

Lancashire County Council

Cabinet

**Minutes of the Meeting held on Thursday, 2nd February, 2023 at 2.00 pm in
Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston**

Present:

County Councillor Phillippa Williamson Leader of the Council
(in the Chair)

Cabinet Members

County Councillor Alan Vincent
County Councillor Peter Buckley
County Councillor Graham Gooch
County Councillor Michael Green
County Councillor Jayne Rear
County Councillor Aidy Riggott
County Councillor Rupert Swarbrick
County Councillor Cosima Towneley
County Councillor Shaun Turner

County Councillor Lorraine Beavers was also in attendance under the provisions of Standing Order No. C14(2).

1. Apologies for Absence

Apologies were received from County Councillor Azhar Ali OBE.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

County Councillor Michael Green declared a Non-Pecuniary interest in relation to Agenda Item 17 - Update on the School Place Planning Delivery Programme 2023-25, as he was an ad-hoc exam invigilator at the Academy@Worden which was one of the schools listed in the report.

3. Minutes of the Meeting held on 19 January 2023

Resolved: That the minutes of the meeting held on 19 January 2023 be confirmed as a correct record and signed by the Chair.

4. Questions for Cabinet

There were two questions received from county councillors and 28 questions received from members of the public.

It was noted that members of the public who submitted their questions by the deadline would receive a response within 5 working days of the meeting. Cabinet thanked all the members of public who had submitted questions.

A copy of the questions and responses is attached to the minutes.

5. South Lancaster to M6 Road Scheme: Link Road and Park and Ride Facility

Cabinet considered a report seeking approval to take forward the South Lancaster to M6 Road Scheme by proposing an altered route of the Link Road, the removal of a reconfigured M6 Junction 33 (specifically removal of new north facing slip roads) and proposing an alternative site for a Park and Ride facility. This proposal would also provide for acquisition of rights, interests and enabling arrangements in respect of land for the scheme, and also preparatory work for the use of compulsory purchase powers for the same.

Resolved: That

- i. The provision of the altered Link Road (Appendix 'A' of the report) and alternative site for a Park and Ride facility (Appendix 'B' of the report), be approved;
- ii. The route, as shown at Appendix 'A' of the report, be approved and adopted as the route of the Link Road;
- iii. The use of the county council's powers of Compulsory Purchase contained in the Highways Act 1980, and all and any other enabling legislation, to acquire all the necessary land and rights for the construction/improvement and future maintenance for the South Lancaster to M6 Road Scheme (including the new Link Road, the Spine Road serving a Bailrigg Garden Village and a Hazelrigg Lane Park and Ride facility), be approved;
- iv. The preparation of Compulsory Purchase and Side Road Orders for the South Lancaster to M6 Road Scheme and other appropriate Notices, Orders and Schemes under the relevant statutes and the taking of all other procedural steps in connection with the making of the Orders and Schemes be authorised, prior to approval and sealing and making of the formal Orders and Schemes; and
- v. The acquisition by agreement in advance of Compulsory Purchase powers of all rights, interests, and enabling arrangements to facilitate the South Lancaster to M6 Road Scheme, be approved.

6. Corporate Performance Report - 2022/23 Quarter 3

Cabinet considered a report providing an overview of the key performance indicators as well as corporate risks and opportunities to enable monitoring against the four priorities of the corporate strategy:



- Delivering better services
- Protecting our environment
- Supporting economic growth
- Caring for the vulnerable

This report covered quarter 3 of 2022-23 and it was noted that of the 77 Key Performance Indicators in the Corporate Performance Dashboard, 40 have been updated for Quarter 3. Of these, 23 (57.5%) are rated as Green, 9 (22.5%) are Amber and 8 (20%) are Red.

In commenting on the report, it was highlighted how quickly library staff had adapted to the Warm and Welcome Public Spaces plan, which allowed members of the public to enter a safe environment, take a seat, enjoy a warm drink, use the computer and wi-fi services, and to get advice and support when needed.

Resolved: That, following consideration of the report and the additional information set out in Appendices 'A' to 'C', the report be noted.

7. Money Matters Quarter 3 Report 2022/23

Cabinet considered a report that provided an update on the county council's 2022/23 revenue and capital financial position and made recommendations to Full Council in respect of the 2023/24 budget and council tax levels, including the proposed capital delivery programme.

It was noted that like all other councils, the county council continued to experience increases in demand, particularly in relation to Adults and Children's Social Care, and increasing cost pressures. Many of the underlying causes were outside of the council's control however through proactive management the forecast outturn for 2022/23 had reduced from £7.991m to £2.521m and the county council was focused on driving this down further.

Following consideration of the report, it was proposed that an additional recommendation be added for Full Council to be asked to approve an increase the Local Member Grant budget by £500 for each Member for the 2023/24 financial year only, in recognition of the Coronation of His Majesty King Charles III on 6 May.

