B & C Roads - Resurfacing/Inlay | | | | | | |
|---|---------------|--|--------------|-------------|--|-------------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Lawsons Road | B5439 | Cleveleys East | Wyre | Resurfacing | Leslie Avenue to Holly Road | £28,937.32 |
| St. George's Road | C334 | Preston Central East | Preston | Resurfacing | Deepdale Road to St Pauls Road | £66,976.59 |
| Hall Lane, St Michaels Road and Pinfold Lane | C417/ C416 | Wyre Rural Central | Wyre | Resurfacing | Insitu recycling, with surface dressing from Corner Wood up to and including Pinfold Road and St Michaels Road | £132,469.16 |
| Colne Road | A682 | Burnley Central East, Burnley North East | Burnley | Resurfacing | Entwistle Street to Disrilli Street | £162,819.25 |
| Surveys and coring | NA | As necessary | As necessary | Surveys | Investigatory surveys and coring as necessary | £17,248.14 |
| Forecast Outturn Capital Expenditure: | | | | | | £2,000,000 |

| Programme: Pre Patching | |
|-------------------------------------|-------------------|
| Countywide Capital Allocation: | £2,000,000 |
| Programme of works to be determined | |

Draft Surface Dressing Programme

| Programme: A, B and C Roads - Surface Dressing Programme | | | | | | |
|--|---------|--|-----------------|------------------|---|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Littlefell Lane | C462 | Lancaster South East | Lancaster | Surface dressing | Blea Tarn Road to Langthwaite terrace houses | £14,217.55 |
| Ribble Lane | C581 | Ribble Valley North East | Ribble Valley | Surface dressing | Chatburn Old Road to the bridge | £35,834.12 |
| Rochdale Road | A671 | Whitworth and Bacup | Rossendale | Surface dressing | Number 391 to Pennine Road | £79,321.36 |
| Dunkirk Lane | B524 8 | Moss Side and Farington/ Leyland Central | South Ribble | Surface dressing | Leyland Lane to Pauls Farm | £93,609.86 |
| Carrwood Road | C254 | Penwortham East and Walton le Dale | South Ribble | Surface dressing | London Way to the end | £34,822.82 |
| Blackpool Road | A583 | Fylde East | Fylde | Surface dressing | Railway bridge/Kirkham Test Centre to Preston Old Road excluding Freckleton Road junction | £339,621.77 |
| Lancaster Road | C463 | Heysham | Lancaster | Surface dressing | Heaton Bottom Road to Mill Hill House | £16,540.71 |
| Main Street Lancaster | C498 | Lancaster Rural North | Lancaster | Surface dressing | Sand Lane to The Roods | £44,276.68 |
| Sabden Road | C552 | Ribble Valley North East | Ribble Valley | Surface dressing | Clitheroe Road to Portfield Road | £120,734.40 |
| Inglewhite Road | C350 | Preston Rural | Preston | Surface dressing | Horns Lane to Belmont Garage | £90,885.54 |
| Liverpool Road | A506 | West Lancashire East | West Lancashire | Surface dressing | Long Lane to Church Road | £29,909.49 |

| Programme: A, B and C Roads - Surface Dressing Programme | | | | | | |
|--|---------------|---|---------------|------------------|--|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Rakehouse Brow | C477 | Lancaster Rural East | Lancaster | Surface dressing | Rigg Lane to Abbeystead Lane | £111,347.62 |
| Further Lane | C227 | Ribble Valley South West | Ribble Valley | Surface dressing | Junction of Goosefoot Lane/Nabshead to Stanley House Hotel | £59,640.97 |
| Finngton Lane | A674 | Houghton with Wheelton | Chorley | Surface dressing | Bolton Road to Moulden Brow | £38,246.28 |
| Hall Lane, St Michaels Road and Pinfold Lane | C417/ C416 | Wyre Rural Central | Wyre | Surface dressing | Corner Wood up to and including Pinfold Road and St Michaels Road | £50,628.27 |
| Preston Road | A49 | Chorley South | Chorley | Surface dressing | Wigan boundary to Spendmore Lane | £100,383.25 |
| Whalley Road | C548 | Ribble Valley South West | Ribble Valley | Surface dressing | Elker Lane to the roundabout, to Calder Vale after the bridge | £62,542.01 |
| St Georges Road | C334 | Preston Central East | Preston | Surface dressing | Garstang Road to St Pauls Road | £18,751.64 |
| Spendmore Lane | B525 1 | Chorley South | Chorley | Surface dressing | Lower Burgh Way to Spendmore Lane roundabout, and Regent Street (after the bridge) to outside house no 302 | £105,751.92 |
| Clitheroe Road | C579 | Ribble Valley North East | Ribble Valley | Surface dressing | From bridge over river to Ashridge House | £9,991.76 |
| Manchester Road | A682 | Burnley South West/ Burnley Central West | Burnley | Surface dressing | Rossendale Road north to Spring Hill Road | £174,448.17 |

| Programme: A, B and C Roads - Surface Dressing Programme | | | | | | |
|--|---------|--|-----------------|------------------|---|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Lawsons Road | B5439 | Cleveleys East | Wyre | Surface dressing | Victoria Road East to Leslie Avenue, and then from Holly Road to Fleetwood Road North | £57,191.40 |
| Market Street | A671 | Whitworth and Bacup | Rossendale | Surface dressing | Lloyd Street to Stoneyroyd | £268,242.43 |
| Deepdale Road | A6063 | Preston Central East, Preston South East, Preston City | Preston | Surface dressing | Blackpool Road to Stanley Street | £103,685.46 |
| Rivington Lane | C208 | Chorley Rural East | Chorley | Surface dressing | Sheep House Lane to the boundary | £84,469.45 |
| Longmeanygate | C250 | Moss Side and Farington | South Ribble | Surface dressing | Dunkirk Lane to Midge Hall Lane | £33,475.30 |
| Newchurch Road | C705 | Mid Rossendale | Rossendale | Surface dressing | Full length | £87,027.37 |
| Bolton By Bowland Road | C590 | Ribble Valley North East | Ribble Valley | Surface dressing | Holden Lane to Sawley Road | £103,194.00 |
| Carr Lane/Shard Lane | A588 | Thornton and Hambleton | Wyre | Surface dressing | Shard Road to Smithy Road | £217,854.69 |
| Briars Lane | A5209 | West Lancashire East | West Lancashire | Surface dressing | Briars Brook to roundabout after petrol station | £18,027.99 |
| Simonstone Lane | C554 | Ribble Valley North East | Ribble Valley | Surface dressing | Blackburn Road to Whalley Road | £51,117.15 |
| Rimmington Lane | C582 | Ribble Valley North East | Ribble Valley | Surface dressing | Pendle Road north to A682 Burnley Road | £131,576.22 |

| Programme: A, B and C Roads - Surface Dressing Programme | | | | | | |
|--|----------------|---|-----------------|------------------|--|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Bold Lane | C117 | West Lancashire West | West Lancashire | Surface dressing | Smithy Lane to Winifred Lane | £40,716.48 |
| Haslingden Old Road | C705 | Rossendale South, Rossendale West, Mid Rossendale | Rossendale | Surface dressing | High Street to east to traffic lights at end | £116,133.24 |
| Lancaster Road | A588 | Lancaster Central | Lancaster | Surface dressing | Pinewood Close north to A6 roundabout | £141,197.77 |
| Park Hall Road | C191 | Chorley Rural West | Chorley | Surface dressing | Wood Lane to Mill Lane | £43,274.40 |
| Rochdale Road | A680 | Rossendale South | Rossendale | Surface dressing | Full length: Rochdale boundary north to Gincroft Lane | £200,794.89 |
| Midge Hall Lane | C243 | Moss Side and Farington | South Ribble | Surface dressing | Longmeanygate to Moss House/end of previous surface dressing treatment | £20,976.76 |
| Lewth Lane/ Moorside Lane/ Woodplumpton Road | B5269 B5411 | Preston Rural | Preston | Surface dressing | Brook House/Woodsfold Bridge South to Whittle Hill | £129,080.21 |
| Lytham Road | A584 | Lytham, Fylde South | Fylde | Surface dressing | Hope Church/ Lytham Christian Centre to Boundary Road | £66,975.49 |
| Sandy Lane | C124 | West Lancashire West | West Lancashire | Surface dressing | Bold Lane to the railway bridge | £9,448.70 |

| Programme: A, B and C Roads - Surface Dressing Programme | | | | | | |
|--|---------|---|-----------------------------|------------------|---|------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Branch Road | C540 | South Ribble East, Ribble Valley South West | South Ribble, Ribble Valley | Surface dressing | Brittania Gallery to Preston New Road | £35,258.81 |
| Junction Lane | B524 1 | Burscough and Rufford | West Lancashire | Surface dressing | Lighting column 1 south to Heather Close, and then Gower Gardens to mini roundabout junction with Briars Lane | £24,487.94 |
| Sawley Road | C571 | Ribble Valley North East | Ribble Valley | Surface dressing | From Main Street to Sawley Bridge | £51,197.12 |
| Surveys and coring | NA | As necessary | As necessary | Surveys | Investigatory surveys and coring as necessary | £83,090.55 |
| Anti-skid | NA | As necessary | As necessary | Anti-skid | Anti-skid as necessary | £50,000.00 |
| Forecast Outturn Capital Expenditure: | | | | | | £3,800,000 |

Draft 2019/20 Unclassified Programme

Draft Rural Unclassified

| Programme: Rural Unclassified | | | | | | |
|-------------------------------|-------------------|------------------------|---------------|--|---|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Back Lane | U4981 | Longridge with Bowland | Ribble Valley | Insitu recycling with surface dressing | Town End to Wood House Lane | £173,771.33 |
| Woodfold Lane | U11069 | Wyre Rural East | Wyre | Surface dressing | Full length | £5,135.13 |
| Whitewell Road | U3218 | Longridge with Bowland | Ribble Valley | Surface dressing | Hall Hill to Dunsop Road | £36,332.89 |
| Moss Lane/ Hornby Lane | U10994/ U10995 | Wyre Rural Central | Wyre | Surface dressing and inlay | From Hornby Lane to B5269 | £48,201.43 |
| Higham Hall Road | U19556 | Pendle Hill | Pendle | Surface dressing | Full length | £33,698.98 |
| Lane House Lane | U3506 | Pendle Rural | Pendle | Resurfacing | Outside number 24 to the bridge at the side of number 1 Ryecroft | £133,709.94 |
| Cropper Road | U15096 | Fylde West | Fylde | Resurfacing | A5230 roundabout to 23m north of Whitehill Road roundabout | £89,770.18 |
| Bleakholt Road | U47890 | Rossendale South | Rossendale | Resurfacing | Rochdale Road to Bury Old Road | £111,908.98 |
| Horse Park Lane | U11173 | Wyre Rural Central | Wyre | Resurfacing | Garstang Road to Lancaster Road | £75,552.75 |
| Union Road | U7551 | Rossendale South | Rossendale | Resurfacing | Number 9 to cycleway at side of number 43, also including Lower Cribden | £42,554.01 |

| Programme: Rural Unclassified | | | | | | |
|---------------------------------------|---------|---------------|---------------|------------------|---|-------------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| | | | | | Avenue to number 5 | |
| High Cliffe Greaves | U8948 | Ribble Valley | Ribble Valley | Resurfacing | Whitehall Lane to Smallden Lane | £110,147.31 |
| Beverley Road | U20905 | Pendle Rural | Pendle | Surface dressing | Barnoldswick Road to Gisburn Road | £21,605.63 |
| Old Stone Trough Lane | U20932 | Pendle Rural | Pendle | Surface dressing | Cob Lane to 200m south of Mere Grange | £28,885.72 |
| Halifax Road | U20720 | Burnley Rural | Burnley | Surface dressing | Robin House Lane to Black House Lane | £54,954.49 |
| Grove Street | U11435 | Oswaldtwistle | Hyndburn | Resurfacing | Full length | £33,771.24 |
| Surveys and coring | NA | As necessary | As necessary | Surveys | Investigatory surveys and coring as necessary | £8,000.00 |
| Forecast Outturn Capital Expenditure: | | | | | | £1,008,000 |

