

Thursday, 9 November 2017, 10.00 am, County Hall, Worcester

Agenda and Summons

6 Reports of Cabinet 33 - 46

- a) Report of Cabinet – Matters which require a decision by Council (**Yellow pages**); and
- b) Report of Cabinet – Summary of decisions taken (**White pages**).

7 Notices of Motion 47 - 50

This page is intentionally left blank

COUNCIL
9 NOVEMBER 2017**REPORT OF CABINET – MATTERS WHICH REQUIRE A
DECISION BY COUNCIL – CONTINUED**

(b) Local Transport Plan 4**Recommendation**

- 17. The Cabinet recommends that Council adopts the Local Transport Plan 4 (LTP4) 2018 – 2031 for Worcestershire as part of the Council's Policy Framework.**

Background

18. The County Council is required to produce a Local Transport Plan (LTP) under the Transport Act 2000. The LTP sets the strategic vision and direction of highways and transportation services. The availability of reliable and efficient transport networks plays a major role in the effectiveness of the Worcestershire economy. Evidence has shown that a good transport network is important in sustaining economic success in modern economies. Where investment in transport infrastructure and services has been inadequate, this has been shown to adversely impact on future growth and competitiveness.

19. Worcestershire has had three previous LTPs: LTP1 (2001 to 2006), LTP2 (2006 – 2011) and LTP3 (2011 to date). Since the LTP3 was put together, funding mechanisms, socio-economic aspirations, development growth and the level of evidence available to support investment in schemes have changed. Specifically, the creation of the Local Enterprise Partnership (LEP) and the introduction of the County's Strategic Economic Plan (2014) along with the new County Council Corporate Plan (2017-2022) have further emphasised the need for LTP alignment. Additionally, many schemes included in the LTP3 have now been delivered or developed since their conception. Hence the LTP3 has now been revised into the proposed LTP4, to take account of these major changes.

Consultation

20. A statutory consultation on the draft LTP4 documents was held from 19 December 2016 to 21 March 2017. In total, 358 questionnaires were completed and 130 written responses were received from a wide range of stakeholders. The results of those respondents who chose to participate can be seen in Appendix A.

21. The outcomes of the consultation were duly considered resulting in a comprehensive review and revision of the LTP4 suite of documents. The LTP4 documents now proposed for adoption are:

- The main LTP4 strategy document (Appendix B). This proposes new and emergent schemes reflecting the Infrastructure Delivery Plans (IDPs) within the county as well amendments resulting from the consultation or technical work carried out in 2017. The main document sets out an outline delivery programme which is split into three area-based transport strategies:
 - The North East Worcestershire Transport Strategy (Bromsgrove and Redditch)
 - The Wyre Forest Transport Strategy
 - The South Worcestershire Transport Strategy (Malvern Hills, Wychavon and Worcester)
- The Policies Document (Appendix C). This document has been extensively amended leading to the production of a broader policy compendium
- The Network Management Plan (Appendix D). This document has been amended leading to the production of a broader plan
- The Strategic Environmental Assessment (Appendix E) and a Habitats Regulation Assessment (Appendix F) have also been revised in light of the consultation. These are statutory documents that are necessary to support the LTP4.

22. The LTP4 documents will also support the newly adopted (October 2017) Rail Investment Strategy for Worcestershire.

23. The Cabinet has considered the draft LTP4 2018-2031 and it is now before the Council for formal adoption. As the LTP is part of the Council's Policy Framework the Overview and Scrutiny Performance Board will review the Plan at its meeting on 7 November 2017. Any comments arising from that meeting will be reported to Council. The Cabinet has also considered and adopted a complementary policy for Worcestershire's School Crossing Control.