Resolved: That

- Full Council on 9 February 2023 be asked to approve a Band D Council Tax for 2023/24 reflecting a 3.99% increase including 2% to be used for adult social care in line with the new flexibilities;
- The revised funding gap of £9.501m in 2023/24 be noted and Full Council on 9 February 2023 be asked to approve that this be met from the uncommitted transitional reserve;
- Full Council on 9 February 2023 be asked to approve an indicative capital delivery programme of £239.859m in 2023/24;



- iv. The current forecast overspend of £2.521m on the revenue budget in 2022/23, the revised 2022/23 capital delivery programme of £222.900m with a forecast outturn of £163.566m, be noted; and
- v. The advice of the council's Chief Finance Officer with regard to the robustness of the budget and the adequacy of reserves, be noted.
- vi. Full Council on 9 February 2023 be asked to approve an increase to the Local Member Grant budget by £500 for each Member for the 2023/24 financial year only, in recognition of the Coronation of His Majesty King Charles III on 6 May.

8. Capital Strategy for Schools – Condition Led Capital Investment Programme 2023/24

Cabinet considered a report that proposed the allocations of school's capital funding to address a further phase of high priority building condition repairs on Community, Voluntary Controlled and Maintained Schools in Lancashire.

It was noted that Appendix 'A' of the report was in Part II and appeared at Item No. 23 on the agenda.

Resolved: That

- i. The proposed list of maintenance schemes in Lancashire schools, as detailed at Appendix 'A' of the report, totalling £13.977m be approved as a further phase of high priority school repairs, subject to the grant settlement being £14.000m; and
- ii. The Executive Director for Education and Children's Services, the Director of Strategy and Performance and the Director of Finance be authorised, in consultation with the Cabinet Member for Education and Skills, to approve any adjustments necessary once the final funding settlement is announced.

9. Oliver's Place and Pittman Way, Preston - Bus Service Improvement Plans

Cabinet considered a report that proposed additional lengths of No Waiting At Any Time on Oliver's Place and Pittman Way, Preston. The report summarised the proposals and provided details of the formal advertising and consultation and officer responses to the objections received.

Resolved: That the implementation by making the Order for additional lengths of No Waiting At Any Time, Oliver's Place & Pittman Way, Preston, as shown on Appendices 'A' and 'B' of the report, be approved.

10. Transforming Friargate North and Ring Way - Various Orders and Approvals

Cabinet considered a report that proposed to make five traffic regulation orders, a speed limit order, approve clearways and speed cushions and introduce zebra crossings and other measures as part of the Transforming Cities Fund project.

Resolved: That the following, as set out in full in the draft orders and proposals at Appendix 'D' of the report, be approved:



- i. The making of five Road Traffic Regulation Orders providing for new and existing prohibitions and restrictions on the various lengths of road within Preston City areas as detailed within the report and as set out in the Draft Orders at Appendix 'D' of the report, save for:
 - a. Provision (b) in Schedule 4 of the Road Traffic Regulation Act 1984 Lancashire County Council (Corporation Street Area, Preston, Preston City) (Revocations and Various Moving Restrictions) Order 202* being one way traffic restriction (except pedal cycles) on Heatley Street which said provision be abandoned.
- ii. The introduction of bus stop clearways on Corporation Street;
- iii. The introduction of speed cushions on Wellfield Road and Ashton Street;
- iv. The removal and introduction of bus stop clearways on Ring Way;
- v. The removal of bus stop clearways on Friargate;
- vi. The removal of a pedestrian crossing on Friargate;
- vii. The making of Road Traffic Regulation Act 1984 Lancashire County Council (Orchard Street Areas, Preston, Preston City) (Revocation, Prohibition of Driving and One Way Traffic) Order 2023; and
- viii. The making of Road Traffic Regulation Act 1984 Lancashire County Council (Friargate North Area, Preston, Preston City) (20mph Speed Limit) Order 2023.

11. Adult Social Care - Provider Fees Uplift 2023/24

Cabinet considered a report that set out the county council's proposed fee uplifts for adult social care services for 2023/24, the financial impact of which had been reflected in the Medium-Term Financial Strategy.

In considering the report, it was noted that on page 5 of the report (page 219 in the agenda), at the bottom of the page, it said "The current framework ends in November 2023 and therefore the recommended uplifts will only apply from that date." However, it should read "The current framework ends in November 2023 and therefore the recommended uplifts will only apply from April 2023 up to that date."