Draft Urban Unclassified

| Programme: Urban Unclassified | | | | | | |
|-------------------------------|---------|----------------------|-----------------|------------------|-----------------------------------|------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Regent Drive | U10632 | Preston Central West | Preston | Surface dressing | Garstang Road to Blackbull Lane | £19,942.24 |
| Forest Drive | U6958 | Lytham | Fylde | Surface dressing | Blackpool Road to Moorfield Drive | £70,162.09 |
| Back Lane and Fiddlers Lane | U10710 | Clayton with Whittle | Chorley | Surface dressing | A6 to A6 | £26,888.18 |
| Ryburn Road | U929 | Ormskirk | West Lancashire | Surface dressing | Dyers Lane to Blackmoss Lane | £46,341.48 |

| Programme: Urban Unclassified | | | | | | |
|--|--------------------------------------|--|--------------|------------------|---|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Thorntrees Avenue | U10943 | Preston South West | Preston | Surface dressing | Blackpool Road to Hawthorn Crescent | £36,546.65 |
| Oldfield Crescent/ Brockholes Crescent/ Holts Lane | U16437 U16436 U47855 U16435 | Poulton-Le-Fylde | Wyre | Resurfacing | Brockholes Crescent to and including Oldfield Crescent, Holts Lane, Brockholes Crescent | £196,830.27 |
| Barnes Avenue, Hargreaves Drive, Howath Avenue and Barritt Road | U7529 U7526 U7528 U7530 | Rossendale South | Rossendale | Resurfacing | Full lengths of Barnes Avenue, Hargreaves Drive, Howath Avenue, Barritt Road | £193,228.31 |
| Cleveleys Avenue | U21654 | Cleveleys East | Wyre | Resurfacing | West Drive to Egermont Avenue | £276,176.63 |
| Oaklands Road | U4866 | Rossendale South | Rossendale | Resurfacing | Oaklands Road to Woodlands Road | £34,054.02 |
| Albert Street | U19853 | Brierfield and Nelson West | Pendle | Resurfacing | Every Street to Clayton Street | £25,872.09 |
| Lime Street | U41280 | Great Harwood, Rishton, Clayton Le Moors | Hyndburn | Resurfacing | Full length | £47,480.24 |
| Surveys and coring | NA | As necessary | As necessary | Surveys | Investigatory surveys and coring as necessary | £26,477.81 |
| Forecast Outturn Capital Expenditure: | | | | | | £1,000,000 |

Draft Footways 2019/20 Capital Programme

| Programme: Footways | | | | | | |
|--|---------|---|--------------|-------------|--|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Woodville Street/ Mill Street/ Crown Street | U5637 | Moss Side and Farington | South Ribble | Resurfacing | Full length of Woodville Street and Crown Street. Mill Street from Stanifield Lane to no 55 Mill Street | £197,702.00 |
| Sycamore Avenue | U42820 | Burnley Central West/ Burnley South West | Burnley | Resurfacing | Sycamore Close to junction with Lockoyer Ave (houses/property side only), and outside 193 to junction with Kiddrow Lane (even side only) | £155,662.00 |
| Spring Hill Road/ George Street and sections of surrounding streets | U16794 | Accrington West and Oswaldtwistle Central | Hyndburn | Resurfacing | Spring Hill Road from Fairfield Street to opposite no 33 Spring Hill Road, full length of George Street, Stevenson Street West from Spring Hill Road to Sharples Street, Edleston Street from Fairfield Street to Stevenson Street West, Edleston Street from Stevenson Street West to Pickup Street (even side only). Fairfield Street from no 29 to Spring Hill Road | £160,349.96 |

| Programme: Footways | | | | | | |
|---|---------|--|--------------|-----------------------------|--|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Poplar Avenue/ Thorn Street/ Arthur Street/ Maple Street | U41298 | Great Harwood, Rishton, Clayton Le Moors | Hyndburn | Resurfacing | Full length of Poplar Avenue and Thorn Street. Arthur Street from rear of Arthur Street to rear of Windsor Street (odd side only), and Maple Street from Windsor Road to Thorn Street (even side only) | £98,885.65 |
| Hurtley Street | U40888 | Burnley Central East | Burnley | Resurfacing | South side between no 93 and no 91 | £6,656.01 |
| Rylands Road | U18542 | Skerton | Lancaster | Resurfacing | Torrisholme Road to no 161, and Rawthey Road from Ryelands Road to Dee Road | £127,358.60 |
| Whitby Avenue | U10547 | Preston West | Preston | Slurry seal/ resurfacing | Slurry seal east side from Cottam Avenue to Redcar Avenue, then reconstruct remaining where required | £230,555.05 |
| Lyndhurst Drive | U12434 | Preston South West | Preston | Resurfacing | Full length | £176,020.71 |
| South Promenade | U21488 | Fleetwood West and Cleveleys West | Wyre | Resurfacing | South Promenade from Kingsway to Victoria Road West (buildings/property side only) | £52,944.67 |
| Stocks Road | U12346 | Preston Central West | Preston | Resurfacing | Full length | £278,559.92 |
| Gregson Lane | U9067 | South Ribble East | South Ribble | Resurfacing | Hoghton Lane to no 357 | £330,992.91 |

| Programme: Footways | | | | | | |
|---------------------|---------|---|-----------|---|---|-------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Ormerod Street | U16560 | Accrington West and Oswaldtwistle Central | Hyndburn | Re-construct-ion of required areas/ slurry seal | Scaitcliffe Street to Willows Lane | £47,727.23 |
| Shakespeare Road | U18494 | Skerton | Lancaster | Resurfacing | Number 28 Stratford Close to junction to Barley Cop Lane | £238,783.50 |
| Merton Street Area | U41026 | Burnley Central East | Burnley | Slurry seal | Full lengths of; Merton Street, Hubie Street, Castle Street, Gordon Street, Clive Street, Cromwell Street, Brougham Street, Belford Street | £34,155.99 |
| Ashmoor Street | U14114 | Preston Central West | Preston | Slurry seal/ resurfacing | From Moor Lane to Brook Street | £77,929.90 |
| Maitland Street | U13221 | Preston South East | Preston | Slurry seal | Rigby Street to Acregate Lane, including sections of Cemetery Road, Rigby Street, Delaware Street, Bodmin Street | £27,218.65 |
| Redvers Street Area | U40773 | Burnley North East | Burnley | Slurry seal | Redvers Street; Newman Street to Ada Street. Cardinal Street; Newman Street to Bright Street. Waterbound Street; Bright Street to Pratt Street (even side only). Ada Street; full length. Murray Street; Cardinal Street to Waterbound Street | £20,700.23 |

| Programme: Footways | | | | | | |
|--|---------|---|----------|-------------|--|------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Persia Street Area | U11644 | Accrington West and Oswaldtwistle Central | Hyndburn | Slurry seal | Persia Street; Countess Street to the end. Hyndburn Street; Blackburn Road to Countess Street. Empress Street; Blackburn Road to Countess Street. Russia Street; Blackburn Road to Countess Street odd side only, and even side Blackburn Road to outside number 2A/B | £28,181.79 |
| Clyde Street, Mersey Street, Dart Street | U13385 | Preston City | Preston | Slurry seal | Full lengths | £21,570.00 |
| Sycamore Close Area | U21079 | Great Harwood, Rishton and Clayton-le-Moors | Hyndburn | Slurry seal | Sycamore Close; Petre Crescent to the end. Walmsley Avenue; Station Road to Petre Crescent. Petre Crescent; Walmsley Avenue to Walmsley Avenue. Full length Meadowhead Drive. Poplar Close; Petre Crescent to the end. Hawthorn Drive, Petre Crescent to the end. Elm Close; Walmsley Avenue to the end. Cedar Close; Walmsley Avenue to the end. Ash Close; Walmsley Avenue to the end. Beech Close; Walmsley Avenue to the end | £41,214.95 |

| Programme: Footways | | | | | | |
|---------------------------------|-------------------|---|----------|-------------|--|------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Nairne Street and Harold Street | U42414/ U42397 | Burnley Central West | Burnley | Slurry seal | North side of Harold Street and west side of Nairne Street | £15,626.52 |
| St Albans Road | U6666 | St Annes South | Fylde | Slurry seal | From St Davids Road, north to Trafalgar Street | £38,820.60 |
| Perth Street Area | U16520 | Accrington West and Oswaldtwistle Central | Hyndburn | Slurry seal | Perth Street; Richmond Street to house number 1 (odd side only). Richmond Street; Willows Lane to Richmond Hill Street. Richmond Street; Brown Street to Scaitcliffe Street (industrial estate side only). Richmond Hill Street; Willows Lane to Richmond Street (even side only). Richmond Hill Street; Richmond Street to Fountain Street (Globe Works side only). Fountain Street; Higher Antley Street to rear of Higher Antley Street (Globe Works side only) | £23,943.47 |
| Geoffrey Street | U8524 | Chorley North | Chorley | Slurry seal | Geoffrey Street, including up to number 10 Curate Street | £30,466.12 |
| Shelley Road | U14224 | Preston Central West | Preston | Slurry seal | Roebuck Street to outside number 40, and from outside number 87 to Roebuck Street | £74,311.97 |

| Programme: Footways | | | | | | |
|--|-------------------|--------------------|--------------|-----------------------------|---|-------------------|
| Project Name | Road No | Division | District | Treatment | Scheme Extents | Estimate |
| Garden Street Area | U10818 | Fylde East | Fylde | Slurry seal | Garden Street full length, Orders Lane; Marsden Street to St Thomas Road, and St Thomas Road; Orders Lane to Southlands | £228,121.40 |
| Colbran Street | U40996 | Burnley North East | Burnley | Slurry seal | Both sides, from Thursby Street south to the rear of Cleaver Street, then continuing on the east side only, south to 60 Gable End of Colbran Street | £8,676.90 |
| Knowsley Crescent and Bancroft Avenue | U21564/ U21566 | Cleveleys East | Wyre | Slurry seal | Full lengths | £16,732.17 |
| South Meadow Lane | U13818 | Preston City | Preston | Slurry seal/ resurfacing | South Meadow Lane including Hassett Close | £91,811.95 |
| Contribution to surveys and coring | NA | As necessary | As necessary | Surveys and coring | Investigatory surveys and coring as necessary | £18,319.20 |
| Forecast Outturn Capital Expenditure: | | | | | | £2,900,000 |

