

Lancashire County Council

Cabinet

Thursday, 3rd September, 2020 at 2.00 pm to be held as a Virtual Skype Meeting

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 6 August 2020 (Pages 1 - 4)

Matters for Decision:

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

4. Money Matters 2020/21 Position - Quarter 1 (Pages 5 - 60)

5. Procurement Report (Pages 61 - 66)

6. Economic Recovery and Growth Programme (Pages 67 - 76)

The Deputy Leader of the County Council and Cabinet Member for Highways and Transport - County Councillor Keith Iddon

7. Lancashire County Council (Barrow Greaves, Ellel, Five Ashes Lane, Thurnham, Hazelrigg Lane, Ellel and Scotforth, Lancaster City) (Prohibition of Waiting and Restriction of Waiting) Order 202* (Pages 77 - 90)

8. Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, South Ribble, West Lancs and Wyre Boroughs, Lancaster and Preston City) (Revocation, Various Parking Restrictions and Amendment to Permit Provisions January (NO1)) Order 202* (Pages 91 - 164)

The Cabinet Member for Children, Young People and Schools - County Councillor Phillippa Williamson

9. **Lancashire Youth Policy** (Pages 165 - 174)
10. **Education Contribution Methodology** (Pages 175 - 208)

The Cabinet Member for Adult Services - County Councillor Graham Gooch

11. **Bowgreave Rise Residential Care Home** (Pages 209 - 262)
12. **Extra Care Housing in Lancashire** (Pages 263 - 268)

Matters for Information:

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

The following urgent decisions have been taken by the Leader of the County Council in accordance with Standing Order C16(1) since the last meeting of Cabinet, and can be viewed by clicking on the relevant link(s):

[Director of Public Health - Delegation of Functions](#)

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 Cabinet will be held on Thursday 1 October 2020 at 2.00pm.

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. Funding for Business Support Programmes - Emergency Direct Award(s) (Pages 269 - 272)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains 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.

19. Major Project and Strategic Development Team (Pages 273 - 292)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. The report contains 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.

Angie Ridgwell
Chief Executive and Director of
Resources

County Hall
Preston

Lancashire County Council

Cabinet

Minutes of the Meeting held on Thursday, 6th August, 2020 at 2.00 pm in Virtual Meeting - Skype

Present:

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

Cabinet Members

County Councillor Keith Iddon
County Councillor Michael Green
County Councillor Phillippa Williamson
County Councillor Peter Buckley
County Councillor Graham Gooch
County Councillor Shaun Turner

County Councillor Azhar Ali and County Councillor John Fillis were also in attendance under the provisions of Standing Order No. C14(2).

1. Apologies for Absence

Apologies were received from County Councillor Albert Atkinson.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None declared

3. Minutes of the Meeting held on 9 July 2020

Resolved: That the minutes of the meeting held on 9 July 2020 be confirmed as a correct record and signed by the Chair.

4. Covid Financial Update

Cabinet received a report detailing the effects the Covid-19 crisis would have on the council finances in the current and forthcoming years, including the level of reserves available.

Resolved: That, the contents of the report including the financial forecasts be noted and approved the proposed next steps.

5. Commercial Blueprint

Cabinet considered a report setting out the strategic commercial aim of the county council and the priority areas for development.

Resolved: That the Commercial Blueprint as set out at Appendix 'A' of the report, be approved.

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

Resolved: That the urgent decision, 'Lancashire Enterprise Partnership - Appointment of Blackburn with Darwen Borough Council as a Company Member', taken by the Leader of the County Council since the last meeting of Cabinet, be noted.

7. Urgent Business

It was reported that there were three Items of Urgent Business which were 'Covid Recovery Grants for the Visitor and Wider Economy', 'Covid-19: Local Powers' and 'Withdrawal of the Proposal to Discontinue the Local Authority's Maintenance of Wennington Hall School'.

7(a) COVID Recovery Grants for the Visitor and Wider Economy

It was agreed that this item be taken under urgent business to enable the county council to bid for additional resources in response to recent Ministerial announcements allocating resources to Growth Hubs to provide grants and to ensure the grant programme is operational as soon as is feasible.

Cabinet received a report that requested approval for Lancashire County Council to be able to apply for £1,544,072 of European Regional Development Fund resources to deliver COVID 19 Recovery grants, in its role as Accountable Body for the Lancashire Business Growth Hub BOOST.

Resolved: That

- i. The information in the report be noted.
- ii. The county council's application for £1,544,072 of European Regional Development Funds, in its role as Accountable Body for the Lancashire Business Growth Hub BOOST, to deliver grants to small and medium size enterprises in the Lancashire LEP area, be approved; and
- iii. Authorised the Director of Growth, Environment and Planning to formally apply for the resources and (working with the Director of Corporate Services) formalise all relevant contractual and other documentation.

7(b) Covid-19: Local Powers

It was agreed that this item be taken under urgent business to ensure the county council is able to respond quickly to any new outbreaks or incidents of Covid-19 as they arise in Lancashire.

Cabinet received a report on the proposed arrangements for decision making in Lancashire in relation to the ongoing Covid-19 pandemic, including in relation to new powers from government to be able to close individual premises, close public outdoor places and restrict events with immediate effect.

In presenting the report, it was noted that there was an error in the date contained in recommendation (iv). The date should have read "31 January 2021" and not "31 January 2020".

Resolved: That

- i. Authority to give directions under the Health Protection (Coronavirus, Restrictions) (England) (No. 3) Regulations 2020 be delegated to the Chief Executive and Director of Resources, and any other officer(s) that the Chief Executive deems it appropriate to further delegate to.
- ii. The Director of Corporate Services be authorised to approve the final arrangements for the policy and procedure for the implementation of these new powers.
- iii. Powers to take any decision on behalf of the cabinet necessary to urgently address or mitigate outbreaks of Covid-19 which can lawfully be delegated to officers, subject to the decision-taker, before taking the decision, having taken appropriate steps to consult the Leader, or, in his absence, the Deputy Leader, or in the absence of both, any members of the cabinet as considered appropriate by the decision taker, be delegated to the Chief Executive, Executive Directors and the Director of Corporate Services; and
- iv. Such powers in (iii) above replace the delegation to officers approved by the Leader of behalf of Cabinet on 23 March 2020 and last until 31 January 2021 unless otherwise reviewed.

7(c) Withdrawal of the Proposal to Discontinue the Local Authority's Maintenance of Wennington Hall School

It was agreed that this item be taken under urgent business to ensure that the procurement process detailed in the report can commence as proposed in September 2020.

Cabinet received a report that provided information about the plan to withdraw the proposal to discontinue the Local Authority's maintenance of Wennington Hall School.

Resolved: That

- i. The process undertaken to date in relation to Wennington Hall School be noted.
- ii. The withdrawal of the proposal to discontinue the local authority's maintenance of the school until the procurement process is implemented and the market has been tested, be approved; and
- iii. The Schools' Adjudicator be informed of the decision to withdraw the proposal, be approved.

8. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 3 September 2020 as a virtual meeting.

9. 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.

10. 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.

11. Lancashire Central

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains 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 progress made in respect of the Lancashire Central – Cuerden site.

Following the consideration of the report, members' gave their thanks to all officers who were involved with the scheme for all the work they have done.

Resolved: That the recommendations 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, 3 September 2020

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

Electoral Divisions affected:
(All Divisions);

Money Matters 2020/21 Position - Quarter 1

(Appendices 'A', 'B', and 'C' refer)

Contact for further information:

Angie Ridgwell, (01772) 536260, Chief Executive and Director of Resources,
angie.ridgwell@lancashire.gov.uk

Executive Summary

This report provides an update to Cabinet on the county council's 2020/21 revenue and capital financial position, as at the end of June 2020 and an updated medium term financial strategy (MTFS) covering the period 2021/22 to 2023/24.

There is ongoing and unprecedented uncertainty in relation to future local government funding and the financial impact of the Covid-19 emergency has exacerbated the problem.

Accordingly significant assumptions are required to underpin our forecasts. While these can be made with a level of confidence in the current year, over the medium term, with limited information, we rely heavily on advice from national bodies, benchmarking and discussion with peers.

The Chancellor launched the 2020 Comprehensive Spending Review (CSR) in July 2020. This is due to be published in the autumn and will set out the Government's revenue spending plans for 2021/22 to 2023/24.

The Chancellor has not set a 'spending envelope' because of the uncertainty caused by COVID19, and has asked Departments to identify opportunities to reprioritise and deliver savings, however he did confirm that departmental spending will grow in real terms across the CSR period.

The outcome of the CSR will be fundamental to the future financial position of the council. To address our forecast pressures officers, working with our national organisations, particularly in adults and children's services which are the most significant areas of financial pressure due to the increasing demand and cost of services going forward, will develop an evidence base and narrative to influence the review.

Whilst the Q1 forecast is for a relatively small overspend of £3.737m for the current financial year, there remains a level of uncertainty about the longer term impacts of the ongoing pandemic. There will certainly be ongoing impacts relating to the collection fund that force a pressure, currently estimated at £10m per annum, into at least the next three years.

The wider impacts on economic activity remain uncertain at present and as a result we have assumed no growth in our tax base and share of non-domestic rates for 2021/22 the effects of which impact significantly upon our MTFS.

Any latent impact on price or demand for our services also remains unclear.

The current MTFS indicates an aggregated funding gap of £79.306m by 2023/24, an increase of £40.904m from the previously reported position. This is due primarily to the impacts of Covid-19 on our collection fund deficit and tax base, increased pay costs and service demand and inflationary pressures.

In summary:

- (i) The 2020/21 revenue forecast outturn is £848.588m, representing a projected overspend of £3.737m (0.44%) of the agreed budget.
- (ii) The MTFS has been updated for our current expectations of increased demand and volume. The revised forecast position has deteriorated in the light of our expectations of future funding levels, the impact of a higher than forecasted increase on the cost of our commissioned adult social care and an updated forecast on pay and pensions following the rejection of the latest pay proposals.
- (iii) At Full Council in February 2020 the MTFS showed a deficit of £38.401m in 2023/24. The forecast now indicates a financial deficit of £79.306m by 2023/24.
- (iv) The council is forecast to hold a General Reserve against unforeseen issues of £23.437m representing circa 3% of net budget, which is unchanged from the previously reported position.
- (v) The council is forecast to hold £150.295 of uncommitted transitional reserve at the end of the financial year. This is sufficient to meet the forecast gap for financial years 2021/22 and 2022/23 only.

Recommendation

Cabinet is asked to:

- (i) **Note** the current forecast overspend of £3.737m on the revenue budget in 2020/21.

- (ii) **Note** the revised funding gap of £79.306m covering the period 2021/22 to 2023/24 as set out in the revised financial outlook forecast for the council.
- (iii) **Note** the contents of the county council's reserves position.
- (iv) **Note** the expected capital expenditure outturn of £149.709m.
- (v) **Note** the revised 2019/20 capital delivery programme of £149.510m as presented within the body of the report.

Background and Advice

The detailed reports present the Quarter 1 position and are appended as follows:

- Appendix A - the 2020/21 forecast revenue position.
- Appendix B - revised medium term financial strategy for the period 2021/22 to 2024/25, including reserves position.
- Appendix C - the 2020/21 re-profiled capital delivery programme and forecast outturn.

2020/21 Revenue Position as at 30 June 2020 (Appendix A)

A revenue overspend is currently forecast at £3.737m and represents a variance of 0.44% against the overall revenue budget of £844.851m. The forecast outturn position is subject to a number of assumptions around the anticipated profile of expenditure for the rest of the year which, as always, is difficult to predict in some demand led budget areas. The report identifies those areas where forecast pressures exist and will be subject to ongoing detailed review. There are also a number of underspending service areas and where these have been validated as reflecting a level of recurrent underspend these have been picked up as management action savings within the MTFS. The focus will remain on continuing to tightly control and drive down costs wherever possible.

As part of the monthly monitoring process savings that have been agreed to date are reviewed by finance monitoring boards. Officer activity has been diverted away from savings as a result of the response to the Covid emergency. This has resulted in savings to the value of £25.568m being delayed until 2021/22 and beyond. Despite this the position at the end of quarter 1 was that 93.8% of the financial value of all agreed savings were rated as on track for delivery before the end of 2022/23, albeit some having to undertake work to mitigate against delays in delivery.

The medium term financial strategy (MTFS) and reserves position (Appendix B)

At Full Council in February 2020 the MTFS set out a forecast funding gap of £38.401m. The updated funding gap contained within the report has increased to £79.306m by 2023/24 primarily as a result of an updated view of the impact of Covid -19 on our funding, the impact of a higher than forecast National Living Wage rate for 2021/22 and the impact on staff costs of an estimated additional 1% pay settlement for 2020/21. The MTFS position includes additional costs relating to staff pay

inflation, transport and demand assumptions, and the impact of some savings that are deemed undeliverable.

The value of the uncommitted transitional reserve is currently forecast to be £150.295m by the end of March 2021. This does not include the impact of any variation as a result of the final 2020/21 outturn position. The value of the uncommitted transitional reserve is currently forecast to be sufficient to meet the identified funding gaps for financial years 2021/22, 2022/23 and partway through 2023/24, but the intention is to identify further savings, thereby securing a sustainable financial position for the council.

Capital delivery programme for 2020/21 (Appendix C)

A 2020/21 capital delivery programme of £133.541m was agreed at Full Council in February 2020. This was based on the best forecast available at that point in time with the need to review and update to reflect the impact of the final 2019/20 outturn position and associated slippage and advance delivery, additions to the programme subsequently agreed by Cabinet and an updated assessment of deliverability within the year. The review has resulted in the 2020/21 capital delivery programme increasing to £149.510m and this will be used as the basis for monitoring progress over the rest of the financial year.

Consultations

N/A

Implications:

Risk management

The county council's overall approach to managing financial risks continues to be to identify and acknowledge risks early and build their impact into financial plans while continuing to develop strategies which will minimise their impact. This approach operates in parallel with the identification and setting aside of sufficient resources to manage the financial impact of the change risks facing the organisation.

The financial risks and opportunities that could affect the position outlined in the report primarily cover the following areas. Many of these risks equally present opportunities:

Level of Future Resources from Central Government

Risks remain in relation to the level of resources the council receives from the government in terms of support for the additional pressures as a result of the Covid-19 pandemic, revenue support grant, social care grant, business rates and the fairer funding settlement which has been delayed for a further year. At this point in time there is insufficient detailed information regarding the changes to be certain of the funding assumptions within the MTFS. We will continue to monitor government guidance and await the outcome of the CSR in the autumn and will update the MTFS accordingly. As a result of these uncertainties we have modelled following scenario

analysis on the most likely funding scenario. Future funding levels could therefore be higher or lower than currently forecast.

Demand

There is continued pressure on the council's budget, particularly around adult and children's social care, and the most up to date demand forecasts have been included. Any increase in demand above the current forecast will add additional pressure to future years and conversely reductions in demand will create underspends.

Inflation

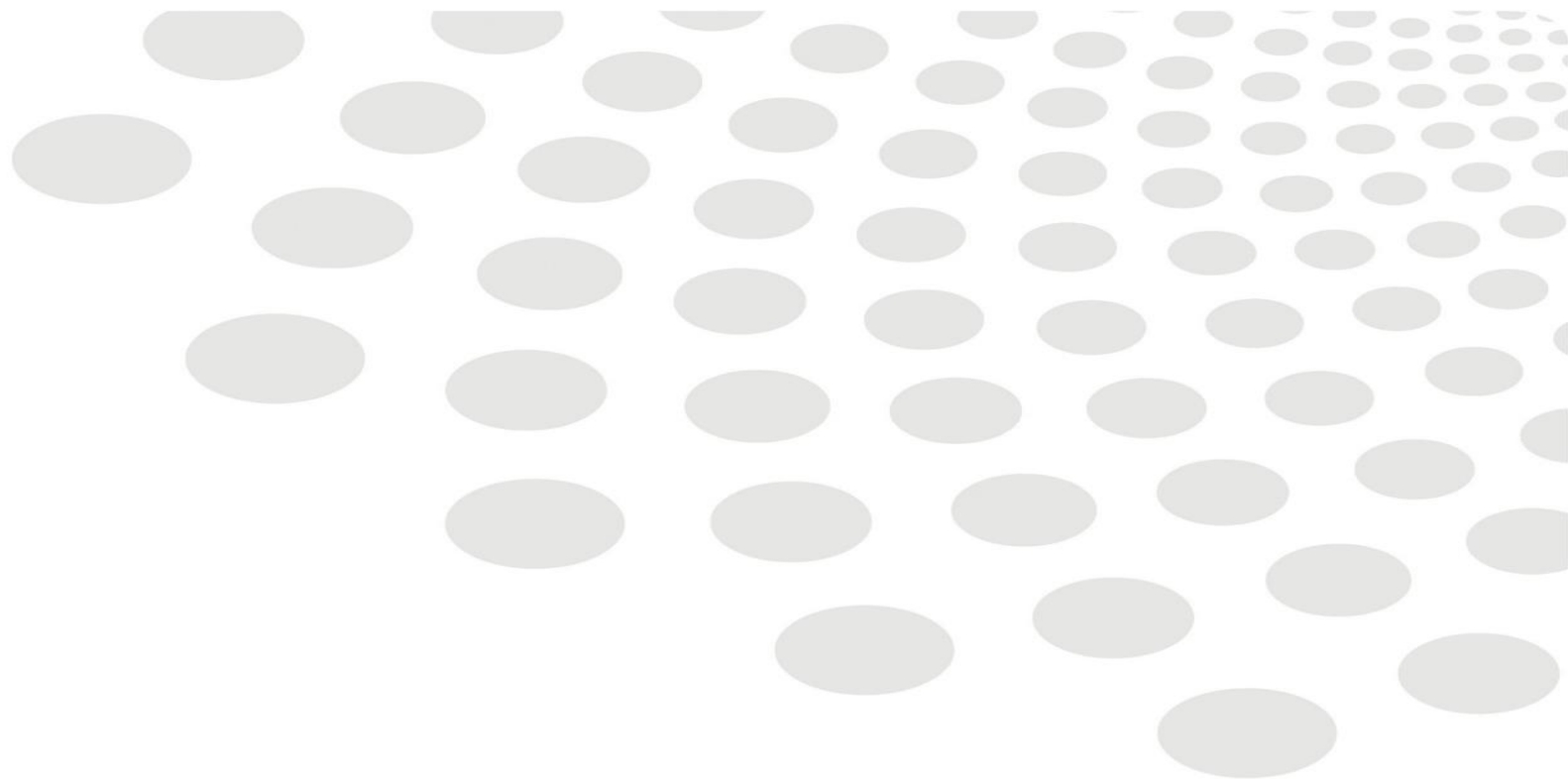
A significant level of additional resource has been included in the MTFS, primarily on contractual price increases and particularly on social care where there are nationally recognised funding issues in the residential and domiciliary care markets. In addition, the MTFS includes estimates of the cost of increases that would enable independent sector providers to meet the additional costs of the national living wage.

Delivery

The MTFS assumes that agreed savings including those delayed as a result of Covid-19 will be delivered in the period 2021/22 to 2023/24. There are also a significant number of other factors, both internal and external, which may impact upon delivery and these will need to be clearly identified and either minimised or optimised as appropriate.

List of Background Papers

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



Money Matters
The County Council's Revenue Financial
Position
2020/21 Quarter 1

	Contents	Page
1	Summary Revenue Budget Monitoring Position as at 30th June 2020	3
2	Executive Summary	4
3	Adult Services	6
4	Policy, Information and Commissioning	8
5	Public Health & Wellbeing	9
6	Education and Children's Services	10
7	Growth, Environment and Planning Services	13
8	Highways and Transport	14
9	Finance	17
10	Corporate Services	18
11	Strategy and Performance	19
12	Chief Executive Services	21

1. Summary Revenue Budget Monitoring Position as at 30th June 2020

Service Area	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Adults	581.929	595.936	14.007	-216.997	-228.985	-11.988	364.932	366.951	2.019	0.55%
Adult Services and Public Health & Wellbeing	8.286	8.319	0.033	-0.428	-0.370	0.058	7.858	7.949	0.091	1.16%
Public Health & Wellbeing	78.375	76.793	-1.582	-83.817	-84.404	-0.587	-5.442	-7.611	-2.169	-39.86%
Education and Children's Services	251.422	258.492	7.070	-50.416	-49.795	0.621	201.006	208.697	7.691	3.83%
Growth, Environment & Planning	16.514	15.532	-0.982	-11.624	-11.046	0.578	4.890	4.486	-0.404	-8.26%
Highways and Transport	165.824	168.337	2.513	-100.050	-91.663	8.387	65.774	76.674	10.900	16.57%
Waste Mgt	78.577	77.030	-1.547	-12.612	-11.473	1.139	65.965	65.557	-0.408	0.00%
Finance	63.925	63.098	-0.827	-20.616	-19.982	0.634	43.309	43.116	-0.193	-0.45%
Corporate	33.710	33.669	-0.041	-14.927	-14.413	0.514	18.783	19.256	0.473	2.52%
Strategy and Performance	111.364	111.135	-0.229	-76.952	-74.186	2.766	34.412	36.949	2.537	7.37%
Chief Executive Services	63.431	123.798	60.367	-20.067	-97.234	-77.167	43.364	26.564	-16.800	-38.74%
TOTAL	1,453.357	1,532.139	78.782	-608.506	-683.551	-75.045	844.851	848.588	3.737	0.44%

2. Executive Summary

This report provides an update to Cabinet on the county council's 2020/21 revenue financial position as at the end of June 2020. The forecast outturn for 2020/21 is outlined in the table above, with a £3.737m overspend forecast, which by way of context is 0.44% of the county council's net budget.

Forecasting in the current climate is challenging as while the financial impacts of the Covid crisis are the biggest single factor impacting on our financial performance this year, there remain other factors of uncertainty in our forecast which will be kept under review as we progress through the year.

While it is clear that there are financial pressures as a result of the crisis there are also opportunities to offset some of these. At this point in the financial year we have limited activity to forecast from, however demand on adult social care is lower than budgeted, due to a number of factors including lockdown, social distancing measures and the impact of the acute health sector commissioning some residential placements as part of NHS funded scheme to create capacity in hospitals in support of the crisis. Longer term, we do not expect these factors to drive permanent reductions and expect a drift back up in demand as a new normal settles post Covid.

In addition to current lower than budgeted demand levels, we have some benefits from the current remote working arrangements with costs such as building occupancy, printing and mileage being reduced. We also have significant treasury management gains which are helping to mitigate some of the forecast pressures.

These factors have led to the Q1 forecast deficit being relatively small although the impact of pent up demand cannot be assessed with any certainty at the moment and volatility in actual demand could lead to a significant variance from the currently forecast level as time goes by.

The narrative within this report provides details of key variances both Covid related and other. The budget this year was set without recourse to reserves, furthermore returns on the treasury management activities of the council are forecast to significantly outperform the budget. However should government funding prove to be insufficient to cover the net pressure driven by the pandemic and as significant uncertainty remains within the forecast specifically in the most significant demand led budgets for adults and children's social care it may still be necessary to call on reserves.

The forecast is based on 3 months of actual expenditure and income, combined with budget holder knowledge of anticipated activity over the rest of the year and trends from previous years. It has been produced before the winter period which can lead to significant fluctuations in demand for services.

In order to complete the forecast position at the end of Quarter 1 a detailed analysis of year to date income and expenditure has taken place for each service area in conjunction with a review of activity data and comparison has been made with trends in previous years. The position that is reported reflects our most robust forecast at this stage. However, there are some volatile, primarily demand led, service areas that could see their forecast fluctuate both positively and negatively during the rest of the financial year. Areas such as adults and children's social care, recycle income, concessionary travel and treasury management are areas that are particularly closely monitored as fluctuations across these areas are most likely to materially impact the forecast position.

As part of the forecast above, analysis is also completed of some key cross cutting areas within service budgets, particular analysis is undertaken on staffing budgets as they represent approximately half of the council's net budget. Staffing budgets are currently forecast to be broadly in line with budgets before a provision for a potential further 1% (£3.600m) pay uplift over the 2% budgeted following the rejection of the recent pay offer and a provision of £2.741m for the deployment of an auxiliary workforce in response to the Covid-19 emergency. Services such as mental health and the children, family and wellbeing service currently have relatively high levels of vacancies but continue to undertake recruitment campaigns during 2020/21 and therefore their underspends are not expected to be recurrent.

The savings that have been agreed to date are also closely monitored, with a total of £51.196m forecast to be delivered in 2020/21. The financial position at the end of quarter 1 has an assessment of 49.9% of all agreed savings rated as on track. The Council's activity in response to Covid-19 has necessarily moved focus away from savings initiatives thereby delaying the impact of the activity. Historically in some cases due to changing circumstances some savings have been declared undeliverable and are built back into the budget within the medium term financial strategy. For the Q1 MTFS we have identified savings to the value of £1.409m to be added back to the budget with the most significant elements relating to Lancashire Break Time £765,000 and the Pan Lancashire Youth Offending Team £500,000.

3. Adult Services

ADULTS	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Disability (Adults)	34.263	35.260	0.997	-33.867	-33.353	0.514	0.396	1.907	1.511	381.57%
Learning Disabilities, Autism & Mental Health	201.583	206.785	5.202	-25.595	-27.178	-1.583	175.988	179.607	3.619	2.06%
Residential & Day Care Services For Older People	22.806	23.719	0.913	-23.107	-20.683	2.424	-0.301	3.036	3.337	-1108.64%
Social Care Services (Adults)	323.277	330.172	6.895	-134.428	-133.540	0.888	188.849	196.632	7.783	4.12%
Share of Covid-19 Emergency Monies	0.000	0.000	0.000	0.000	-14.231	-14.231	0.000	-14.231	-14.231	0.00%
TOTAL ADULTS	581.929	595.936	14.007	-216.997	-228.985	-11.988	364.932	366.951	2.019	0.55%

Adult Services – forecast overspend £2.019m

The largest elements of the overall forecast overspend across the Adult Services Directorate relate to volatility on demand across services, staffing pressures as a result of the impact of Covid across the county. Furthermore there are delays in savings as a result of focussing resource on response to the pandemic.