Financial and Other Implications

24. The LTP is a high level strategy with no direct financial implications although by implication there is an aspiration to deliver as many schemes as possible. The draft LTP4 documents have been subjected to a Health Impact Assessment (Appendix G) (To follow). An Equality Impact Assessment (EIA) (Appendix H) has also been carried out on the LTP4 proposals. This assessment has identified both potential positive and negative impacts in respect of some Protected Characteristics. The strategy has been amended to include potential mitigation action. All LTP4 schemes will be subject to their own bespoke EIA screening (and, where necessary, more detailed analysis) as they are brought forward for delivery.

Supporting Information

- Appendix A: LTP4 Consultation Report
- Appendix B: LTP4 Main Document
- Appendix C: LTP4 Policies Document

- Appendix D: LTP4 Network Management Plan
- Appendix E: LTP4 Strategic Environmental Assessment
- Appendix F: LTP Habitats Regulation Assessment
- Appendix G: LTP4 Health Impact Assessment – to follow
- Appendix H: LTP4 Equality Impact Assessment

All the above appendices are available electronically at <http://worcestershires.moderngov.co.uk/ieListDocuments.aspx?CId=129&MId=1659&Ver=4>.

(c) Pershore Infrastructure Improvements

Recommendation

- 25. The Cabinet recommends Council to agree the addition of £11.6 million to the Capital Programme with £6 million being provisionally secured through Worcestershire Local Enterprise Partnership and local district council and developer contribution for the purpose of completing the Pershore Infrastructure Improvement scheme.**

Background

26. The Council has deployed resources available to it to progress the Pershore Infrastructure Improvement scheme as far as it can. The Worcestershire Enterprise Partnership (WLEP) has provisionally allocated £5 million, subject to final business case approval, and there is circa £1 million of local contributions allocated to deliver the scheme. The Cabinet has agreed a number of recommendations which will enable the scheme to continue to be progressed to the best advantage to the Council, but with appropriate safeguards in terms of financial control and accountability. Council approval is now sought to secure the addition of £11.6 million for the scheme to the Capital Programme.

27. The delivery of the Pershore Infrastructure Improvement scheme is a priority for the Council, the WLEP, Chamber of Commerce, Members of Parliament and the Worcestershire District Authorities. The scheme is aligned with agreed priorities, in particular in terms of supporting economic growth in Worcestershire and is included within the current Local Transport Plan (LTP3) 2011-2026, the Worcestershire Strategic Economic Plan (SEP), the Worcester Transport Strategy (WTS), the South Worcestershire Development Plan (SWDP) and associated Infrastructure Delivery Plan (SWIDP).

28. The scope of the scheme is threefold and includes:
- The provision of a Northern Link Road that connects the employment sites of the Keytec Business Park with the A44
 - The provision of capacity enhancements at Pinvin crossroads to alleviate existing and projected congestion in the area
 - Upgrading of the Wyre Road/Station Road Junction.

29. Once delivered, the Pershore Infrastructure Improvement scheme would support the growth of Worcestershire's economy, improve access, support the delivery of planned growth and employment growth and improve the environment.

Business Case and Funding

30. A Business Case has been approved by the Worcestershire Local Transport Body. The Local Transport Body's Summary Report concludes that the strategic case is sound and represents very high value for money.

31. The overall cost of the scheme is estimated at £11.6 million. The current funding sources for the scheme include £5 million from WLEP and £1 million of third party contributions, of which the developer contribution is dependent on a housing development, much of which will be completed before the scheme is constructed. This leaves a funding gap of circa £5.6 million required in 2019/20 to: a) make good any negative cash flow implications for ongoing project costs; and b) provide certainty in order to appoint a contractor. It is recommended that the Council funds the gap of £5.6 million and adds the full project amount of £11.6 million to the Capital Programme.

32. The project team would continue to work with key parties, including Wychavon District Council, to pursue further funding opportunities to mitigate financial exposure, to reduce the need for financing the identified gap and apply for other possible sources of funding such as the Homes and Community Agency Housing Infrastructure Fund.