Appendix E

Draft Bridges 2019/20 Capital Programme

| Programme: Bridges | | | | |
|---|--------------------------------------|------------------|------------------------|-------------------|
| Project Name | Division | District | Project Description | Estimate |
| Countywide Capital Allocation: | | | | £3,000,000 |
| 19/20 Carnforth Canal Footbridge (Tubewright) | Lancaster Rural North | Lancaster | Footbridge Renewal | £162,440 |
| 19/20 Town End Canal | Morecambe North | Lancaster | Scheme Development | £40,000 |
| 19/20 Halton Station | Lancaster Rural East | Lancaster | Scheme Development | £20,000 |
| 19/20 Infirmary Canal | Lancaster Central/ Lancaster East | Lancaster | Maintenance Painting | £137,800 |
| 19/20 White Horse Railway | Wyre Rural East/ Preston Rural | Wyre/ Preston | Scheme Development | £40,000 |
| 19/20 Hipping Stones Footbridge | Wyre Rural East | Wyre | Footbridge Renewal | £57,600 |
| 19/20 St Michaels Footbridge (Tubewright) | Wyre Rural Central | Wyre | Footbridge Renewal | £162,440 |
| 19/20 Arley Brook | Ribble Valley South West | Ribble Valley | Culvert Reconstruction | £310,800 |
| 19/20 Sykes Cottage | Longridge with Bowland | Ribble Valley | Scheme Development | £30,000 |
| 19/20 Watt Street | Ribble Valley North East | Ribble Valley | Scheme Development | £25,000 |
| 19/20 Highbury Road Railway | St Annes North | Fylde | Bridge Maintenance | £165,000 |
| 19/20 Hargreaves Railway Footbridge | Leyland Central Leyland South | South Ribble | Scheme Development | £4,000 |
| 19/20 Malt Kiln Farm Footbridge | Leyland Central | South Ribble | Scheme Development | £8,000 |
| 19/20 Waness Blades | West Lancashire East | West Lancashire | Scheme Development | £13,000 |

| Programme: Bridges | | | | |
|---------------------------------------|---------------------------------------|-------------------------|--|-------------------|
| Project Name | Division | District | Project Description | Estimate |
| 19/20 Hawksclough Footbridge | Skelmersdale Central | West Lancashire | Scheme Development | £6,700 |
| 19/20 Meadow Lane Railway | Chorley Rural West | Chorley | Bridge Maintenance | £61,650 |
| 19/20 Carr Brook Close | Clayton with Whittle | Chorley | Scheme Development | £9,000 |
| 19/20 Red Farm | Chorley Rural West | Chorley | Bridge Maintenance | £124,900 |
| 19/20 Avenue Parade | Accrington South | Hyndburn | Bridge Maintenance | £33,000 |
| 19/20 Curzon Street | Burnley Central East | Burnley | Bridge Maintenance | £289,400 |
| 19/20 Danes House Canal | Burnley Central East | Burnley | Scheme Development | £14,000 |
| 19/20 The Brig (St James Street) | Burnley Central East | Burnley | Bridge Maintenance | £110,900 |
| 19/20 Plumbe Street | Burnley Central East Burnley Rural | Burnley | Scheme Development | £12,000 |
| 19/20 Park Canal (Higher Park) | Pendle Rural | Pendle | Bridge Maintenance | £74,250 |
| 19/20 Milton Street Retaining Wall | Pendle Hill | Pendle | Bridge Maintenance | £57,600 |
| 19/20 Buckden Wood | Rossendale West | Rossendale | Bridge Maintenance | £207,600 |
| Bridges Structural Maintenance | Countywide as necessary | Countywide as necessary | Structural maintenance to bridges, footbridges and retaining walls | £822,920 |
| Forecast Outturn Capital Expenditure: | | | | £3,000,000 |

Draft Drainage 2019/20 Capital Programme

| Programme: Drainage | | | | |
|--|---------------------------|--------------|--|-------------------|
| Project Name/Location | Division | District | Project Description | Estimate |
| Countywide Capital Allocation: | | | | £1,000,000 |
| 19/20 B6254 Kirkby Lonsdale Road, Arkholme | Lancaster Rural North | Lancaster | Upsize the culvert from 100mm to 150mm downhill from the Forge, Snab Green Lane | £25,000 |
| 19/20 Morecambe Road/school watercourses | Morecambe South & Skerton | Lancaster | Clean out dykes and survey of drain under Hadrians Road | £15,000 |
| 19/20 A6068 Padiham Barrowford bypass | Pendle Hill | Pendle | Upgrade drainage and culvert repairs | £28,000 |
| 19/20 Ash Lane brick culvert phase 2 | Fylde East | Fylde | Construction of phase 2 | £75,000 |
| 19/20 A59 Preston New Road, Samlesbury | South Ribble East | South Ribble | Upsize 7 carriageway gullies on hill above former police houses to catch volume of surface water and reduce ponding in front of residential property | £15,000 |
| 19/20 New Cut Lane, Halsall | West Lancashire West | West Lancs | Drainage investigation, and renew surface water drain in highway | £35,000 |
| 19/20 A588 Marsh Lane, Cockerham | Lancaster Central | Lancaster | Drainage carriageway and footway works to install non-return valves at private connections, and increase drainage pipe capacity | £50,000 |
| 19/20 C278 Chain Lane, Staining phase 1 | Fylde West | Fylde | Repair and improve capacity of highway drainage system at roundabout, including repairs to damaged 3 rd party assets | £80,000 |
| 19/20 Hall Lane, Appley Bridge | Skelmersdale East | West Lancs | Rebuild culvert headwall | £20,000 |
| 19/20 Higher Lane, Dalton near Brookside | West Lancashire East | West Lancs | Replace culvert | £20,000 |
| 19/20 Asmall Lane, Halsall | West Lancashire West | West Lancs | Install 300m of new 300mm diameter pipe and manholes | £52,000 |

| Programme: Drainage | | | | |
|---|-----------------------|------------|---|----------|
| Project Name/Location | Division | District | Project Description | Estimate |
| 19/20 Towneley Close, Lancaster City | Lancaster Central | Lancaster | Additional gullies and capacity to reduce risk of flooding | £50,000 |
| 19/20 Redgate, Ormskirk | Ormskirk | West Lancs | Replace culvert under the highway (from ginnel to back of No 36) | £30,000 |
| 19/20 Sandy Lane, Accrington Phase 2 - option appraisal | Accrington South | Hyndburn | Review options identified in phase 1 | £10,000 |
| 19/20 Footpath 2 Barrow Lane/ Hexham Road, Torrisholme | Morecambe South | Lancaster | Install debris trap/s to allow for cleaning and reduce risks of gravel reaching highway drainage systems | £20,000 |
| 19/20 Hatlex Lane, Hest Bank | Morecambe North | Lancaster | Install gullies and carrier drain, with 5 pairs of gullies | £50,000 |
| 19/20 Edge End Avenue, Brierfield (rear of 21 - 27) Phase 2 | Pendle Hill | Pendle | Complete works to locate culverted watercourse under footpath and back gardens. Repair any damage and clear outfall to highway drainage | £30,000 |
| 19/20 Red Cat Lane, Burscough | Burscough and Rufford | West Lancs | Install 140m of new 300mm diameter pipe and manholes | £30,000 |
| 19/20 Lancaster Road, Overton | Heysham | Lancaster | Continuing investigation into drainage system | £15,000 |
| 19/20 Brookhouse/Caton | Lancaster Rural East | Lancaster | Investigation of current highway system | £10,000 |
| 19/29 Priest Hutton highway drainage improvements | Lancaster Rural North | Lancaster | Highway drainage improvements | £15,000 |
| 19/20 A6 Hampson Road junction | Lancaster Rural East | Lancaster | Culvert damage assessment and options review | £10,000 |
| 19/20 A683 Denny Beck to Scarthwaite Bends | Lancaster Rural East | Lancaster | Clean system and check for faults | £6,000 |

| Programme: Drainage | | | | |
|--|---|---------------|---|----------|
| Project Name/Location | Division | District | Project Description | Estimate |
| 19/20 A6 Milnthorpe Road | Lancaster Rural North | Lancaster | De-silting of drainage system and pipe work repairs | £25,000 |
| 19/20 A6 Scotforth Road | Lancaster Central, Lancaster South East, Lancaster Rural East | Lancaster | De-silting of the carrier drain | £25,000 |
| 19/20 Abbeystead Lane Cattle grid to Abbeystead Road | Lancaster Rural East | Lancaster | Clean system and check for faults | £6,000 |
| 19/20 Burnley Road, Hapton | Padiham and Burnley West | Burnley | Drain survey and lay new drainage | £12,000 |
| 19/20 Carr Lane, Middleton | Heysham | Lancaster | Review drainage system | £15,000 |
| 19/20 Moor Lane Wray Curwen Hall Farm | Lancaster Rural East | Lancaster | Relay drain and check outfalls | £10,000 |
| 19/20 Crown Point Road between 385350 and Burnley Road | Burnley Rural | Burnley | Lay 145m of 150mm pipe, and 4 gullies | £36,000 |
| 19/20 Castle Lane, Ormskirk | West Lancashire East | West Lancs | Install 270m of new 225mm diameter pipe and manholes | £45,000 |
| 19/20 Sawley Old Brow Phase 2 | Ribble Valley North East | Ribble Valley | Relocate private septic tank discharge to United Utilities foul sewer | £10,000 |
| 19/20 New Road Silverdale before Sand Pool | Lancaster Rural North | Lancaster | Culvert collapse repairs | £15,000 |
| 19/20 Ravensclose Road, Wennington Ravens Close Farm | Lancaster Rural East | Lancaster | Install new gullies and drain | £15,000 |

| Programme: Drainage | | | | |
|--|-----------------------|------------|---|-------------------|
| Project Name/Location | Division | District | Project Description | Estimate |
| 19/20 Moor Lane Wray, Curwen Hall Farm | Lancaster Rural East | Lancaster | Relay drain and check outfalls | £10,000 |
| 19/20 C332 Pedders Lane junction with Whinfield Lane | Preston South West | Preston | Works in 2 locations (at junction, and approx 50m north on Pedders Lane): Investigation, design and corrective measures to redirect water off the highway | £15,000 |
| 19/20 Storrs Lane, Silverdale | Lancaster Rural North | Lancaster | Investigate culvert as possible collapse | £15,000 |
| 19/20 Gincroft Lane, Edenfield | Rossendale South | Rossendale | Ground water seeping through carriageway. Install new interception drain and channels | £20,000 |
| 19/20 Clod Lane, Haslingden | Rossendale South | Rossendale | Ground water eroding edge of carriageway. Improve existing drainage system and install channels | £35,000 |
| Forecast Outturn Capital Expenditure: | | | | £1,000,000 |