The most significant variances within the directorate are as follows:

Disability (Adults) Service - forecast overspend £1.511m

This is predominantly due to budgeted savings on remodelling the supported living service being delayed due to the Covid19 pandemic.

Learning Disability, Autism and Mental Health service – forecast overspend £3.619m

This is as a result of variances in learning disability and autism which has a forecast staffing underspend of £785,613 as the service currently has 19fte vacancies. Price and demand budgetary pressure of £4.576m as a result of Covid-19, with domiciliary care pressures of £6.453m being partially offset by residential underspend £2.409m. There are estimated underachieved budgeted Savings of £2.318m, again due to the Covid19 Pandemic. There is further additional pressure of £1.100m relating to current and

historic void claims. These pressures are partially mitigated by net additional income of £1.263m predominantly from joint funded health claims.

Mental health forecast underspend £1.726m, predominantly due to staffing underspends of £1.265m.

Residential and day care services for older people – forecast overspend £3.337m

The service has experienced staffing and agency pressures and this situation has been exacerbated as a result of COVID-19. Despite the use of the auxiliary workforce which also included the use of day Centre staff and volunteers, the service has had to call on a high level of agency workers to cover for sickness absence. The overspend on staffing is forecasted to be £1.150m by the year end. The service is also experiencing a Covid related pressure of £2.630m from the reduction in self-funding service user income as a result of occupancy which has reduced from c.600 to c.500.

Social care services (adults) - forecast overspend £7.783m

The most significant reasons for this are:

Residential care is showing a forecast overspend of £5.175m due to an expected shortfall in service user income level. Nursing care is forecasted to underspend by £3.098m due to a reduction in number of service users. Non-residential care has an overspend of £7.562m as a result of the under-delivery of savings within Domiciliary Care and reduced health income as the acute sector is currently commissioning and paying for care packages under emergency discharge funding procedures. The budget savings targets were challenging in 2019/20 and the current COVID-19 pandemic has only served to exacerbate the matter. There are small underspends in day care and other services of £1.605m.

Adult services has been apportioned £14.231m of the emergency funding provided by government in respect of the Coronavirus financial pressures. This sum has been apportioned based on the expected pressures across the authority. This apportionment will by its nature fluctuate as further information becomes available on the financial impacts of the pandemic and the final quantum of government funding awarded to address these pressures.

4. Policy, Information and Commissioning, Quality, Contracts and Safeguarding Adults Services

POLICY INFORMATION & COMMISSIONING	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Policy Info & Commission Age Well	0.833	0.850	0.017	0.000	0.000	0.000	0.833	0.850	0.017	2.04%
Policy Info & Commission Live Well	0.894	0.905	0.011	0.000	0.000	0.000	0.894	0.905	0.011	1.23%
Safeguarding & Quality Improvement Services	6.559	6.564	0.005	-0.428	-0.370	0.058	6.131	6.194	0.063	1.03%
TOTAL POLICY INFORMATION & COMMISSIONING	8.286	8.319	0.033	-0.428	-0.370	0.058	7.858	7.949	0.091	1.16%

Policy, Information and Commissioning, Quality, Contracts and Safeguarding Adults Services – forecast overspend £91,000

There are various minor overspends across policy, information, commissioning and safeguarding.

5. Public Health & Wellbeing

PUBLIC HEALTH & WELLBEING	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Public Health & Wellbeing	12.278	12.287	0.009	-79.149	-79.149	0.000	-66.871	-66.862	0.009	0.01%
Health Equity Welfare & Partnerships	59.209	57.626	-1.583	-1.839	-1.839	0.000	57.370	55.787	-1.583	-2.76%
Health, Safety & Resilience	1.897	1.918	0.021	-1.204	-1.338	-0.134	0.693	0.580	-0.113	-16.31%
Trading Standards & Scientific Services	4.991	4.962	-0.029	-1.625	-1.166	0.459	3.366	3.796	0.430	12.77%
Share of Covid-19 Emergency Monies	0.000	0.000	0.000	0.000	-0.912	-0.912	0.000	-0.912	-0.912	0.00%
TOTAL PUBLIC HEALTH & WELLBEING	78.375	76.793	-1.582	-83.817	-84.404	-0.587	-5.442	-7.611	-2.169	-39.86%

Public Health and Wellbeing – forecast underspend £2.169m

The underspend is largely as a result of underspend on contract which are on a tariff based arrangement operating on a demand basis. Lockdown and social distancing measures have reduced demand as a result forecast expenditure (£1.583m).

In addition public health services has been apportioned £912,000 of the emergency funding provided by government in respect of the Coronavirus financial pressures. This sum has been apportioned based on the expected pressures across the authority. This apportionment will by its nature fluctuate as further information becomes available on the financial impacts of the pandemic and the final quantum of government funding awarded to address these pressures.

6. Education and Children's Services

EDUCATION AND CHILDREN'S SERVICES	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Children Social Care Localities	116.061	123.185	7.124	-9.561	-7.544	2.017	106.500	115.641	9.141	8.58%
Fostering Adoption Residential and Yot	36.526	38.171	1.645	-3.494	-4.668	-1.174	33.032	33.503	0.471	1.43%
Children and Family Wellbeing Service	17.514	16.369	-1.145	-2.981	-3.504	-0.523	14.533	12.865	-1.668	-11.48%
Education Improvement 0 - 11 Years and 11+ To 25 Combined	17.469	16.292	-1.177	-13.591	-10.124	3.467	3.878	6.168	2.290	59.05%
Inclusion	25.151	24.604	-0.547	-5.775	-5.066	0.709	19.376	19.538	0.162	0.84%
Libraries Museums Culture & Archives	18.850	16.928	-1.922	-8.658	-3.983	4.675	10.192	12.945	2.753	27.01%
Quality Assurance, Inspection and Safeguarding	14.847	13.911	-0.936	-1.458	-1.330	0.128	13.389	12.581	-0.808	-6.03%
Policy Info & Commission Start Well	2.058	6.662	4.604	-0.522	-5.146	-4.624	1.536	1.516	-0.020	-1.30%
Education & Children'S Services Central Costs	2.946	2.370	-0.576	-4.376	-4.398	-0.022	-1.430	-2.028	-0.598	-41.82%
Share of Covid-19 Emergency Monies	0.000	0.000	0.000	0.000	-4.032	-4.032	0.000	-4.032	-4.032	0.00%
TOTAL EDUCATION AND CHILDRENS SERVICES	251.422	258.492	7.070	-50.416	-49.795	0.621	201.006	208.697	7.691	3.83%

Education and Children's Services – forecast overspend £7.691m

Children's Social Care Localities – forecast overspend £9.141m

The forecast variance includes an anticipated overspend of £2.824m related to staffing. The service continues to experience issues with recruitment and retention which results in posts being temporarily filled with agency staff (at extra cost) including the cost of work undertaken by external providers. The service is currently reviewing the use of agency staff, developing restructure proposals and working towards the implementation of the family safeguarding model.

Agency fostering placements are forecast to overspend by £5.698m. Agency residential placements increased from 292 in March 2019 to 303 in March 2020 and decreased by 3 to 300 placements in June 2020. Agency fostering placements decreased from 524 in March 2019 to 501 in March 2020 and decreased by 23 to 478 placements in April 2020. Based on placement numbers and costs in recent months the forecast assumes that agency residential placement costs will increase and agency fostering placement costs will decrease during 2020/21, with the average cost of residential placements being higher than that of fostering placements and continuing to increase. In addition demand is expected to increase as lockdown restrictions are lifted and additional costs of c£3.410m (c5% of spend) have been reflected in the forecast for agency placements, although at this stage it is very difficult to estimate and will be kept under review during the remainder of the financial year.

Family support, which covers Special Guardianship Orders (SGO's), assistance to families and other payments, is forecast to overspend by £899,000 with the majority relating to SGO's and a combination of higher than expected growth and delayed delivery of savings.

There are other minor underspends across the service.

Fostering, Adoption Residential and Youth Offending Team – forecast overspend £471,000

The service is forecasting an overspend mainly due to Residential in-house provision including overnight short breaks which is forecast to overspend by £571,000. The overspend relates to staff costs of which £229,000 is due to Covid-19, and use of casual staff to support outreach/edge of care services and welfare checks.

These pressures are offset by smaller underspends across other elements of the service.

Children Family and Wellbeing Service (CFW) – forecast underspend £1.668m

The forecast position relates to anticipated staffing underspends of £1.495m due to continuing levels of staff vacancies. However, the staffing levels mean the service is having to adapt their level of service delivery accordingly. There are further minor underspends in aggregate £173,000 across the remainder of the service.

Education Improvement – forecast overspend £2.290m

Traded services are forecast to overspend by £1.100m relates to under recovery of income partly offset by a reduction in expenditure due to the impact of Covid-19. The schools advisory service is forecast to overspend by £1.061m. Of this £295,000 relates to under recovery of income partly offset by a reduction in expenditure due to the impact of Covid-19 and £181,000 relates to under recovery

of income from the sale of data Products which is recurrent. Further overspends of £585,000 relate to a reduction in schools buy-back from April 2020 and some recurrent income pressures within service.

Inclusion – forecast overspend £162,000

Underspends of £815,000 are forecast across a number of teams which mainly relates to staff costs which are more than offset by an under recovery of income from special educational needs traded services and an increase in demand for agency residential and fostering placements and family support for children with disabilities.

Libraries, Museums, Culture and Archives (LMCA) – forecast overspend £2.753m

Forecast overspends of £642,000, £1.470m and £641,000 are forecast for libraries, outdoor education and Lancashire music service respectively. These overspends relate to the under recovery of income partly offset by a reduction in expenditure due to the impact of Covid-19 and the consequent lockdown and social distancing measures. A phased reopening of sites is anticipated but with restrictions in line with government guidance. Outdoor Education centres are currently being used to provide emergency accommodation for some looked after children during the current pandemic.

Quality Assurance, Inspection and Safeguarding – Underspend £808,000

Forecast underspends of £861,000 predominantly relate to staff costs across the service although the majority of this does relate to the newly restructured Business Support function which is still undertaking recruitment to fill vacancies. The underspends are offset by forecast overspends of £53,000 on non-staff costs (supplies, services and travel) across the service.

Policy, Information and Commissioning Start Well – Underspend £20,000

No significant variance from budget is forecast in 2020/21 for Policy, Information and Commissioning (PIC) Start Well.

Education and Children's Services Central Costs – Underspend £598,000

Forecasted underspends predominantly relate to Premature Retirement Costs (PRC) for schools based staff and are currently in line with 2019/20 outturn.

Education and children's services has been apportioned £4.032m of the emergency funding provided by government in respect of the Coronavirus financial pressures. This sum has been apportioned based on the expected pressures across the authority. This apportionment will by its nature fluctuate as further information becomes available on the financial impacts of the pandemic and the final quantum of government funding awarded to address these pressures.

7. Growth, Environment and Planning Services

GROWTH, ENVIRONMENT & PLANNING	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
LEP Coordination	0.439	0.439	0.000	-0.189	-0.189	0.000	0.250	0.250	0.000	0.00%
Business Growth	6.870	5.976	-0.894	-5.279	-4.363	0.916	1.591	1.613	0.022	1.38%
Planning and Environment	5.376	5.296	-0.080	-3.174	-3.151	0.023	2.202	2.145	-0.057	-2.59%
Estates	1.612	1.612	0.000	-1.177	-1.177	0.000	0.435	0.435	0.000	0.00%
Strategic Development	2.217	2.209	-0.008	-1.805	-1.805	0.000	0.412	0.404	-0.008	-1.94%
Share of Covid-19 Emergency Monies	0.000	0.000	0.000	0.000	-0.361	-0.361	0.000	-0.361	-0.361	0.00%
TOTAL GROWTH, ENVIRONMENT & PLANNING	16.514	15.532	-0.982	-11.624	-11.046	0.578	4.890	4.486	-0.404	-8.26%

Growth, Environment and Planning Services – underspend £404,000

Growth environment and planning services has been apportioned £361,000 of the emergency funding provided by government in respect of the Coronavirus financial pressures. This sum has been apportioned based on the expected pressures across the authority. This apportionment will by its nature fluctuate as further information becomes available on the financial impacts of the pandemic and the final quantum of government funding awarded to address these pressures. The apportionment is against a large number of anticipated delayed savings, but we are currently not seeing any significant pressures in the activity to date.

8. Highways, Transport & Waste Management

HIGHWAYS AND TRANSPORT	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Highways	52.167	50.769	-1.398	-39.392	-33.054	6.338	12.775	17.715	4.940	38.67%
Public & Integrated Transport	84.409	88.982	4.573	-31.053	-28.435	2.618	53.356	60.547	7.191	13.48%
Customer Access	5.218	5.837	0.619	-2.592	-2.665	-0.073	2.626	3.172	0.546	20.79%
Design and Construction	24.030	22.749	-1.281	-27.013	-23.401	3.612	-2.983	-0.652	2.331	78.14%
Share of Covid-19 Emergency Monies	0.000	0.000	0.000	0.000	-4.108	-4.108	0.000	-4.108	-4.108	0.00%
TOTAL HIGHWAYS AND TRANSPORT	165.824	168.337	2.513	-100.050	-91.663	8.387	65.774	76.674	10.900	16.57%

WASTE MGT	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Waste Mgt	78.577	77.030	-1.547	-12.612	-11.473	1.139	65.965	65.557	-0.408	-0.62%
TOTAL WASTE MGT	78.577	77.030	-1.547	-12.612	-11.473	1.139	65.965	65.557	-0.408	-0.62%

Highways and Transport – forecast overspend £10.900m

Highways – forecast overspend £4.940m

The financial impact of Covid-19 on the highways service has been twofold.

Firstly, Covid-19 has impacted the amount of capital works expected to be delivered in 2020/21. This means that some labour and plant that would ordinarily be working on capital work and charged accordingly to capital projects has remained a revenue cost. In

addition to these direct costs, lower overheads are expected to be charged to capital as these are based on value of work delivered. These factors are forecast to result in overspends of £2.044m.

Secondly, Covid-19 has impacted the level of income expected to be received across the service. These income streams have been impacted to varying degrees by the pandemic and whilst future income levels are uncertain a pressure of £2.896m is forecast at this stage in the financial year.

Public and Integrated Transport – Forecast overspend £7.191m

Most parts of the public and integrated transport budget are affected by Covid-19 and there are still a number of unknown factors the most significant of which relates to future rules around social distancing and the impact on school transport costs for all pupils.

The most significant forecast variances are detailed below.

School transport costs are forecast to overspend by c£7.500m due to number of reasons although this is likely to reduce following recent government announcements on additional funding being made available to meet some of the additional costs. When schools return in September it is forecast that additional costs in relation to social distancing measures will be in the region of £6m. Payments made to taxi operators are being made based on contract values in line with government guidance, resulting in a forecast overspend of c£400,000. Delivery of budgeted savings of £400,000 relating to providing excluded pupils a bus pass rather than taxi transport is delayed due to the impact of Covid-19. Forecast overspends of c£800,000 relate to fleet services, adherence to social distancing rules and additional hygiene measures to ensure staff are working safely is impacting on efficiency levels resulting in a reduction in income. Bus stations are forecast to overspend by c£500,000. In part this relates to the closure of bus stations in the early part of lockdown impacting on departure fee income. However there is a recurrent pressure on departure fee income which should reduce over time as fees increase in line with a previous Cabinet decision. Public bus services are forecast to underspend by c£300,000. As part of the budget amendment an additional £1.500m was added into the budget from 2020/21. In addition the county council has received further government funding of £752,000 to support bus services. Whilst additional services are being added during 2020/21 it is not expected that all of the additional funding will be spent in 2020/21.

Customer Access – forecast overspend £546,000

The forecast overspend predominantly relates to staffing costs partly due to delays in delivering budgeted savings but also due to additional staffing costs incurred as a result of the county councils Covid-19 response.

Design and Construction – forecast Overspend £2.331m

Design and Construction property is forecast to overspend by c£2.200m. Lower than forecast income recovery of c£2.889m is expected partly due to the much reduced number of projects that are being delivered as a result of Covid-19. There is still a degree

of uncertainty as to what work will be delivered during the year and this will depend on a number of things including whether all planned work can be carried out in schools during the summer break. The above is partly offset by forecast underspends of c£689,000 on staffing and agency costs.

Highways and transport has been apportioned £4.108m of the emergency funding provided by government in respect of the Coronavirus financial pressures. This sum has been apportioned based on the expected pressures across the authority. This apportionment will by its nature fluctuate as further information becomes available on the financial impacts of the pandemic and the final quantum of government funding awarded to address these pressures.

Waste Management – forecast underspend £408,000

There have been both positive and negative financial impacts of Covid-19 on the waste management budget which largely appear to net each other off.

Based on the first 3 months of the financial year we have seen a different composition of residual waste being collected. Tonnage collected at households is significantly higher than would normally be expected. However, there has been a reduction in trade waste collected due to businesses being closed, and a much reduced tonnage collected at household waste recycling centres which were also closed for most of April and May in line with government guidance and whilst now open are operating with reduced capacity to ensure social distancing is maintained. Overall residual waste is only 1% lower this year compared to the first 3 months of last year. Forecast underspends of £403,000 are forecast as a result of the HWRCs being closed, predominantly relating to lower transport costs. The reduction in trade waste is expected to result in lower than budgeted income of £514,000.

There are other net underspends of £297,000 across the service.

9. Finance

FINANCE	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
BTLS	29.038	28.743	-0.295	-1.834	-1.541	0.293	27.204	27.202	-0.002	-0.01%
Lancashire Pension Fund	0.191	0.191	0.000	-0.191	-0.191	0.000	0.000	0.000	0.000	#DIV/0!
Exchequer Services	5.844	5.309	-0.535	-1.858	-1.630	0.228	3.986	3.679	-0.307	-7.70%
Financial Mgt (Development and Schools)	2.344	2.300	-0.044	-2.339	-2.301	0.038	0.005	-0.001	-0.006	-120.00%
Financial Mgt (Operational)	1.899	1.937	0.038	-0.201	-0.173	0.028	1.698	1.764	0.066	3.89%
Corporate Finance	20.862	20.810	-0.052	-13.158	-13.204	-0.046	7.704	7.606	-0.098	-1.27%
Internal Audit	0.946	0.969	0.023	-0.193	-0.143	0.050	0.753	0.826	0.073	9.69%
Procurement	2.801	2.839	0.038	-0.842	-0.799	0.043	1.959	2.040	0.081	4.13%
TOTAL FINANCE	63.925	63.098	-0.827	-20.616	-19.982	0.634	43.309	43.116	-0.193	-0.45%

Finance - forecast underspend £193,000

The forecast underspend is predominantly due to underspends reported within exchequer services with a forecast underspend of £506,000 on employees which is mainly due to delays in recruitment because of COVID-19. There is a forecast underspend on supplies and services of £30,000. This underspend is offset by a forecast overspend of £228,000 which includes loss of Homecare funding of £189,000 and underachievement of appointee and deputyship income of £39,000.

There are minor net overspends of £104,000 across the remainder of finance.

10. Corporate Services

CORPORATE SERVICES	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Coroner'S Service	2.730	2.679	-0.051	-0.281	-0.282	-0.001	2.449	2.397	-0.052	-2.12%
Human Resources	9.961	9.890	-0.071	-8.949	-8.751	0.198	1.012	1.139	0.127	12.55%
Legal, Governance and Registrars	17.722	17.928	0.206	-5.245	-4.987	0.258	12.477	12.941	0.464	3.72%
Skills Learning & Development	3.297	3.172	-0.125	-0.452	-0.393	0.059	2.845	2.779	-0.066	-2.32%
TOTAL CORPORATE SERVICES	33.710	33.669	-0.041	-14.927	-14.413	0.514	18.783	19.256	0.473	2.52%

Corporate Services - forecast overspend by £473,000.

The main pressure across the service relates to legal fees £464,000 as demand grows in social care, there are some largely compensating variances across the remainder of corporate services.

11. Strategy and Performance

STRATEGY AND PERFORMANCE	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Asset Mgt	38.884	39.057	0.173	-31.631	-31.603	0.028	7.253	7.454	0.201	2.77%
Facilities Mgt	63.714	63.073	-0.641	-43.958	-39.872	4.086	19.756	23.201	3.445	17.44%
Core Systems and Business Support	5.559	5.814	0.255	-1.222	-1.400	-0.178	4.337	4.414	0.077	1.78%
Programme Office	1.783	1.723	-0.060	-0.061	0.000	0.061	1.722	1.723	0.001	0.06%
Business Intelligence	1.424	1.468	0.044	-0.080	-0.088	-0.008	1.344	1.380	0.036	2.68%
Share of Covid-19 Emergency Monies	0.000	0.000	0.000	0.000	-1.223	-1.223	0.000	-1.223	-1.223	0.00%
TOTAL STRATEGY AND PERFORMANCE	111.364	111.135	-0.229	-76.952	-74.186	2.766	34.412	36.949	2.537	7.37%

Strategy and Performance - forecast overspend £2.537m

Asset Management – Forecast Overspend £201,000

Street lighting energy is forecast to overspend by £290,000. The programme of work to replace the remaining street lights with LEDs using Salix funding had been delayed partly due to Covid-19. Partly offsetting this are staffing underspends of £144,000, a number of additional posts were added into the budget for 2020/21 but due to delays in recruiting to some of these posts a non-recurrent underspend is expected.

Facilities Management - Forecast Overspend £3.445m

Most parts of the facilities management budget are affected financially by Covid-19 and there are still a number of unknown factors. School catering is forecast to overspend by £3.784m which relates to lower income charge to schools. Even though this is a significant pressure there remain a number of uncertainties and risks around the new academic year which could further impact on the forecast.

There is a further income pressure of £300,000 relating to staff and civic catering as it is currently assumed that these facilities will remain either fully closed or running at very limited capacity for the whole of 2020/21. An additional one-off cost of £2.000m is expected to make our buildings Covid-19 secure. Partly offsetting these are forecast underspend on premises running costs and repairs and maintenance due to a number of sites having being closed and the remainder being significantly less occupied which is forecast to report in underspends of £2.641m.

There are minor budget variances across the remaining services.

Strategy and performance services has been apportioned £1.223m of the emergency funding provided by government in respect of the Coronavirus financial pressures. This sum has been apportioned based on the expected pressures across the authority. This apportionment will by its nature fluctuate as further information becomes available on the financial impacts of the pandemic and the final quantum of government funding awarded to address these pressures.

12. Chief Executive Services

CHIEF EXECUTIVE SERVICES	Approved Expenditure Budget	Current Period Expenditure Forecast Outturn	Current Period Expenditure Forecast Variance	Approved Income Budget	Current Period Income Forecast Outturn	Current Period Income Forecast Variance	Approved Net Budget	Current Period Net Forecast Outturn	Current Period Net Forecast Variance	Current Period Net Forecast Variance
	£m	£m	£m	£m	£m	£m	£m	£m	£m	%
Chief Executive	3.818	63.318	59.500	-0.454	-56.530	-56.076	3.364	6.788	3.424	101.78%
Communications	1.234	1.238	0.004	-0.189	-0.139	0.050	1.045	1.099	0.054	5.17%
Corporate Budgets (Funding and Grants)	2.360	2.584	0.224	-0.814	-1.056	-0.242	1.546	1.528	-0.018	-1.16%
Corporate Budgets (Treasury Management)	46.252	46.251	-0.001	-18.610	-38.546	-19.936	27.642	7.705	-19.937	-72.13%
Corporate Budgets (Pensions & Apprenticeship Levy)	9.767	10.407	0.640	0.000	0.000	0.000	9.767	10.407	0.640	6.55%
Share of Covid-19 Emergency Monies	0.000	0.000	0.000	0.000	-0.963	-0.963	0.000	-0.963	-0.963	0.00%
TOTAL CHIEF EXECUTIVE SERVICES	63.431	123.798	60.367	-20.067	-97.234	-77.167	43.364	26.564	-16.800	-38.74%

Chief Executive Services - forecast underspend £16.800m

This relates to forecast gains across the treasury management budget £19.937m primarily as a result of extra income received through the continuing volatility in the price of gilts and other bonds enabling sales to be made which have generated a significant surplus. This has been partially offset with an overspend of £3.424m in Chief Executive service as a result of a provision for an additional pay increase of 1% above that already included within the budget.

Chief executive services has been apportioned £963,000 of the emergency funding provided by government in respect of the Coronavirus financial pressures. This sum has been apportioned based on the expected pressures across the authority. This apportionment will by its nature fluctuate as further information becomes available on the financial impacts of the pandemic and the final quantum of government funding awarded to address these pressures.

Money Matters
Financial Outlook for the County Council
Medium Term Financial Strategy &
Reserves as at 30th June 2020

www.lancashire.gov.uk

Lancashire

County
Council



	Contents	Page
1	Executive Summary	3
2	Funding	6
3	Net Budget Requirement	9
4	Reserves	12
5	Future Risks and Opportunities	13

1. Executive summary

At Full Council in February 2020 the medium term financial strategy (MTFS) set out a forecast aggregated funding gap of £38.401m by the end of the 4 year period (2020/21 – 2023/24).

This report provides an updated position covering the financial years 2021/22 – 2023/24.

A review of assumptions, relating to both income and expenditure, has been undertaken to reflect the current information available. There is ongoing and unprecedented uncertainty in relation to future local government funding and the financial impact of the Covid-19 emergency has exacerbated the problem. Public services have been at the forefront of the emergency response, including local government. Councils have needed to introduce new services while providing additional financial support to existing service areas, such as adult social care. Local government is still in the process of understanding the short, medium and long term impact that COVID-19 will have on councils, including the impact on the wider economy and government macro-economic policy.

The government funding provided so far has focussed on alleviating immediate financial pressures created by COVID-19, with ongoing debate on what funding and support the government may provide in relation to ongoing COVID-19 financial pressures. The funding has focussed on COVID-19 related expenditure, and arguably has had less focus on the indirect consequences of the pandemic, in particular lost income and the ability to deliver planned savings. Further work will be required to understand the latent financial impacts on local government and this will be a matter reserved for the Spending Review.