33. Should it not be possible to acquire the necessary land for the scheme through negotiation, the Council would have to make a Compulsory Purchase Order (CPO) for the scheme (the land requirements are highlighted in the report to Cabinet Appendix C). Environmental and social assessments were being undertaken and the health implications of the proposals were also being identified.

Timescales

34. In order to be able to complete the scheme by Spring 2020, adherence to the following timeline is critical:

- Contractor appointed Spring 2018
- Commence CPO process if required by Spring 2018 and complete by Autumn 2019
- Secure Planning Permission Spring 2018
- Final Business Case submitted Autumn 2018
- Construction Starts Autumn 2018
- Construction Completion Spring 2020.

Supporting Information

Further details are available on-line with the 2 November Cabinet agenda at <http://worcestershire.moderngov.co.uk/ieListDocuments.aspx?CId=131&MId=1666&Version=4>

(d) New Capital Investment – A4440 Worcester Southern Link Road Phase 4 Carrington Bridge to Powick

Recommendation

35. The Cabinet recommends that Council approves the addition of £62 million to the Capital Programme for A4440 Worcester Southern Link Phase 4 Carrington Bridge to Powick and that the cash limits are updated accordingly.

36. The Council has received notification from the Department for Transport that it has been awarded a grant of £54.5 million as a contribution to fund Phase 4 of the Worcester A4440 Southern Link Road (SLR) dualling from Carrington Bridge to Powick. Further funding of £7.5 million is expected from a combination of S106 monies and third party contributions which will take the total investment to £62 million.

37. This much-needed funding will complement the existing A4440 Southern Link Road Phase 3 works currently underway, and is an integral part of the strategy to drive the delivery of the economic growth ambitions of the Worcestershire Strategic Economic Plan and the Local Development Plans.

38. Strategically, the scheme addresses the key national priorities as follows:

- **Congestion Relief:** Improvements to the A4440 Worcester SLR will reduce the negative effects of congestion and improve accessibility and journey times across south Worcestershire
- **Economic Growth:** The scheme will support economic growth by releasing an additional 15 ha of employment land. In addition, it will relieve Worcester City congestion enabling an additional 2- 3,000 jobs in the City over time and a repositioning of the City as the leading Cathedral City it is
- **Housing Growth:** The recently adopted South Worcestershire Development Plan identifies the sites upon which 28,000 houses are to be built. A significant number of these sites are predicated upon the completion of the dualling of the A4440 between the M5 and the Powick roundabout. The scheme underpins the South Worcestershire Development Plan growth, provides the encouragement to the market to commit to the development, and directly brings forward the development programme for 3,000 new homes.

(e) 100% Business Rates Retention – Pilot

Recommendation

39. The Cabinet recommends that Council endorses the submission to participate in the pilot for 100% Business Rates Retention.

40. Since April 2013 the Business Rates Retention System enables local government to retain a 50% 'local share' of business rates income. The other 50% 'central share' is retained by central Government and then redistributed to Councils as Revenue Support Grant and other grants. For the County Council, the 50% local share is worth around £60 million per year – this represents around 18% of the Council's total funding in the current financial year.

41. In October 2015, central Government announced that, by the end of the current Parliament, local government will keep 100% of the income raised through business rates and will take on new responsibilities to be funded from this additional income as central Government grants are phased out. These proposals will enhance the Council's ambition to be self-sufficient and will mean that it relies less on central Government as a source of funding.

42. The Council responded to the consultation on 100% Business Rates Retention last year and DCLG has now issued a prospectus requesting submissions from local authorities to participate in a one year 2018/19 pilot for 100% Business Rates Retention. This is in line with the previously published timetable which provides for implementation of the scheme by the end of this parliament. The submission to DCLG was required by 27 October 2017.

43. A key objective of a pilot would be to promote financial sustainability and coherent decision making across functional economic areas and invest some of the additional retained income to encourage further growth. Two-tier areas are being encouraged to apply and district councils within Worcestershire have indicated their wish to participate in the pilot.