Resolved: That the following uplifts be approved, with effect from 3 April 2023:

Market area	Proposed increase
1 Residential and nursing care	
Weekly older people's approved residential care rates	
▪ Nursing Standard	16% *
▪ Nursing Dementia	16% *
▪ Residential Standard	20% ^
▪ Residential Higher	16% *
▪ Residential Dementia	16% *
*11% base uplift + 5% fair cost of care premium whilst funding remains	
^11% base uplift + 9% fair cost of care premium whilst funding remains	
▪ Mental Health and	10.86%



	Learning Disability Residential/Nursing	
	▪ Council Run Residential Self Funder Rate	10.86%
	Residential and nursing care – All other client groups	10.86%
2	Homecare (all client groups)	
	▪ Off framework providers	Per contract
	▪ Framework providers	12.62%
3	Supported Living	
	▪ Waking hour rate	9.41%
	▪ Sleep in rate (per shift)	9.41%
4	Extra Care	
	▪ Sheltered schemes with 24 hour domiciliary care	9.41%
	▪ Other schemes including purpose built Extra Care	9.41%
5	Direct Payments	9.41%
6	Carers	10.10%
7	Shared Lives	10.10%
8	Day Care	10.35%
9	Respite and Individual Service Funds	Uplift in line with relevant service (e.g. homecare/residential care)
10	Intermediate Care covering the following services:	9.41%
	- Reablement	
	- Home First	
	- Hospital Aftercare	
	- Crisis	
11	Discharge to assess residential and nursing placements	No automatic uplift
12	Roving Nights	9.41%
13	Prescription Equipment	10.1%



12. Joint Policy for the Management of Section 117 Aftercare, Reviews and Discharge

Cabinet considered a report on the Joint Policy for the Management of Section 117 Aftercare, Reviews and Discharge. It was noted that under the Care Act 2014 and Mental Health Act 1983, local authorities and Integrated Care Boards had a joint duty to arrange the provision of mental health "aftercare" services, for people who had been detained in hospital for treatment under certain sections of the 1983 Act. A Joint Policy for the Management of Section 117 Aftercare, Reviews and Discharge had therefore been developed by partners in the Lancashire and South Cumbria Integrated Care System.

Resolved: That the Joint Policy for the Management of Section 117 Aftercare, Reviews and Discharge, as set out at Appendix 'A' of the report, be approved.

13. Children and Young People's Participation Strategy

Cabinet considered a report on the Children and Young People's Participation Strategy. It was noted that the Children and Young People's Participation Strategy had been produced to support the work of services working with children and young people in Lancashire, both within the local authority and across the county council's partnership arrangements.

Resolved: That

- i. The Lancashire Children and Young People's Participation Strategy, as set out at Appendix 'A' of the report, be approved; and
- ii. The Executive Director of Education and Children's Services be authorised, in consultation with the Cabinet Member for Children and Families, to review and refine the Strategy, through ongoing engagement and participation with children and young people and, where there are areas for partnership action, with relevant partner organisations.

14. Co-ordinated Admissions Scheme 2024/2025 - Determination of the Qualifying Scheme

Cabinet considered a report on the determination of the statutory scheme and the mandatory timetable for co-ordinating admissions for Lancashire's primary and secondary schools and academies for 2024/2025.

Resolved: That

- i. Approval be given for the scheme listed at Appendix 'A' of the report, and its accompanying timetable in Appendix 'B' of the report, to be adopted as the qualifying scheme for admissions to Lancashire primary and secondary schools and academies for 2024/2025; and
- ii. The Executive Director of Education and Children's Services be authorised 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 had been introduced in Lancashire.

15. Determination of Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools and Sixth Forms for the School Year 2024/2025

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 2024/2025.

Resolved: That

- i. The admission numbers and admission arrangements for community and voluntary controlled primary schools, secondary schools and sixth forms for 2024/2025 as listed at Appendices 'A', 'B', 'C' and 'D' of the report, be approved;
- ii. The issues raised by Community and Voluntary Controlled Governing Bodies and the Community be noted, and approval be given to the recommendations set out in response, as set out in Appendix 'E' of the report; and
- iii. The admission numbers and criteria for admission set out at Appendices 'A', 'B', 'C' and 'D' of the report be approved, to constitute the Authority's admission arrangements for 2024/2025.

16. Determination of Home to School Transport Policy - Academic Year 2024/2025

Cabinet considered a report on the annual review of the Home to School Transport policy. It was noted that there were no changes to the determined policy for the academic year 2024/2025.

Resolved: That the Home to School Transport Policy for the academic year 2024/2025 as set out at Appendix 'A' of the report, be approved.

17. Update on the School Place Planning Delivery Programme 2023-25

Cabinet considered a report that provided an update on the School Place Planning Delivery Programme for 2023-25 and sought approval of projects identified to address the projected shortfall of primary and secondary school places.

It was noted that Appendix 'A' of the report was in Part II and appeared at Item No. 25 on the agenda.

Resolved: That

- i. The following be approved:
 - a. The proposal to temporarily expand Newton Bluecoat Church of England Primary School by 1 form of entry, by increasing the published admission number from 30 to 60 for 2023/24 only.