The updated aggregated funding gap contained within the report is £79.306m by 2023/24 which is an increase of £40.905m from the previously reported position in February. The forecast includes our latest estimate of the funding and cost implications of the pandemic including collection fund impacts, which were also reported in the Covid-19 financial update report to Cabinet in August, along with other non-Covid related adjustments. The main reasons for the changes to the position are as follows:

- The current forecast collection fund deficit of £30m for 2020/21 which after the Local Government Secretary announcement on the 2nd July of a proposal for a phased repayment of council tax and business rates deficits over 3 years, leading to an in year pressure of £10m for each of years 2021/22-2023/24.
- Removal of the historic collection fund surplus forecast of £3.750m per annum.
- An assumed zero tax base increase for 2021/22 as a result of Covid related disruption to housing development with consequent decrease in funding available of £9.010m. With pre-Covid growth of 1.7% per annum assumed thereafter.
- The reflection of the latest Office for Budget Responsibility forecast for the increase in National Living Wage which has an impact on the cost of provision of commissioned adult social care.

- Following a review of current activity, updated demand and volume assumptions in line with ONS population statistics.
- The pay award for 2020/21 likely to be agreed at higher than the 2% budgeted level.

The overall position over the 3 year period indicates a structural deficit of £52.209m in 2021/22 rising to an aggregated deficit of £79.306m by 2023/24, assuming no additional government financial support in those years.

The outcome of the Spending Review which will be published in the autumn will be fundamental to the future financial position of the council. To address the forecast pressure officers, working with our national organisations, particularly in adults and children's services which are the most significant areas of financial pressure due to the increasing demand and cost of services going forward, will develop an evidence base and narrative to influence the forthcoming Comprehensive Spending Review for which submissions will be accepted up until 24th September 2020.

In arriving at the revised funding gap it has been necessary to make assumptions about future funding levels and there remains significant uncertainty about this past 2020/21. With the changes to be made in respect of business rates retention, and the overall funding formula which have been delayed for a further year, the anticipated green paper on adult social care and the aforementioned government spending review being significant for our future funding stream.

The value of the uncommitted transitional reserve is currently forecast to be sufficient to meet the identified funding gaps for the first two years of the MTFs, which provides time to address the structural deficit in a considered and sustainable way. We will look to maximise efficiencies across services and commence work to identify potential savings should a poor settlement arise.

The table below provides a detailed analysis of movements between the previously reported financial gap and the revised financial gap:

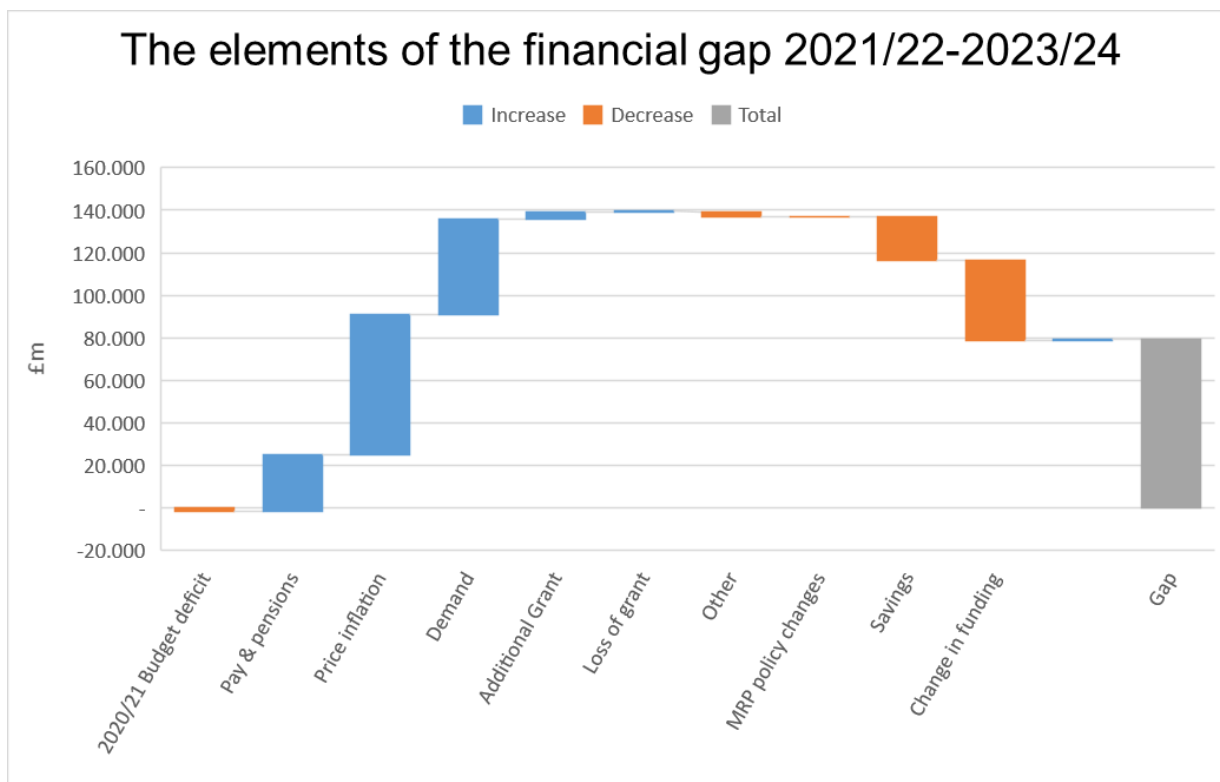
Table 1

	2021/22 £m	2022/23 £m	2023/24 £m	Total £m
Spending Gap as reported to Full Council February 2020	6.763	13.563	18.076	38.401
Add change to forecast of spending:				
Pay & Pensions	2.636	0.005	0.076	2.717
Inflation and Cost Changes	5.332	1.452	-0.381	6.403

Service Demand and Volume Pressures	2.402	1.080	2.820	6.302
Other	3.831	0.000	0.000	3.831
Undeliverable Savings	1.409	0.000	0.000	1.409
Covid Impact/Pressures	6.702	-3.067	-3.302	0.333
Total Change to Forecast of Spending	22.312	-0.530	-0.787	20.995
Change to forecast of resources:				
Funding	23.134	-1.977	-1.247	19.910
Total Change to Forecast of Resources	23.134	-1.977	-1.247	19.910
Funding Gap	52.209	11.055	16.042	79.306
Forecast net budget requirement	887.554	869.913	898.400	
Funding	835.345	858.858	882.358	

Aggregated Funding Gap	2021/22	2022/23	2023/24
2021/22 (£m)	52.209	52.209	52.209
2022/23 (£m)		11.055	11.055
2023/24 (£m)			16.042
2024/25 (£m)			
Total	52.209	63.264	79.306
Previous position (£m)	6.763	20.325	38.401
Variance (£m)	45.446	42.939	40.905

The graph below demonstrates the drivers that make up the changes in the financial surplus of £1.358m carried forward from 2020/21 to the cumulative position of £79.306m in the financial year 2023/24 shown in the table above:



2. Funding

The Chancellor launched the 2020 Comprehensive Spending Review in July 2020. This is due to be published in the autumn and will set out the Government's revenue spending plans for 2021-22 to 2023-24.

The Chancellor has not set a 'spending envelope' because of the uncertainty caused by COVID19, and has asked Departments to identify opportunities to reprioritise and deliver savings, however he did confirm that departmental spending will grow in real terms across the CSR period.

Business Rates

A review of business rates was previously announced in the spring 2020 Budget. The effect of COVID19 on the economy, has made fundamental change to business rates, which could even see them being replaced with a different business tax, much more likely.

The next business rates revaluation was due to take effect on 1 April 2022 (based on a valuation date of 1 April 2019). A postponement of revaluation was announced in May 2020. The Chancellor's statement confirmed that the next revaluation will take place on 1 April 2023, and will be based on property values as of 1 April 2021 in order to better reflect the impact of COVID19.

Fair Funding Formula

The fair funding formula was due to be in place by April 2021. Following the Covid pandemic, this has been delayed until at least April 2022.

Due to the financial uncertainty created by the pandemic it has been necessary to make some assumptions around the future funding envelope, the most significant being:

- From the latest returns from districts, the council's share of a collection fund deficit of £30m is forecast. In line with government guidance this is to be repaid over financial years 2021/22-2023/24.
- No increase in tax base has been forecast in 2021-22, with a return to pre-Covid levels of 1.7% per annum thereafter.
- Council tax increases of 1.99% will be applied each year.
- No growth or uplift on business rates has been built into 2021/22 with a return to growth of 0.5% per annum thereafter.
- No adult social care precept is assumed for the entirety of the forecast period
- Revenue support grant will be rolled over for the duration of this strategy.
- The social care will be rolled over for the duration of this strategy.

The table below reflects the updated funding position.

Table 2

	2021/22 £m	2022/23 £m	2023/24 £m
Revenue Support Grant	33.430	33.430	33.430
Business Rates	200.573	205.120	208.986
Council Tax	529.989	549.725	570.196
New Homes Bonus	2.405	1.635	0.799
Better Care Fund	45.532	45.532	45.532
Adult Social Care Support Grant	33.417	33.417	33.417
Collection Fund	-10.000	-10.000	-10.000
Total	835.346	858.859	882.360
Funding assumed - previous MTFS	858.480	880.016	902.270
Variance	-23.134	-21.157	-19.910

2.1 Council tax and business rates

Council tax

The MTFS currently reflects the following assumptions in relation to the county council's council tax increases as previously reported to cabinet, however this is a decision for full council to make each year when setting the budget.

Table 3

	Council tax increase (no referendum required)	Adult social care precept	Total council tax increase
2021/22	1.99%	0.00%	1.99%
2022/23	1.99%	0.00%	1.99%
2023/24	1.99%	0.00%	1.99%
2024/25	1.99%	0.00%	1.99%

It is assumed the maximum increase that we will be able to apply to council tax, without a referendum, will be 1.99%. Any decisions not to increase council tax in line with the assumptions above would increase the financial gap; every 1% in council tax yields circa £5.000m.

For 2021-22, no tax base increase has been built in to the forecast, but returns to 1.7% increase in the years following. This has been assumed based on historical average increases.

There is no assumption of an Adult Social Care precept for the entirety of the forecast.

Business rates

Business rates income is a significant portion of funding to local authorities. The baseline is an assessment of the business rate income required to meet service needs. For the county council, the amount we anticipate to receive from the business rates collected in the area is less than our assessed need and therefore we receive a top up grant. Previously, we have also built in a small amount of growth into the MTFS for our local share at 0.5%.

As a result of the impact of Covid 19, the business rates review has been delayed and so it is assumed that 2021/22 will effectively be a 'rollover' of 2020/21 – a continuation of the 50% scheme, with the 75% scheme forecast to be in place from 2022/23 onwards.

No growth or uplift has been forecast for 2021/22. 0.5% growth has been built in to the local share forecast from 2022/23 onwards.

Collection Fund

One of the measures announced by the Government to try and mitigate the budget pressures on local authorities as a result of collection fund deficits was that any deficit for 2020/21 will be repaid over the following three years.

The latest information received from districts suggests that there will be a c£30m pressure for LCC as a result of the collection fund issue and thus a c£10m in year pressure for financial years 2021/22-2023/24.

The funding aspects for future year's collection fund deficits are to be revealed as part of the spending review in the autumn.

3. Net budget requirement

The MTF5 covers spending pressures including pay increases, contractual inflation, increased demand for services and the impact of previously agreed and new savings measures.

3.1 Pay and pensions

There is an updated assumption that the pay settlement for 2020/21 will be 3%. The budget was originally set based on a 2% increase. We have therefore included the differential for 2020/21 into the 2021/22 MTF5 and reverted to 2% annual increases thereafter.

The table below presents the amounts built into the MTF5 for pay and pensions:

Table 4

	2021/22 £m	2022/23 £m	2023/24 £m	Total £m
Employee costs	10.32	7.159	7.668	25.147
Pensions costs	0.374	0.374	0.374	1.122
Other pay related costs	0.05	0.051	0.052	0.153
Revised pay and pension requirements	10.744	7.584	8.094	26.422
Pay and pensions - previous MTF5	8.108	7.579	8.018	23.705
Variance	2.636	0.005	0.076	2.717

3.2 Price inflation and cost changes

Contractual price increases represent a significant cost pressure to the county council. The assumptions have been subject to regular review by services. The most significant adjustment in this area is as a result of the impact of the revised national living wage on the cost of commissioned services on adult social care. Following the announcement last December of the national living wage increase (NLW) of 6.21% we updated our cost assumptions for 2020/21 and have incorporated the latest of 5.5% increase for 2021/22 but reverted to a base assumption for annual increases of 3% for subsequent years. Given the latest Office for Budget Responsibility projections we have updated our forecasts to follow the predicted increases. We have reverted to this assumption. We will need to monitor developments in the light of government's commitment that the national living wage rate will be £10.50 by the end of current parliament should economic conditions permit. Each additional 1% increase in the rate will lead to an increase in costs of c£1.600m per annum.

The updated inflationary pressures are analysed across the authority as per table 5:

Table 5

	2021/22 £m	2022/23 £m	2023/24 £m	Total £m
Adults Services	17.673	13.911	14.705	46.289
Children's Services	1.394	1.923	2.163	5.480
Waste Services	2.124	2.361	2.479	6.964
Transport Services	1.463	1.553	1.632	4.648
Other Services	-1.447	1.760	2.438	2.751
Revised price inflation requirements	21.207	21.508	23.417	66.132
Price inflation – previous MTFS	15.875	20.056	23.798	59.729
Variance	5.332	1.452	-0.381	6.403

3.3 Demand pressures

All services have reviewed the demand pressures they face in future years and increasing demand still remains a significant element of the funding gap.

Table 6

	2021/22 £m	2022/23 £m	2023/24 £m	Total £m
Adults Services	10.014	9.079	9.540	28.633
Children's Services	4.135	3.263	3.859	11.257
Waste Services	0.734	0.202	0.212	1.148
Transport Services	0.907	0.606	0.690	2.203
Other Services	0.910	0.506	0.112	1.528
Revised Demand Requirements	16.700	13.656	14.413	44.769
Demand – previous MTFS	14.298	12.576	11.593	38.467
Variance	2.402	1.080	2.820	6.302

Adult social care represents a large proportion of the demand pressures. Adult social care has long seen annual increases in the demand for services and the MTFS attempts to predict growth in future years largely based on reviewing current and past activity trends and also taking into account future population changes, particularly with regard to the ageing population. From a social care perspective demand covers both increasing numbers of people eligible for support and the increasing complexity of those cases. The level of demand included for this service area for the three years to 2023/24 is £28.633m. This will continue to be monitored and figures may be updated in future MTFS reports.

Children's social care continues to experience demand pressures across the service, particularly in relation to placement demand due to the number of looked after children in Lancashire. The funding requirement for children's social care has increased by £11.257m over the 3 year period to reflect increased demand across children looked after placements and family support for children with disabilities. We are working towards the implementation of the Lancashire family safeguarding. The family safeguarding model is a way of keeping families together where it is safe to do so. This is achieved through a more collaborative way of working where we motivate parents to identify the changes needed within their own families. This helps achieve better outcomes for children. This initiative is forecast to ultimately deliver c£12m of recurrent savings by 2023/24.

3.4 Other cost pressures

There are further costs of £3.831m which have been reviewed and assessed as recurrent pressures to the budget the most significant being:

1. The rollout of Microsoft Office 365 across the council will deliver greater efficiencies and improved collaboration for all colleagues across the authority. The ongoing revenue cost of the software is £1.438m.
2. Following a review of the outturn position of a number of revenue budgets it is apparent that there is a recurrent pressure of £2.356 as a result of under delivery of income. We have reviewed the service budgets and have been unable to identify mitigating underspends elsewhere. The pressure has arisen over a number of years and services have made every attempt to improve the position. The most significant sums are in relation to school catering £1.340m and design and construction £575,000.

3.5 Undeliverable savings

There is a rigorous monitoring process of agreed savings in place. Three savings have been classified as undeliverable in Q1 due to changing circumstances and consultation feedback. Services are expected to find compensatory savings but in some cases it has not been possible to do this. These savings relate to Lancashire Break Time (£765,000), the Lancashire Youth Offending team, for which there was no pan Lancashire desire for a consolidated team (£500,000 and a loss of income surrounding the closure of Whitehough (£144,000). After the removal of these undeliverable savings 93.8% of agreed savings are still being forecast for delivery by end of 2022/23.

4. Reserves

Table 7

Reserve Name	Opening balance 2020/21	2020/21 Forecast Expenditure	2020/21 Forecast transfers to/from other reserves	2020/21 Forecast Closing Balance	2021-22 Forecast Spend	2022-23 Forecast Spend	Forecast closing balance 31 March 2023
	£m	£m	£m	£m	£m	£m	£m
County Fund	-23.437	0.000	0.000	-23.437	0.000	0.000	-23.437
SUB TOTAL - COUNTY FUND	-23.437	0.000	0.000	-23.437	0.000	0.000	-23.437
Strategic Investment Reserve	-5.819	0.163	0.000	-5.656	3.140	0.695	-1.821
COVID-19 Reserve	-33.961	33.961	0.000	0.000	0.000	0.000	0.000
Downsizing Reserve	-5.642	2.840	0.000	-2.802	2.802	0.000	0.000
Risk Management Reserve	-1.935	0.916	0.000	-1.018	0.914	0.104	0.000
Transitional Reserve	-151.199	1.250	-0.346	-150.295	0.494	0.069	-149.731
Service Reserves	-16.633	12.124	0.000	-4.509	1.928	0.746	-1.835
Treasury Management Reserve	-11.597	0.000	0.000	-11.597	0.000	0.000	-11.597
SUB TOTAL - LCC RESERVES	-226.785	51.254	-0.346	-175.877	9.278	1.615	-164.984
Schools/Non-LCC Service Reserves	-17.873	1.034	0.346	-16.493	2.023	-0.144	-14.613
SUB TOTAL SCHOOLS/NON LCC RESERVES	-17.873	1.034	0.346	-16.493	2.023	-0.144	-14.613
GRAND TOTAL	-268.095	52.288	0.000	-215.807	11.301	1.471	-203.035

The County Fund shown at the top of Table 7 is the balance set aside to cover the authority against a serious emergency situation (e.g. widespread flooding); a critical and unexpected loss of income to the authority and for general cash flow purposes. In considering these various factors the county council is forecast to maintain its County Fund balance at £23.437m, equating to circa 3% of net budget.

The value of the uncommitted transitional reserve is currently forecast to be £150.295m by the end of March 2021. This represents an improved position of £4.034m from the £146.261m that was previously reported to cabinet in February 2020.

The transitional reserve is forecast to be sufficient to meet the identified funding gaps for financial years 2021/22, 2022/23 and partway through 2023/24 as set out in table 8 below.

Table 8

	2021/22	2022/23	2023/24
Opening Balance	150.295	97.593	34.260
Gap funding	52.208	63.263	79.305
Commitments	0.494	0.069	0.000
Closing balance	97.593	34.260	-45.044

5. Future risks and opportunities

The following are key future risks, the full impact of which is not known at this stage:

5.1 The financial impacts of the ongoing Covid-19 response

The longer term financial impacts of the response to the pandemic remain unclear. A protracted recovery period or a subsequent spike are likely to lead to further financial pressures to the authority.

The ongoing impacts and revision to service delivery and to service user demand for service and the way it is delivered post pandemic could lead to volatility of pressure on the budget.

We are assessing the ongoing need for additional and ceased services in response to the situation and will evaluate the revised budget requirement as a result.

The spending review in the autumn will hopefully address the known future pressures and we will update our MTFs as the outcome of the review and subsequent local government settlement becomes clear.

For the purposes of this MTFs we have assumed that there are no additional impacts in relation to the virus beyond the current financial year.

5.2 Savings delivery

The scale of savings agreed to be delivered over future financial years remains significant with £25.568m currently forecast to be delayed in 2020/21 as a result of refocussing officer priorities to the response to the current pandemic. In addition there are forecast savings of £13.430m to be delivered over financial years 2021/22 – 2022/23.

Should the Covid emergency response continue for or protracted period or re-emerge as a result of a second spike it is likely that there will be further slippage.

Any significant under-delivery or slippage to delivery timeframes will create an additional funding pressure and impact on the ongoing and longer-term financial health of the council.

There are inherent risks in the delivery of any savings programme of this scale, particularly where they are directly linked to reducing the future demand for services. However, there is a strong track record of delivery of the vast majority of previous

savings plans and there are comprehensive arrangements in place to track delivery of financial savings and take corrective actions where required.

5.3 Business rates retention / changes to funding formula

As previously explained, the future funding arrangements to be established by government pose a risk to the council. New arrangements for business rates, will not be in force before financial year 2022/23 at the earliest following a multi-year spending review and consultation during the course of 2021.

The outcome from the review may reduce funding below what is assumed in the MTFs. Conversely there is equally an opportunity that additional resources are made available through this process. The successful outcome of the Lancashire business rates pilot bid in 2019/20 has enabled the county council, districts, unitaries and fire authority to be well prepared for the implementation of the business rates retention scheme although the final details are not known at this stage.

5.4 Children's social care

Children's social care demand levels are forecast to continue to increase, particularly within agency residential placements, agency fostering placements and also special guardianship orders. The rate of growth is quite volatile, and we will continue to monitor this as part of the monthly monitoring cycle.

The service has been looking at best practice sites across the country to explore opportunities to reduce demand in a way that delivers better outcomes for children, We are working on adopting the Lancashire family safeguarding model in the current financial year, which will drive better outcomes for children, by focussing on early family based support, whilst also forecasting the delivery a saving of c£12m per annum when the practice is fully embedded across the county.

In addition, the MTFs contains assumptions across services for funding growth, demand, inflation and pay levels. The table below shows the impact of and increase or decrease of 1% over these key elements of the projected budget requirement.

	Potential Full - Year Impact (£m)
Funding - Council Tax (1%)	+/- 5.299
Pay (1%)	+/- 2.637
Price Inflation (1%)	+/- 4.974
Demand (1%)	+/- 6.030

This stress testing gives confidence that the council can continue to live within its means for the next two years in adverse circumstances. This does not however diminish or negate the need to make further savings but does demonstrate that the council continues to have sufficient resilience to deliver them in a measured and structured way.

Money Matters
The County Council's Capital Financial
Position
2020/21 June 2020 and 2020/21 Revised
Programme

www.lancashire.gov.uk

	Contents	Page
1	Introduction	3
2	Delivery Programme	3
3	Risks to the Delivery Programme – Covid 19	4
4	Variance Analysis	4
5	Detailed Narrative	7

Capital Programme Monitoring – June 2020

1. Introduction

In February 2020 an indicative Capital Delivery Programme of £133.541m was agreed at Full Council. Subsequently approved additions and re-profiling of the programme have increased the in-year programme to £149.510m with a forecast outturn as at June 2020 of £149.709m, a variance of £0.199m or c0.1%.

The Delivery Programme is shown in section 2 split by block. This has been agreed by service heads as being deliverable with the caveat of the overarching risk detailed in section 3 of the report. The project and programme managers will be held accountable using the following actions:

- Detailed monitoring of the delivery programme through the remainder of 2020/21 to ensure variances are reported in a timely manner and a robust level of challenge is provided to programme and project managers to ensure delivery remains on track
- Performance reports developed to enable the Capital Board to undertake this monitoring and challenge.

2. Delivery Programme

The current delivery programme is made up of the Full Council agreed 2020/21 budget (updated for subsequent approved decisions and reprofiling) and an expected delivery amount for prior year schemes. The total delivery programme for 2020/21 is £149.510m as set out in table 1 below:

TABLE 1 – 2020/21 Capital delivery programme by block

Service Area	Delivery Programme agreed Feb 20	Decisions	Changes to planned delivery	Total Delivery Plan for Monitoring
	£m	£m	£m	£m
Schools (including DFC)	27.089	12.119	-12.326	26.882
Children and Young People	4.382	2.895	-5.728	1.549
Highways	40.121	34.013	-35.137	38.997
Transport	15.302	6.216	0.053	21.571
Externally Funded Schemes	6.574	0.086	1.314	7.974
Waste and Other	0.300	0.000	0.000	0.300
Adult Social Care	16.231	0.000	0.757	16.988
Corporate	19.243	18.398	-10.744	26.897
Vehicles	4.600	4.600	-4.277	4.923
Transforming Cities Fund	0.000	3.429	0.000	3.429
Grand Total	133.842	81.756	-66.088	149.510

3. Risks to the Delivery Programme – COVID19

The current delivery plan budget represents the estimated value of delivery during the financial year which the programme managers within each block have committed to delivering given a return to normal working conditions, and work then progressing as planned. The impact of the COVID19 pandemic on planned delivery over the year is uncertain and therefore cannot be robustly reflected in the delivery plan budget figure. The figure shows the projects in line to be delivered and ones that programme managers would strive to deliver under normal working conditions.

The continuing management of the pandemic provides a large risk across the capital programme. The likelihood and the effect of a 'second wave' on resources, supply chain and delivery are currently unclear.

The narrative for this monitoring report has been produced based on current conditions continuing, or improving slightly, for the remainder of the year. The risks on the delivery outturn due to any future 'second wave' have been omitted from the narrative with the acknowledgement in this section that the risk encompasses the whole Capital programme and that in future months the picture may become clearer of what can be expected going forward. With this in mind, the forecast outturn table (Table 2) includes a column to show a reduced forecast showing the level of delivery that could still be achieved should Lancashire experience another lockdown in this financial year similar to the March to May lockdown.

In light of the above risks, which are above and beyond the usual risks associated with capital delivery, we will from now on report the possible outturn position as a range. The topside of this range is the aggregate of all the project outturns rolled up through the programmes, the reduced forecast being based on both a reduction for the normal slippage that happens with complex capital programmes and a further reduction for the potential impact of any reduced activity through local lockdowns in the winter.

There is the possibility that costs may overrun on individual schemes due to Covid 19 issues affecting both supply and delivery methods, these will be monitored at a programme level using contingency budgets.