44. The key changes that would occur through participation in the pilot would be:

- An authority receives an increase to its local share of business rates revenues. The value of this increase is then taken off the authority's Top Up grant/added to the authority's Tariff payment
- Revenue Support Grant and Rural Services Delivery Grant are no longer paid. Instead, the Grant is replaced by increased Top Up grant or reduced tariff payments
- The authority/pilot area then receives all growth (and decline, to a point) in business rates compared to the 50% of growth that is currently retained.

45. Therefore, whilst authorities within the pilot area have the opportunity to receive higher income through retaining all business rates growth, there is exposure to a greater level of risk in replacing specific grant income with variable business rates income.

46. The Council is asked to endorse the submission made by the Interim Chief Financial Officer to participate in the pilot for 100% Business Rates Retention. The submission would if accepted lead to an additional £3.5 million of the available £5.7million for the County Council with the remainder split between the district councils.

Contact Points

County Council Contact Points

County Council: 01905 763763

Worcestershire Hub: 01905 765765

Specific Contact Points for this report

Nichola Garner, Committee and Appellate Officer

Tel: 01905 846626

Email: ngarner2@worcestershire.gov.uk

Background Papers

In the opinion of the proper officer (in this case the Head of Legal and Democratic Services) the following are the background papers relating to the subject matter of this report:

Agenda and background papers for the meeting of the Cabinet held on 2 November 2017.

Worcestershire Business Rates Pilot Business Case

This page is intentionally left blank

COUNCIL
9 NOVEMBER 2017**REPORT OF CABINET - SUMMARY OF DECISIONS TAKEN**
- CONTINUED

Worcestershire Safeguarding Children Board (WSCB) Annual Report 2016/17

13. The Independent Chair of the WSCB is responsible for publishing an annual report that provides a public assessment of the effectiveness of safeguarding arrangements for children and young people in Worcestershire and also recognises achievements and is realistic about the challenges that remain. The Report has been considered by the Health and Well-Being Board and the Children and Families Overview and Scrutiny Panel.

14. During 2016/17 WSCB had a particular focus on a number of priorities including:

- Healthy relationships
- Child Sexual Exploitation
- Early Help
- Integrated Family Front Door and Thresholds
- Young people at the point of transition (with specific focus on sexual exploitation)
- Children with disabilities
- Strengthening of the Board's Learning and Improvement Framework.

15. The Board concluded that at a strategic level there was a strong commitment to safeguarding in Worcestershire but whilst the Board had received assurances safeguarding arrangements were generally in place in most key partner agencies, there remained work to be done to improve collaborative efforts, in particular with regard to early help provision. Demand for services continued to grow and the Board had been reassured that strategies were in place to improve frontline practice. The Board however could not be certain about the impact of these and therefore the child protection system remained at risk. Further assurance was required as to the effectiveness of the wider early help offer and the Board needed to be confident that practitioners understood the thresholds for accessing statutory services from Children's Social Care. The Board recognised that these were challenging times for the Council and remained committed to working with all partners to bring about the necessary change required to improve outcomes for children in Worcestershire.

16. The Cabinet has received the Worcestershire Safeguarding Children Board Annual Report 2016/17 and noted the progress of the work of the Board.

Joint Municipal Waste Management Strategy Update (JMWMS)

17. The Cabinet has approved an Addendum to the JMWMS for Herefordshire and Worcestershire 2004-2034. The update was required to reflect the changes in national policy, local provision and projections for future demand that have occurred since the

Strategy was originally adopted and ensure the Strategy remained relevant and fit for purpose. The Addendum included the following updates and information:

- information on changes to national waste management policy
- an update of waste management data including waste growth predictions
- an update on recycling, recovery and disposal performance.