- b. The capital allocation for the Newton Bluecoat Church of England Primary school project set out at Appendix 'A' of the report.
 - c. The statutory consultation on a proposed enlargement scheme in Brierfield primary planning area.
 - d. The proposal to permanently expand Lea Community Primary School by 1 form of entry, by increasing the published admission number from 30 to 60 with effect from 2023/24, gradually increasing the school's capacity from 210 to 420.
 - e. The capital allocation for the Lea Community Primary School project set out at Appendix 'A' of the report.
 - f. A statutory consultation on the proposal to permanently expand Cottam Primary School by 1 form of entry, by increasing the published admission number from 30 to 60 with effect from 2023/24, gradually increasing the school's capacity from 210 to 420 pupils.
 - g. The proposal to temporarily expand Garstang Academy by 1 form of entry, by increasing the published admission number from 174 to 204 for 2023/24 only.
 - h. The capital allocation set out at Appendix 'A' of the report to permanently expand Lostock Hall Academy, enabling a 35 place increase to the published admission number, gradually increasing the academy's capacity from 600 to 775 from 2023/24.
 - i. The capital allocation set out at Appendix 'A' of the report to permanently expand Academy@Worden, enabling a 62 place increase to the published admission number, gradually increasing the academy's capacity from 590 to 900 from 2023/24.
 - j. The proposal to permanently increase the published admission number of Longridge High School by 15 places from 2023/24, and by a further 30 places from 2024/25, gradually increasing the school's capacity from 825 to 1,050.
 - k. The capital allocation for the Longridge High School project set out at Appendix 'A' of the report.
 - l. The capital allocation set out at Appendix 'A' of the report to permanently expand Bowland High, enabling a 30 place increase to the published admission number, gradually increasing the Academy's capacity from 550 to 700 from 2023/24.
 - m. The capital allocation set out at Appendix 'A' of the report to permanently expand Clitheroe Royal Grammar School, enabling a 30 place increase to the published admission number, gradually increasing the academy's capacity from 750 to 900 from 2023/24.
- ii. The ongoing consultations for a proposed new primary and secondary school in Preston, be noted.

18. 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.



19. Urgent Business

It was noted that there was one item of Urgent Business in relation to funding to support the Adult Care Market.

19(a) Market Sustainability - Funding to Support the Adult Care Market

Cabinet considered a report regarding the provision of financial support to providers of adult social care who contract with Lancashire County Council. The proposal would utilise specific government funding, which had been provided to ensure both adult social care market sustainability and to support the NHS to safely discharge people home from hospital or to avoid admissions.

It was noted that the reason for urgency of the report was due to the decision on the overall use of Discharge funding only being made recently through external NHS governance, and the urgency of the support required by the care market in order for providers to utilise the monies to maintain support levels and meet demand for care and support.

Resolved: That

- i. The utilisation of the following funding be approved:
 - £1.2m Fair cost of care funding available for 2022-23.
 - £0.6m Discharge funding to support the provider market.
- ii. Approval be given to use the recommended mechanism as detailed within the report, for the allocation of funding to providers.
- iii. The decision be implemented immediately for the purposes of Standing Order C28(3) as any delay could adversely affect the execution of the county council's responsibilities.

20. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday, 2 March 2023 at County Hall, Preston.

21. 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.

22. Exclusion of Press and Public

Resolved: That under Section 100A(4) of the Local Government Act 1972, the press and 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.



23. Appendix 'A' of Item 8 - Capital Strategy for Schools – Condition Led Capital Investment Programme 2023/24

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' contained information relating to the financial or business affairs of any particular person (including the authority holding that information). 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.

Resolved: That Appendix 'A' of Item 8 - Capital Strategy for Schools – Condition Led Capital Investment Programme 2023/24, be noted.

24. Contract Extensions: Supported Accommodation – Young People's & Combined Families Services

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contained information relating to the financial or business affairs of any particular person (including the authority holding that information). 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 the proposed contract extension of the Supported Accommodation for Young People's and Combined Families' Services block contracts.

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

25. Appendix 'A' to Item 17 - Update on the School Place Planning Delivery Programme 2023-25

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' contained information relating to the financial or business affairs of any particular person (including the authority holding that information). 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.

Resolved: That Appendix 'A' to Item 17 - Update on the School Place Planning Delivery Programme 2023-25, be noted.