Draft Traffic Signals 2019/20 Capital Programme

| Programme: Traffic Signals | | | | |
|--|-----------------------|----------|--|-----------------|
| Project Name | Division | District | Project Description | Estimate |
| Countywide Capital Allocation: | | | | £300,000 |
| Garstang Road/ Black Bull Lane/ Sharoe Green Lane | Preston North | Preston | Replacement of all traffic signal equipment at the junction | £100,000 |
| Clifton Drive South, east of King Edward Avenue | St Annes South | Fylde | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Clifton Drive South, east of St Pauls Avenue | St Annes South | Fylde | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Blackpool Road, east of Aldfield Avenue | Preston South West | Preston | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Blackpool Road, east of Moss Avenue (Westbound) | Preston South West | Preston | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Blackpool Road, east of Moss Avenue (Eastbound) | Preston South West | Preston | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Blackpool Road, west of St Andrews Avenue | Preston South West | Preston | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |

| Programme: Traffic Signals | | | | |
|---|----------------------------|----------|---|----------|
| Project Name | Division | District | Project Description | Estimate |
| Blackpool Road, east of Broadway (Eastbound) | Preston South West | Preston | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Blackpool Road, east of Broadway (Westbound) | Preston South West | Preston | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Pall Mall, north of Knowles Street | Chorley Central | Chorley | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Preston Road, south of Meadow Lane | Hoghton with Wheelton | Chorley | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Church Street, north of Ormerod Road (Southbound) | Burnley North East | Burnley | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Leeds Road, south of Hildrop Road | Brierfield and Nelson West | Pendle | Upgrade of old Pelican crossing to the new standard Puffin crossing | £16,650 |
| Contingency | N/A | N/A | To address emerging priorities | £200 |
| Forecast Outturn Capital Expenditure: | | | | £300,000 |

Draft Public Rights of Way 2019/20 Capital Programme

| Programme: Public Rights of Way | | | | |
|--|----------------------------|----------------------------|---|-----------------|
| Project Name | Division | District | Project Description | Estimate |
| Countywide Capital Allocation: | | | | £250,000 |
| Bridleway 34 Lancaster | Lancaster Central | Lancaster | Divert the northern end of the existing bridleway onto the dismantled railway line, to create a new section of path | £26,400 |
| Footpath 16 Aughton | West Lancashire West | West Lancashire | Surfacing improvements to the footpath | £44,251.17 |
| Huncoat Quarry Bridleway 11- 01-Bridleway 28 | Accrington North | Hyndburn | Surfacing works to improve access for equestrian users to reach Kings Highway, moorland riding, and links to the Pennine Bridleway National Trail | £26,558.83 |
| PROW 2019/20 Reactive Works | Countywide as necessary | Countywide as necessary | Small scale works as and when they arise | £152,790 |
| Forecast Outturn Capital Expenditure: | | | | £250,000 |

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

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

Electoral Division affected:
Preston City;

Lune Street, Preston Link Moving and Parking Provisions Experimental Orders 2017

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Traffic Regulation Officer,
chris.nolan@lancashire.gov.uk

Executive Summary

Two Experimental Traffic Regulation Orders were created to manage traffic congestion in Fishergate, with the scheme being introduced as part of the recommendations outlined in the "Preston City Centre Traffic Management" report agreed by Cabinet on 14 September 2017. The congestion on Fishergate was found to be a significant problem for shoppers especially on the run up to Christmas, causing long delays whilst egressing the city centre after using the St George's Street Shopping Centre Car Park. The Experimental Traffic Regulation Orders were introduced to address this situation and have, over the trial period, been seen as a success, measured by a reduction in congestion in the city centre. One objection to the scheme was received.

Of the two orders made, one makes changes to vehicular movements regulating turning and opening Lune Street up to two way vehicular traffic, whilst the second order was necessary to regulate parking to facilitate two way vehicular traffic to move safely on the roads involved. Over the six months the experimental order was open to comment and only one objection was received. This was with regard to the loss of disabled parking caused by the introduction of the new road layout and associated parking restrictions. The loss of parking equates to a reduction of one disabled parking place in this vicinity.

Recommendation

Cabinet is asked to approve the making permanent of the two Experimental Traffic Regulation Orders. It is recommended that the reduction in disabled parking provision of one space in this general location is proportionate to the benefit to all vehicular highway users in Preston city centre, including those using the disabled parking bays.

Background and Advice

The changes to the road layout and the associated traffic regulations to allow two way traffic on Lune Street, Preston were undertaken to address issues that were raised in reports "Preston City Centre Traffic Management" which were considered by Cabinet on 13 July 2017 and 14 September 2017 respectively. The Traffic Regulation Orders required to allow the new system to work efficiently were introduced as experimental orders, in order to best assess their effectiveness. This legislation allows for changes to be introduced and for the public to make representations relating to the changes for a period of six months following the introduction of the restrictions or the date on which they were last altered, after which they can be continued as permanent regulations by the making of the relevant Order.

The physical works involved the formation of a new access from Lune Street to A59 Ringway. One way traffic on Fleet Street was maintained whilst opening Lune Street up to two way vehicular traffic and allowing vehicles to access A59 Ringway via the new link road. To allow the free flow of two way traffic on Lune Street it was necessary to remove some of the parking provisions on that length of road. This included a length of 15 metres of disabled parking bays, generally accepted as equating to three parking spaces. To address this loss 10 metres of new disabled parking provision was introduced on Fox Street, generally equating to 2 parking spaces. The changes resulted in a net loss of a single disabled parking bay.

The advantages that have been realised by the changes include much improved traffic flows in the city centre and easier egress from the St George's Street Shopping Centre Car Park. It is acknowledged that the loss of one disabled parking bay is regrettable but in addition to the retained on street parking provision there is also disabled provision in both the St George's Street Shopping Centre Car Park and the dedicated disabled carpark that is associated with the Mobility Centre. Consequently specific disabled parking provision continues to be well supported in the immediate area. It is felt that the benefits of the experimental scheme significantly outweigh the impact of the loss of a single disabled parking space.

Consultations

The Experimental Traffic Regulation Orders were introduced on an experimental basis on 13 November 2017. As part of this introduction the council consulted with its usual consultees as well as displaying notices on site and in the local newspaper. The consultation period lasted for a period of 6 months.

A decision regarding the making permanent of these restrictions was postponed until the new-year to enable the effect of the restrictions during the 2018 Christmas shopping period to be considered.

Objections

During the consultation period one objection was received noting that the changes to the parking order removed disabled parking provision leading to the objectors concern that disabled people are being driven out of Preston city centre.

Ideally any loss of disabled parking should be avoided, however the overall benefit of the changes must be considered and a proportionate approach taken. The team designing the changes was aware of the need to preserve parking for blue badge holders and for that reason formed a new disabled parking bay on Fox Street. This new parking provision is one vehicle shorter than the provision on Lune Street but this could not be avoided in order to facilitate the new two way traffic flow.

The new scheme has been designed to preserve as much disabled parking as possible in the city centre and, in the case of Lune Street, there is disabled provision in both the dedicated disabled car park associated with both the nearby Mobility Centre and the St. George's Street Shopping Centre. This maintains a high level of provision of disabled parking in the immediate area around Lune Street.

Implications:

This item has the following implications, as indicated:

Risk management

Traffic Management

Not implementing the recommendations will result in a return to increased congestion and delays along Fishergate as vehicles using Lune Street will be required to use Fishergate to cross to Chapple Street and subsequently exit the city centre. The removal of two way traffic on Lune Street will increase levels of congestion on Fishergate and throughout the city centre including the adjacent residential areas. Drivers will be discouraged from using Lune Street and the St George's Street Shopping Centre Car Park due to the delays that would be experienced whilst leaving the city centre after their visit.

Legal

If the Experimental Traffic Regulation Order on Lune Street is not made permanent before 12 May 2019 the previous restrictions will revert to being in force. This would include returning to the one way order on Lune Street. It should be noted that the authority has a duty, in its role as a traffic authority, to act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

Financial

There are no financial implications if the recommendations are agreed within this report. Not implementing the recommendations will result in a need to revert to the previous restrictions. Such a change will require new road signs and road markings the cost of which will be contained within the existing highway revenue budgets.

List of Background Papers

| Paper | Date | Contact/Tel |
|-------|------|-------------|
|-------|------|-------------|

| | | |
|------|--|--|
| None | | |
|------|--|--|

| | | |
|---|--|--|
| Reason for inclusion in Part II, if appropriate | | |
|---|--|--|

| | | |
|-----|--|--|
| N/A | | |
|-----|--|--|

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

Report of the Head of Service - Public and Integrated Transport**Part I**

Electoral Division affected:
(All Divisions);

Lancashire Bus Station Departure Charges

Contact for further information:

Chris Smith, Tel: (01772) 534309, Interchanges and Information Centre Manager,
chris.smith@lancashire.gov.uk

Executive Summary

Currently Lancashire has different bus station usage charging schemes. The bay rental arrangement at Preston Bus Station is unique and is not directly associated with number of departures. Changing the charging arrangements will align all our bus stations and can be expected to deliver a budget saving. Currently the bay rental charge is £5,620 per bay at Preston and departure charge is £0.75 per departure at other sites.

Recommendation

Cabinet is asked to approve the new charging regime and charges for departures at all Lancashire owned and operated bus stations from 1 July 2019 as set out in this report.

Background and Advice

Lancashire County Council currently operates four bus stations; Accrington, Nelson, Chorley and Preston. Since 1 July 2016 the departure charge for registered local bus services and school services has been 75p at Accrington, Nelson and Chorley. Preston Bus Station has historically operated on a bay rental basis. Charges here are based on a fee per bay which increases annually in line with the Retail Price Index.