4. Variance Analysis

The forecast variance as at June 2020 is £0.199m. A breakdown of the variance to block level, along with the reduced forecast and variance is shown in table 2 below.

Table 2 – Summary Capital Delivery Programme Position as at 30th June 2020

Service Area	Total delivery programme for 2020/21	Spend to date	Total Forecast spend	Forecast Variance	Reduced Forecast	Reduced Forecast Variance
	£m	£m	£m	£m	£m	£m
Schools (exc DFC)	24.456	2.651	23.867	-0.589	16.707	-7.749
Schools DFC	2.426	0.382	2.426	0.000	1.698	-0.728
Children and Young People	1.549	0.027	1.544	-0.005	1.081	-0.468
Highways	38.997	8.352	39.001	0.004	29.248	-9.749
Transport	21.571	1.975	21.990	0.419	15.100	-6.471
Externally Funded	7.974	2.575	7.977	0.003	6.008	-1.966
Waste and Other	0.300	0.024	0.265	-0.035	0.115	-0.185
Adults Social Care	16.988	3.395	16.978	-0.010	15.289	-1.699
Corporate	26.897	1.342	27.309	0.412	21.518	-5.379
Vehicles	4.923	0.170	4.923	0.000	3.000	-1.923
Transforming Cities	3.429	0.116	3.429	0.000	3.429	0.000
Totals	149.510	21.009	149.709	0.199	113.193	-36.317

The total forecast spend for 2020/21 is £149.709m and funded from a combination of Borrowing (£63.314m), Grants (£74.595m) and Developer and 3rd Party Contributions (£11.800m).

There is a variance currently forecast of £0.199m and table 3 below summarises the breakdown of this forecast variance.

Key items included within the variances are-

- Slippage on schools condition led projects including Whitworth High School which is currently on hold.
- Additional delivery on the Skelmersdale rail link project following the final costs of the initial investigations coming through.
- Additional delivery of the Superfast Broadband project following a payment to BT.

A more detailed narrative on the key items making up the variances by block can be found in the section 4 of the report.

Table 3 – Analysis of Forecast Variance

Service Area	Forecast Variance	Underspends and potential underspends	Overspends and potential overspends	Slipped Delivery	Additional delivery
	£m	£m	£m	£m	£m
Schools (exc DFC)	-0.589	-0.115	0.002	-0.748	0.272
Schools DFC	0.000	0.000	0.000	0.000	0.000
Children and Young People	-0.005	0.000	0.000	-0.006	0.001
Highways	0.004	0.000	0.000	-0.785	0.789
Transport	0.419	0.000	0.000	0.000	0.419
Externally Funded	0.003	0.000	0.003	0.000	0.000
Waste and Other	-0.035	-0.006	0.000	-0.029	0.000
Adults Social Care	-0.010	-0.010	0.000	0.000	0.000
Corporate	0.412	0.000	0.000	0.000	0.412
Vehicles	0.000	0.000	0.000	0.000	0.000
Transforming Cities	0.000	0.000	0.000	0.000	0.000
Totals	0.199	-0.131	0.005	-1.568	1.893

Underspends and potential underspends cover schemes that are forecast to be completed under budget. As per the capital financial regulations, these underspends can be repurposed within the same programme to allow for additional spend on other projects.

Overspends and potential overspends cover schemes that are forecast to be completed over budget. As per the capital financial regulations, these underspends can be covered through repurposed monies within the same programme.

Slipped delivery covers expenditure that was originally forecast to be incurred in 2020/21 but is now forecast to be slipped into later years.

Earlier than profiled delivery covers expenditure on schemes within the approved multi-year programme but not originally scheduled in the current year delivery programme.

5. Detailed Narrative

Schools

The schools capital programme (including devolved formula capital (DFC)) has a 2020/21 delivery plan of £26.882m. The delivery plan (excluding DFC) has 150 schemes that will be worked on this year. The current forecast outturn is £26.293m, a variance of -£0.589m.

A summary of the main variations within the block is given below

Basic Need Programme

The purpose of the Basic Need programme is to increase school pupil places in targeted areas via grant funded school expansions or new school build projects. The 2020/21 delivery plan for this programme is £13.529m. There are currently 15 active schemes and 6 in final financial closure processes. Of the active schemes, 5 are continued delivery from prior years including notably the Lytham St Annes high school, Barrow primary school and Ribblesdale high school projects. The other 10 projects are recently approved proposals which are undergoing design and development including a number of projects to increase pupil places in Burnley and a number of recent approvals to increase special educational needs provision utilising Special Provision Fund grant funding. The only variance to the delivery plan at present is a saving of -£0.035m in a project entering closure phases.

Condition Programme

The Condition Programme delivers a variety of grant funded works to address priority condition issues at school buildings. The works are usually undertaken over the summer to minimise disruption and includes works to replace boilers, flat roofs, windows, electrical wiring, plus legionella and asbestos remedials. The delivery plan for 2020/21 is £10.831m. This includes the major project at Oswaldtwistle Rhyddings high school which comprises on-going condition remedial work and rebuilding work to areas found to be structurally compromised.

The current forecast expenditure has a variance of -£0.557m on the delivery plan. There is forecast slipped delivery of -£0.748m on a number of schemes including -£0.213m on a project at Whitworth high school which is currently on hold. Rhyddings Rebuild reports slippage of -£0.108m. New year schemes have not yet called upon contingency funding meaning a budget variance of -£0.421m. Additional delivery of £0.270m is reported across a number of projects, comprising mainly of small adjustments to final project costs. Small underspends of -£0.082m are identified along with minor overspends of £0.003m.

Local Full Fibre Networks

Funding has been awarded from the Department for Digital, Culture, Media and Sport to a number of schools across the county that were identified as premises that would benefit from the installation of high speed fibre. The installation will be managed by BTLS and most of the works are underway. The delivery plan for 2020/21 is £0.95m.

Devolved Formula Capital

The DFC programme is a grant funded programme for small to medium capital projects. It is allocated to schools on a formula basis by the DfE in order for schools to spend on capital projects within expenditure guidelines.

The DFC 2020/21 delivery plan is £2.426m, although it is difficult to estimate likely expenditure as projects are not commissioned centrally.

Children and Young People (CYP)

The CYP capital programme has a 2020/21 delivery plan of £1.549m. The delivery plan has 2 schemes that will be worked on this year. The current forecast outturn is £1.544m, a variance of -£0.005m.

Residential Overnight Short Breaks

There is a long standing commitment by Lancashire County Council to provide 3 new overnight short break units for children with disabilities in accessible locations across the county. The strategy was the result of an extensive consultation in 2013 and the new units will replace 8 old units which will be closed over a phased period.

In May 2019 a further unit was approved to be built on the former North Cliffe special school site in Great Harwood, with a budget of £3.386m. This will allow the closure of the existing Hargreaves House unit which is in extremely poor condition and expensive to maintain.

In February 2020 a further proposal was approved by cabinet to develop a purpose built short break unit for adults with disabilities and complex needs alongside the previously approved children's unit on the former North Cliffe site. A budget of £2.895m was approved including a contribution of £0.300m from Hyndburn Borough council.

The first project tackles the demolition of the former North Cliffe special school in Great Harwood. This was originally planned for 2019/20 but was delayed due to complications disconnecting the existing gas supply to the building and site clearance has been impacted by the current government working restrictions in response to Covid 19. Demolition is currently planned over a 6 week programme between June and August and the planned delivery budget of £0.219m will be expended.

The second project refers to the build of the new units, which will be delivered together. The project is currently undergoing design and planning processes and is anticipated to begin in September 2020 subject to timely completion of the demolition works and all approvals being in place. Delivery is anticipated to take between 18 and 24 months costing £1.330m in 2020/21.

Highways

The Highways capital programme has a 2020/21 delivery plan of £38.997m. The delivery plan has over 500 schemes that will be worked on this year. The current forecast outturn is £39.001m, a variance of £0.004m.

The delivery programme includes plans to invest over £10.000m on Lancashire roads on schemes such as pre patching, surface dressing and resurfacing. £4.700m has been allocated for maintenance to bridges and structures including bridge inspections, and £2.600m on improving footways and drainage. In 2020/21 the authority is investing over £7.000m on street lighting including replacing lanterns with LEDs. In addition to the Councils planned maintenance, over £8.000m has been earmarked for reactive maintenance during the financial year.

In May 2020, Lancashire County Council was allocated £15.891m from the Department of Transport under the heading Transport Infrastructure Investment Fund. This funding pulls together a number of previously announced funding streams including the 2020/21 Challenge Fund and the Pothole Action Fund. It is not ring-fenced and authorities can spend it on capital projects such as preventative maintenance and storm damage. The allocation of the £15.891m funding was agreed at July Cabinet and these amounts will be added to the 3 year Capital programme once the phasing of the work is known.

The forecast variance is due to the net effect of additional delivery and forecasted slippage due to ongoing changes in priorities due to the current situation.

Transport

The Transport capital programme has a 2020/21 delivery plan of £21.571m. The delivery plan has 157 schemes that will be worked on this year. The current forecast outturn is £21.990m, a variance of £0.419m.

Safer Roads Scheme

The Programme is now waiting to go to Cabinet and for approval of the tender procedure. The process was held up by the lockdown and the subsequent delays mean that this process will not now be completed until quarter 2 at the earliest and is at risk of finding suitable contractors.

Road safety

A delivery budget of £0.884m has been set for 2020/21, which includes delivery of schemes slipped from prior years. A further £0.500m from the integrated transport grant has been allocated against 10 projects including major schemes on Oxcliffe Road Morecambe and Plungington Road Preston. As demand for temporary road changes has increased in the last couple of months there may be a risk that resources in both demand and operational functions may not have the capacity to complete this planned work.

Skelmersdale Rail Link

The delivery budget of £3.114m was agreed for 2020/21, the majority of which related to assessing the technical feasibility of constructing a rail link between the Wigan to Kirkby line and Skelmersdale. Initial studies have been completed and Network Rail have completed a higher level design, costing and impact assessments. The final

costs of these investigations have been completed causing additional delivery of £0.408m. In addition the purchase of the Skelmersdale College has been completed and a budget of £1.967m has been established for the demolition of Newcastle Colleges Group buildings and its former 3G Sports facility on the former Glenburn College campus. Differing Central Government priorities could now put such a large Capital project at risk

East Lancs Strategic Cycleway

Work was ceased due to resources been directed elsewhere but has since restarted in June. Delays that affected larger sections of the programme have been overcome and Hud Hey Road and Hill End Lane are forecast to be completed. The Quarter one delay is expected to push some of the work back to early 2021/22.

Public Rights of Way

Seven further projects have been added for 2020/21 with £0.300m of grant funding from the Integrated Transport allocation. The delivery budget for the year however has been set at £0.286m with an element of the new budget carried forward to 2021/22 to reflect delays over consent issues with various statutory bodies. Projects that had previously slipped at the Capitol Centre and Cribden End Lane are both expected to be completed early in this financial year.

NPIF

A delivery budget of £1.319m has been agreed for the 6 outstanding projects with the majority of the work expected on the larger North Valley Way and Riversway Corridor. The remaining unallocated budget of the NPIF has been utilised to pay for work of the Transforming Cities Fund.

Burnley Pendle Growth Corridor

It has been forecast that 8 of the remaining projects will be worked on in this financial year and a delivery budget for this has been agreed at £2.052m. The majority of this is covers the Rose Grove junction £1.452m and the Manchester Road station car park £0.354m. The agreements with partner Councils have been signed and invoices for appropriate funding have now been issued.

Bus Stop Compliance

A delivery budget of £1.112m for the scheme has been agreed with the majority to be utilised on the quality bus shelter replacement programme.

Keeping Traffic Moving

The refurbishment of Ormskirk bus station has seen delays and although it now passed to the design stage it is not anticipated that work will begin prior to 2021/22. It is forecast however that Smart bus ticket machine procurement will spend the remaining budget as contactless machines become a priority.

Externally Funded Schemes

The Externally Funded schemes capital programme has a 2020/21 delivery plan of £7.974m. The delivery plan has 21 schemes that will be worked on this year. The current forecast outturn is £7.977m, a variance of £0.003m.

The delivery plan is fully funded via contributions, with works on schemes being delivered both in house and contracted out. The largest scheme within the delivery plan is UCLan Masterplan, which is forecasted to be £5.500m of the overall block, with works continuing into next year.

Other notable schemes include works on S278 A584 Lytham Rd/Church Rd Highway Works (£0.948m) for statutory undertakers and associated supervision fees, and Traffic Calming work at Lightfoot and Hoyles Lane which is forecasted at £0.122m.

There is a small potential overspend variance of £0.002m between the S278 Asda Store Chorley and Catforth & Woodplumpton villages traffic calming schemes.

There are risks associated with the Whalley King Street Zebra Crossing and Footways (£0.118m) and Whalley Town Centre Footway and Bus Stop Improvements (£0.112m) schemes, which are currently delayed due to a hold on formal advertising from Legal following lockdown. The main works on these projects are due to commence in January 2021. There is also risk surrounding S106 M55 Heyhouses Link Road Design (£0.343m) where questions have previously been raised as to whether the scheme is going ahead.

Waste and Others

The Waste and Others capital programme has a 2020/21 delivery plan of £0.300m. The delivery plan has 4 schemes that will be worked on this year. The current forecast outturn is £0.265m, a variance of -£0.035m.

The schemes within the Waste and Other capital programme are the ISSIS replacement/resolution Adult ICT project which comprises £0.150m of the overall delivery programme. The other projects are the capital contribution to Lancashire Environment Fund (£0.080m) the works on Lytham household waste recycling centre (£0.054m) and the relocation of the metrology service (£0.016m).

The current forecast spend is £0.265m mainly due to anticipated delays to the works at Lytham HWRC.

Adult Social Care

The Adult Social Care (ACS) capital programme has a 2020/21 delivery plan of £16.988m. The delivery plan has 8 schemes that will be worked on this year. The current forecast outturn is £16.978m, a variance of -£0.010m.

The Disabled Facilities Grant money (£14.731m), which makes up the majority of the delivery plan, is in the process of being fully passported to district councils with £3.323m paid over in June.

The Extra Care Grant was separated out into 3 projects covering Preston, Chorley and Fleetwood. The Scheme at Chorley has previously been completed and it is forecast that this year will see the completion of the Preston project with a forecast underspend of -£0.010m.

The Libraries ICT project has a 2020/21 budget of £0.900m and slippage brought forward of £0.240m. A dispute between BTLS and a supplier had slowed the purchase of further self-service machines but it is now anticipated the entire remainder of this budget will be used in 2020/21 with an order for £0.603m already established. Further disputes in the delay chain or compatibility issues with the new software are causes of potential concern. The on-going Liquid Logic system improvements for the Lancashire person record exchange service is forecast to spend a further £0.262m in 2020/21 following slippage from previous years.

A project to improve the capacity of the Burnley adults short breaks unit to meet the increasing demand for the service has been agreed with a budget of £0.250m forecast to be fully utilised in 2020/21. The delivery on this project is the highest risk within the block as it will require work to be completed on site and could potentially be affected by any further lockdown/ self-isolating instructions.

The Changing Places programme to install accessible toilets for those severely disabled is forecast to incur a further £0.054m with a new installation in Rawtenstall and completion of the Preston work.

Corporate

The Corporate capital programme has a 2020/21 delivery plan of £26.897m. The delivery plan has 169 schemes that will be worked on this year. The current forecast outturn is £27.309m, a variance of £0.412m.

The Economic Development programme has a budget of £10.408m including contributions to strategic sites of £5.100m and to City Deal of a further £2.500m. In addition to these are contributions to both Brierfield Mill and Lomeshaye industrial estate adding a further £1.054m and £1.500m respectively. The main risks to these contributions is unforeseen contractual disagreements between the parties involved over scope, expectations or delays to the timeframe.

Central systems and ICT has a delivery budget of £8.500m for 2020/21, with £6.919m of purchase orders created in Quarter 1 since approval. The majority of this is the forecast £7.000m on the migration to the Oracle Cloud system. Further work on upgrade/replacement of the electronic and document records management systems is due to add a further £0.750m, and £0.300m to improve council chamber webcasting. Work on these schemes is still on target although compatibility issues with current ICT systems poses potential risks.

The budget for the programme of building condition works has been set at £4.518m over 70 active projects. Larger projects include work to the building fabric of Lancaster

castle £0.508m, various lift upgrades and repairs totalling £0.561m and work to Christ Church chiller units costing £0.654m.

Works to operational premises has a delivery budget for the year of £2.237m over 30 active projects. Larger projects include Burnley Queen Street Mill Chimney Repairs of £0.495m and remedial work at St Annes Library of £0.192m.

Work at White Cross Mill 14 is near completion and the remaining funding of £0.056m has been included as the delivery budget with potential for a small underspend.

The only project remaining in the Service Challenge programme is the replacement parking services computer system which has its 2020/21 funding of £0.320m included as the delivery budget.

A payment to BT for the Superfast Broadband programme has seen additional delivery on the project of £0.412m.

Vehicles

The Vehicles capital programme has a 2020/21 delivery plan of £4.923m. The delivery plan has over 20 vehicles to be delivered this year. The current forecast outturn is £4.923m, a variance of £0.000m.

The most significant items being procured this year include 9 salt spreading vehicles, 3 mobile libraries, 15 travel care minibuses, 3 excavators and ancillary equipment for Waste and 2 tailored vehicles and a trailer for trading standards. This is in addition to a number of vans and other specialised vehicles for Highways and other services.

To date a wheeled paving machine for Highways has been delivered at a cost of £0.170m. There is currently a delay of 2 to 3 months on some orders but in the current climate they are still forecast to be delivered in this financial year.

Transforming Cities Fund (TCF)

The TCF capital programme has a 2020/21 delivery plan of £3.429m. The delivery plan has 3 schemes that will be worked on this year. The current forecast outturn is £3.429m, a variance of £0.000m.

Lancashire County Council had their revised proposal for TCF investment in the Preston City Region approved late on in June 2020 and as such the £3.429m scheduled delivery for 2020/21 has been added to the Capital delivery programme.

Report to the Cabinet

Meeting to be held on Thursday, 3 September 2020

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

Electoral Division affected:
(All Divisions);

Procurement Report

(Appendix 'A' refers)

Contact for further information:

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

Executive Summary

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

- (i) Street Lighting Electrical Connection Services
- (ii) M55 Heyhouses Link Road (Earthworks and Structures)

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 exercises 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 services
- 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 to be 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 exercises included within this report.

Implications:

This item has the following implications, as indicated:

Financial

The estimated value of the contracts will be contained within the funding arrangements as set out in Appendix 'A'. If significant variations should result from this position a further report to Cabinet will be required.

List of Background Papers

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

Procurement Title Street Lighting Electrical Connection Services
Procurement Option To procure the services via the framework agreement let by the Greater Manchester Combined Authorities (GMCA), formerly the Association of Greater Manchester Authorities (AGMA), following the completion of a tender process conducted in accordance with the Public Contracts Regulations 2015 using the OJEU Open procedure for services.
New or Existing Provision To replace the existing framework let by AGMA, from which LCC has been procuring since 2016 and which is due to expire on 30 th September 2020.
Estimated Annual Contract Value and Funding Arrangements The estimated annual value is £672,000, with a total value over four years of £2.7m. Funded by capital and revenue budgets.
Contract Duration Two years, commencing 1 st October 2020, with an option to extend for two further years.
Lotting The framework comprises five lots: Lot 1 – Electricity North West (ENW) Distribution Network Operator Geographical Region Lot 2 – Scottish Power Distribution Network Operator Geographical Region Lot 3 – Energetics Independent Distribution Network Operator Sites Lot 4 – IPNL (Independent Power Networks) Independent Distribution Network Operator Sites Lot 5 – ESP Electricity Ltd Independent Distribution Network Operator Sites
Evaluation The award criteria used by GMCA in awarding the Framework Agreement was 40% Quality / 60% Price. The combined quality and price scores determined the ranking of the contactors.
Contract Detail The multi-supplier framework agreement will provide continued access to specialist contractors who provide electrical connections to street lighting columns. Services are currently purchased through the AGMA Framework Agreement which is due to expire on 30 th September 2020. There is no commitment to the framework and it provides no guarantee of spend to the appointed suppliers. Purchases can be made on a call-off basis as and when there is a requirement from the ranked list of suppliers.

Procurement Title

M55 Heyhouses Link Road (Earthworks and Structures).

Procurement Option

OJEU Open Procedure compliant with the Public Contracts Regulations 2015.

New or Existing Provision

New requirement for the M55 Link Road.

Estimated Contract Value and Funding Arrangements

The construction of the unconstrained link road is approximately £25.5m (excluding land and design costs) including risks, of which the estimated contract value of the earthworks element (which includes surcharging the ground) and the structures is £11m.

Funding agreed (in principle) to date is £25.55m consisting of:

- Kensington Developments Limited - £2.5m
- National Productivity Investment fund - £5m
- Highways England Growth and Housing Fund - £4.78m
- Shovel Ready Funding via the LEP - £5.79m
- Fylde BC and Blackpool EZ - £2m
- LCC - £5.48m

Legal agreements yet to be signed for the following:

- Highways England (HE)
- Kensington Developments Limited
- Shovel Ready Funding

Approval is sought to commence the tender procedure for Earthworks and Structures element of the project on the basis that no contractual commitment will be entered into until all the funding has been secured and is available for this project.

Contract Duration

The Contract for Earthworks and Structures will commence on 01/04/2021 and completes on 01/10/2022 (up to 18months). The total duration for entire link road construction is 30 months.

Lotting

N/A

Evaluation

Quality Criteria: 30%	Financial Criteria: 70%
------------------------------	--------------------------------

The tender will be evaluated using the industry standard supplier questionnaire which is compliant with the Public Contracts Regulations 2015.

Stage 1: The Supplier Questionnaire will evaluate suppliers against the following criteria: mandatory and discretionary grounds to ascertain suppliers' financial status, technical capability questions, experience, and references. Each tenderer must pass this stage in order to proceed to Stage 2.

Stage 2: The evaluation will be based on 30% Quality Criteria, 70% Financial Criteria. The Quality Criteria will include social value in the overall weighting.

The highest scoring tenderer will be awarded the contract.

Background

A previous procurement report concerning the M55 project was considered by Cabinet on 13/07/2017. This procurement exercise was not completed due to funding issues and changes to the scope of the project. This report has been prepared in order to reflect the revised scope and request permission to commence a new procurement exercise.

Local Plan expectations of Fylde Council highlight circa 1400 dwellings in the strategic location of Lytham. Having regard to the influence of Covid-19, Fylde expect that 903 dwellings will be built by 2034. The Kensington Developments site can accommodate circa 950 dwellings. The Blackpool Airport Enterprise Zone and other employment opportunities are likely to result in 4989 new jobs, as well as safeguarding 1639 jobs. However, due to Covid-19 a proportion of these new jobs will be created at a date beyond Fylde's Local Plan.

The existing highway network is unable to accommodate the likely traffic that this scale of development will generate. To directly support this growth (and potentially to exceed it), as well as underpin access to the resort towns, the construction of the link road will improve access from the M55 at Peel Hill (Junction 4) and St Annes.

Contract Detail

Access to the M55 is currently via the Queensway and Common Edge Road corridor which is a congested route. Wild Lane was used as an alternative route with commuters travelling from Lytham St Annes to access the strategic network at M55 junction 4 or the eastern sector of Blackpool or to the Blackpool & Fylde Industrial Estate. The Wild Lane Route has been closed since 2013 for safety reasons (structural failure). This has resulted in vehicles being re-routed to existing congested routes with increased junction queuing and corridor delay.

The Wild Lane corridor needs to reopen to satisfy current and future needs of highway transport for the area including supporting economic development.

It is intended to build a link road to run parallel to the existing Wild Lane commencing at the Whitehills roundabout in the north and tie in to the road delivered as part of the Cypress Point Development in the south.

The unconstrained link road (rural) will be 7.3m wide and include a new roundabout mid-length to support a further new road for east-west movements, its delivery being at a later date

The existing Wild Lane will be used as a sustainable route for pedestrians, cyclists, and equestrians.

The link road scheme can be divided into three parts of which part 2 forms the basis of this report and the proposed procurement:

Part 1: Pre-commencement works, service diversions and their protection (considered and supported through other reports, these works are ongoing). Of which most works are being progressed by the utility companies and their contractors.

Part 2: Works to stabilise the ground and also forming the road foundation (surcharging the ground/preloading). Design, deliver and construct structural elements i.e. structural culverts. Preloading involves bringing in many cubic tonnes of material on to the site to create a stable base on which the road can be constructed.

Part 3: Construct the road with sustainable provision delivered to the existing Wild Lane (this is to be progressed by the County Council's Highways Service).

Significant positive impacts of the scheme

- To satisfy current and future needs of highway transport
- Supporting economic development

Significant negative impacts of the scheme

- Disruption to surrounding routes during construction

Impact of not progressing the Scheme

- Continued congestion of existing routes
- Prohibit housing and economic development

Report to the Cabinet

Meeting to be held on Thursday, 3 September 2020

Report of the Head of Strategic Development**Part I**Electoral Division affected:
(All Divisions);**Economic Recovery and Growth Programme**

Contact for further information:

Emma Prideaux, Tel: (01772) 531198, Specialist Advisor Planning,
emma.prideaux@lancashire.gov.uk**Executive Summary**

The purpose of this report is to seek approval for a proposed £12.8m economic recovery and growth programme targeted at tackling some of the economic impacts of Covid-19 and to stimulate economic growth. It is proposed that funds are allocated to the investment priorities set out in the report over the remainder of the financial year 2020/21.

This is deemed to be a Key Decision and the provisions of Standing Order C20 have been complied with.

Recommendation

Cabinet is asked to:

- (i) Approve the allocation of use of £12.8m to fund a targeted economic recovery and growth programme as outlined in this report.
- (ii) Authorise the Executive Director of Growth, Environment, Transport and Communities to finalise the programme and award funding to projects in consultation with the Director of Corporate Services, Director of Finance and Leader of the Council.
- (iii) Authorise the Executive Director of Growth, Environment, Transport and Communities, in consultation with the Director of Corporate Services, to identify the most appropriate delivery models, to procure all such external resources required, to negotiate the terms and conditions of any arrangements or contracts, and to enter into contractual arrangements.