18. A light touch approach had been taken to reviewing the JMWMS focusing on refreshing the waste growth and performance data. The Addendum did not attempt to set new objectives or policy and needed to be read in conjunction with the existing JMWMS. The Strategic Waste Management Board, consisting of senior officers and members, including the Cabinet Member with Responsibility for Environment, had been consulted and updated throughout the review process. The six Worcestershire district councils and Herefordshire Council were all currently progressing the adoption of the addendum to the JMWMS via their local processes. The next review of the JMWMS would be in 2022 or earlier if a significant change was required.

Worcestershire Rail Investment Strategy

19. In 2016 the Council commissioned the development of a Rail Investment Strategy for Worcestershire (WRIS). The document was intended to set the economic context for rail investment, inform the development of the Local Transport Plan 4 and underpin the future pipeline of projects over the current and emerging plan period. Investing in the rail infrastructure was an important element of supporting sustained economic growth, investment that would increase capacity, connectivity and transport choice across Worcestershire and beyond. The draft WRIS had undergone a public consultation exercise, the outcomes of which had assisted in shaping revisions to the Strategy.

20. The Cabinet has formally endorsed and adopted the WRIS. The Strategy proposed four overarching Conditional Outputs for rail service development which would deliver £50.42m GVA per annum and 1,000 new jobs in the county:

- (i) Two trains per hour Worcester-Oxford-Paddington - £21.22m GVA and 475 new jobs;
- (ii) One train per hour Kidderminster-Droitwich Spa-Worcester-Paddington - £13.8m GVA and 275 new jobs;
- (iii) Calls at Worcestershire Parkway in Bristol-Manchester and Plymouth-Newcastle services - £9.6m GVA and 250 new jobs;
- (iv) Regional service between Kidderminster/Bromsgrove-Worcester and Cheltenham Spa, Gloucester and Bristol - £5,73m GVA and 150 new jobs.

The infrastructure schemes essential to facilitate this new connectivity were the North Cotswolds line capacity upgrade, Worcester area and Droitwich Spa to Stoke Works capacity upgrade, new car park capacity and/or new stations and Worcester Shrub Hill station regeneration.

Kidderminster Railway Station

21. The Cabinet has considered the progress to date in the delivery of the Kidderminster Railway Station scheme. The scheme provided a strategic fit with both national and local policy and had been specifically included in the emerging Local Transport Plan 4 document. It was also detailed as a priority project within the Local

Enterprise Partnership Strategic Economic Plan. The scheme would improve accessibility to the Wyre Forest area for employment, health, education, leisure, retail and tourism. The budget for the scheme was £4.3m. The scheme would replace Kidderminster's inadequate railway interchange to provide a redeveloped and revised layout for the station which would double the current size and provide seating, retail/café, toilets and improved access.

22. The Business Case for the scheme showed the Benefit to Cost Ratio (BCR) was 4.81 based on a low growth in patronage scenario, which placed it in the very high value for money category. The BCR was 13.4 in a high growth of patronage scenario. The Business Case also included an assessment of the wider economic impact, including improved labour market balance leading to an increase in productivity and increases in economic output valued at £2.4m per annum by 2040. Design Work was underway and meetings had been held with all key stakeholders. Award of the contract was anticipated for Spring 2018 with the project being completed by Summer 2019. The Cabinet has delegated authority to the Director of Economy and Infrastructure, in consultation with the relevant Cabinet Member, to award the contract and associated agreements to deliver the scheme.

Infrastructure Engineering Term Contract

23. The Council currently had an existing Term Civil Engineering Contract (TCEC) for delivering a range of infrastructure works, from small maintenance schemes to large projects. The current TCEC had a financial ceiling of circa £50m and a term of four years with the potential to extend for up to a further two years (ending February 2019). Extensions of twelve months had been awarded to date making the current end date February 2018. It was anticipated the financial ceiling would be met by known projects and works and therefore the contract could not be used for significant projects beyond those currently envisaged.