Initially proposed as a budget saving option, it was intended to cease the bay rental arrangements at Preston in August 2016 and have all county council bus stations operating on a departure charge basis. The charge per departure was scheduled to rise to £1 in April 2017 and then subsequently to full cost recovery from April 2018. The main operators at Preston Bus Station were concerned by the proposals because of significant increases to their operating costs. In March 2017 the Cabinet

Member for Highways and Transport approved the retention of the bay rental arrangement at Preston until the completion of the refurbishment project and froze departure charges at 75p until at least April 2018 at Accrington, Nelson and Chorley. This followed objections from operators to the ending of the bay rental agreements, a lack of clarity on the actual costs involved in running bus stations and the feasibility of a full cost recovery model.

Any proposal to move away from bay rental arrangements at Preston would be expected to impact on operators' costs to varying degrees. The current arrangements could be seen to favour larger operators which could be construed as anti-competitive, it could be a disincentive or barrier to a new or small operator who wanted to run a small number of services from this bus station. The current charging structure does not suitably correlate to actual use of the station and from research across other local authority areas, where charges are imposed, these are mostly associated with actual departure numbers.

A fair funding model for Lancashire bus stations has been identified and discussed with operators. It is a calculated departure charge based on The Competition Commission's Local bus services market investigation report of December 2011. Costs for the bus stations have been based on the most recent information available for each site. Based on actual costs and recovery of a proportion based on usage, the council takes the risk if the facility is under occupied and contributes towards the costs of operating each site. The model would not favour nor unfairly penalise local or national operators, is not anti-competitive and is able to withstand scrutiny from operators, the Traffic Commissioner or the Competition and Markets Authority.

Officers have met with operator representatives and discussed the model, costs and calculations. These meetings have resulted in some adjustments to the apportionment of costs to bus operators. Operators do not object to the transition to a departure charge at Preston bus station but continue to express their concern regarding the impact of a sharp increase in cost on their operations. They are also keen to be given sufficient notice of any new charging policy that would allow them to review and revise their operations.

Proposal

It is proposed that the funding model based upon the Competition Commission's Local bus services market investigation report is introduced and applied across all Lancashire owned and operated bus stations. To allow operators using Preston Bus Station time to prepare for this change, which is expected to increase their costs as set out below, it is proposed that the new pricing structure will be introduced in stages over a two year period. The bay licence agreements would be terminated as of 30 June 2019. From 1 July 2019 the departure charge for registered local services, approved by the county council in accordance with the Joint Concessionary Travel Scheme, departing from Preston Bus Station will be set at 45p per departure. This figure was proposed by operators at a meeting with the Cabinet Member for Highways and Transport in January 2019. The timescale for implementation would provide operators with sufficient time for them to review their operations and respond as necessary.

It is anticipated that further increases to the departure charge will be implemented in April 2020 and April 2021 by which point departure charges will align across all Lancashire owned and operated bus stations, as set out below.

| All registered local bus services approved by Lancashire County Council in accordance with the Joint Concessionary Travel Scheme and any school service i.e. where the origin or destination of the service is a school within Lancashire. | Preston | Accrington | Chorley | Nelson |
|--|-------------------------|------------|---------|--------|
| | £ per departure/vehicle | | | |
| 1 July 2019 | £0.45 | £0.75 | £0.75 | £0.75 |
| 1 April 2020 | £0.70 | £0.75 | £0.75 | £0.75 |
| 1 April 2021 | £0.85 | £0.85 | £0.85 | £0.85 |

These charges compare locally with a departure charge of 75p at Blackburn bus station, 80.65p at Burnley bus station and 67p at Greater Manchester's Grade 1 facilities. A small number of authorities specifically West Yorkshire and Greater Manchester, have a dual rate for smaller vehicles. The Competition Commission's model doesn't make any allowances for this and the use of smaller vehicles doesn't impact on the running costs of a bus station but would require staff resource to monitor and administer.

It is intended to continue the dialogue with operators and to review costs and the apportionments associated with the various functions carried out within these facilities. Should appropriate bus station operating cost reductions be identified then it may be appropriate to bring a further report to Cabinet to seek authorisation to vary departure charges from 1 April 2020 or 1 April 2021.

Charges for any service which is not a registered local bus service approved in accordance with the Joint Concessionary Travel Scheme are also proposed which uses the same calculation model as outlined above. It is proposed that from 1 July 2019 new charges for other classifications of station usage should be:

| Category | Fee per departure/vehicle |
|---|-----------------------------------|
| Registered local services which aren't approved by Lancashire County Council in accordance with the Joint Concessionary Travel Scheme such as express/tourist type services | £1.50 |
| Rail replacement bus service | £1.50 |
| Non-local services, excursions, private hires and any other service not falling into one of the above classifications | £3.00 – where notified in advance |
| Unscheduled, ad-hoc or any service where advance notification is not received | £25 |

The following apply where arrangements are agreed in advance and allow for the appropriate departure fee.

| | |
|---|-----|
| Parking/layover exceeding local agreed limits up to max 4 hours | £10 |
| Parking in excess of 4 hours up to 8 hours | £15 |
| Parking in excess of 8 hours up to 24 hours or overnight | £25 |

Impact on operators

This new proposed departure charge will impact on all operators using any of the bus stations. The effect on costs will vary but the greatest impact will be on those operators using Preston Bus Station. At Preston Bus Station the change in the first year will vary between operators from -16% up to 35%. With the average impact being 19% across all operators. In year 2 the impact varies again from 45% to 69% averaging at 64%. In year 3 the proposed increase in charges to operators would be 27% at Preston Bus Station and 13% at other sites.

Implementation

With the refurbishment of Preston Bus Station having now been completed with improved facilities for passengers and operators it is reasonable to review the charging mechanism and charges. All operators should be given sufficient notice to enable them to make any necessary changes before new charges are introduced. The existing bay rental agreements require a minimum of 1 months' notice to be cancelled and a similar notice period applies to increasing departure charges at other sites. In addition the Traffic Commissioner requires 70 days' notice for any amendments or deregistering of services. New Terms and Conditions documents would need to be produced for each site and time allowed for these to be distributed to all operators using any of the stations. It is therefore recommended that the revised charging structure should be introduced from 1 July 2019.

Consultations

Discussions have been held with operators to explain the model being applied to calculate the departure charges proposed, discuss how the costs have been derived, the apportionment of costs to operations and the adjustments calculated. The model used is that included within The Competition Commissions Local Bus Services Market Investigation. The Cabinet Member for Highways and Transport has also met with operators to discuss the change to a departure charge and the impact the level of charge could have on services, passengers and the usage of the bus station. The county council will continue to engage with operators and review future proposed departure charge increases prior to their introduction.

Implications:

This item has the following implications, as indicated:

Risk management

A number of operators have suggested that they may review their services operating out of Preston Bus Station. Some services, which are currently marginal may cease to be viable which would lead to service reductions. Additional pressure may be placed on the county council to financially support deregistered routes, particularly if it leads to communities becoming isolated.

It is reasonable to expect that this move will attract interest in the local press and operators will use the opportunity to deflect the impacts onto the council. An increase

in bus operator costs may lead to an increase in fares for bus passengers. Bus operators are likely to use this to suggest that the county council is responsible for any fares increases. There may be a reputational risk to the authority in relation to potential service reductions and increases in congestion and fares.

Financial

The proposal to change the charging mechanism at Preston bus station and increase the charges at other sites will generate additional income.

Bus stations are expected to cost the county council c£0.864m in 2018/19 resulting in a forecast overspend of c£0.283m after the application of a one-off contribution from reserves of £0.065m. These costs cover the majority of direct costs and income associated with the operation of bus stations, however, some costs are met from other county council budgets, for example, repairs and maintenance costs which are met from the county council's central repairs and maintenance budget.

The revenue consequences of the phased introduction of, and increase in departure charges in 2019/20, 2020/21 and 2021/22, is shown in the table below. These figures are based on 2018/19 prices and assume no changes in the number of departures over this period.

| Financial Year | Budget £ | Net Expenditure £ | Bay Rental/ Departure Income £ | Net Expenditure (After Bay Rental/ Departure Income £ | Forecast Variance £ |
|-----------------------|---------------------|----------------------------------|---|--|------------------------------------|
| 2018/19 | 516,000 | 1,302,000 | 438,000 | 864,000 | 348,000 |
| 2019/20 | 516,000 | 1,302,000 | 471,000 | 831,000 | 315,000 |
| 2020/21 | 516,000 | 1,302,000 | 609,000 | 693,000 | 177,000 |
| 2021/22 | 516,000 | 1,302,000 | 717,000 | 585,000 | 69,000 |

Should any service reductions or rerouting of services to bypass the facilities take place then this will reduce the projected income levels and result in an increased forecast variance from those shown above. Additionally the cost of all current and future tendered bus services, which make use of one or more bus stations, may see a cost increase to reflect the increased charges.

The table above demonstrates a continued budget pressure for the service, however work is underway to ensure the budget achieves a break even position with officers exploring all costs related to the bus station and opportunities to recover these via commercial opportunities. Progress and delivery timescales for this activity will be reviewed as part of finance monitoring boards that take place monthly for each service area.

Legal

Operators may look to avoid using the bus stations, particularly Preston and commence some of their services at on street bus stops or from alternative origin points such as on street stops or their depots although this might cause the operators some logistical problems. An increase in services stopping for longer periods on street as opposed to the bus station, would lead to congestion in the town and city centres. It would be possible to control this to a degree with Traffic Regulation Orders although there would be some impact on congestion and it would still lead to a reduction in use of the bus station.

A challenge could be received on the fairness of the departure charge mechanism and the associated fee. Correspondence with the legal representative of one operator is ongoing with regards to the fairness of the costs and apportionment to operators and the reasonableness of the charges. It is expected, given that we are using a calculation model proposed by The Competition Commission that a challenge would be unsuccessful in principle although the individual costs and the apportionment of those to bus operators could still be subject to intense scrutiny and individual challenge.

List of Background Papers

| Paper | Date | Contact/Tel |
|--|---------------|--------------------------------|
| Bus Station Funding | 13 March 2017 | Oliver Starkey, (01772) 534619 |
| Lancashire Bus Station Departure Charges | 7 March 2019 | Oliver Starkey, (01772) 534619 |

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

Report of the Chief Executive and Director of Resources**Part I**

Electoral Division affected:
(All Divisions);

Replacement of the Local Safeguarding Children Board with the New Area Safeguarding Arrangements

(Appendix 'A' refers)

Contact for further information:

Edwina Grant OBE, Tel: (01772) 535493, Executive Director of Education and Children's Services,

edwina.grant@lancashire.gov.uk

Executive Summary

This report is being presented to the three Lancashire Councils and where necessary, the Executive bodies of the Clinical Commissioning Groups and the Police and sets out the recommended option for the replacement of the Local Safeguarding Children's Board to comply with the new area children's safeguarding arrangements.

Recommendation

Cabinet is asked to approve Option 1, as set out in the report, which has been agreed in principle with safeguarding partner agencies.