Background and Advice

- 1.1 At the beginning of 2020 and prior to Covid-19, Lancashire was in the process of setting out ambitious plans for economic growth and a vision to bid for the UK City of Culture 2025 at a county-wide scale was launched. Work commenced on truly ambitious plans for growth, including a multi-£billion development and infrastructure pipeline, to bring the whole county together behind a new vision, set to transform our economy and fully realise our potential for the benefit of all our residents, businesses and communities.
- 1.2 As a consequence of the impact of Covid-19, Lancashire's entire economic base has been adversely affected. In June, the county council, upper tier authorities, Lancashire Local Enterprise Partnership (LEP) and stakeholders including Marketing Lancashire, developed a campaign and submitted a document to the Prime Minister setting out how Lancashire as a whole can form a key part of rebuilding the UK economy. This was timed to influence fiscal decisions being made by Government.
- 1.3 'Redefining Lancashire: Our Approach to Recovery'; notes the risks of irreparable damage to key sectors with the pandemic having significant impacts on the employment base and productivity across Lancashire for years to come. Over 171,200 people have been furloughed across Lancashire by their employers and 18,834 redundancies have been announced. In May 2020, 82 Lancashire businesses went into liquidation or administration.
- 1.4 Redefining Lancashire summarises the challenge:

"The impact on Lancashire's economy is yet to be fully realised, but already, there is an emerging picture of differential impact, across industry sectors, occupations and places. As a more granular understanding is developed, of the intensity and scale of impact, it's already clear that some parts of the economy will face long term obstacles to growth, and others will never recover. Our industry base and our people are fighting back to protect what has been rightfully earned and regain stability of employment and retention of key businesses, assets and capabilities. A combination of democratic and business leadership will determine the priorities and actions needed, to recover and recover quickly.

"However, from a broad base of industry sectors, the immediate impacts of global lockdown are devastating, and most keenly felt in many communities, already disadvantaged through poverty and deprivation; in places which have been failed through decades of low levels of investment and unrealised opportunity. Whilst anticipating the benefits of a promised "levelling-up" agenda, Covid-19 has dealt a hard and severe blow.

"Urgent action is needed now to limit the damage imposed to the sectors and occupations most exposed, with a continued commitment to support beyond the short-term until traction on recovery becomes real. Equally, a more comprehensive response to address the challenges and opportunities our businesses face as they fight for survival, stabilise, recover and return to growth must also be developed, which focuses on businesses and employment. Let's not also forget, the preparation businesses made to be resilient through the Brexit transition process, is now severely diminished."

- 1.5 As set out, the first steps of our economic recovery plan are to seek to fully understand and tackle the impacts on our business, workforce and places and utilise a series of propositions, accelerated projects and schemes designed to support the repurposing of Lancashire's economy. Over the next 12 months, this aims to bridge the gap to delivery of the longer-term strategic ambition for the sub-region and the associated infrastructure and capital investment projects.
- 1.6 We aim to reopen our towns, attractions, countryside and destinations, support industry to restart, stimulate business growth and align the workforce to the jobs that will be created. Importantly this does not represent a return to business as usual but looks to work with our sectors and communities to adapt our capabilities, seize new opportunities, re-invigorate our purpose and deliver effectively.
- 1.7 Our recovery plan sets out the urgent and immediate themes and key priorities around Visit Soon, Safely and Made in Lancashire; together with Insight on Impact; Accelerate Capital Infrastructure; and Develop a Response Programme.
- 1.8 Since our submission, the Government has announced further measures to tackle the economic impacts of Covid-19. These align strongly with the proposals set out in Redefining Lancashire and respond to some of the challenges.
- 1.9 In July, Lancashire secured £34.1m from Government towards 'shovel ready' projects submitted by the Lancashire Enterprise Partnership as part of strategic development and infrastructure pipeline, and those projects have recently been announced within the Getting Building Fund¹.

¹ <https://www.gov.uk/guidance/getting-building-fund>

- 1.10 The Redefining Lancashire campaign secured £150,000 from the Prime Minister's 'Enjoy Summer Safely' programme towards a media buy targeted at attracting visitors from a 1-2 hour drive time. Funds will be invested in outdoor, print and digital advertising, encouraging people to visit Lancashire safely and supporting the county's tourism, retail, culture and hospitality businesses to re-open in August.
- 1.11 Cabinet authorised a bid of £1.544m of European Regional Development Funds as accountable body for the Lancashire LEP business growth hub Boost, to deliver grants to small and medium sized enterprises in Lancashire, with a discrete allocation towards the visitor economy in adapting to new trading conditions to aid recovery.
- 1.12 The Government is developing proposals for transport, cycling and walking and further announcements are anticipated over the summer ahead of an autumn spending review.
- 1.13 However, the challenges are such that targeted intervention as part of our local response to economic recovery is required alongside Government and other funding, to develop momentum to address the specific economic impacts of Covid-19 in Lancashire and help to stimulate economic growth. There are particular priorities as set out within Redefining Lancashire that it is considered should be stimulated with capital injection as part of an economic recovery and growth programme.

2. Proposed Economic Recovery and Growth Programme

- 2.1 It is proposed that £12.8million is allocated to support the formulation and delivery of an economic recovery and growth programme across the twelve district areas and this report sets out below, the framework for targeted investment and intervention in key priority areas.
- 2.2 It is proposed that the funding would be allocated to projects by the end of March 2021 and be utilised efficiently, including as match funding to potentially secure additional investment, so as to avoid duplication with and to complement other funding programmes including those announced recently and those anticipated within the timescales.
- 2.3 The supported projects will deliver the dual benefit of tackling immediate impacts of Covid-19 together with unlocking economic recovery and growth within the following framework of investment priorities:
- 2.3.1 **Tackling specific urgent and immediate economic impacts of Covid-19 in Lancashire** and stimulating economic growth in urban and rural areas,

including targeted and pilot programmes set out within Redefining Lancashire such as:

- 'Visit Soon, Safely' (including Tourism, Leisure, Hospitality and Town Centres); and
- 'Made in Lancashire' (including aerospace and manufacturing);

2.3.2 Helping to deliver the longer-term economic potential of Lancashire's development pipeline and lever further investment from the private sector and other stakeholders including Government by **unblocking strategic economic development and infrastructure projects**, including by funding:

- business case making (e.g. to secure further funding), specialist work and advice;
- strategic acquisition of key land or property;
- site preparation and infrastructure (e.g. surveys, studies and reports; masterplanning, design and planning applications; fees; remediation, structural or other physical interventions including demolition, public realm, utilities and digital infrastructure);
- direct delivery or construction of buildings, developments or infrastructure;
- commercial investment, joint venture; economic or business support including inward investment incentives, grants, loans for target occupiers, uses and/or sectors;

2.4 Unblocking larger major projects, road, rail, and other infrastructure can generate significant benefits through jobs and investment. This can stimulate immediate activity even though the potential returns from outputs on large projects are more likely in the medium to longer term. Accelerating exceptional smaller capital projects across Lancashire can potentially generate activity in the more immediate term, tackling key impacts and aiding Lancashire's economic recovery.

2.5 Officers have already started to identify major projects that could form part of a multi-£billion pipeline for the whole of Lancashire triggering significant further investment and delivering significant economic outputs to Gross Value Added. The county council's own major project and strategic development pipeline has the potential to delivery a significant portion of that pipeline.

2.6 Councils also submitted a list of over 70 projects to the LEP, some smaller scale, with a total ask of around £700m in response to the Government's call for 'shovel ready' projects that were required to generate activity within the next 18 months, drive up economic growth and jobs and support green recovery. A

number of towns across Lancashire are developing investment plans including to support bids for the Government's Towns Fund.

- 2.7 A number of local and sub-regional transport and infrastructure bids such as 'Restoring Railways' are in the process of development and may require investment in consultancy and project management to move them to the next stage of delivery and help attract further funding.
- 2.8 The restrictions associated with Covid-19 have further highlighted the need for improved digital and fibre/broadband infrastructure, especially in rural areas and other isolated 'blackspots'. Digital connectivity is a key strand of our approach to economic recovery and growth as Lancashire emerges from lockdown. Superfast broadband can transform businesses and communities, helping to improve productivity and unleashing new opportunities, particularly in rural areas.
- 2.9 In July, Openreach outlined plans to make ultra-reliable and gigabit-capable full fibre broadband available to homes and businesses in and around a number of market towns and villages in Lancashire. Lancashire has also demonstrated the benefit and success of targeted investment in rural economies through programmes such as LEADER funded by European funds.
- 2.10 Redefining Lancashire identified the potential for targeted programmes such as 'Visit Soon Safely' to tackle impacts on town centres, tourism, leisure and hospitality; as well as 'Made in Lancashire' to tackle impacts in manufacturing and aerospace. The development of real time data linked to existing digital developments such as a Marketing Lancashire app, could complement the successful Enjoy Summer Safely project. 'Buy Lancashire' projects could stimulate recovery in market towns and villages, helping them to re-open or redefine their future.
- 2.11 Lancashire has utilised established business support, including via Boost, and skills and employment partnership activity to support the manufacturing sector and aerospace in particular as it responds to significant impacts from Covid-19.
- 2.12 The LEP are leading an aerospace taskforce. Supporting 'Made in Lancashire' could stimulate new opportunities for those affected including supporting a green recovery by supporting appropriate transfer of skills and knowledge into emerging sectors such as low carbon and clean energy. There are opportunities to incentivise and attract companies, investment and jobs to Lancashire; 're-shore' some manufacturing; support supply chain networks; develop start up business support; and deliver employment and skills pilots.

- 2.13 Other targeted projects tackling Lancashire specific, Covid-19 economic impacts may be identified and it is proposed that officers, in consultation with the Leader, be authorised to take forward the detailed development and delivery of the economic recovery and growth programme.
- 2.14 Officers will identify projects, liaise with key partners and stakeholders where required and funding will be allocated in accordance with the framework. Projects will be subject to due diligence and assessment prior to being allocated to the programme.
- 2.15 An action plan and associated project documents will be developed by the Major Development Steering group, chaired by the Director of Growth, Environment and Planning reporting to the Major Developments Programme Board chaired by the Executive Director. Day to day project management and delivery will be monitored by the Head of Strategic Development and delivered by the team in consultation with relevant colleagues.
- 2.16 Any grant funding schemes (e.g. to support existing and private sector businesses) will be developed in consultation with the Director of Corporate Services and Director of Finance, where required, and subject to due diligence. Any grant scheme developed would be subject to open and transparent application and verification procedures including any relevant laws (e.g. state aid). Any business grant project would be developed, assessed, awarded (including the use of assessment panels as required) and monitored by the Head of Business Growth and his team given their existing expertise and resource.
- 2.17 In order to achieve delivery of the some investment priorities and objectives detailed in this report; to secure the necessary pace and scale of delivery; to ensure commercial investment decisions take account of the role of the private sector; and achieve best value within the appropriate regulations; additional resources are required. These are detailed within a separate report elsewhere on the agenda (Major Project and Strategic Development Team report).

3 Timescales, Delivery and Next Steps

- 3.1 As detailed at paragraph 2.1 above, it is proposed that all funding to be allocated to projects by the end of the 2020/21 financial year. Delivery of the proposals and actions in this report will take place in a phased manner over a number of years. It is intended that projects will stimulate the economy in the short to medium term, however it is acknowledged that unblocking larger projects may result in delivery over a longer period.

- 3.2 It is intended that all projects receiving funding will be completed by the end of March 2024. It is however acknowledged that where funded projects are for example unblocking major developments, that delivery of the major development itself may conclude beyond 2024.
- 3.3 Under the Equality Act 2010 ('2010 Act'), the Council has had due regard to eliminating unlawful discrimination, harassment and victimisation and any other conduct prohibited by the 2010 Act; advancing equality of opportunity between people who share a protected characteristic and people who do not share it; and fostering good relations between people who share a protected characteristic and people who do not share it.
- 3.4 The anticipated (positive and/or negative) impacts of the proposals in this report on people from Lancashire's diverse communities have been considered and whether any group (or groups) is likely to be directly or indirectly differentially affected. At this stage, it is not anticipated that the proposals will have a disproportionate impact on any of Lancashire's diversity groups.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Risk mitigation measures are outlined and considered in the report.

A process of detailed Due Diligence will be undertaken on each project awarded grant funding.

There are added risks that those projects awarded grant funding could overrun in terms of timescales. Detailed conversations and assurity will be sought to minimise this. Any cost overruns will be covered by the grant funding agreements and will be the responsibility of the applicant.

There is a risk that the grant funding is made available but there is a lack of take up to this. The wide scope of the funding arrangements, flexibility that can be offered and confidence from the current Lancashire project pipeline should negate this risk.

Legal

If as part of the economic recovery programme the county council provides financial assistance to certain undertakings, or for the production of certain goods, so as to

confer a potential economic advantage, this may constitute state aid. Where unlawful state aid is granted, the European Commission may impose a range of sanctions, including requiring recovery of the aid. Consideration must therefore be given by the county council, in each case of proposed financial assistance, to whether the arrangement may be permitted under the state aid rules:

- whether the arrangement falls below the 'de-minimis' threshold for relatively small amounts of allowable aid;
- if it falls within one of the general "block exemptions" for allowable aid; or
- whether the state aid might in the circumstances receive a specific clearance after being notified to the Commission.

Specific legal advice should be sought in respect of each proposed allocation of funding to determine the state aid position.

In order to mitigate any risk to the county council, contractual obligations and indemnities may need to be imposed on undertakings in receipt of funding to ensure that they do not do anything or omit to do anything which would breach the state aid rules or cause the county council to be in breach of the same. Further comprehensive obligations may need to be imposed dealing with such matters as clawback, withholding of funds, monitoring, record keeping and rights of audit in the event of clawback of any of the funding.

Financial

The funding for this programme will be from the revenue budget. The allocation will be provided in the 2020/21 year and will be managed through the corporate programme management tool as a project or series of projects as the programme develops.

Where projects are capital in nature these will be treated through a revenue contribution to capital and added to the capital programme as per the financial regulations.

The full programme will be monitored through reporting to the Major Projects Steering Group and progress also reported via this route.

All grants awarded under this programme(s) will be subject to a suitable level of due diligence on the recipients and backed by Grant Funding agreements which cover clawback in event of non-delivery of agreed outputs.

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, 3 September 2020

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

Electoral Divisions affected:
Lancaster Central; Lancaster Rural East; Lancaster South East;

Lancashire County Council (Barrow Greaves, Ellel, Five Ashes Lane, Thurnham, Hazelrigg Lane, Ellel and Scotforth, Lancaster City) (Prohibition of Waiting and Restriction of Waiting) Order 202*
(Appendices 'A' to 'E' refer)

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Highway Regulation - Highways and Transportation
chris.nolan@lancashire.gov.uk

Executive Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to assist in removing commuter parking from the local rural road network.

Recommendation

Cabinet is asked to approve the proposals for parking restrictions on the various lengths of road as detailed within this report and as set out in the Notice of Proposal (Appendix 'A'), plans (Appendices 'B' to 'D') and statement of reason (Appendix 'E').

Background and Advice

In recent years due to the expansion of Lancaster University and changes to on-site parking arrangements, a large number of commuter vehicles have been displaced onto the surrounding road network. This has raised local concerns over damage to the roadside verges and there has been a perception that this is a road safety issue, although this is not reflected in the roads safety record.

These proposals are being funded by Lancaster University in order to reduce the impact that university parking has on the local community.

This is the first phase of restrictions discussed with an optional second phase extending restrictions onto Burrow Road and part of Highland Brow, dependant on the effectiveness of the proposed restrictions.

Consultations

Formal consultation was carried out between 13 February 2020 and 12 March 2020 and advertised in the local press. Notices were displayed on site where restrictions were proposed. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

During the consultation period 21 responses were received, eight of which were in support, a further six supported the proposal in principal but would like some of the measures changed, three noted that they did not have objections and four objections were received. These are addressed as follows.

Support

The responses supporting the proposal outlined the problems mainly on Hazelrigg Lane where there is excessive parking that is restricting the road width to a point where two way vehicular movements are difficult. This situation being most significant when large agricultural vehicles need to use the route. Concerns were expressed that it was necessary for large vehicles to drive on the verge causing damage, whilst damage was also being caused by cars being parked on the verge.

Supporters of the proposal noted that parking was often by vehicles left for a full working week, being parked on a Sunday or Monday and left without moving until Friday. Part of the road is not covered by street lighting and for the most part does not have a footway. As a result of the parking, pedestrians and horse riders have to walk in the middle of the road, often at night.

Support was received from the police and parish council.

Support in Principal (with comments)

The proposed order includes lengths of Hazelrigg Lane where parking would be permitted between 7am and 7pm. Most of the responses that support the changes in principal are concerned about the provision of the daytime parking as they feel that parking along these lengths will still present a problem, causing vehicles to reverse or drive on the grass verge due to the reduced carriageway width. There are differing suggestions including shortening the provision of daytime parking to remove this facility.

One of the comments suggests rather than permitting parking during the daytime, that parking should be allowed overnight to be used by residents of Chapel Lane.

Not Objecting

Correspondence received from one resident, United Utilities and a representative from Cycling UK all expressed no objection to the proposal.

Objections

One objector is concerned that the removal of the parking is not necessary as the road has a good safety record. They suggested the proposed restrictions will be of a financial benefit to Lancaster University with an estimated income of £23,400 per year, by ensuring that visitors to the university who park on Hazelrigg Lane would instead have to pay to use the university car parks.

One objector was concerned the proposal would force visitors to the University to pay to use the university car park which has limited spaces. The objector also stated the alternative of paying to use public transport whilst owning a car is an additional cost. As part of the submission the objector suggests that the road could be subject to better parking management and a reduction of the speed limit. They consider these measures would improve the road for local residents as a reduced speed limit would make the road less desirable as a short cut whilst also reducing road noise.

A local resident objected to the proposal as they were concerned that the changes would displace parking on to Chapel Lane to a higher degree than was already the case. They also noted they had experienced problems with vehicles being parked from Monday morning and not returning until Friday or Saturday.

To protect residents on Chapel Lane, the objector suggested the introduction of a residents parking scheme with disabled parking provision.

The fourth Objector was concerned that the waiting restrictions were too long and that they would prevent parking for visitors and trades people.

Engineers Response

Offsite parking on rural roads in the vicinity of Lancaster University has increased to a level where, at times, safe two way vehicular traffic is difficult and results in manoeuvres being undertaken that have been identified as dangerous and damaging to the grass verges. The restrictions are necessary as students and staff who choose to use cars as a travel to the university see the parking on these roads as a free option irrespective of the impact on the local roads and residents. The university has financially supported this traffic regulation order since they consider that the proposed restrictions will assist with the implementation of their travel plan objectives of controlling and reducing commuter car use by staff and students. Nonetheless, the restrictions are considered necessary to improve road safety and protect the highway. The introduction of this proposal would encourage people to either utilise off street pay and display parking on campus, or to choose a different travel mode.

The scheme has been extended to a point 1159 meters north east of the centre line of Chapel Lane (C462) to ensure that the restrictions extend sufficiently to deter parking for the campus.

Presently, the county council is not proposing residents only parking schemes subject to a review of the policy and financing of these orders. Notwithstanding the decision not to introduce new schemes, Chapel Lane has been identified as an area where such a scheme would not be beneficial as such a restriction relies on marked

parking bays. The marking of the bays would result in a reduction of the spaces available for parking and therefore result in further parking difficulties.

Concerns that the extent of the restriction is excessive and prevents trades people and visitors parking has been noted. An element of parking for short stay use on Hazelrigg Lane is being retained which should help reduce the impact that the proposed restrictions will have on residents on Chapel Lane. In addition, access to the property's off-street parking will be marked by an "H-Bar" that would allow 2-3 vehicles to park outside the property in front of the access gates.

As with all new parking restrictions changes will be monitored and should further measures be considered necessary these will be fully assessed.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order have been funded by Lancaster University along with the cost of the initial roadmaking and sign plates.

Risk management

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

List of Background Papers

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

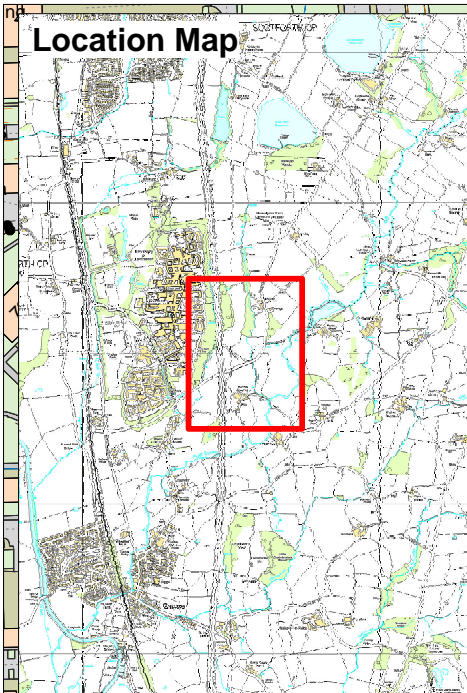
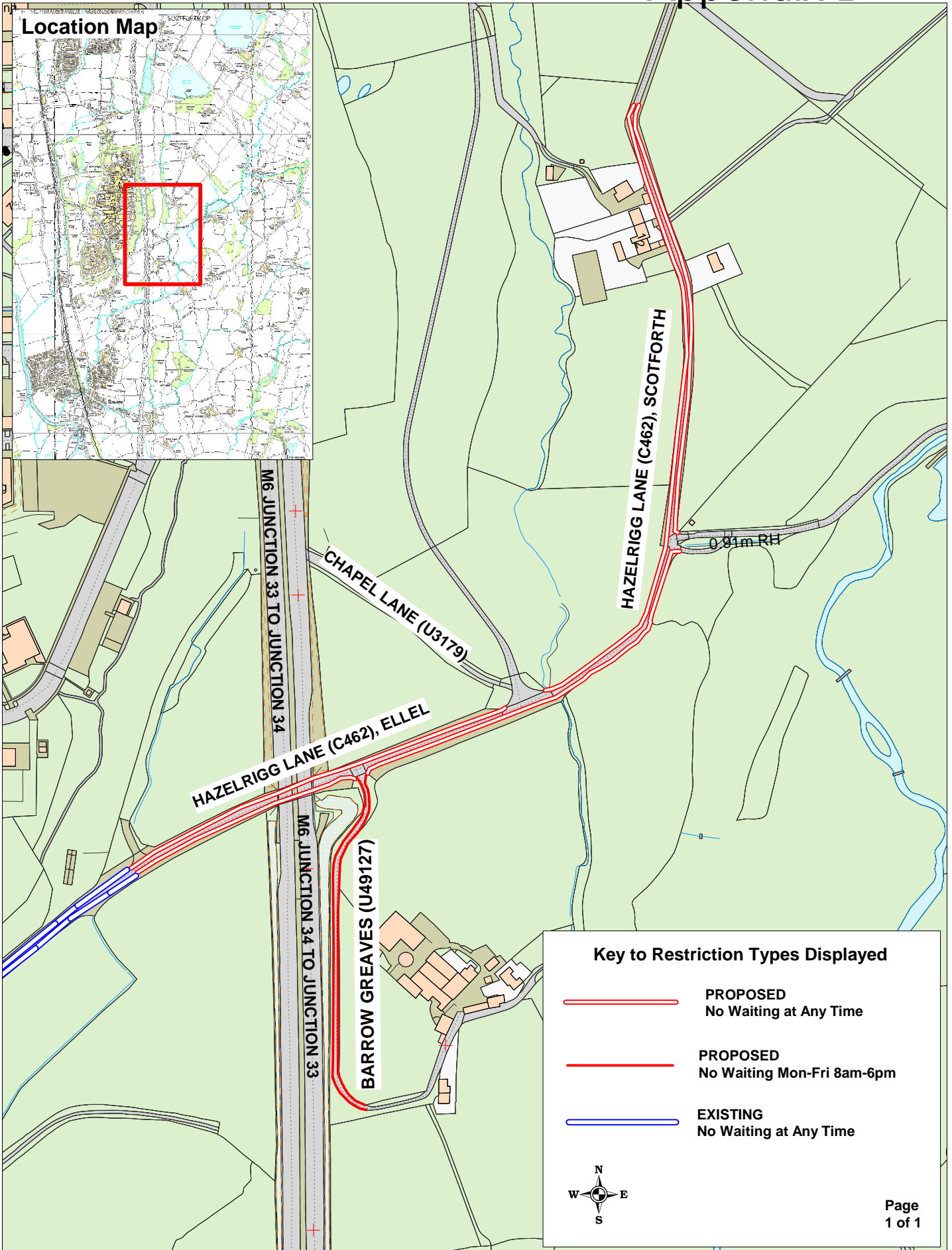
NOTICE OF PROPOSAL
ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
(BARROW GREAVES, ELLEL, FIVE ASHES LANE, THURNHAM,
HAZELRIGG LANE, ELLEL AND SCOTFORTH, LANCASTER CITY)
(PROHIBITION OF WAITING AND RESTRICTION OF WAITING) ORDER
202*

NOTICE IS HEREBY GIVEN that Lancashire County Council propose to make the above Traffic Regulation Order under Sections 1, 2 and 4 to the **Road Traffic Regulation Act 1984**, as amended, the effect of which will be to:




1. Introduce a prohibition of waiting in the following lengths of road:
 - a) Hazelrigg Lane (C462) Ellel, both sides, from a point 259 metres north-east of its junction with the centreline of Chapel Lane (C462), in a north-easterly direction to its junction with Hazelrigg Lane (C462), Scotforth;
 - b) Hazelrigg Lane (C462), Scotforth, both sides, from its junction with Hazelrigg Lane (C462), Ellel, in a north-easterly direction to a point 1,159 metres north-east of its junction with the centreline of Chapel Lane (C462).
2. Introduce a restriction of waiting from 7pm to midnight, and midnight to 7am in the following lengths of road:
 - a) Hazelrigg Lane (U1927), Ellel, the north side, from a point 204 metres south-west of the centreline of Chapel Lane (C462) to a point 154 metres south-west of the centreline of Chapel Lane (C462);
 - b) Hazelrigg Lane (U1927), Ellel, the north sides, from a point 142 metres south-west of its junction with the centreline of Chapel Lane (C462) to a point 87 metres south-west of its junction with the centreline of Chapel Lane (C462);
 - c) Hazelrigg Lane (U1927), the north side, from a point 75 metres south-west of its junction with the centreline of Chapel Lane (C462) to a point 20 metres south-west of its junction with the centreline of Chapel Lane (C462).
3. Introduce a restriction of waiting, Monday to Friday, between 8am and 6pm in the following lengths of road:
 - a) Barrow Greaves (U49127), Ellel, both sides, from its junction with Hazelrigg Lane (C462) for a distance of 270 metres in a southerly direction;
 - b) Five Ashes Lane (U11804), Thurnham, both sides, from its junction with Burrow Heights Lane to its junction with the A6 Preston Lancaster Road.