24. Likely emerging and future infrastructure projects and works included Churchfields, Pershore Infrastructure Improvements, A38 Bromsgrove, Structural maintenance and public realm. A new Term Engineering Contract was required to deliver these schemes. The recommended procurement route was a similar contract to that used previously with target cost arrangements for a duration of four years with the potential to extend for a further three years dependent upon performance and value to the Council. The potential value of the contract was £75m but this did not commit the Council to that total value of work. Individual projects and pieces of work would only be awarded where a budget was available. There would be no obligation to award work.

25. The Cabinet has endorsed the approach to commissioning an Infrastructure Engineering Term Contract and approved the commencement of the procurement process. It has also delegated authority to the Director of Economy and Infrastructure, in consultation with relevant Cabinet Member, to finalise and execute a Contract.

Updated Policy on Delayed and Accelerated Transfer - Placement of Pupils out of their Chronological Age Group including Summer Born Children starting school

26. Admission authorities must ensure that admission arrangements were compliant with the School Admissions Code. The arrangements for delayed and accelerated entry into schools in Worcestershire formed part of the admission arrangements. To ensure the Council complied with the legislation and did not find itself the subject of any

objections to the Office of the School Adjudicator, the Cabinet has approved the updated policy and authorised its publication and implementation with immediate effect. Summer born children could continue to receive Nursery Education Funding up to the term following their 5th birthday, they would continue to be submitted on the Early Years Census therefore the Council would receive funding for them.

Adoption Regionalisation

27. The Cabinet has considered proposals for the Council's participation in a Regional Adoption Agency (RAA) to be known as Adoption Central England (ACE) via a shared service agreement with Solihull Metropolitan Council, Warwickshire County Council and Coventry City Council. ACE would deliver the adoption agency functions of the four local authorities including the assessment, training and approval of adopters, the identification of prospective adopters for children in need of a new adoptive family and adoption support to adoptive families and special guardianship support services. It was hoped that ACE would deliver excellence in practice through innovation and stakeholder agreement.

28. The Cabinet has noted the options for a RAA outlined in the Business Case and considered the outcomes of staff engagement and service consultation and the equality impact assessment. It has approved, in principle, the Council entering into a Partnership and Hosting Agreement and partnership arrangement for ACE to undertake delivery of Worcestershire County Council's adoption service and Special Guardianship services alongside Solihull Metropolitan Council, Warwickshire County Council and Coventry City Council. Cabinet has delegated authority to the Director of Children, Families and Communities to approve the final details of these arrangements. It has also approved Warwickshire County Council becoming the host authority to facilitate the operational delivery of these services on behalf of Worcestershire County Council.

29. The Cabinet has agreed provisional financial proposals to fund ACE as agreed by the ACE Executive Board and to delegate authority to the Section 151 Officer, in consultation with the Director of Children, Families and Communities, to agree the final value of the total cash limit. The Director has also been authorised to progress staffing secondments to Warwickshire County Council as the host authority and to review the status of those agreements within the first twelve months. The implementation of these decisions was subject to the agreement of the Secretary of State, as a result of the Secretary of State's Direction with respect to child care services at Worcestershire County Council. It was hoped that a fully operational RAA would go live on 1 February 2018.

Proposed Engagement on Options for Future Delivery - Connect Short-Term Service and Council-Provided Day Services for Adults with a Learning Disability

30. As part of its duties under the Care Act 2014, the Council funded a wide range of day services and opportunities for adults with learning disabilities who were eligible under the Act for care and support. Day services were commissioned from two types of provision – external providers, through a Dynamic Purchasing System contract and services provided internally by the Council's Adult Social Care Provider Services. In-house provision consisted of 12 separate Day Services across the county for adults with learning disabilities comprising Resource Centres, Connects and the Leisure Link service. In order to be financially sustainable and maximise value for money the Council's in-house Learning Disability day services should not cost more than it would to

purchase similar services from the external market. It was therefore imperative in the interests of Worcestershire taxpayers and residents and the individuals needing to use those services that they were constantly evaluated and reviewed to ensure outcomes were improved and maximum value for money achieved.