Background and Advice

Under the Children Act 2004, as amended by the Children and Social Work Act 2017, Local Safeguarding Children Boards will be replaced. Under the new legislation, the three agencies identified as key safeguarding partners (Local Authorities, Chief Officers of Police and Clinical Commissioning Groups) must make arrangements to work together with relevant agencies (as they consider appropriate) to safeguard and protect the welfare of children in the area.

Option 1

Under the guidance it is permissible for the new arrangements to cover more than one local authority area. The attached report sets out proposals for the three Local Safeguarding Children Boards in Blackpool, Blackburn with Darwen and Lancashire

to be replaced by new arrangements that will cover all areas. It is proposed that the new arrangements are called the Blackpool, Blackburn with Darwen and Lancashire Safeguarding Children Strategic Partnership Board.

Further details of the proposals are set out at Appendix 'A'.

Option 2

To have individual safeguarding arrangements for each authority.

Advantages – preserves status quo and minimum change required.

Disadvantages – wasteful of time and resources and still need communication between authorities.

Option 3

To have co-ordinated area safeguarding arrangements across Clinical Commissioning Group areas including South Cumbria.

Advantages – would allow synergy of Clinical Commissioning Groups discussion and would be efficient in terms of size.

Disadvantages – area safeguarding arrangements guidance as published by the Department for Education does not allow across partnership working, i.e. part of Cumbria.

Consultations

Consultations have taken place with key agencies as defined in the legal requirements and more broadly with existing members of the three Local Safeguarding Children Boards via their meetings.

Implications:

This item has the following implications, as indicated:

Risk management

There is a risk to child protection and safeguarding if the change to these arrangements are not made effectively. In addition, there is a risk to the reputation of the county council if arrangements are not effective.

Financial

It is anticipated that there may be efficiency savings as a result of the new arrangements, although these are not quantified at this stage. The current budgets for the Local Safeguarding Children Boards are as set out in the budget for the three individual councils and the budgets of partner establishments.

Legal

As set out in the report.

Human Resources

The new arrangements would result in changes to how business support is resourced and delivered and could have staffing implications for the service. However, these have been captured as part of wider proposals for business support contained within the service challenge proposals previously presented to cabinet.

List of Background Papers

None

Reason for inclusion in Part II, if appropriate

N/A

Replacement of the Local Safeguarding Children's Board with new Area Safeguarding Arrangements

Background

1. Under the Children Act 2004, as amended by the Children and Social Work Act 2017, Local Safeguarding Children Boards will be replaced. Under the new legislation, the three agencies identified as key safeguarding partners (Local Authorities, Chief Officers of Police and Clinical Commissioning Groups) must make arrangements to work together with relevant agencies (as they consider appropriate) to safeguard and protect the welfare of children in the area.
2. Also under the new guidance, two agencies (Local Authorities and Clinical Commissioning Groups) are identified as the child death review partners and must set up child death review arrangements. These will remain the Child Death Overview Panels but with no formal link to the new safeguarding arrangements.
3. The current Serious Case Review arrangements will be replaced by Child Safeguarding Practice Reviews, which may be conducted at local or national level. The National Child Safeguarding Practice Review Panel was established on 29 June 2018 and transitional guidance has been published setting out the responsibility of safeguarding partners when a serious incident occurs from that date onwards. This arrangement will remain until such time as the new safeguarding arrangements are implemented locally.
4. [Working Together to Safeguard Children](#) (July 2018), sets out the statutory guidance to which all new safeguarding arrangements must adhere. This guidance sets out specific detail of the functions to be carried out by new arrangements. Chief Officers/Executives of the new statutory partners (or their nominees) have reviewed these proposals and make the proposal outlined below to establish effective new arrangements and ensure specific compliance with the responsibilities set out in these guidance documents.
5. Under the guidance it is permissible for the new arrangements to cover more than one local authority area. This report sets out proposals for the three Local Safeguarding Children Boards in Blackpool, Blackburn with Darwen and Lancashire to be replaced by new arrangements that will cover all areas. It is proposed that the new arrangements are called the Blackpool, Blackburn with Darwen and Lancashire Safeguarding Children Strategic Partnership Board.
6. Alongside the approval of the framework for the new arrangements by Blackpool, Blackburn with Darwen and Lancashire Councils full detailed arrangements for this partnership must also be endorsed by the governance boards of the Clinical Commissioning Groups, and by the police, as set out earlier in this report. Following agreement, arrangements for internal partnership governance and the business support functions will be completed by the chief officers of each of the named safeguarding partners as required.

7. To inform these proposals, representatives from each council and representatives from other safeguarding partners have been in discussions by way of a working group. Other partners have been kept informed that discussions were ongoing but they do not have a decision-making role in how the arrangements are established.
8. The working group has considered proposals set out in this paper for the new arrangements based on:

The parameters set out by the Children and Social Work Act 2017 and Working Together to Safeguard Children 2018;

Analysis of the effectiveness of outstanding Local Safeguarding Children Board functions reviewed by Ofsted;

Analysis of published reports of Multi-Agency Joint Targeted Area Inspections; and

Concerns from partner agencies about the current level of duplication and risk of inconsistent safeguarding responses present in the current Local Safeguarding Children Board arrangements.

Proposals

Geographical Area

9. The Blackpool, Blackburn with Darwen and Lancashire Safeguarding Children Strategic Partnership Board will co-ordinate safeguarding services and act as a strategic leadership group across the unitary authorities and county. Activity by the partnership will include the identification of the needs of children and young people living in diverse urban and rural areas and ensuring that effective action is taken to safeguard them.
10. Driving forward effective local arrangements requires attention to the detail of what works and where improvement is needed. In order to achieve this level of detail across the diverse areas of need, the new arrangements will be supported by joint thematic sub groups and will include reporting and scrutiny of some key functions in particular geographical areas, or in themes, for example similar ward characteristics on deprivation.
11. The new arrangements will be subject of review and this will include analysis of future opportunities to build on existing practice which brings together a number of sub-groups where the effectiveness of the co-ordination and scrutiny of arrangements across the three geographical council areas can be sustained and improved.
12. The new arrangements will be supported by changes in the framework for health commissioning and greater collaboration of Clinical Commissioning Groups across the Integrated Care System area.
13. Each local authority will remain responsible for fulfilling its own statutory and legislative duties to safeguard and promote the welfare of children.

14. The District Councils will continue to have essential safeguarding responsibilities. In order to uphold their responsibilities for safeguarding, arrangements will be developed for the District Councils to actively participate in their existing joint arrangements to co-ordinate their safeguarding duties.
15. The statutory requirements do not allow for local authority boundaries to be split but every effort will be to ensure a collaborative approach with the new arrangements established for Cumbria given the health boundary extends into South Cumbria.

Independent Scrutiny and Role of Elected and Lay Members

16. The role of independent scrutiny is to provide assurance in judging the effectiveness of multi-agency arrangements to safeguard and promote the welfare of all children in a local area, including arrangements to identify and review serious incidents and conduct child safeguarding practice reviews, (previously known as serious case reviews).
17. It is proposed that there is ongoing independent scrutiny delivered through the role of an independent chair of the Strategic Board. A key feature of effective LSCBs, the role of the independent chair will provide the opportunity for scrutiny across the three local authority areas with demonstrable independence and a sufficient degree of authority to ensure that the agencies respond positively and work to address areas of weaker practice.
18. The revised guidance reflects the requirement that young people and members of the community have an increased role in shaping service development across all agencies and contributing to the scrutiny processes that hold agencies to account. This will require an increased focus within the new arrangements.
19. There is a requirement within the new arrangements to consider the part played by existing partners and designate those with a crucial role as “relevant agencies”. The recommendation is that considerable benefit has been derived from the breadth of the existing partnership and, while efficiencies can be gained by shared representation, broad range of agencies should be nominated. It is also felt that there have been benefits from the presence of lead elected members and from lay members and that future arrangement should enable some continued involvement.

Strategic Board

20. Strong leadership is critical for the new arrangements to be effective in bringing together the various organisations and agencies within the partnership. The statutory safeguarding partners across Blackpool, Blackburn with Darwen and Lancashire have equal and joint responsibility for local safeguarding arrangements.
21. In order to ensure that the responsibilities of the partnership are being effectively discharged, it is proposed that the Strategic Board includes representation from the following (including all areas covered by different organisations listed below):
 - Blackpool Council
 - Blackburn with Darwen Council
 - Lancashire County Council

- Pan Lancashire Clinical Commissioning Groups
- Lancashire Constabulary
- Lancashire Police and Crime Commissioner
- Chief Officers of the other relevant agencies (or their nominee).

22. The Strategic Board members will:

Speak with authority for the safeguarding partner they represent;

Take decisions on behalf of their organisation or agency and be empowered to commit them on policy, resourcing and practice matters;

Hold their own organisation or agency to account on how effectively they participate in and implement the local arrangements; and

Play an active role, facilitating and driving action beyond institutional constraints and boundaries.

23. In situations that require a clear, single point of leadership, all safeguarding partners will decide who would take the lead on issues that arise. The detailed governance arrangements will explicitly set out how this will be achieved, mindful of the ongoing responsibilities for each Director of Children's Services for the safety of children in their area (as set out in section 18 of the Children Act 2004). The Chair of the Board will have a role as arbitrator if agreement cannot be reached.

24. The Strategic Board will:

- publish a plan setting out local arrangements and how they will be implemented; publish a Memorandum of Understanding to ensure that there are transparent governance arrangements and decision-making processes;
- ensure that the new arrangements are implemented within the prescribed timescales and meet the requirements of national guidance;
- publish an annual report regarding the effectiveness of the implementation of the new arrangements, including the effectiveness of any sub groups
- publish a business plan and drive forward improvements in local safeguarding arrangements across the area;
- present the report on the effectiveness of local safeguarding arrangements to other public boards including Health and Wellbeing Boards, Safeguarding Adult Boards, Channel Panels, Improvement Boards, Community Safety Partnerships, the Local Family Justice Board and Multi-Agency Public Protection Arrangements;
- respond to recommendations from local and/or national child safeguarding practice reviews;
- drive forward learning and organisational development to improve safeguarding arrangements.

Support for the Strategic Board

25. The Strategic Board will establish its own arrangements within available budget to co-ordinate the business plan and ensure delivery of the work of the Board to improve safeguarding arrangements and to inform the Strategic Board. This will be via the establishment of a single business unit, which will also continue to support the work of the Safeguarding Adult Board functions across the three LA areas.

Tactical and Operational Area Based Groups

26. It is suggested that the Strategic Board is supported by three tactical/operational area based groups reflecting the following three geographical areas:
- Blackpool and North Lancashire
 - Central and South Lancashire
 - Blackburn with Darwen and East Lancashire
27. This will ensure delivery of the Strategic Board objectives at a local level and ensure the Strategic Board's work is also informed by more local issues or concerns. The footprint of these groups will also enable current cross-boundary issues and inconsistencies to be more easily addressed.