Angie Ridgwell
Chief Executive

County Hall
Preston



Questions to Cabinet

Responses for the Cabinet Meeting on 2 February 2023

1.	Questioner: County Councillor Kim Snape	Respondent: County Councillor Jayne Rear
	<p>Item 17 - Update on the School Place Planning Delivery Programme 2023-25</p> <p>In regard to the new Chorley & South Ribble planning area for school place provision the report advises there will be a 10 place increase from Parklands Academy and a 15 place increase for Albany Academy. My residents are concerned that because you have merged the two districts together for school place provision this now appears to give a skewed picture of the progress that has been made on secondary school place provision in Chorley Borough. The report fails to mention forthcoming plans from Southlands to reduced their admissions by 30 pupils and plans from Albany to allow up to 15 secondary school places to children from Chorley New Road Primary School in Horwich. Therefore potentially seeing a reduction in minus 45 secondary school places over the next couple of years in Chorley Borough.</p>	<p>In developing the delivery programme 2023/25, expressions of interest to expand were sought from all secondary schools in Chorley and South Ribble. No Chorley schools expressed an interest at the time. The delivery programme secures a 97 permanent place increase to the combined published admission number (PAN) from 2023/24 and 25 places where there is an agreement to exceed PAN.</p> <p>Regarding Southlands, the council objected to the Trust proposals to reduce the published admission number and subsequently made representation to the Schools Adjudicator. The objection was upheld.</p> <p>Regarding Albany Academy, the council has raised an objection to the proposal and awaits the outcome.</p>



	Therefore can the cabinet member please tell me does this report provide a truly accurate update around secondary school place provision in Chorley Borough?	
2.	County Councillor Erica Lewis	Respondent: County Councillor Aidy Riggott
	<p>Item 5 - South Lancaster to M6 Road Scheme: Link Road and Park and Ride Facility</p> <p>In considering the realignment of the Galgate bypass, was further consideration given to a route running along the eastern side of the M6? An eastern alignment would take the road further from homes in the village & the Environment Agency has previously advised that alignment would optimize the flood risk reduction potential of the road.</p>	<p>The report before Cabinet concerns an alteration to the preferred route option approved by the Cabinet in February 2021. Importantly, the alteration proposed under this report keeps to the same broad alignment for the preferred route option.</p> <p>It is important to understand this distinction between the 'strategic' exercise undertaken to choose amongst the six route options in February 2021, and the relatively modest alteration to the preferred option that is the subject of this report.</p> <p>You will recall that the county council assessed, consulted and concluded on six possible route options, each markedly different and each showing a broad alignment. The alignments shown at the consultation stage were based on largely desk-based information available at that stage in the development of this scheme. The consultation exercise during 2020 and the decision taken by Cabinet in February 2021 was informed by engineering, environmental and traffic assessments as to their relative benefits and challenges.</p>



		<p>The approval of this route in February 2021 provided the authority with the means to progress more detailed survey and design work, commence environmental impact assessment and initiate land assembly activity. It is not uncommon, and indeed should be regarded as a beneficial and necessary part to the scheme's evolution, that alterations are made to the alignment to reflect new information as it's collected and assessed.</p> <p>This should not trigger a reopening of the relative merits of the strategic options. Ordinarily, the authority could view this type of alteration as part of the design evolution and not treat it with this formality.</p> <p>In this instance, it is not the scale or impact of the alteration so much as the removal of new slip roads to serve the M6 as the factor to reporting this matter to the Cabinet. You will recall that the scheme was specifically referred to as 'the M6 junction 33 reconfiguration with link road' and so the removal of the new slip roads is relevant to our understanding of what the scheme now entails.</p> <p>Accepting that it is not appropriate to reopen consideration of the strategic options, it is worth reminding ourselves that the Eastern route options, alongside Western and Central Options, were considered through the public consultation in 2020. These Eastern options were the least preferred options of the 2020 public consultation with only 7% of respondents voting for</p>
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		<p>Eastern 1 and 3% of respondents voting for Eastern 2 as their preferred route option.</p> <p>The Eastern route options would not have reduced traffic through Galgate, which is one of the objectives of the scheme.</p> <p>As well as a lack of local support, there were, and remain, engineering and environmental challenges to the Eastern options. The climbs on the two Eastern routes reach the maximum permissible under design standards and there is the possibility that HGVs would be dissuaded from using the Eastern route options and continue through Galgate.</p> <p>The drainage on the preferred route option would be superior in contrast to the Eastern route options as there are convenient watercourses along the route, which could be used after drainage flows are attenuated.</p> <p>It is also important to note that the Eastern route options fall within the setting to the Forest of Bowland AONB and at their closest are within c.800 metres of its boundary. As such, a new link road of this nature would likely have significant adverse landscape and visual effects on the area that forms part of the setting to the Forest of Bowland AONB and potentially to the designated area itself.</p>
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		In conclusion therefore, I don't see the value of reopening consideration of the already previously discounted route options.
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Questions asked by members of the public

28 questions and comments had been received by the Cabinet in relation to **Agenda Item 5 - South Lancaster to M6 Road Scheme: Link Road and Park and Ride Facility.**

Some of the questions and comments fall outside of the "Questions for Cabinet" rules, and normally therefore would not have been considered. However, in order to ensure transparency on this issue, they were all included and the answer to these questions and comments have been compiled into a FAQ document which is attached.