A copy of the draft Order and associated documents for proposing to make the Order may be inspected during normal office hours at the offices of Lancaster City Council, Town Hall, Dalton Square, Lancaster, LA1 1PJ and at the offices of The Director of Corporate Services, Lancashire County Council, Christ Church Precinct, County Hall, Preston PR1 8XJ, and on Lancashire County Councils Website <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/roadworks-and-traffic-regulation-orders/permanent.aspx>. Any representations or objections (specifying the grounds on which they are made) relating to the proposal must be made in writing and should be sent to The Director of Corporate Services, Lancashire County Council, P O Box 78, County Hall, Preston PR1 8XJ or by e-mail to tro-consultation@lancashire.gov.uk quoting ref:LSG4\894.10997\AFR before the 12 March 2020.

Laura Sales, Director of Corporate Services
13 February 2020



Key to Restriction Types Displayed

-  **PROPOSED**
No Waiting at Any Time
-  **PROPOSED**
No Waiting Mon-Fri 8am-6pm
-  **EXISTING**
No Waiting at Any Time



Page
1 of 1



Lancashire
County Council

**Hazelrigg Lane (C462), Ellel;
and Hazelrigg Lane (C462),
Scotforth**

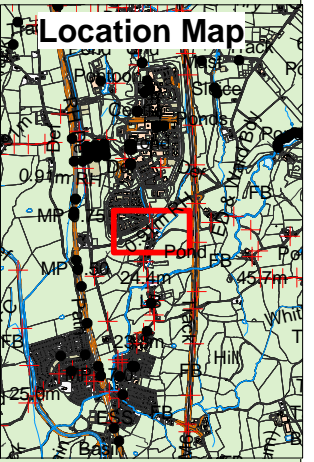
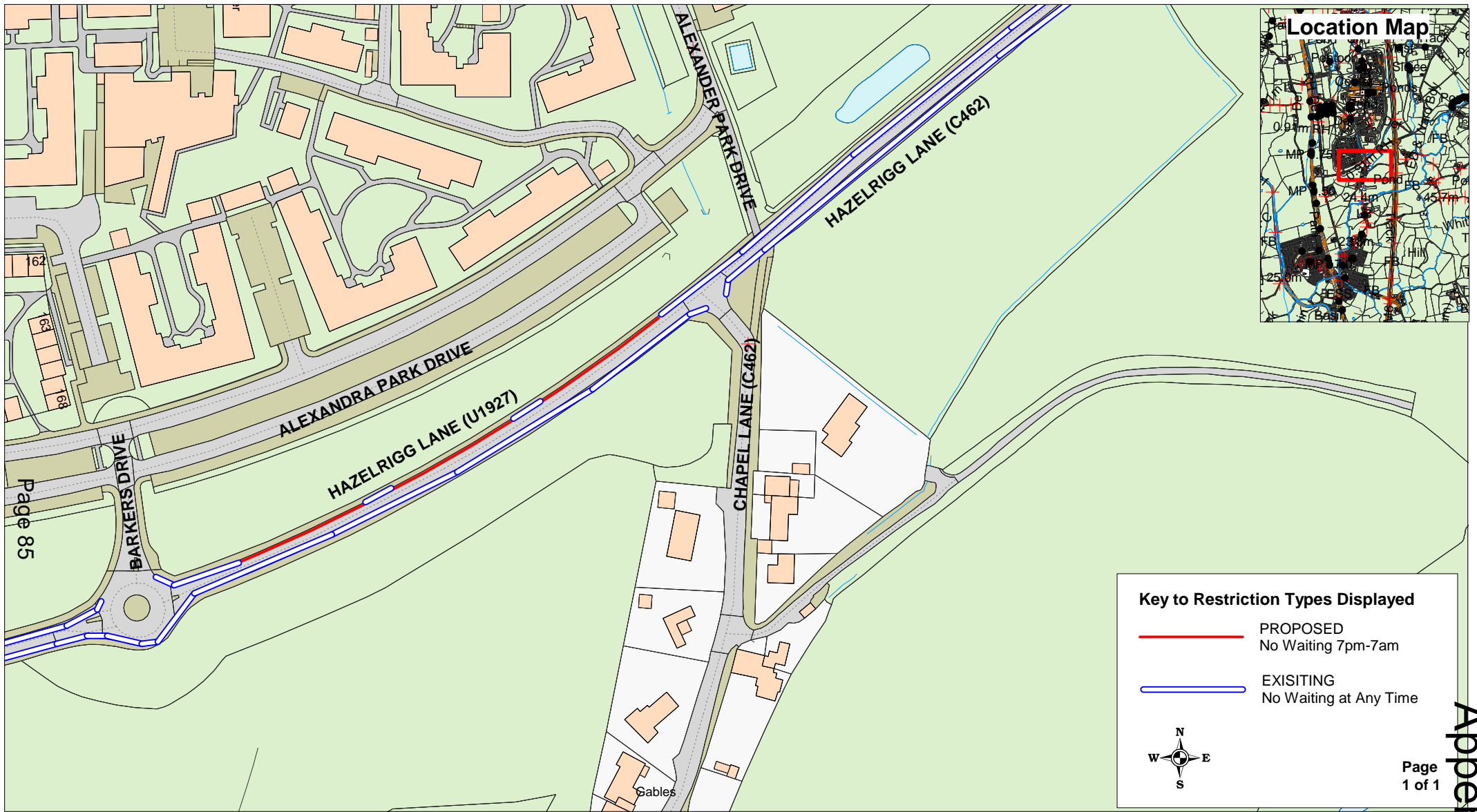
+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways
and Transportation


Page 62


62, Box 100, County Hall,
PRESTON PR1 0LD


SCALE	1 : 4000
DATE	25/11/2019
DRAWING No.	EM-11/19 - LA2 Lancaster University Phase 1
DRAWN BY	TJP
	Scale with care as distortion may occur



Key to Restriction Types Displayed

 PROPOSED
 No Waiting 7pm-7am

 EXISTING
 No Waiting at Any Time



Page
1 of 1

Appendix C



Lancashire
County Council

**Hazelrigg Lane (U1927),
Ellel**

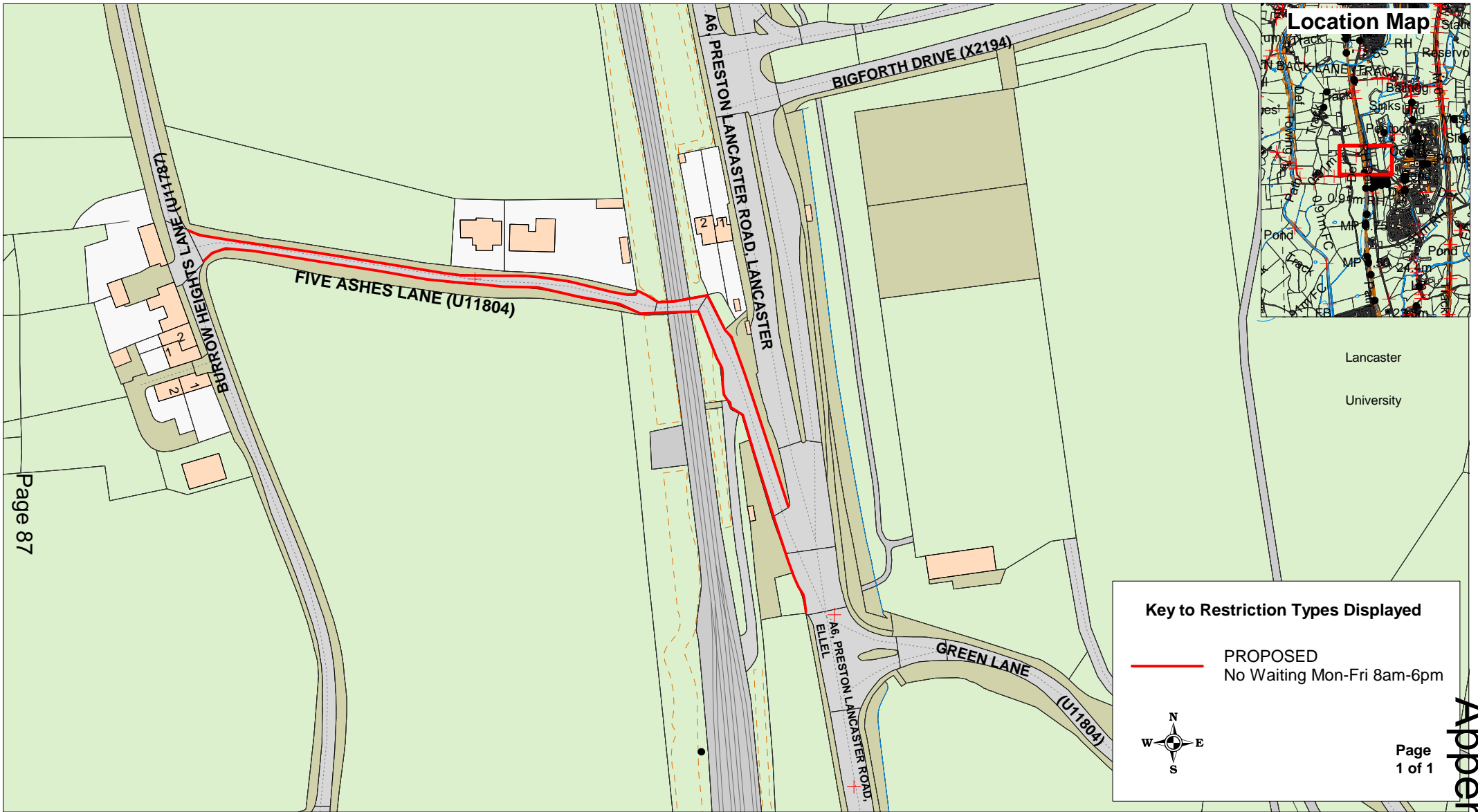
Lancaster University Phase 1

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 2000
DATE	26/11/2019
DRAWING No.	EM/11-19/LA2
DRAWN BY	TJP
	Scale with care as distortion may occur



Key to Restriction Types Displayed

— PROPOSED
No Waiting Mon-Fri 8am-6pm

Page 1 of 1

Lancashire
County Council

**Five Ashes Lane (U11804),
Thurnham**

Lancaster University Phase 1

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 2000
DATE	26/11/2019
DRAWING No.	EM/11-19/LA1
DRAWN BY	TJP
	Scale with care as distortion may occur

STATEMENT OF REASONS

The purpose of this proposed order is for:

- (a) avoiding danger to persons or other traffic using the road to which the order relates or any other road, or
- (b) preventing the likelihood of any such danger arising

Report to the Cabinet

Meeting to be held on Thursday, 3 September 2020

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

Electoral Divisions affected:
 Accrington South; Burnley Rural; Chorley Central; Fylde East; Lostock Hall & Bamber Bridge; Lytham; Morecambe Central; Nelson East; Penwortham West; Preston Central East; Preston North; Skelmersdale West; South Ribble East; West Lancashire East; West Lancashire West; Wyre Rural East;

Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, South Ribble, West Lancs and Wyre Boroughs, Lancaster and Preston City) (Revocation, Various Parking Restrictions and Amendment to Permit Provisions January (NO1)) Order 202*

Appendices ('A' to 'L') refer

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Highway Regulation - Highways and Transportation
 chris.nolan@lancashire.gov.uk

Executive Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to address anomalies in parking restrictions and to clarify, simplify and remedy a number of discrepancies that have been identified in the Burnley, Chorley, Pendle and Preston districts. In addition, new restrictions are proposed in the districts of Chorley, Fylde, Hyndburn, Lancaster, Preston, South Ribble, West Lancashire and Wyre. These restrictions will improve safety on the highway for all users and also provide some amenity parking.

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 proposals for parking restrictions on the various lengths of road within the Burnley, Chorley, Fylde, Pendle, Preston, Hyndburn,

South Ribble, West Lancashire and Wyre Districts, as detailed within this report and as set out in the Draft Order (Appendix 'A2'), plans (Appendices 'B' to 'K') and statement of reason (Appendix 'L').

Background and Advice

It is proposed to introduce limited waiting, restriction of waiting, prohibition of loading, taxi stands, the formalisation of disabled parking places and the removal of disabled parking places that are no longer required as detailed within Appendices 'A' to 'K' within the districts of Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, South Ribble, West Lancashire, and Wyre, to improve the safety of all highway users whilst providing parking amenities. A detailed statement of reasons for each district is contained within Appendix 'L'.

Consultations

Formal consultation was carried out between 10 March 2020 and 10 April 2020 and advertised in the local press. Notices were displayed on site for all areas where new restrictions were proposed. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Notices were not placed at the locations of the existing restrictions where no material change to the restrictions as currently indicated on site are proposed.

Correspondence

As a result of the consultation sixteen responses were received, one indicated that they supported the changes, four indicated support with some comments, four responded to indicate that they did not object to the proposals, and there were seven objections to the proposals.

General No Objection Replies and support

United Utilities, Lytham St Anne's Cycling Group and two responses from the Police all indicated that they had no objections to the proposals.

Blackpool Road and Bridge Road, Lytham

One email was received from a respondent who agreed with the restrictions as proposed but was concerned that the changes would move the parking problem to the north east side of Blackpool Road where more restrictions would then be required.

Engineers Response

The proposals are for junction protection that is required to preserve sight lines for vehicles exiting Bridge Road. Should the changes displace parking to an area where new problems arise then these will be considered after a period of monitoring.

Blackpool Road and Clifton Crescent, Preston

There were four objections received regarding the proposals around the entrance to the Deepdale Retail Park.

Three of the objections were with regard to the length of restrictions leading on to Clifton Crescent. All requested that this section be removed from the proposal as this length of road is used as parking for residents and visitors to properties on Blackpool Road as well as Clifton Crescent. The removal of this parking will cause residents to park on Blackpool Road. Two of the individuals expressed a wish to conduct a petition to support their objections but considered that they were prevented from doing so due to the present covid-19 pandemic. The third expressed concern that if parking was displaced on to the length of Blackpool Road without restrictions this would result in difficulties for the nearby Ambulance Station.

One objector was concerned about all aspects of the proposed restrictions on both Blackpool Road and Clifton Crescent and considered that the new proposal doesn't work for residents on Blackpool Road who have multiple cars in their household. They feel that the restrictions will be an inconvenience. They also mentioned the access and suitability of the Deepdale Retail Park and a suggestion is made that the council provide the residents with private parking areas for their homes.

Engineers Response

The purpose of this proposal is to remove obstructive parking and assist with the general movement of vehicular traffic along the section of Blackpool Road in the vicinity of the Fire and Ambulance Station and Deepdale Retail Park.

The proposal to extend the no waiting at any time restriction on the north west side of Clifton Crescent for a distance of 22.5m from the centreline of Blackpool Road was intended to aid traffic entering Clifton Crescent as detailed in schedule 3 item r) of Appendix 'A1 Draft order (Advertised)' and Drawing SR/10-19/PR1 of Appendix 'H'.

It is this aspect of the proposed order that two residents expressed a wish to raise a petition against. Due to the present pandemic this has not been possible.

Although this item would assist the situation on this length of Blackpool Road, it is not essential and therefore it is proposed that item r) of schedule 3 of Appendix 'A1' Draft order (Advertised)' and Drawing SR/10-19/PR1 of Appendix 'H' be removed from the present proposed order as set out in Appendix A2 Draft Order (Modification) and Drawing SR/10-19/PR1(Mod) of Appendix 'H'. The impact of the changes will be monitored and should it be considered necessary, this measure may be proposed at a later date.

With regard to the objection by the resident who did not want any waiting restrictions in front of their property. Although it is our role to introduce restrictions where highway parking is causing a problem, the council is not obliged to provide ample highway parking for home owners. Feedback from the informal consultation was considered and as a result the proposed restrictions were modified. Whereas the proposals that were presented for informal notification did indicate waiting restrictions in front of this property, the proposal that went to formal consultation and is now being considered does not include restrictions in front of this particular property.

Broadway, Preston

One objection was received from a member of the local hospital staff claiming that the use of Broadway for day time parking was not causing a problem as they do not block driveways and always leave space for utility and emergency vehicles.

Engineers Response

The proposal is an extension to the present waiting restrictions. The proposal has been requested to ensure that the limited exit from Broadway to Black Bull Lane can be maintained for larger service and emergency vehicles. The proposal is the minimum necessary to ensure that safe egress from Broadway can be maintained.

Vicarage Lane, Preston

One communication was received regarding the waiting restrictions on Vicarage Lane expressing concern that the proposed changes would increase parking on Vicarage Close and Glebe Close. Such parking makes it difficult for them to exit from their driveway, suggesting that residents only parking should be introduced on Vicarage Close and Glebe Close.

Engineers Response

The concern that the restriction will displace parking further along Vicarage Close and on to Glebe Close cannot be addressed with a resident's only scheme, as all of the properties have off street parking, and would therefore be ineligible for such a scheme under the council's criteria. As with the introduction of all new parking restrictions, the effect of the changes will be monitored and should further measures be seen as necessary these will be investigated.

Queensway, Penwortham

One email was received regarding the proposal to introduce a prohibition of loading at any time to a length of Queensway. The respondent was in support of the changes but expressed a concern that a number of vehicles were frequently disregarding the restrictions when making deliveries to businesses. They asked to be consulted with regard to further development in the area.

Engineers Response

The proposed prohibition of loading at any time is necessary to maintain safe access and egress to Queensway from Liverpool Road. The comments raised by the correspondent are outside the remit of this proposal. Loading and unloading on lengths of road where there is a prohibition of waiting at any time is permitted under the Traffic Regulation Order.

Summerwood Lane, Halsall

Three responses were received to this part of the proposed order. One was an objection to the restrictions the other two expressed concerns.

The objector is concerned that the introduction of the proposed waiting restrictions will not deal with the problem but will cause problems for residents who need to have visitors. This would be especially difficult for households nursing chronically ill relatives and having medical staff visit on a daily basis. The objector considers that the problem is at the junction of Summerwood Lane with New Street where vehicles are parked on both sides of the road close to the church.

One of the responses received indicated support for the proposed new restriction but they were concerned that the provisions did not extend back to the junction of Summerwood Lane with New Street where there is a problem with vehicles parking on both sides of the road. The problem being worse at school times with vehicles parked on the footway causing problems for vulnerable highway users.

The third response was concerned that the restrictions would extend across the front of their property and asks for a permit to park on the restriction until they are ready to build a new driveway to their home.

Engineers Response

The proposals for Summerwood Lane were targeted at the specific road safety issues that were raised, i.e. parking on the approaches to and around the bend adjacent to nos. 8-12. Drivers passing any parked vehicles have to move to the opposite side of the road and are then proceeding head on and unsighted from opposing traffic until they are very close.

The proposals were kept to the minimum required to address this situation. They were purposely kept away from the wide junction area outside the church where some parking can be accommodated safely. Whilst it would seem an obvious measure for restrictions to be applied to the area around the junction, it is highly likely that this will result in the parking transferring on to New Street (A5147) and Halsall Road (A5147). Parking on A5147 would be considered as more serious problems.

The proposal does not seek to remove all parking, thereby allowing the resident who is looking for exemptions a space to park their vehicle whilst they construct suitable off street parking. This is also the case for visitors and carers to the affected properties. The order will not prevent emergency vehicles parking in the area.

Altys Lane, Ormskirk

An unconditional message of support was received with regard to this section of the proposed order as they agree that the changes will reduce the risk of accidents.

Engineers Response

The response is noted and appreciated.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2020/21 highways budget for new signs and lines at an estimated cost of £10,000.

Risk management

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

List of Background Papers

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

None

Reason for inclusion in Part II, if appropriate

N/A

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
(VARIOUS ROADS, BURNLEY, CHORLEY, FYLDE, HYNDBURN, PENDLE, SOUTH RIBBLE, WEST LANCS AND WYRE BOROUGHES, LANCASTER AND PRESTON CITY) (REVOCATION, VARIOUS PARKING RESTRICTIONS AND AMENDMENT TO PERMIT PARKING PROVISIONS JANUARY (NO1)) ORDER 202*

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 1, 2 and 4 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended ("the Act") and of all other enabling powers, after consultation with the Chief Officer of Police hereby make the following Order: -

1. Definitions and Interpretations

For all the purposes of this Order the terms described in this Article shall have the meanings specified:

- a) "**Centreline**" means the centre line of a highway as shown on Ordnance Survey graphical information systems at the time that the Order was prepared;
- b) "**Civil Enforcement Officer**" means a person authorised by or on behalf of Lancashire County Council in accordance with Section 76 of the Traffic Management Act 2004;
- c) "**Disabled Person's Vehicle**" means a Vehicle displaying a Disabled Person's Badge in the circumstances prescribed in Regulations 13, 14, 15 or 16 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- d) "**Disabled Person's Badge**" means a badge which was -
 - i) issued, or has effect as if issued, to a disabled person or an institution under The Disabled Persons (Badges for Motor Vehicles) (England) Regulations or under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Persons Act 1970; and
 - ii) has not ceased to be in force.
- e) "**Disabled Persons Parking Place**" means any area of highway described in Schedules Schedule 8 and Schedule 9 to this Order, indicated by a road marking approved by the Department for Transport, in which Disabled Person's Vehicles may wait when displaying a Disabled Person's Badge and Parking Disc in the Relevant Position;
- f) "**Loading**" and "**Unloading**" means the continuous transference from (or to) a Vehicle to (or from) premises adjacent to where the Vehicle is parked of heavy or unmanageable goods that are not designed to be carried by hand other than over a very short distance;
- g) "**Parking Disc**" means a device which -
 - i) is 125 millimetres square and coloured blue, if issued on or after 1st April, 2000 or orange if issued before that date;
 - ii) has been issued by a local authority and has not ceased to be valid; and
 - iii) is capable of showing the quarter hour period during which a period of waiting has begun.

- h) **"Parking Place"** means any length of road subject to restriction in accordance with Articles 8, 9, 10, and 11;
- i) **"Penalty Charge Notice"** means a notice served by a Civil Enforcement Officer pursuant to the provisions of section 78 of the 2004 Act and supporting regulations;
- j) a Vehicle displays a Disabled Person's Badge or Parking Disc in the **"Relevant Position"** if –
 - i) the badge/disc is exhibited on the dashboard or fascia of the Vehicle; or
 - ii) where the Vehicle is not fitted with a dashboard or fascia the badge/disc is exhibited in a conspicuous position on the Vehicle, so that the front of the badge/disc is clearly legible from the outside of the Vehicle.
- k) **"Taxi"** means a Vehicle licensed under section 37 of the Town Police Clauses Act 1847;
- l) **"Taxi Stand"** means any area of carriageway described in Schedule 10 indicated by a road marking approved by the Department for Transport, in which Taxis may wait;
- m) **"The Council's Duly Authorised Officer"** means a person appointed by the council or its local agent, or authority, to administer the powers conferred on the said Council by the 1984 Act, with respect to this and other Traffic Regulations;
- n) **"Vehicle"** means a motor vehicle, a passenger vehicle, a dual-purpose vehicle, a goods vehicle, a motorcycle or an invalid carriage or any other vehicle of any description whether drawn or propelled along a road by animal or mechanical power.

2. Revocations

- a) Those parts of the "Lancashire County Council (Burnley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1A to this Order, are hereby revoked.
- b) Those parts of the "Lancashire County Council (Chorley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1B to this Order, are hereby revoked.
- c) Those parts of the "Lancashire County Council (South Ribble Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1C to this Order, are hereby revoked.
- d) Those parts of the "Lancashire County Council (Back Mount Street, Botany Way Access Road, Glamis Drive, Grange Drive, Millennium Way, Unity Place and Village Way, Chorley, Chorley Borough) (Prohibition of Waiting, Limited Waiting, Restriction of Waiting and Prohibition of Stopping On School Keep Clear Markings) Order 2014", as set out in Schedule 1D to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Station Road, Scarisbrick Street, Burscough Street, Hardacre Street, Chestnut Court, Railway Approach, Ormskirk, West Lancashire Borough) (Part Revocations and Various Parking Restrictions) Order 2014", as set out in Schedule 1E to this Order, are hereby revoked
- f) That part of the "Lancashire County Council (West Lancs Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1F to this Order, is hereby revoked.

- g) The "Lancashire County Council (Hollins Roads, Nelson, Pendle Borough) (Disabled Parking Place) Order 2010" is hereby revoked in full.
- h) The "Lancashire County Council (St Georges Street, Chorley, Chorley Borough) (Part Revocation and Restriction of Waiting) Order 2010" is hereby revoked in full.
- i) That part of the "Lancashire County Council (Various Roads, Preston City Area) (Revocation and Introduction of Parking Places) Order 2015", as set out in Schedule 1G to this Order, is hereby revoked.
- j) Those parts of the "Lancashire County Council (Fishergate Area, Preston, Preston City) (Revocation and Introduction of Parking Restrictions) Order 2015", as set out in Schedule 1H to this Order, are hereby revoked.
- k) Those parts of the "Lancashire County Council (Various Roads, Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble, and West Lancs) (Revocations and Various Parking Restrictions November 2018 (No1)) Order 201*", as set out in Schedule 1I to this Order, are hereby revoked.