Established Sub Groups

28. A number of the existing sub-groups will remain but be extended to cover the whole Lancashire footprint. Considerable efficiencies and economies will be achieved by doing things once rather than three times as is often currently the case. Other groups may be added as required and are likely to be on a task and finish basis rather than standing sub-groups.

Timescale for publication of the plan

29. Safeguarding partners have up to 29 June 2019, to agree their local arrangements and published their arrangements but may do so at any time before the end of that period.

Implementation of the new arrangements

30. Following publication of arrangements, safeguarding partners have up to three months from the date of publication to implement the arrangements. The implementation date should be made clear in the published arrangements. All new local arrangements must have been implemented by 29 September 2019.
31. If the safeguarding partner arrangements are in place and ready to operate before the child death review partner arrangements for a local area, the safeguarding partners may begin work, without waiting for the child death review partner arrangements to begin.
32. Once the arrangements have been published and implemented, the three Local Safeguarding Children Boards in Blackpool, Blackburn with Darwen and Lancashire will cease to exist.

33. Consultations have taken place with key agencies as defined in the legal requirements and more broadly with existing members of the three Local Safeguarding Children Boards via their meetings.

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

Report of the Head of Service - Children and Family Wellbeing Service**Part I**

Electoral Division affected:
(All Divisions);

Awarding of Small Grants to Third Sector Groups which are Registered with the Children and Family Wellbeing Service, including Grants to Individual Young People

Contact for further information:

Helen Green, Tel: (01772) 530974, Quality Review Officer (South)

helen.green@lancashire.gov.uk

Executive Summary

This report outlines the work of the District Youth Councils in their role in recommending grant monies to third sector organisations which are registered with the Children and Family Wellbeing Service.

Recommendation

Cabinet is asked to consider and approve the recommendations of the District Youth Councils on the applications for grants from third sector groups which are registered with the Children and Family Wellbeing Service, as set out in the report, and determine the awards it wishes to make.

Background and Advice

In Lancashire, there is already a process for third sector groups which are registered with the Children and Family Wellbeing Service, to apply for small grants for the development of the organisation, and for the young people within those organisations who may need help to fund a specific project, i.e. funding for a trip or group activity.

Individual young people can also apply for funding, if they are in need of financial support, which will aid their development and learning, i.e. attendance on an educational course and equipment needed. If these grants are £250 or less, the District Youth Council has the authority to approve these. Should any applications be received from individual young people which are for more than £250 then currently the Cabinet is asked to consider these, taking into account the views of the District Youth Council.

The details of recent applications received by the registered third sector groups are as follows:

| Organisation | District | Summary of Purpose | Amount applied for (£) | Amount recommended by District Youth Council (£) |
|---|-----------------|--|-------------------------------|---|
| Streetwise Youth Group | Fylde | Streetwise urban fitness is a 3 month project to engage young people to participate in activities | £1,500 | £1,500 |
| Nelson FC in the Community | Pendle | Community activities project October 18 – March 19 | £2,000 | £0 |
| Clitheroe & District Amateur Swimming Club | Ribble Valley | Swim teacher courses to upskill older swimmers who would benefit personally from the project but will allow the club to expand what is done in the community and as a club | £1,980 | £1,980 |
| 1 st Upholland Scout Group (51 st Ormskirk) | West Lancashire | 2 canoes that are more suitable for beginners, floatation devices and securing straps | £2,000 | £2,000 |
| 1 st Morecambe & Heysham – The Boys' Brigade | Lancaster | Sailing instruction and participation at Tower Wood to boost a young person's self-confidence | £650 | £650 |
| Fishwick Rangers Y&C Development Scheme | Preston | Educational Enhancement Programme | £2000 | £2000 |
| Barnoldswick FC | Pendle | 25 match footballs | £250 | £250 |
| Spring into Action | Hyndburn | Host an 'Inclusion Week' during February half term to provide positive activities for children and young people with learning disabilities | £905 | £905 |
| | | Total | | £9,285 |

The District Youth Councils have met to consider these applications and have recommended approval of the amounts above based on their assessment.

The Youth Council has recommended that no funding be granted to Nelson FC in the Community, due to this being a retrospective application and it not being considered to be the best value for money. In addition, there are other very active providers in Pendle offering the same opportunities for the young people.

The final decision on the amount to be approved lies with Cabinet.

Both sets of grants can be made under Section 2 of the Local Government Act 2000, which states that "Every local authority is to have the power to do anything which they consider is likely to achieve any one or more of the following objectives:

- The promotion or improvement of the economic well-being of their area
- The promotion or improvement of the social well-being of their area, and
- The promotion or improvement of the environmental well-being of their area.

Section 2 (4) (b) of the 2000 Act includes a specific power to give financial assistance to any person under the well-being provisions.

A sum of grant funding is made available for registered third sector groups. This is to support individual groups or units not supported financially by the county council, and to support individual young people's learning and development. It is currently administered through the Children and Family Wellbeing Service and the 2018/19 annual amount is £111,000. The funding is divided between 12 districts, and 25% of each district's allocation is ring fenced for individual young people's applications. Of the total funding available of £111,000, £83,250 is available to third sector organisations and £27,750 to individual young people.

The total amounts of awards recommended in this report are as follows:

Grants to Third Sector Organisations: £9,285.

Grants to support individual young people: £3,271.

Included in this total are three grant applications which exceed the £250 threshold the District Youth Council is authorised to approve. One grant application is for £435 for transport tickets to enable the young person to complete an 8 week rail engineering and track maintenance course in Salford. These qualifications will give the young person an opportunity to undertake an apprenticeship at the end of the course. The second application for £345 is from a young person to fund a festival film production project, to develop their personal learning in regards to all aspects of filmmaking and the third application for £500 is to help a young person with para international swimming training costs.

If these awards are approved by Cabinet, the total allocation of awards and the balance of funding available will be as follows:

| | Total available for 2018-19 | Grants Approved to date | Balance available |
|--|--|------------------------------------|------------------------------|
| Grants to Third Sector organisations | £83,250 | £32,456 | £50,794 |
| Grants to support individual young people | £27,750 | £5,677 | £22,073 |

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

If these grants are not approved then work to positively engage young people by the voluntary organisations may be at risk.

Financial

The full amount of the grant money made available by the Children and Family Wellbeing Service in this financial year 2018/2019 is £111,000. This is divided between the 12 districts, and 25% of each of the districts' allocation is ring fenced for individual young people's applications.

List of Background Papers

| Paper | Date | Contact/Tel |
|-------|------|-------------|
|-------|------|-------------|

None

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday 7 March 2019

Report of the Director of Strategy and Performance**Part I**

Electoral Divisions affected:
(All Divisions);

Capital Strategy for Schools – Condition Led Capital Investment Programme 2019/20

(Appendix 'A' refers)

Contact for further information:

Simon Smith, Tel: (01772) 535467, Capital Programme Principal,
simon.smith@lancashire.gov.uk

Executive Summary

This report sets out the proposals for the allocation of schools capital funding to address a further phase of high priority building condition repairs on Community, Voluntary Controlled and Maintained Schools in Lancashire.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to approve the proposed list of maintenance schemes in Lancashire Schools, detailed at Appendix 'A', totalling £8.346m as a further phase of high priority school repairs.

Background and Advice

This is the 8th phase of the Condition Led Programme which first started in 2011. Each round of the programme has addressed the worst condition issues that have been identified. Through a process of cross referencing asset management building condition data held by the county council, officers have formulated a schedule of Priority 1 school repairs. These are set out at Appendix 'A'.

The programme has been formulated using the current information available, but from experience on earlier programmes, and the complexities of assessing the condition of existing buildings, there could be a risk that further Priority 1 issues may become apparent. With this in mind, a significant contingency is recommended, which will be available to capture any justifiable projects which come to light during

the delivery of already identified works and which meet the Priority 1 criteria and these will be added to the programme as per the financial regulations.

The criteria for schools being included in the programme is based on the Department for Education Schools Asset Management Guidance which defines Schools Priority 1 repairs as:

Priority 1. *Urgent work that will prevent immediate closure of premises and/or address an immediate high risk to the health and safety of occupants and/or remedy a serious breach of legislation.*

The Department for Education provides Lancashire County Council with an annual budget of Schools Condition allocation based on their set methodology for the Lancashire County Council controlled schools. Due to the finite budget, it will not be possible to address all high priority issues in all schools. Any remaining Priority 1 issues and any Priority 2 issues will be reviewed, prioritised and considered for any future condition led programmes. In addition there is also an allowance in the programme to undertake further investigations and specialist surveys on buildings where there is deemed to be a potential risk due to the age, type of construction or condition. This will assist in managing risk and determining priorities in future programmes of work.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

If the recommended work is not undertaken, the risk would be managed by further regular reactive maintenance to 'patch' the problems. However, in some cases, further deterioration of the building fabric or discontinued components would result in closure of parts of, or the whole school, until significant emergency repairs could be undertaken. Due to the nature of building maintenance works, the full extent of repairs required may not be apparent until the building infrastructure is exposed, which may result in the need to undertake additional work and therefore increased project costs. Furthermore, there may also be genuine severe condition need projects that come to light, and it is recommended therefore that a risk contingency is included to be approved and managed by the Asset Management Service. This contingency figure is included in the overall programme value.

The programme also allows for up front design fees to allow the Design and Construction Service to undertake design and feasibility work for future projects in the anticipated 2020/21 programme i.e. boiler and heating projects. Currently when funding is received and the programme of work is agreed at the beginning of the financial year, there is insufficient time to complete the necessary design work prior to the summer holiday period when the majority of this type of work is required to be

undertaken. This can result in high tender costs, delays in completing work and disruption to the school. The upfront design process will alleviate this, allowing sufficient time for the design and tendering of those projects deemed to be high risk Priority 1.

Financial

The Department of Education School Condition allocations received are as follows:

- 2017/18 £10.956m (confirmed)
- 2018/19 £10.956m (confirmed)
- 2019/20 £10.000m (indicative allocation announcement due March 2019)

The current balance of the Department for Education Schools Condition capital (this is the balance currently uncommitted before projects at Appendix 'A'), and including the indicative amount for 2019/20 is £12.000m.

The proposed programme for 2019/20 is set out at Appendix 'A' totalling £8.346m. The programme will be reviewed if there is a significant variance from the indicative amount for 2019/20. The current balance of £12.000m will not be fully committed with this programme and further funding will be received in March 2020. It is anticipated that 50% of the proposed programme will be delivered in 2019/20 with the remainder of the programme being delivered the following financial year.

All schemes will be commissioned with and delivered by Lancashire County Council's Design and Construction Service. The delivery timescales will be dependent on several factors linked to the practicalities of undertaking the work in occupied premises which would have an impact on education. It is anticipated therefore that the programme will be delivered when possible in school holidays, and that this will likely include the summer breaks in both 2019 and 2020.