South Lancaster to M6 Road Scheme: Link Road and Park and Ride Facility Frequently Asked Questions

What are the objectives of the scheme?

The main purpose of the South Lancaster to M6 Road Scheme is to provide necessary transport infrastructure to support development of the South Lancaster Growth Area covered in policies SG1: Lancaster South Broad Location for Growth (Including Bailrigg Garden Village) and SG3: Infrastructure Delivery for Growth in South Lancaster of the Lancaster Local Plan: Strategic Policies and Land Allocation DPD.

This will also assist in improving traffic conditions by easing congestion which occurs in the centre of Galgate village, supporting the expansion of the University, reducing traffic on the A6, and removing the Air Quality Management Area in Galgate.

Why is the Park and Ride required?

The Lancaster Local Plan and Lancaster City Centre Movement and Public Realm Strategy propose to introduce measures to encourage alternatives to the private car for accessing the city centre. The Park and Ride facility forms part of a wider package of measures to provide enhanced public transport links to encourage other travel choices and a shift away from the reliance on private vehicles, to reduce vehicles in the city centre, which would complement a reduction in City Centre parking provision.

The Park and Ride will intercept journeys to Lancaster from the motorway at Junction 33 and other journeys from the south reducing the number of private vehicles using the highway network in South Lancaster and the City Centre.

Travel surveys took place in May 2022 with residents in the local area and the general public in the city centre to inform the use of the Park and Ride Facility.

Has the impact of the scheme on the environment been considered and what assessments/report have been undertaken and can they be shared?

The impact on the environment, and appropriate mitigation and compensation measures, is considered as part of the planning application.

Furthermore, the scheme is aiming to achieve 10% biodiversity net gain which will mean additional improvements to the natural habitat.

The alteration to the alignment is to avoid woodland and reduce the impact of the scheme.

An Environmental Impact Assessment is being carried out to inform this process.

As part of the Environmental Impact Assessment, we produced a scoping report which outlined the assessments we would undertake. This was submitted to the planning

authority in February 2022 (Application SCP/2022/0002) prompting a scoping opinion in July 2022. The areas to be covered by assessments are ecology, landscape, air quality, noise and vibration, soils and geology, water environment, climate change, health impact, traffic and transport, land use and accessibility and cumulative impacts.

We have undertaken field surveys and modelling and assessments are taking place to inform the final design for the planning application.

Lighting design will be to current standards and will consist of LED lanterns which will be shielded to ensure that light spill behind the column is minimised as much as possible. The lights will be dimmed during the night.

Carbon management, as well as water management, ecology and landscape treatment, biodiversity new gain and so on are all critical considerations in how we plan our infrastructure and the same is true for the more holistic view that the city council is taking in developing its proposals for south Lancaster's growth.

A pre-application public consultation will take place in the Spring with detailed plans of the alignment and landscaping. A planning application will be submitted in late summer 2023 at which point all assessments will have been finalised and reported, and this will provide the public and other stakeholders with the opportunity to access and consider this evidence accompanying the planning application. A statutory consultation will take place on the planning application when it is submitted.

What are the impacts to the public right of way network

We are aware of the extent of the existing Public Rights of Way network within the vicinity of the scheme including the section of bridleway along Leach House Lane and onward connections along rural routes. We are committed to delivering a scheme that supports the needs of all users and ensures safe travel on the network.

Information on the temporary and permanent public right of way diversions will be shared at the public consultation in the Spring .

Hazelrigg Lane between the A6 Preston Lancaster Road and the M6 will experience traffic volume increases resulting from the scheme, which will markedly change the character of this section of the network. In contrast, traffic reductions along the A6 through Galgate and proposals to prevent through traffic on Highland Brow south of Leach House Lane may offer new opportunities for riding along low traffic routes.

Through engagement with the local community and The British Horse Society, we hope to mitigate impacts and maximise the opportunities the scheme can offer for horse riding.

Why have the public not been consulted?

The plan-making process for the adopted Lancaster Local Plan provided several opportunities for the public to comment on the emerging proposals for the South Lancaster Growth Area, including a public examination of these proposals.



Production of the Lancaster Highways and Transport Masterplan also considered emerging ideas for development in south Lancaster and this Masterplan was published for public consultation.

More detailed route options for new road infrastructure to serve south Lancaster were published during 2020 as part of the county council's Transforming Lancaster Travel consultation.

The alteration to the preferred route option considered by the county council's Cabinet in February 2023 keeps to the same broad alignment for the preferred route option.

Prior to the county council submitting a planning application, there will be a pre-application public consultation in the Spring, which will provide local people with opportunities to help us to shape the plans and see more details on the proposals.

A statutory consultation will take place on the planning application when it is submitted later this year.

What are the plans for supporting local business?