3. Amendments

The "Lancashire County Council (Various Road, Chorley Borough Area) (Revocation and Introduction of Parking Places) Order 2015", is hereby amended as set out in Schedule 2 of this Order.

4. Prohibition of Waiting

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait at any time, on any day, in the lengths of road set out in the Schedule 3 to this Order.

5. Prohibition of Loading and Unloading

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait at any time, on any day, for the purposes of Loading or Unloading, in the lengths of road set out in Schedule 4 to this Order.

6. Restriction of Waiting Monday – Friday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 6pm, in the length of road set out in Schedule 5 to this Order.

7. Restriction of Waiting Monday – Friday 8am – 9am and 3pm – 4pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 9am, and 3pm and 4pm, in the length of road set out in Schedule 6 to this Order.

8. Limited Waiting Parking Place 1hr No Return 1hr Monday – Saturday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding one hour, with no return within one hour, from Monday to Saturday inclusively between 8am and 6pm, in the lengths of road set out in Schedule 7 to this Order.

9. Disabled Persons Parking Place Monday – Saturday 10am – 4pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Saturday inclusively, between 10am and 4pm, in the Parking Place set out in Schedule 8 to this Order, unless that Vehicle is a Disabled Persons Vehicle.

10. Disabled Persons Parking Place

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Places set out in Schedule 9 to this Order, unless that Vehicle is a Disabled Persons Vehicle.

11. Taxi Stand

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform or Civil Enforcement Officer, cause or permit any Vehicle, other than a Taxi, to stop or wait at any time, in the Taxi Stands set out in Schedule 10.

12. General Exemptions

Nothing in Articles 4, 5, 6, 7, 8, 9, 10 and 11 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

- a) if it cannot conveniently be used for such purpose in any other road to be used in connection with any of the following:-
 - i) building, industrial or demolition operations;
 - ii) the removal of any obstruction to traffic;
 - iii) the maintenance, improvement or reconstruction of the said lengths of road;
 - iv) the laying, erection, alteration or repair in, or in land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus or the exercise of any other statutory power or duty for the maintenance and supply of gas, water or electricity or of any telecommunications system as defined in Section 4 of the Telecommunications Act 1984.
- b) the Vehicle to be used for the purposes of a local authority in pursuance of statutory powers or duties if it cannot conveniently be used for such purpose in any other road;
- e) a Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters in accordance with the statutory provisions as defined in the Postal Services Act 2000;

- a) the Vehicle to be used for fire brigade, ambulance or police purposes in pursuance of statutory powers or duties.

13. Exemptions to Articles 4, 5, 6, 7, 8, 9 and 10

Nothing in Articles 4, 5, 6, 7, 8, 9 and 10 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable a person to board or alight from the Vehicle.

14. Exemptions to Articles 4, 6, 7, 8, 9 and 10

Nothing in Articles 4, 6, 7, 8, 9 and 10 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

- a) goods to be loaded on to or unloaded from the Vehicle;
- b) a Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters in accordance with the statutory provisions as defined in the Postal Services Act 2000;
- c) the Vehicle to wait at or near to any premises situated on or adjacent to the said length of road for so long as such waiting by the Vehicle is reasonably necessary in connection with any wedding or funeral.

15. Exemptions for Disabled Person's Vehicle

- a) Nothing in Articles 4, 6 and 7 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same Vehicle in the same length of road on the same day) if the Vehicle is a Disabled Person's Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.
- b) Nothing in Article 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of roads referred to therein if the Vehicle is a Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.

16. Additional Exemptions

Nothing in Articles 4, 5, 6, 7, 8, 9, 10 and 11 of this Order shall render it unlawful to cause or permit any Vehicle to wait, in the lengths of road referred to therein when the person in control of the Vehicle:

- a) is required by law to stop;
- b) is obliged to stop in order to avoid an accident; or

- c) is prevented from proceeding along the road due to circumstances beyond his/her control.

17. Manner of standing in a Parking Place

- a) The driver of a motor Vehicle using a Parking Place shall stop the engine as soon as the Vehicle is in a position in the Parking Place and shall not start the engine except when about to change the position of the Vehicle in or, or depart from, the Parking Place.
- b) Every Vehicle left in a Parking Place in accordance with the foregoing provisions of this Order shall be left so that every part of the Vehicle is within the limits of the Parking Place.
- c) A driver of a Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining a road or the use of a road by other persons or so as to be a nuisance.

18. Alteration of position of a Vehicle in a Parking Place

Where any Vehicle is left standing in a Parking Place in contravention of the provisions of Article 17 of this Order, a police constable in uniform or a Civil Enforcement Officer may alter or cause to be altered the position of the Vehicle in order that its position shall comply with those provisions.

19. Removal of a Vehicle from a Parking Place

Where a police constable in uniform or a Civil Enforcement Officer is of the opinion that any of the provisions contained in Article 17 of this Order have been contravened or not complied with in respect of a Vehicle left in a Parking Place, he/she may remove or cause to be removed the Vehicle from the said Parking Place, and where it is so removed, shall provide for the safe custody of the said Vehicle.

20. Movement of a Vehicle in a Parking Place in an Emergency

- a) A police constable in uniform or a Civil Enforcement Officer may in case of emergency move or cause to be moved any Vehicle left in a Parking Place to any place he thinks fit and shall provide for the safe custody of the Vehicle.
- b) A person causing or permitting a Vehicle to wait in a Parking Place by virtue of the provisions of Article 17 of this Order shall take all such steps as are necessary to ensure that in the case of a Parking Place it shall stand in accordance with Article 17 so that every part of the Vehicle is within the limits of the Parking Place.

21. Power to suspend use of Parking Places

- a) The Council's Duly Authorised officer may suspend the use of a Parking Place or any part thereof whenever he/she considers such suspensions reasonably necessary and make such charge for the administration of this service, as may from time to time be determined by the Council.
- b) A police constable in uniform may suspend for not longer than 7 days the use of a Parking Place or any part thereof whenever he/she considers such suspension reasonably necessary

for the purpose of mitigating congestion or obstruction of traffic or a danger to or from traffic in consequence of extraordinary circumstances.

- c) Any persons suspending the use of a Parking Place or any part thereof in accordance with the provisions of paragraph a) or b) of this Article shall thereupon place or cause to be placed in or adjacent to any part of that Parking Place the use of which is suspended, an authorised Traffic Sign or cone indicating that waiting by Vehicles is prohibited.
- d) No person shall cause or permit a Vehicle to be left in any part of a Parking Place during such period when an authorised Traffic Sign or cone is placed in or adjacent to that part of the Parking Place pursuant to paragraph c) of this Article provided that this paragraph shall not apply to a Vehicle:
 - i) being used by the respective Fire or Police Authority or Ambulance Health Trust to deal with an emergency; or
 - ii) being used for any purpose specified in Article 16; or
 - iii) left in such Parking Place with the permission of the person suspending the use of the Parking Place.

22. Restriction of use of a Vehicle in a Parking Place

Save for the provisions set out in Article 11, while any Vehicle is in the Parking Places referred to herein no person shall use the said Vehicle in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling of or offering for sale of his/her skills or services.

23. Miscellaneous

The Restriction imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any regulations made, or having effect as if made, under the Act or by or under any other enactment.

24. Effect of Contravention

Failure by a person to comply with any prohibition or restriction contained within this order or any subsequent orders shall constitute a contravention of the same and shall result in the issue by the Council and/or its agents of a Penalty Charge Notice which shall be payable by such persons in accordance with the legislation.

25. Commencement of Order

This Order shall come into force on the XX day of XX 202X and may be cited as the “Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, South Ribble, West Lancs And Wyre Boroughs, Lancaster And Preston City) (Revocation, Various Parking Restrictions And Amendment To Permit Parking Provisions January (No1)) Order 202*”.

Dated this XX day of XXX 202X.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the Scheme of Delegation to Chief Officers **OR** following a decision made on **/**/**** by The Cabinet

Authorised Signatory

Schedule 1A - Revocation

Items (142) a) (iii), (142) b) and (306) of Schedule 10.01.

Schedule 1B - Revocation

- a) Item (1) of Schedule 2.12.
- b) Items (4) a), (4) b), (19), (244) a) (i), (244) a) (ii), (244) b) (ii), (279) a) (i) and (279) a) (ii) of Schedule 10.01.
- c) Item (244) b) (i) of Schedule 10.01 insofar as it relates to, St Georges Street, Chorley, the south side, from the Centreline of Market Street for a distance of 10 metres in an easterly direction.
- d) Item (17) of Schedule 11.085.
- e) Items (7) a) and (7) b) of Schedule 12.066.
- f) Item (2) of Schedule 12.068.
- g) Items (15) a) (i), (15) a) (ii) and (15) b) of Schedule 13.01.

Schedule 1C - Revocation

Items (61) a) (i) and (61) a) (ii) of Schedule 10.01.

Schedule 1D – Revocation

- a) Item h) of Schedule 1.
- b) Schedule 2.

Schedule 1E - Revocation

Items a. and b. of Schedule 4.

Schedule 1F - Revocation

a) Item (1) b) (i) of Schedule 11.049.

Schedule 1G - Revocation

Item (3) of Schedule 18.

Schedule 1H - Revocation

Item ab) of Schedule 4.

Schedule 1I - Revocation

Items a) and b) of Schedule 15.

Schedule 2 - Amendments

a) Insert a new Schedule "17 Permit Holders Only, Mon – Sat 9am – 5pm"

b) Insert the following into the newly inserted Schedule 17:

Item No	Zone	Street name	Side of road	Location Details
(1)	D	Alker Street, Chorley	a) the north-west side	(i) from a point 10 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 13 metres in a south-westerly direction
				(ii) from a point 28 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 27.5 metres in a south-westerly direction
			b) the south-east side	(i) from a point 8 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 11 metres in a south-westerly direction
				(ii) from a point 24 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 42 metres in a south-westerly direction

c) Insert a new Schedule "18 Permit Holders Only, Mon – Fri 9am – 5pm"

d) Insert the following into the newly inserted Schedule 18:

Item No	Zone	Street name	Side of road	Location Details
(1)	D	Hamilton Road, Chorley	the north-east side	(i) from a point 32 metres south-east of its junction with the Centreline of Ashfield Road for a distance of 60 metres in a south-easterly direction
				(ii) from a point 10 metres north-west of its junction with the Centreline of Devonshire Road for a distance of 35 metres in a north-westerly direction

- e) Insert a new Schedule 19 "Permit Holders and Limited waiting 1 Hour No Return within 1 Hour, Mon – Fri 9am – 5pm"
- f) Insert the following into the newly inserted Schedule 19:

Item No	Zone	Street name	Side of road	Location Details
(1)	D	Hamilton Road, Chorley	the south-west side	<p>(i) from a point 32 metres south-east of its junction with the Centreline of Ashfield Road for a distance of 30 metres in a south-easterly direction</p> <p>(ii) from a point 12 metres north-west of its junction with the Centreline of Pall Mall for a distance of 42 metres in a north-westerly direction</p>

Schedule 3 – Prohibition of Waiting

- a) Alker Street, Chorley, the north west side, from its junction with the Centreline of Gillibrand Street for a distance of 10 metres in a south-westerly direction.
- b) Alker Street, Chorley, the south east side, from its junction with the Centreline of Gillibrand Street for a distance of 8 metres in a south-westerly direction.
- c) Alker Street, Chorley, the south east side, from a point 19 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 5 metres in a south-westerly direction.
- d) Altys Lane, Ormskirk, the north east side, from its junction with the Centreline of Brook Lane for a distance of 35 metres in a south-easterly direction.
- e) Altys Lane, Ormskirk, the south west side, from its junction with the Centreline of Brook Lane for a distance of 30.5 metres in a south-easterly direction.
- f) Back Euston Road (8 Central Drive To 226 Euston Grove), Morecambe, both sides, from a point 6.5 metres south-east of its junction with the Centreline of Euston Road in a south-easterly direction, to a point 6.5 metres north-west of its junction with the Centreline of Euston Grove.
- g) Back Mount Street, Chorley, the east side, from a point 34.5 metres west of its junction with the Centreline of the central reservation of A581 Park Road/Market Street in a general southerly direction to its junction with Mealhouse Lane.
- h) Back Mount Street, Chorley, the north and west side, from its junction with the Centreline of the central reservation of A581 Park Road/Market Street in a westerly, then general southerly direction to a point 9 metres south of its junction with the Centreline of Farrington Street.
- i) Back Mount Street, Chorley, the south side, from its junction with the Centreline of the central reservation of A581 Market Street/Park Road for a distance of 22.5 metres in a westerly direction.
- j) Bank Head Lane, Walton-le-Dale, both sides, from its junction with the Centreline of Gregson Lane for a distance of 15 metres in a general southerly direction.
- k) Blackpool Road, Lytham St Annes, the south west side, from a point 15 metres north west of its junction with the Centreline of Bridge Road to a point 15 metres south-east of its junction with the Centreline of Bridge Road.
- l) Blackpool Road, Preston, the north side, from a point 11.5 metres west of its junction with the Centreline of Clifton Crescent for a distance of 194 metres in an easterly direction.
- m) Blackpool Road, Preston, the south side, from a point 19.5 metres west of its junction with the Centreline of Romford Road for a distance of 41 metres in an easterly direction.

- n) Blackpool Road, Preston, the south west side, from a point 102.5 metres east of its junction with the Centreline of Romford Road for a distance of 64 metres in an easterly direction.
- o) Bridge Road, Lytham St Annes, both sides, from its junction with the Centreline of Blackpool Road for a distance of 17 metres in a south-westerly direction.
- p) Broadway, Fulwood, both sides, from its junction with the Centreline of Black Bull Lane for a distance of 20 metres in a north-westerly direction.
- q) Brook Lane, Ormskirk, the south side, from a point 24.5 metres west of its junction with the Centreline of Altys Lane for a distance of 47 metres in a north-easterly direction.
- r) Clifton Crescent, Preston, the north west side, from its junction with the Centreline of Blackpool Road for a distance of 22.5 metres in a north-easterly direction.
- s) Cock Robin Lane, Catterall, the north west side, from a point 10 metres north-east of its junction with the Centreline of Hamers Wood Drive for a distance of 20 metres in a south-westerly direction.
- t) Cop Lane, Penwortham, the east side, from a point 4 metres north of its junction with the Centreline of Rawstone Road for a distance of 50.5 metres in a southerly direction.
- u) Cuerden Way, Bamber Bridge, the east side, from its junction with the Centreline of Holme Road for a distance of 66.5 metres in a southerly direction.
- v) Cuerden Way, Bamber Bridge, the east side, from a point 80 metres south of its junction with the Centreline of Holme Road to its junction with the Centreline of Lostock Lane in a southerly direction.
- w) Daub Hall Lane, Walton-le-Dale, both sides, from its junction with the Centreline of Gregson Lane for a distance of 17 metres in a northerly direction.
- x) Devonshire Road, Chorley, both sides, from its junction with the Centreline of Regent Road to its junction with the Centreline of Hamilton Road.
- y) Devonshire Road, Chorley, both sides, from its junction with the Centreline of Hamilton Road to its junction with the Centreline of Carrington Road.
- z) Farrington Street, Chorley, both sides, for its entire length.
- aa) Gregson Lane, Walton-le-Dale, both sides, from its junction with the Centreline of Daub Hall Lane/Bank Head Lane for a distance of 19.5 metres in a north-westerly direction.
- bb) Gregson Lane, Walton-le-Dale, the south west side, from its junction with the Centreline of Bank Head Lane/Daub Hall Lane for a distance of 9 metres in a south-easterly direction.
- cc) Hamers Wood Drive, Catterall, both sides, from its junction with the Centreline of Cock Robin Lane for a distance of 13 metres in a north-westerly direction.
- dd) Hamilton Road, Chorley, the north east side, from its junction with the Centreline of Pall Mall in a north-westerly direction, to its junction with the Centreline of Gillibrand Walks.
- ee) Hamilton Road, Chorley, the north east side, from its junction with the Centreline of Devonshire Road for a distance of 10 metres in a north-westerly direction.
- ff) Hamilton Road, Chorley, the north east side, from a point 45 metres north-west of its junction with the Centreline of Devonshire Road for a distance of 10 metres in a north-westerly direction.
- gg) Hamilton Road, Chorley, the south west side, from its junction with the Centreline of Pall Mall for a distance of 12 metres in a north-westerly direction.
- hh) Hamilton Road, Chorley, the south west side, from a point 54 metres north-west of its junction with the Centreline of Pall Mall in a north-westerly direction, to its junction with the Centreline of Gillibrand Walks.
- ii) Hamilton Road, Chorley, the south west side, from a point 44 metres north-west of its junction with the Centreline of Devonshire Road for a distance of 20 metres in a north-westerly direction.

- jj) Healey Wood Road (leading to Hughes Street), Burnley, both sides, from its junction with the Centreline of Marlborough Street in an easterly, then southerly direction to its junction with Hughes Street, including the entrance to the sub station.
- kk) Healey Wood Road, Burnley, the north east side, from a point 75 metres south of its junction with the Centreline of Manchester Road in a general south-easterly direction, to its junction with the Centreline of Marlborough Street.
- ll) Healey Wood Road, Burnley, the south west side, from its junction with the Centreline of Manchester Road in a general south-easterly direction, to its junction with the Centreline of Marlborough Street.
- mm) Mealhouse Lane, Chorley, the north side, for its entire length.
- nn) Mealhouse Lane, Chorley, the south side, from its junction with the Centreline of the central reservation of A581 Market Street for a distance of 17.5 metres in a westerly direction.
- oo) Nursery Avenue, Ormskirk, the east side, from a point 59 metres east of its junction with the Centreline of Pendle Drive for a distance of 11 metres in a southerly direction.
- pp) Seddon Place, Skelmersdale, both sides, from its junction with the Centreline of Stanley Way for a distance of 15.5 metres in an easterly direction.
- qq) St Georges Street, Chorley, the north side, from its junction with the Centreline of Market Street for a distance of 45 metres in an easterly direction.
- rr) St Georges Street, Chorley, the north side, from a point 141.5 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- ss) St Georges Street, Chorley, the south side, from a point 146 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- tt) St Georges Street, Chorley, the south side, from its junction with the Centreline of Market Street for a distance of 13 metres in an easterly direction.
- uu) St Wilfrid Street, Preston, the north side, from its junction with the Centreline of Fox Street for a distance of 8 metres in a westerly direction.
- vv) St Wilfrid Street, Preston, the north side, from a point 26 metres west of its junction with the Centreline of Fox Street in a westerly direction, to a point 61 metres east of its junction with the Centreline of Charnley Street.
- ww) Stanley Way, Skelmersdale, both sides, from its junction with the Centreline of Statham Road for a distance of 104 metres in a northerly direction.
- xx) Stanley Way, Skelmersdale, the north west side, from a point 99 metres south west of its junction with the Centreline of Seaton Place for a distance of 68 metres in a general southerly direction.
- yy) Stanley Way, Skelmersdale, the south east side, from a point 58 metres south-west of its junction with the Centreline of Seaton Place for a distance of 120.5 metres in a general southerly direction.
- zz) Statham Road, Skelmersdale, the north side, from a point 18 metres west of its junction with the Centreline of Stanley Way for a distance of 43 metres in an easterly direction.
- aaa) Station Road, Ormskirk, both sides, from its junction with the Centreline of Burscough Road for a distance of 21 metres in a south-easterly direction.
- bbb) Summerwood Lane, Halsall, the north side, from a point 11.5 metres east of its junction with the Centreline of Chestnut Close for a distance of 106 metres in a general westerly direction.
- ccc) Summerwood Lane, Halsall, the south side, from a point 6 metres west of its junction with the Centreline of Chestnut Close for a distance of 56 metres in a general westerly direction.
- ddd) Vicarage Close, Fulwood, both sides, from its junction with the Centreline of Vicarage Lane for a distance of 12.5 metres in an easterly direction.
- eee) Vicarage Lane, Fulwood, both sides, from its junction with the Centreline of Watling Street Road for a distance of 83 metres in a northerly direction.

- fff) Watling Street Road, Fulwood, the north side, from its junction with the Centreline of Vicarage Lane for a distance of 25 metres in a westerly direction.
- ggg) Westminster Road, Chorley, the north west side, from its junction with the Centreline of Gillibrand Street to its junction with the Centreline of Regent Road.

Schedule 4 – Prohibition of Loading and Unloading

- a) Queensway, Penwortham, both sides, from its junction with the Centreline of Liverpool Road for a distance of 32.5 metres in a general northerly direction.
- b) St Georges Street, Chorley, the north side, from its junction with the Centreline of Market Street for a distance of 45 metres in an easterly direction.
- c) St Georges Street, Chorley, the north side, from a point 141.5 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- d) St Georges Street, Chorley, the south side, from a point 146 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- e) St Georges Street, Chorley, the south side, from its junction with the Centreline of Market Street for a distance of 13 metres in an easterly direction.

Schedule 5 – Restriction of Waiting Monday – Friday 8am – 6pm

Station Road, Ormskirk, the south west side, from a point 21 metres south-east of its junction with the Centreline of Burscough Road for a distance of 35 metres in a south-easterly direction.

Schedule 6 – Restriction of Waiting Monday – Friday 8am – 9am and 3pm – 4pm

Nursery Avenue, Ormskirk, the north side, from a point 16 metres west of its junction with the Centreline of Pendle Drive for a distance of 75 metres in an easterly direction.

Schedule 7 – Limited Waiting Parking Place 1hr No Return 1hr Monday – Saturday 8am – 6pm

- a) Back Mount Street, Chorley, the south side, from a point 22.5 metres west of its junction with the Centreline of the central reservation of A581 Park Road/Market Street for a distance of 12 metres in a westerly direction.
- b) Mealhouse Lane, Chorley, the south side, from a point 17.5 metres west of its junction with the Centreline of the central reservation of A581 Market Street in a westerly direction, to its junction with Back Mount Street.
- c) St Georges Street, Chorley, the north side, from a point 56.5 metres east of its junction with the Centreline of Market Street for a distance of 29.5 metres in an easterly direction.
- d) St Georges Street, Chorley, the north side, from a point 90.5 metres east of its junction with the Centreline of Market Street for a distance of 12.5 metres in an easterly direction.
- e) St Georges Street, Chorley, the north side, from a point 106 metres east of its junction with the Centreline of Market Street for a distance of 35.5 metres in an easterly direction.
- f) St Georges Street, Chorley, the south side, from a point 13 metres east of its junction with the Centreline of Market Street for a distance of 29.5 metres in an easterly direction.
- g) St Georges Street, Chorley, the south side, from a point 47 metres east of its junction with the Centreline of Market Street for a distance of 75.5 metres in an easterly direction.
- h) St Georges Street, Chorley, the south side, from a point 129.5 metres east of its junction with the Centreline of Market Street for a distance of 16.5 metres in an easterly direction.

Schedule 8 – Disabled Persons Parking Place Monday – Saturday 10am – 4pm

St Georges Street, Chorley, the north side, from a point 45 metres east of its junction with the Centreline of Market Street for a distance of 11.5 metres in an easterly direction.

Schedule 9 – Disabled Persons Parking Place

- a) Chapel Walks, Kirkham, the north side, from a point 30 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.
- b) Chapel Walks, Kirkham, the south side, from a point 39 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.

Schedule 10 – Taxi Stand

- a) Fox Street, Preston, the east side, from a point 35 metres north of its junction with the Centreline of Fishergate for a distance of 14 metres in a northerly direction;
- b) St Wilfrid Street, Preston, the north side, from a point 8 metres west of its junction with the Centreline of Fox Street for a distance of 18 metres in a westerly direction.

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
(VARIOUS ROADS, BURNLEY, CHORLEY, FYLDE, HYNDBURN, PENDLE, SOUTH RIBBLE, WEST LANCS AND WYRE BOROUGHES, LANCASTER AND PRESTON CITY) (REVOCATION, VARIOUS PARKING RESTRICTIONS AND AMENDMENT TO PERMIT PARKING PROVISIONS JANUARY (NO1)) ORDER 202*

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 1, 2 and 4 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended ("the Act") and of all other enabling powers, after consultation with the Chief Officer of Police hereby make the following Order: -

1. Definitions and Interpretations

For all the purposes of this Order the terms described in this Article shall have the meanings specified:

- a) "**Centreline**" means the centre line of a highway as shown on Ordnance Survey graphical information systems at the time that the Order was prepared;
- b) "**Civil Enforcement Officer**" means a person authorised by or on behalf of Lancashire County Council in accordance with Section 76 of the Traffic Management Act 2004;
- c) "**Disabled Person's Vehicle**" means a Vehicle displaying a Disabled Person's Badge in the circumstances prescribed in Regulations 13, 14, 15 or 16 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- d) "**Disabled Person's Badge**" means a badge which was -
 - i) issued, or has effect as if issued, to a disabled person or an institution under The Disabled Persons (Badges for Motor Vehicles) (England) Regulations or under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Persons Act 1970; and
 - ii) has not ceased to be in force.
- e) "**Disabled Persons Parking Place**" means any area of highway described in Schedules Schedule 8 and Schedule 9 to this Order, indicated by a road marking approved by the Department for Transport, in which Disabled Person's Vehicles may wait when displaying a Disabled Person's Badge and Parking Disc in the Relevant Position;
- f) "**Loading**" and "**Unloading**" means the continuous transference from (or to) a Vehicle to (or from) premises adjacent to where the Vehicle is parked of heavy or unmanageable goods that are not designed to be carried by hand other than over a very short distance;
- g) "**Parking Disc**" means a device which -
 - i) is 125 millimetres square and coloured blue, if issued on or after 1st April, 2000 or orange if issued before that date;
 - ii) has been issued by a local authority and has not ceased to be valid; and
 - iii) is capable of showing the quarter hour period during which a period of waiting has begun.