31. The emphasis was on the continued effort to encourage a vibrant and varied range of day service provision across Worcestershire in order to maximise choice, independence and well-being for individual service users and the related need to resolve the current issues regarding the ongoing financial sustainability of Council-provided day services for adults with a Learning Disability (Resources Centres, Connects and Leisure Link) and the Connect Short-term Service. To this end the Cabinet has endorsed the intention to use a co-production approach to future service development and delivery, engaging with people using services, family carers and staff to gather ideas which would inform future proposals for how services were to be delivered.

32. Specifically the Cabinet has authorised the Director of Adult Services to carry out engagement with individuals using the Resource Centre service, family carers and staff to explore options to increase usage, options for income generation and ideas for more efficient operation of the services. It has also authorised the Director to explore the option and potential impacts of partially reducing or fully closing the Connect Short-term Service to new referrals, through engagement with partner organisations and staff and detailed impact assessment. Further, it has authorised the Director to carry out engagement with individuals using the Connect Learning Disability day services and the Leisure Link service, family carers and staff to explore alternative delivery options for each of the services.

33. A further report will be brought to Cabinet by April 2018, informed by the proposed engagement exercises and detailed impact assessments, with proposals for future service delivery, including proposals for formal consultation where required.

Resources Report

34. Further to the Report of Cabinet circulated with agenda papers, the November Cabinet has now received a report showing that in terms of the Council's revenue budget 2017/18, an overall financial pressure of £6.8m was anticipated (a £0.7m reduction from last month's forecast). An increased level of financial pressure had been identified in Adult Services due to an increased level of demand for services. This represented a key risk to the delivery within cash limits in 2017/18 and as a consequence it would be closely monitored. The Council was working hard across all services to identify ways in which further efficiencies could be achieved in 2017/18. However, it was still likely the Council would need to deliver the reforms included within the Transformation Programme and consider other means of delivering its services within budget, in addition to these efficiencies, prior to the end of the 2017/18 financial year. If this could not be achieved, with the requirement to identify and deliver savings of £60m across the following three years, this could present a risk to the delivery of a balanced budget in the future.

35. The Cabinet has considered the treasury management half-yearly progress report. In terms of borrowing, Council debt was £420.1m at 30 September 2017, of which £107.5m was to finance the Energy from Waste project. The level of debt was well within the Capital Financing Requirement estimated for 2017/18 of £559.8m. During the half year the level of long-term debt increased by £27.7m. Short-term debt

totalled £0.328m at 30 September 2017. In terms of lending, the balance at 30 September 2017 was £43m. The average rate earned on investments for the first half of 2017/18 was 0.28% and the gross interest earned on investments was £0.108m.

Mr S E Geraghty
Chairman

Contact Points

County Council Contact Points

County Council: 01905 763763

Worcestershire Hub: 01905 765765

Specific Contact Points for this report

Nichola Garner, Committee and Appellate Officer

Tel: 01905 846626

Email: ngarner2@worcestershire.gov.uk

Background Papers

In the opinion of the proper officer (in this case the Head of Legal and Democratic Services) the following are the background papers relating to the subject matter of this report:

Agenda and background papers for the meeting of the Cabinet held on 2 November 2017.

COUNCIL
9 NOVEMBER 2017**NOTICES OF MOTION**

Notices of Motion Received

1. The Head of Legal and Democratic Services reports that he has received the following 4 Notices of Motion. The Constitution provides that any submitted motion must be moved and seconded at the meeting. Otherwise, unless postponed with the consent of the Council, it will be treated as withdrawn.
2. If a motion is in relation to the exercise of an executive function it will be referred to the Cabinet for decision (if applicable this will be indicated below). Otherwise the Council may decide itself to determine the Motion, or refer it to the Cabinet or another appropriate Committee for advice before determining it at the next available meeting.