Rhyddings Business and Enterprise College

At its meeting on 3 December 2018 Cabinet gave approval for an initial allocation to address complex condition related works at Rhyddings Business and Enterprise College, Oswaldtwistle. That report requested a capital allocation through which to complete demolition works. Cabinet is advised that additional funding will be necessary to provide replacement accommodation once further work has been completed to determine the schools future capacity requirements and associated accommodation. A separate Cabinet report will be submitted for this once those works are confirmed which will be funded from the remaining unallocated balance of the condition programme.

Whilst the 2019/20 allocation of £10.000m is termed as 'indicative' we have assurances from the Department for Education that the allocation will be as per the preceding two years. The Department for Education are using the same allocations methodology for the financial year 2019/20, with no changes. This will provide stability for responsible bodies while the Department for Education review the methodology for 2020/21 onwards.

Procurement

The selection of contractors to undertake the capital works will be carried out in full compliance with the Public Contract Regulations 2015, either through the use of an established framework such as the rotational list for building works, the Partnering Framework, or through undertaking a compliant procurement exercise where appropriate.

The proposed programme is set out at Appendix 'A' and is deemed to be **Part II** for the reasons set out below.

List of Background Papers

None

Reason for inclusion in Part II, if appropriate

Appendix 'A' contains 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 in Appendix 'A'.

Report to the Cabinet

Meeting to be held on Thursday, 7 March 2019

Report of the Director of Adult Services**Part I**

Electoral Division affected:
All in West Lancashire;

West Lancashire Integrated Community Partnership

Contact for further information:

Tony Pounder, Tel: (01772) 536287, Director of Adult Services,
tony.pounder@lancashire.gov.uk

Executive Summary

This report sets out the emerging proposals and priorities for integrating health and social care across West Lancashire via the establishment of an Integrated Community Partnership.

The report recommends endorsement of the overall approach, and seeks approval for the county council's continued active participation in the development of the West Lancashire Integrated Community Partnership.

Recommendation

Cabinet is asked to:

- (i) Approve the county council's membership and continued active participation in developing the West Lancashire Integrated Community Partnership.
- (ii) Endorse West Lancashire Integrated Community Partnership's overall approach to health and care integration in West Lancashire on the basis that it will also take into account and ensure delivery of the emerging priorities of the Lancashire and South Cumbria Integrated Care System.
- (iii) Agree any further requirements, aspirations or expectations which it wishes to be communicated on behalf of the county council to the West Lancashire Integrated Community Partnership regarding the integration of health and social care.

Background and Advice

For the purposes of this report, West Lancashire is the area within the district council boundaries defined by West Lancashire Borough Council.

In terms of the relatively distinct communities that make up the West Lancashire area there are three neighbourhoods namely:

- Northern Parishes (including Tarleton, Hesketh Bank, Banks and Rufford) – population 30,163
- Ormskirk – population 45,085
- Skelmersdale – population 38,359

Approach to health and care integration in West Lancashire

In October 2018 a summit of key leaders from health and care organisations operating in West Lancashire was held in Skelmersdale. The purpose of the summit was to explore and seek sign up to the establishment of a West Lancashire system wide approach to health and care integration, aligned to developments emerging from the Lancashire and South Cumbria Integrated Care System).

Agreement was reached at the summit that a West Lancashire Integrated Community Partnership would be established in shadow form. Key system leaders now meet and this is followed by development time for the three neighbourhoods of the Northern Parishes, Ormskirk and Skelmersdale. It was further agreed at the summit that the initial purpose of the West Lancashire Integrated Community Partnership would be to develop, grow and nurture a neighbourhood system for the integration of health and care across West Lancashire.

The key partners within the West Lancashire Integrated Community Partnership are:

- West Lancashire Clinical Commissioning Group
- Lancashire County Council
- West Lancashire Borough Council
- West Lancashire Council for Voluntary Services
- Lancashire Care NHS Foundation Trust
- Virgin Care
- West Lancashire GP Federation

Southport and Ormskirk NHS Hospital Trust is an associate partner to the Integrated Care Partnership arrangements in West Lancashire reflecting the importance of the hospital sector in delivering effective out of hospital care.

The work of the Partnership is intended to further enhance local delivery of the clinical model being developed, implemented and mobilised in West Lancashire that is outlined in the document *Building for the Future* <http://www.westlancashireccg.nhs.uk/building-for-the-future/>

The West Lancashire Integrated Community Partnership aims are to:

- Encourage the development of better integration across the local health and care system in West Lancashire, improving quality and enhancing clinical and financial effectiveness and efficiency.

- Ensure a system that is robust in its ability to improve population health, improve quality of care and achieve financial sustainability across the local health and care system, enhancing sustainability through enhanced collaborative working.
- Strengthen collaborative relationships and decision-making between partners.
- Deepen relationships and build trust between individual system leaders and between organisations to enable an improved population health and care system culture.

The framework set out in the recently published NHS Long Term Plan is consistent with this approach. It describes how Primary Care Networks are to be based on neighbouring GP practices coming together to serve a population of between 30,000 and 50,000. These will then form a component of the model of expanded neighbourhood teams that will comprise a range of staff such as GPs, pharmacists, district nurses, community geriatricians, dementia workers, allied health professionals, social care and the voluntary sector.

Stakeholder Engagement

As noted earlier, the approach to health and care integration in West Lancashire is building on the established clinical strategy for West Lancashire contained in *Building for the Future*. In advance of publication of that document, significant public engagement and consultation was undertaken to establish people's views and experiences of community health services.

Key headlines from that engagement included;

- **Location of services;** everyone from all areas of West Lancashire should be able to access the services.
- **Waiting times;** waiting times are often too long.
- **Staffing;** staff appear to be very busy and stretched to cope with number of patients. There are opportunities to expand and reshape roles such as podiatrists, nursing, physiotherapy and other specialist community services.
- **Experience/quality;** everyone should be treated with dignity and respect within a quality service.
- **Inclusion/self-care;** all patients should be involved with their own care with access to their own records. All patients should have access to information and support to help them understand how to manage their own health and conditions.
- **Knowledge;** more information was needed about what services are available, where they are and how/when people should use them. This applies for clinical services and voluntary sector groups such as support groups for long-term health conditions.
- **Accessing urgent care services;** the system should be straightforward to avoid patients being directed unnecessarily between services and receiving conflicting messages, especially in terms of accessing urgent care services such as walk-in centres, GP out of hours or Accident and Emergency. Communication to patients needs to be improved.

This feedback informed the final version of *'Building for the Future'* and the development of the current clinical model.

Since then the approach taken to the integration of health and care in West Lancashire has been increasingly informed from the grassroots, via engagement with clinicians, frontline staff and with the people who live and work in the neighbourhoods themselves. This builds on the commitment to place people, their health and their wellbeing at the heart of the Integrated Community Partnership's business. It also recognises the importance of co-production with local people in developing the approach to health and care integration in West Lancashire.

Some initial priorities for action have now been identified by the West Lancashire Integrated Community Partnership. These are:

- Developing the Workforce
- Protecting good physical health and good mental health
- Early identification and intervention for improved quality of life and health and care outcomes
- To stimulate, sustain and innovate to drive improvements across the care sector including registered care homes and domiciliary care.

These will be subject to further consultations with people in each of the three West Lancashire neighbourhoods to check that they accurately reflect their own local priorities and also to shape the delivery plans.

The county council's role

Lancashire County Council is currently represented at the West Lancashire Integrated Community Partnership by the Director of Adult Services.

As health and care integration progresses in West Lancashire, it is important that the direction of travel and its ultimate implications for the county council as an organisation in its own right, and for the population it serves, are fully understood and endorsed. The same principle holds for all other partners listed earlier who are active participants to health and care integration in West Lancashire. Further reports on governance, finances, risks and opportunities will be brought to appropriate decision making and scrutiny bodies in due course

It is right that the county council should play a significant political and organisational role in the leadership of these developments by its active participation in the West Lancashire Integrated Community Partnership. The nature and scale of the council's statutory responsibilities in relation to adult social care, public health and children's social care makes it a vital member of the partnership.

Conversely if the county council fails to be an active participant in the development of health and care integration in West Lancashire, it would create a significant risk that the council could be left behind, and the local population experiences poorer quality services and outcomes as a result.

Implications

This item has the following implications, as indicated:

Financial

Health and care integration in West Lancashire will inevitably demand a greater alignment of organisational resources, including financial resources across the NHS and local government.

There is also a commitment to a more collaborative approach to identifying financial efficiencies. Detail on this needs to be worked through and a finance workstream has now been established.

The appetite and governance required to move towards aligned or pooled budgets across partners working on health and care integration in West Lancashire, including issues around managing sovereignty and risk, needs to be considered as part of the next development steps not just for West Lancashire but ultimately for the whole of the Lancashire and South Cumbria Integrated Care System.

An option for further alignment of budgets could be pooled budgets and accompanying section 75 arrangements for identified public health budgets. This is something that is consistent with local priorities. The West Lancashire Integrated Community Partnership has indicated that it would welcome an early opportunity to explore this with the county council.

Legal

Currently, no legally binding changes have been made to the status or relationships between organisations working on health and care integration in West Lancashire.

Work has started to establish Memorandums of Understanding between organisations to support the direction of travel and enable successful delivery.

Following the recently published NHS Long Term Plan, consideration is being given to the local implementation of any legally binding changes that may be required to deliver this. This is with particular regard to the establishment of Primary Care Networks and expanded multidisciplinary neighbourhood teams. These neighbourhood teams would involve county council services such as social care.

However it is important to note that the Social Care Green Paper has not yet been published and that will also have significant impact on shaping the future involvement of local government and social care in the development of the West Lancashire Integrated Community Partnership.

Property Asset Management

Partners working on health and integration in West Lancashire are committed to capitalising on opportunities to share premises, avoid duplication and reduce related costs thus maximising use of our collective assets.

There are recent examples of collaboration across partner organisations for co-development of capital assets. There is likely to be more opportunity for this in West Lancashire and scope for further innovation.

Human Resources

Health and care integration in West Lancashire will necessarily involve improved alignment of the workforce across sectors and organisations.

This is underpinned by the Integrated Community Partnership's role as a teaching and learning partnership. Workforce is therefore a priority locally reflecting the fact that the capability and capacity of the health and social care workforce will be one of the determining factors of success.

As work progresses, the implications for county council employees needs to be considered so that it can be determined how they can actively participate and be an equal player in the further development of expanded multidisciplinary neighbourhood teams.

Communications

A new communications and engagement workstream will commence in February 2019.

The county council will need to determine how it can best support this workstream and play an effective leadership role in its implementation.

List of Background Papers

None

Reason for inclusion in Part II, if appropriate

N/A

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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