The county council, working with the city council and our contractor Costain, are committed to delivering social value as part of the scheme, and we're currently leading work to agree targets to hold the project, the partners and contractor to account. These targets will cover education and employment opportunities, upskilling and supporting the local supply chain and small and medium employers.

How are the impacts of flood risk from the scheme (alignment and park and ride) dealt with and how will significant environmental pollution, antifreeze, salt, oil, petrol and detritus of the Conder and other water course be avoided?

The scheme is designed to required standards which include having capacity within the drainage pipes and chambers to not surcharge in a 1 in 5 year storm and capacity within the storage ponds to contain a 1 in 100 year storm event.

An allowance has been made for climate change of 50% additional capacity within the system.

The outfall rate from the storage ponds into existing watercourses is currently set to the greenfield runoff rate, essentially meaning that the drainage system for the new highway will allow water to drain into the watercourses at the same rate as if there was no development in place.

Drainage ponds and the overall design of the drainage system will collect particulate matter from the highway and prevent this entering watercourses. Ongoing discussions with the Environment Agency will determine if additional measures are required.

How will the Council explain and justify the incompatibility between the South Lancaster Road Scheme and the declared climate emergency?

The Lancaster Local Plan has put in place clear ambitions in its policies to achieve well planned, sustainable and inclusive growth. Our approach to this road infrastructure will be to enable just that.

The scheme is part of the Lancaster Local Plan Climate Emergency Review of the Strategic Policies and Land Allocation DPD, the policies and their aims remain the same.

The Spine Road is not on the plan, why?

The report presented to county council's Cabinet in February 2023 seeks to provide the authority with the means to progress more detailed survey and design work, and to continue environmental impact assessment and land assembly activity on this section of the Link Road alignment. The Spine Road was approved by Cabinet in October 2022.

Which routes will construction traffic take to initiate and complete the proposed scheme?

Information on the permitted routes for construction traffic is being prepared and will be shared at the public consultation in the Spring.

Was further consideration given to the other strategic options?

The alteration presented to the county council's Cabinet in February 2023 keeps to the same broad alignment for the preferred 'central' route option approved by the Cabinet in February 2021.

It is important to understand this distinction between the 'strategic' exercise undertaken to choose amongst the six route options in February 2021, and the relatively modest alteration to the preferred option that is the subject of this report.

In 2020 the county council assessed, consulted and concluded on six possible route options, each markedly different and each showing a broad alignment. The alignments were based on largely desk-based information available at that stage in the development of this scheme. The consultation exercise during 2020 and the decision taken by Cabinet in February 2021 were informed by engineering, environmental and traffic assessments as to their relative benefits and challenges.

The approval of this preferred route in February 2021 provided the authority with the means to progress more detailed survey and design work, commence environmental impact assessment and initiate land assembly activity. It is not uncommon, and is a beneficial and necessary part to a scheme's evolution, that alterations are made to the alignment to reflect new information as it's collected and assessed.

This should not trigger a reopening of the relative merits of the strategic options.



Why not reconsider the eastern options, these took the road further from homes in the village?

The Eastern route options, alongside Western and Central Options, were considered through the public consultation in 2020. These Eastern options were the least preferred options of the 2020 public consultation with only 7% of respondents voting for Eastern 1 and 3% of respondents voting for Eastern 2 as their preferred route option.

The Eastern route options would not have reduced traffic through Galgate, which is one of the objectives of the scheme.

As well as a lack of local support, there were, and remain, engineering and environmental challenges to the Eastern options. The climbs on the two Eastern routes reach the maximum permissible under design standards and there is the possibility that HGVs would be dissuaded from using the Eastern route options and continue through Galgate.

The drainage on the preferred 'central' route option would be superior compared to the Eastern route options as there are convenient watercourses along the route, which could be used after drainage flows are attenuated.

It is also important to note that the Eastern route options fall within the setting to the Forest of Bowland AONB and at their closest are within c.800 metres of its boundary. As such, a new link road of this nature would likely have significant adverse landscape and visual effects on the area that forms part of the setting to the Forest of Bowland AONB and potentially to the designated area itself.

The Cabinet report and plans are difficult to understand

The report to the county council's Cabinet in February 2023 seeks to provide the authority with the means to progress more detailed survey and design work, and to continue environmental impact assessment and land assembly activity on the new section of the Link Road alignment.

The two plans (Appendices to the Cabinet report) display the route recommended for approval and the boundary of the alternative location of the Park and Ride Facility.

This is not a pre-application consultation. This consultation will take place in the Spring with detailed plans of the alignment and landscaping. A planning application will be submitted in late summer 2023, at which point all assessments will have been finalised and reported, and this will provide the public and other stakeholders with the opportunity to access and consider this evidence accompanying the planning application.

A statutory consultation will take place on the planning application when it is submitted.



Why was a recent plan, dated November 2022, released to only one resident of Chapel Lane in December 2022? Why is this plan radically different to the one now on the agenda for Lancashire County Council Cabinet?