Notice of Motion 1 – Privatised health care provision

3. **This motion is not in relation to the exercise of an executive function and the Council may decide to determine the Motion.**

4. Notice of Motion standing in the names of: Ms P Agar, Mr P M McDonald, Mr R M Udall, Mr P Denham, Mr C J Bloore and Ms C M Stalker.

"Due to the failure of three accountable care originations to deliver privatised health care, either on budget or to an acceptable standard, we call upon the Leader of the Council to seek an assurance from the Secretary of State for Health that no such organisation will be permitted to operate in Worcestershire, and that any sustainability and transformation plan for the NHS in Worcestershire will not integrate health care providers with privatised delivery organisations, ensuring health care remains free at the point of need".

Notice of Motion 2 – Mercury School Finance System

5. **This motion is not in relation to the exercise of an executive function and the Council may decide to determine the Motion.**

6. Notice of Motion standing in the names of: Mr R C Lunn, Mr R M Udall, Mr P M McDonald, Mr P Denham, Mr C J Bloore and Ms C M Stalker.

"Council calls upon the CMR to consider providing a report to a future Cabinet, providing a full explanation behind the ongoing issues with the Mercury School Finance System, which will include what is being done to resolve the issues of concern and who is responsible for the process. Council seeks information

regarding the cost incurred by the Council in trying to rectify the ongoing problems and challenges".

Notice of Motion 3 – Diagnosis of Children with autism

7. This motion is not in relation to the exercise of an executive function and the Council may decide to determine the Motion.

8. Notice of Motion standing in the names of: Mr R M Udall, Mr R C Lunn, Mr P M McDonald, Mr P Denham and Ms C M Stalker.

"Council is concerned about the length of time it can take in Worcestershire from point of referral to diagnosis for a child to be diagnosed with autism. The Umbrella Pathway is clearly unable to cope with demand, residents are reporting unacceptable delays and life chances of the children involved have been badly affected.

Council therefore calls upon OSPB to instigate a task and finish group to investigate the problems and to recommend ways in which the system can be improved".

Notice of Motion 4 – Transport Hierarchy

9. This motion is in relation to the exercise of an executive function and will therefore be referred to Cabinet for a decision.

10. Notice of Motion standing in the names of: Mrs E B Tucker, Prof J W Raine, Mr M E Jenkins and Mrs F M Oborski.

"As the Department for Transport's own research shows, investing in walking and cycling brings huge economic, social and health benefits, with the cost-benefit ratios outperforming highway-only schemes. Increasing investment in walking and cycling not only provides economic benefits, but also huge health benefits by allowing people to be more active, thus reducing levels of obesity and other serious conditions.

The transport hierarchy, which is embedded in the Manual for Streets, the Council's Streetscape Design Guide and LTP4 Network Management Plan, states that the design of new roads or improvements to existing roads should consider the needs of pedestrians first, cyclists second, public transport third and other vehicles last.

Taken together it is clear that we should be focusing our efforts as much as possible on investing in improvements to walking and cycling.

The All Party Parliamentary Cycling Group's Get Britain Cycling report proposed creating a cycling budget of at least £10 target per person per year, increasing to £20. The national Conservative Party backed the £10 target in 2015 and in September Labour backed the £10 target for walking and cycling.

This Council proposes that the Cabinet should set a budget target of £10 per person per year to be spent on walking and cycling, rising to £20 per person per year by 2025".

Contact Points

County Council Contact Points

County Council: 01905 763763

Worcestershire Hub: 01905 765765

Specific Contact Points for this report

Simon Lewis, Committee Officer

Tel: 01905 846621

Email: slewis@worcestershire.gov.uk

Background Papers

In the opinion of the proper officer (in this case the Head of Legal and Democratic Services) there are no background papers relating to the subject matter of this report.

This page is intentionally left blank