The design exercise for any scheme of this nature is guided and informed by the collection and assessment of an increasing evidence base of engineering, environmental and traffic surveys and investigations. As the design evolves towards a final scheme, it is to be expected that alterations will be made and some options will be considered and worked up in plan form before being discounted.

This scheme is no different and has undergone changes and may continue to for several months yet, including the potential to respond to the pre-application consultation process taking place in spring this year.

Design options are guided by evidence and inevitably there will be instances in which we will approach private owners to carry out surveys and investigations affecting their property (and this includes surveys extending beyond the footprint of the scheme).

There would be little benefit to publicising each and every detailed design option and design iteration as it would substantially lengthen the process and cause unnecessary concern and, as is the case in this instance, concern a design option that has since been discounted for technical evidential reasons, because it didn't provide the means to avoid impacting the area of ancient woodland.

Has Network Rail been consulted about this new crossing over the WCML

Discussions have been held with Network Rail on the new crossing of the WCML.

Has there ever been any survey/reports done to support the claim that this road will reduce traffic on the A6 at Galgate?

Traffic modelling used to simulate the highway network with the addition of the new Link Road and supportive traffic management along the A6 demonstrates a reduction in traffic on the A6 passing through Galgate resulting from the scheme. Full details will be contained with the planning application for the scheme and information will be available for the pre-application consultation in the spring.

Have detailed studies been performed on traffic on the A6 since COVID occurred?

Traffic surveys were carried out along the A6 through Galgate in October 2022

What is the impact to the environment from the proposed housing in Bailrigg Garden Village?

The housing in South Lancaster is part of the Lancaster Local Plan. Lancaster City Council has published an indicative master plan for the area which has considered its impact on the local environment including local flora and fauna and water management, and is currently preparing an Area Action Plan that will consider environmental impact in more detail.



Each development proposed in that area will have to demonstrate its environmental impact, and avoidance, mitigation and compensation measures, through the planning application process.

What is the cost of the scheme and who will fund this?

The report to Cabinet in February 2023 explains that the government's Housing Infrastructure Fund award of £140 million is based on a total funding package priced of £261 million combining grant from Homes England's Housing Infrastructure Fund, local authority contributions, including £4.6m from Lancashire County Council, and a cash flow facility. The remainder of the funding in the overall programme is from developer contributions and other grant income to provide the whole package of measures expected in the full programme.

The county council has appointed a contractor for this scheme and this early involvement will provide more cost certainty as the design progresses. There is no agreed target cost at this point in time, and this will be a matter for agreement between the county council and contractor at the time we contract for the construction works.

What is the number of jobs to be created at the university by the South Lancaster Growth Catalyst?

The business case to the Housing Infrastructure Fund explained that the University is a key driver of the city's growth, employing 5,000 staff and bringing 5,000 new students to the city each year. The University is currently leading Lancaster's flagship development project, the £200m Health Innovation Campus. This will deliver new accommodation for the Health and Medicine Faculty, provide healthcare sector incubation space, and construct an 8,000m² clinical research centre and 18,000m² commercial floorspace. The project includes a £60m, 15-year business support programme and is expected to support the creation of 6,200 new jobs between 2018 and 2033.

The University itself is expanding rapidly and is looking to grow its intake by 20% from 13,000 students to 17,500 students by 2025. The population of Bailrigg campus is expected to grow by 700-800 staff and students a year over the next decade, with 4,000 new students and 3,000 new jobs expected on the University campus by 2027.

As the programme progresses and proposals are confirmed, these estimates of the benefits of the South Lancaster Growth Catalyst will be monitored and updated.

What is the number of houses earmarked for the scheme, numbers quoted vary between about 3,000 to more than 9,000 houses?

The Lancaster Local Plan provides for residential development in the plan period 2011-2031. Its policies refer to the delivery of at least 3,500 new houses in the South Lancaster Growth Area, including Bailrigg Garden Village (Policy SG1) noting that this amount represents the allocated capacity for sites but not all this capacity will be built out within the Plan Period with a number of sites continuing to be built out beyond the plan period (Policy H1).



The South Lancaster Growth Catalyst provides for development in this location, however its benefits extend outside this geographic area and beyond this plan period. As such, it identifies a greater number of new houses reliant on its delivery.

Why does the Chapelside Drive Development not appear on some plans?

The housing development of Chapelside Drive has been considered. At certain scales the Ordnance Survey background map does not show the new developments or developments under construction. Unfortunately, this is outside our control and until the Ordnance Survey update their map at that scale the development will not show. Please be assured we know the development is there. We can see the development at smaller scale background maps and have considered it in all our environmental assessments

It is also worth noting that to inform the consultee list and our assessments we use addresses that are registered with the Royal Mail, Chapelside Drive development is registered.