- h) **"Parking Place"** means any length of road subject to restriction in accordance with Articles 8, 9, 10, and 11;
- i) **"Penalty Charge Notice"** means a notice served by a Civil Enforcement Officer pursuant to the provisions of section 78 of the 2004 Act and supporting regulations;
- j) a Vehicle displays a Disabled Person's Badge or Parking Disc in the **"Relevant Position"** if –
 - i) the badge/disc is exhibited on the dashboard or fascia of the Vehicle; or
 - ii) where the Vehicle is not fitted with a dashboard or fascia the badge/disc is exhibited in a conspicuous position on the Vehicle, so that the front of the badge/disc is clearly legible from the outside of the Vehicle.
- k) **"Taxi"** means a Vehicle licensed under section 37 of the Town Police Clauses Act 1847;
- l) **"Taxi Stand"** means any area of carriageway described in Schedule 10 indicated by a road marking approved by the Department for Transport, in which Taxis may wait;
- m) **"The Council's Duly Authorised Officer"** means a person appointed by the council or its local agent, or authority, to administer the powers conferred on the said Council by the 1984 Act, with respect to this and other Traffic Regulations;
- n) **"Vehicle"** means a motor vehicle, a passenger vehicle, a dual-purpose vehicle, a goods vehicle, a motorcycle or an invalid carriage or any other vehicle of any description whether drawn or propelled along a road by animal or mechanical power.

2. Revocations

- a) Those parts of the "Lancashire County Council (Burnley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1A to this Order, are hereby revoked.
- b) Those parts of the "Lancashire County Council (Chorley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1B to this Order, are hereby revoked.
- c) Those parts of the "Lancashire County Council (South Ribble Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1C to this Order, are hereby revoked.
- d) Those parts of the "Lancashire County Council (Back Mount Street, Botany Way Access Road, Glamis Drive, Grange Drive, Millennium Way, Unity Place and Village Way, Chorley, Chorley Borough) (Prohibition of Waiting, Limited Waiting, Restriction of Waiting and Prohibition of Stopping On School Keep Clear Markings) Order 2014", as set out in Schedule 1D to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Station Road, Scarisbrick Street, Burscough Street, Hardacre Street, Chestnut Court, Railway Approach, Ormskirk, West Lancashire Borough) (Part Revocations and Various Parking Restrictions) Order 2014", as set out in Schedule 1E to this Order, are hereby revoked
- f) That part of the "Lancashire County Council (West Lancs Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1F to this Order, is hereby revoked.

- g) The "Lancashire County Council (Hollins Roads, Nelson, Pendle Borough) (Disabled Parking Place) Order 2010" is hereby revoked in full.
- h) The "Lancashire County Council (St Georges Street, Chorley, Chorley Borough) (Part Revocation and Restriction of Waiting) Order 2010" is hereby revoked in full.
- i) That part of the "Lancashire County Council (Various Roads, Preston City Area) (Revocation and Introduction of Parking Places) Order 2015", as set out in Schedule 1G to this Order, is hereby revoked.
- j) Those parts of the "Lancashire County Council (Fishergate Area, Preston, Preston City) (Revocation and Introduction of Parking Restrictions) Order 2015", as set out in Schedule 1H to this Order, are hereby revoked.
- k) Those parts of the "Lancashire County Council (Various Roads, Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble, and West Lancs) (Revocations and Various Parking Restrictions November 2018 (No1)) Order 201*", as set out in Schedule 1I to this Order, are hereby revoked.

3. Amendments

The "Lancashire County Council (Various Road, Chorley Borough Area) (Revocation and Introduction of Parking Places) Order 2015", is hereby amended as set out in Schedule 2 of this Order.

4. Prohibition of Waiting

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait at any time, on any day, in the lengths of road set out in the Schedule 3 to this Order.

5. Prohibition of Loading and Unloading

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait at any time, on any day, for the purposes of Loading or Unloading, in the lengths of road set out in Schedule 4 to this Order.

6. Restriction of Waiting Monday – Friday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 6pm, in the length of road set out in Schedule 5 to this Order.

7. Restriction of Waiting Monday – Friday 8am – 9am and 3pm – 4pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 9am, and 3pm and 4pm, in the length of road set out in Schedule 6 to this Order.

8. Limited Waiting Parking Place 1hr No Return 1hr Monday – Saturday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding one hour, with no return within one hour, from Monday to Saturday inclusively between 8am and 6pm, in the lengths of road set out in Schedule 7 to this Order.

9. Disabled Persons Parking Place Monday – Saturday 10am – 4pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Saturday inclusively, between 10am and 4pm, in the Parking Place set out in Schedule 8 to this Order, unless that Vehicle is a Disabled Persons Vehicle.

10. Disabled Persons Parking Place

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Places set out in Schedule 9 to this Order, unless that Vehicle is a Disabled Persons Vehicle.

11. Taxi Stand

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform or Civil Enforcement Officer, cause or permit any Vehicle, other than a Taxi, to stop or wait at any time, in the Taxi Stands set out in Schedule 10.

12. General Exemptions

Nothing in Articles 4, 5, 6, 7, 8, 9, 10 and 11 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

- a) if it cannot conveniently be used for such purpose in any other road to be used in connection with any of the following:-
 - i) building, industrial or demolition operations;
 - ii) the removal of any obstruction to traffic;
 - iii) the maintenance, improvement or reconstruction of the said lengths of road;
 - iv) the laying, erection, alteration or repair in, or in land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus or the exercise of any other statutory power or duty for the maintenance and supply of gas, water or electricity or of any telecommunications system as defined in Section 4 of the Telecommunications Act 1984.
- b) the Vehicle to be used for the purposes of a local authority in pursuance of statutory powers or duties if it cannot conveniently be used for such purpose in any other road;
- e) a Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters in accordance with the statutory provisions as defined in the Postal Services Act 2000;

- a) the Vehicle to be used for fire brigade, ambulance or police purposes in pursuance of statutory powers or duties.

13. Exemptions to Articles 4, 5, 6, 7, 8, 9 and 10

Nothing in Articles 4, 5, 6, 7, 8, 9 and 10 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable a person to board or alight from the Vehicle.

14. Exemptions to Articles 4, 6, 7, 8, 9 and 10

Nothing in Articles 4, 6, 7, 8, 9 and 10 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

- a) goods to be loaded on to or unloaded from the Vehicle;
- b) a Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters in accordance with the statutory provisions as defined in the Postal Services Act 2000;
- c) the Vehicle to wait at or near to any premises situated on or adjacent to the said length of road for so long as such waiting by the Vehicle is reasonably necessary in connection with any wedding or funeral.

15. Exemptions for Disabled Person's Vehicle

- a) Nothing in Articles 4, 6 and 7 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same Vehicle in the same length of road on the same day) if the Vehicle is a Disabled Person's Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.
- b) Nothing in Article 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of roads referred to therein if the Vehicle is a Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.

16. Additional Exemptions

Nothing in Articles 4, 5, 6, 7, 8, 9, 10 and 11 of this Order shall render it unlawful to cause or permit any Vehicle to wait, in the lengths of road referred to therein when the person in control of the Vehicle:

- a) is required by law to stop;
- b) is obliged to stop in order to avoid an accident; or

- c) is prevented from proceeding along the road due to circumstances beyond his/her control.

17. Manner of standing in a Parking Place

- a) The driver of a motor Vehicle using a Parking Place shall stop the engine as soon as the Vehicle is in a position in the Parking Place and shall not start the engine except when about to change the position of the Vehicle in or, or depart from, the Parking Place.
- b) Every Vehicle left in a Parking Place in accordance with the foregoing provisions of this Order shall be left so that every part of the Vehicle is within the limits of the Parking Place.
- c) A driver of a Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining a road or the use of a road by other persons or so as to be a nuisance.

18. Alteration of position of a Vehicle in a Parking Place

Where any Vehicle is left standing in a Parking Place in contravention of the provisions of Article 17 of this Order, a police constable in uniform or a Civil Enforcement Officer may alter or cause to be altered the position of the Vehicle in order that its position shall comply with those provisions.

19. Removal of a Vehicle from a Parking Place

Where a police constable in uniform or a Civil Enforcement Officer is of the opinion that any of the provisions contained in Article 17 of this Order have been contravened or not complied with in respect of a Vehicle left in a Parking Place, he/she may remove or cause to be removed the Vehicle from the said Parking Place, and where it is so removed, shall provide for the safe custody of the said Vehicle.

20. Movement of a Vehicle in a Parking Place in an Emergency

- a) A police constable in uniform or a Civil Enforcement Officer may in case of emergency move or cause to be moved any Vehicle left in a Parking Place to any place he thinks fit and shall provide for the safe custody of the Vehicle.
- b) A person causing or permitting a Vehicle to wait in a Parking Place by virtue of the provisions of Article 17 of this Order shall take all such steps as are necessary to ensure that in the case of a Parking Place it shall stand in accordance with Article 17 so that every part of the Vehicle is within the limits of the Parking Place.

21. Power to suspend use of Parking Places

- a) The Council's Duly Authorised officer may suspend the use of a Parking Place or any part thereof whenever he/she considers such suspensions reasonably necessary and make such charge for the administration of this service, as may from time to time be determined by the Council.
- b) A police constable in uniform may suspend for not longer than 7 days the use of a Parking Place or any part thereof whenever he/she considers such suspension reasonably necessary

for the purpose of mitigating congestion or obstruction of traffic or a danger to or from traffic in consequence of extraordinary circumstances.

- c) Any persons suspending the use of a Parking Place or any part thereof in accordance with the provisions of paragraph a) or b) of this Article shall thereupon place or cause to be placed in or adjacent to any part of that Parking Place the use of which is suspended, an authorised Traffic Sign or cone indicating that waiting by Vehicles is prohibited.
- d) No person shall cause or permit a Vehicle to be left in any part of a Parking Place during such period when an authorised Traffic Sign or cone is placed in or adjacent to that part of the Parking Place pursuant to paragraph c) of this Article provided that this paragraph shall not apply to a Vehicle:
 - i) being used by the respective Fire or Police Authority or Ambulance Health Trust to deal with an emergency; or
 - ii) being used for any purpose specified in Article 16; or
 - iii) left in such Parking Place with the permission of the person suspending the use of the Parking Place.

22. Restriction of use of a Vehicle in a Parking Place

Save for the provisions set out in Article 11, while any Vehicle is in the Parking Places referred to herein no person shall use the said Vehicle in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling of or offering for sale of his/her skills or services.

23. Miscellaneous

The Restriction imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any regulations made, or having effect as if made, under the Act or by or under any other enactment.

24. Effect of Contravention

Failure by a person to comply with any prohibition or restriction contained within this order or any subsequent orders shall constitute a contravention of the same and shall result in the issue by the Council and/or its agents of a Penalty Charge Notice which shall be payable by such persons in accordance with the legislation.

25. Commencement of Order

This Order shall come into force on the XX day of XX 202X and may be cited as the “Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, South Ribble, West Lancs And Wyre Boroughs, Lancaster And Preston City) (Revocation, Various Parking Restrictions And Amendment To Permit Parking Provisions January (No1)) Order 202*”.

Dated this XX day of XXX 202X.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the Scheme of Delegation to Chief Officers **OR** following a decision made on **/**/**** by The Cabinet

Authorised Signatory

Schedule 1A - Revocation

Items (142) a) (iii), (142) b) and (306) of Schedule 10.01.

Schedule 1B - Revocation

- a) Item (1) of Schedule 2.12.
- b) Items (4) a), (4) b), (19), (244) a) (i), (244) a) (ii), (244) b) (ii), (279) a) (i) and (279) a) (ii) of Schedule 10.01.
- c) Item (244) b) (i) of Schedule 10.01 insofar as it relates to, St Georges Street, Chorley, the south side, from the Centreline of Market Street for a distance of 10 metres in an easterly direction.
- d) Item (17) of Schedule 11.085.
- e) Items (7) a) and (7) b) of Schedule 12.066.
- f) Item (2) of Schedule 12.068.
- g) Items (15) a) (i), (15) a) (ii) and (15) b) of Schedule 13.01.

Schedule 1C - Revocation

Items (61) a) (i) and (61) a) (ii) of Schedule 10.01.

Schedule 1D – Revocation

- a) Item h) of Schedule 1.
- b) Schedule 2.

Schedule 1E - Revocation

Items a. and b. of Schedule 4.

Schedule 1F - Revocation

a) Item (1) b) (i) of Schedule 11.049.

Schedule 1G - Revocation

Item (3) of Schedule 18.

Schedule 1H - Revocation

Item ab) of Schedule 4.

Schedule 1I - Revocation

Items a) and b) of Schedule 15.

Schedule 2 - Amendments

a) Insert a new Schedule "17 Permit Holders Only, Mon – Sat 9am – 5pm"

b) Insert the following into the newly inserted Schedule 17:

Item No	Zone	Street name	Side of road	Location Details
(1)	D	Alker Street, Chorley	a) the north-west side	(i) from a point 10 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 13 metres in a south-westerly direction
				(ii) from a point 28 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 27.5 metres in a south-westerly direction
			b) the south-east side	(i) from a point 8 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 11 metres in a south-westerly direction
				(ii) from a point 24 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 42 metres in a south-westerly direction

c) Insert a new Schedule "18 Permit Holders Only, Mon – Fri 9am – 5pm"

d) Insert the following into the newly inserted Schedule 18:

Item No	Zone	Street name	Side of road	Location Details
(1)	D	Hamilton Road, Chorley	the north-east side	(i) from a point 32 metres south-east of its junction with the Centreline of Ashfield Road for a distance of 60 metres in a south-easterly direction
				(ii) from a point 10 metres north-west of its junction with the Centreline of Devonshire Road for a distance of 35 metres in a north-westerly direction

- e) Insert a new Schedule 19 "Permit Holders and Limited waiting 1 Hour No Return within 1 Hour, Mon – Fri 9am – 5pm"
- f) Insert the following into the newly inserted Schedule 19:

Item No	Zone	Street name	Side of road	Location Details
(1)	D	Hamilton Road, Chorley	the south-west side	<p>(i) from a point 32 metres south-east of its junction with the Centreline of Ashfield Road for a distance of 30 metres in a south-easterly direction</p> <p>(ii) from a point 12 metres north-west of its junction with the Centreline of Pall Mall for a distance of 42 metres in a north-westerly direction</p>

Schedule 3 – Prohibition of Waiting

- a) Alker Street, Chorley, the north west side, from its junction with the Centreline of Gillibrand Street for a distance of 10 metres in a south-westerly direction.
- b) Alker Street, Chorley, the south east side, from its junction with the Centreline of Gillibrand Street for a distance of 8 metres in a south-westerly direction.
- c) Alker Street, Chorley, the south east side, from a point 19 metres south-west of its junction with the Centreline of Gillibrand Street for a distance of 5 metres in a south-westerly direction.
- d) Altys Lane, Ormskirk, the north east side, from its junction with the Centreline of Brook Lane for a distance of 35 metres in a south-easterly direction.
- e) Altys Lane, Ormskirk, the south west side, from its junction with the Centreline of Brook Lane for a distance of 30.5 metres in a south-easterly direction.
- f) Back Euston Road (8 Central Drive To 226 Euston Grove), Morecambe, both sides, from a point 6.5 metres south-east of its junction with the Centreline of Euston Road in a south-easterly direction, to a point 6.5 metres north-west of its junction with the Centreline of Euston Grove.
- g) Back Mount Street, Chorley, the east side, from a point 34.5 metres west of its junction with the Centreline of the central reservation of A581 Park Road/Market Street in a general southerly direction to its junction with Mealhouse Lane.
- h) Back Mount Street, Chorley, the north and west side, from its junction with the Centreline of the central reservation of A581 Park Road/Market Street in a westerly, then general southerly direction to a point 9 metres south of its junction with the Centreline of Farrington Street.
- i) Back Mount Street, Chorley, the south side, from its junction with the Centreline of the central reservation of A581 Market Street/Park Road for a distance of 22.5 metres in a westerly direction.
- j) Bank Head Lane, Walton-le-Dale, both sides, from its junction with the Centreline of Gregson Lane for a distance of 15 metres in a general southerly direction.
- k) Blackpool Road, Lytham St Annes, the south west side, from a point 15 metres north west of its junction with the Centreline of Bridge Road to a point 15 metres south-east of its junction with the Centreline of Bridge Road.
- l) Blackpool Road, Preston, the north side, from a point 11.5 metres west of its junction with the Centreline of Clifton Crescent for a distance of 194 metres in an easterly direction.
- m) Blackpool Road, Preston, the south side, from a point 19.5 metres west of its junction with the Centreline of Romford Road for a distance of 41 metres in an easterly direction.

- n) Blackpool Road, Preston, the south west side, from a point 102.5 metres east of its junction with the Centreline of Romford Road for a distance of 64 metres in an easterly direction.
- o) Bridge Road, Lytham St Annes, both sides, from its junction with the Centreline of Blackpool Road for a distance of 17 metres in a south-westerly direction.
- p) Broadway, Fulwood, both sides, from its junction with the Centreline of Black Bull Lane for a distance of 20 metres in a north-westerly direction.
- q) Brook Lane, Ormskirk, the south side, from a point 24.5 metres west of its junction with the Centreline of Altys Lane for a distance of 47 metres in a north-easterly direction.
- r) Cock Robin Lane, Catterall, the north west side, from a point 10 metres north-east of its junction with the Centreline of Hamers Wood Drive for a distance of 20 metres in a south-westerly direction.
- s) Cop Lane, Penwortham, the east side, from a point 4 metres north of its junction with the Centreline of Rawstone Road for a distance of 50.5 metres in a southerly direction.
- t) Cuerden Way, Bamber Bridge, the east side, from its junction with the Centreline of Holme Road for a distance of 66.5 metres in a southerly direction.
- u) Cuerden Way, Bamber Bridge, the east side, from a point 80 metres south of its junction with the Centreline of Holme Road to its junction with the Centreline of Lostock Lane in a southerly direction.
- v) Daub Hall Lane, Walton-le-Dale, both sides, from its junction with the Centreline of Gregson Lane for a distance of 17 metres in a northerly direction.
- w) Devonshire Road, Chorley, both sides, from its junction with the Centreline of Regent Road to its junction with the Centreline of Hamilton Road.
- x) Devonshire Road, Chorley, both sides, from its junction with the Centreline of Hamilton Road to its junction with the Centreline of Carrington Road.
- y) Farrington Street, Chorley, both sides, for its entire length.
- z) Gregson Lane, Walton-le-Dale, both sides, from its junction with the Centreline of Daub Hall Lane/Bank Head Lane for a distance of 19.5 metres in a north-westerly direction.
- aa) Gregson Lane, Walton-le-Dale, the south west side, from its junction with the Centreline of Bank Head Lane/Daub Hall Lane for a distance of 9 metres in a south-easterly direction.
- bb) Hamers Wood Drive, Catterall, both sides, from its junction with the Centreline of Cock Robin Lane for a distance of 13 metres in a north-westerly direction.
- cc) Hamilton Road, Chorley, the north east side, from its junction with the Centreline of Pall Mall in a north-westerly direction, to its junction with the Centreline of Gillibrand Walks.
- dd) Hamilton Road, Chorley, the north east side, from its junction with the Centreline of Devonshire Road for a distance of 10 metres in a north-westerly direction.
- ee) Hamilton Road, Chorley, the north east side, from a point 45 metres north-west of its junction with the Centreline of Devonshire Road for a distance of 10 metres in a north-westerly direction.
- ff) Hamilton Road, Chorley, the south west side, from its junction with the Centreline of Pall Mall for a distance of 12 metres in a north-westerly direction.
- gg) Hamilton Road, Chorley, the south west side, from a point 54 metres north-west of its junction with the Centreline of Pall Mall in a north-westerly direction, to its junction with the Centreline of Gillibrand Walks.
- hh) Hamilton Road, Chorley, the south west side, from a point 44 metres north-west of its junction with the Centreline of Devonshire Road for a distance of 20 metres in a north-westerly direction.
- ii) Healey Wood Road (leading to Hughes Street), Burnley, both sides, from its junction with the Centreline of Marlborough Street in an easterly, then southerly direction to its junction with Hughes Street, including the entrance to the sub station.

- jj) Healey Wood Road, Burnley, the north east side, from a point 75 metres south of its junction with the Centreline of Manchester Road in a general south-easterly direction, to its junction with the Centreline of Marlborough Street.
- kk) Healey Wood Road, Burnley, the south west side, from its junction with the Centreline of Manchester Road in a general south-easterly direction, to its junction with the Centreline of Marlborough Street.
- ll) Mealhouse Lane, Chorley, the north side, for its entire length.
- mm) Mealhouse Lane, Chorley, the south side, from its junction with the Centreline of the central reservation of A581 Market Street for a distance of 17.5 metres in a westerly direction.
- nn) Nursery Avenue, Ormskirk, the east side, from a point 59 metres east of its junction with the Centreline of Pendle Drive for a distance of 11 metres in a southerly direction.
- oo) Seddon Place, Skelmersdale, both sides, from its junction with the Centreline of Stanley Way for a distance of 15.5 metres in an easterly direction.
- pp) St Georges Street, Chorley, the north side, from its junction with the Centreline of Market Street for a distance of 45 metres in an easterly direction.
- qq) St Georges Street, Chorley, the north side, from a point 141.5 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- rr) St Georges Street, Chorley, the south side, from a point 146 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- ss) St Georges Street, Chorley, the south side, from its junction with the Centreline of Market Street for a distance of 13 metres in an easterly direction.
- tt) St Wilfrid Street, Preston, the north side, from its junction with the Centreline of Fox Street for a distance of 8 metres in a westerly direction.
- uu) St Wilfrid Street, Preston, the north side, from a point 26 metres west of its junction with the Centreline of Fox Street in a westerly direction, to a point 61 metres east of its junction with the Centreline of Charnley Street.
- vv) Stanley Way, Skelmersdale, both sides, from its junction with the Centreline of Statham Road for a distance of 104 metres in a northerly direction.
- ww) Stanley Way, Skelmersdale, the north west side, from a point 99 metres south west of its junction with the Centreline of Seaton Place for a distance of 68 metres in a general southerly direction.
- xx) Stanley Way, Skelmersdale, the south east side, from a point 58 metres south-west of its junction with the Centreline of Seaton Place for a distance of 120.5 metres in a general southerly direction.
- yy) Statham Road, Skelmersdale, the north side, from a point 18 metres west of its junction with the Centreline of Stanley Way for a distance of 43 metres in an easterly direction.
- zz) Station Road, Ormskirk, both sides, from its junction with the Centreline of Burscough Road for a distance of 21 metres in a south-easterly direction.
- aaa) Summerwood Lane, Halsall, the north side, from a point 11.5 metres east of its junction with the Centreline of Chestnut Close for a distance of 106 metres in a general westerly direction.
- bbb) Summerwood Lane, Halsall, the south side, from a point 6 metres west of its junction with the Centreline of Chestnut Close for a distance of 56 metres in a general westerly direction.
- ccc) Vicarage Close, Fulwood, both sides, from its junction with the Centreline of Vicarage Lane for a distance of 12.5 metres in an easterly direction.
- ddd) Vicarage Lane, Fulwood, both sides, from its junction with the Centreline of Watling Street Road for a distance of 83 metres in a northerly direction.
- eee) Watling Street Road, Fulwood, the north side, from its junction with the Centreline of Vicarage Lane for a distance of 25 metres in a westerly direction.
- fff) Westminster Road, Chorley, the north west side, from its junction with the Centreline of Gillibrand Street to its junction with the Centreline of Regent Road.

Schedule 4 – Prohibition of Loading and Unloading

- a) Queensway, Penwortham, both sides, from its junction with the Centreline of Liverpool Road for a distance of 32.5 metres in a general northerly direction.
- b) St Georges Street, Chorley, the north side, from its junction with the Centreline of Market Street for a distance of 45 metres in an easterly direction.
- c) St Georges Street, Chorley, the north side, from a point 141.5 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- d) St Georges Street, Chorley, the south side, from a point 146 metres east of its junction with the Centreline of Market Street in an easterly direction to its junction with Church Street.
- e) St Georges Street, Chorley, the south side, from its junction with the Centreline of Market Street for a distance of 13 metres in an easterly direction.

Schedule 5 – Restriction of Waiting Monday – Friday 8am – 6pm

Station Road, Ormskirk, the south west side, from a point 21 metres south-east of its junction with the Centreline of Burscough Road for a distance of 35 metres in a south-easterly direction.

Schedule 6 – Restriction of Waiting Monday – Friday 8am – 9am and 3pm – 4pm

Nursery Avenue, Ormskirk, the north side, from a point 16 metres west of its junction with the Centreline of Pendle Drive for a distance of 75 metres in an easterly direction.

Schedule 7 – Limited Waiting Parking Place 1hr No Return 1hr Monday – Saturday 8am – 6pm

- a) Back Mount Street, Chorley, the south side, from a point 22.5 metres west of its junction with the Centreline of the central reservation of A581 Park Road/Market Street for a distance of 12 metres in a westerly direction.
- b) Mealhouse Lane, Chorley, the south side, from a point 17.5 metres west of its junction with the Centreline of the central reservation of A581 Market Street in a westerly direction, to its junction with Back Mount Street.
- c) St Georges Street, Chorley, the north side, from a point 56.5 metres east of its junction with the Centreline of Market Street for a distance of 29.5 metres in an easterly direction.
- d) St Georges Street, Chorley, the north side, from a point 90.5 metres east of its junction with the Centreline of Market Street for a distance of 12.5 metres in an easterly direction.
- e) St Georges Street, Chorley, the north side, from a point 106 metres east of its junction with the Centreline of Market Street for a distance of 35.5 metres in an easterly direction.
- f) St Georges Street, Chorley, the south side, from a point 13 metres east of its junction with the Centreline of Market Street for a distance of 29.5 metres in an easterly direction.
- g) St Georges Street, Chorley, the south side, from a point 47 metres east of its junction with the Centreline of Market Street for a distance of 75.5 metres in an easterly direction.
- h) St Georges Street, Chorley, the south side, from a point 129.5 metres east of its junction with the Centreline of Market Street for a distance of 16.5 metres in an easterly direction.

Schedule 8 – Disabled Persons Parking Place Monday – Saturday 10am – 4pm

St Georges Street, Chorley, the north side, from a point 45 metres east of its junction with the Centreline of Market Street for a distance of 11.5 metres in an easterly direction.

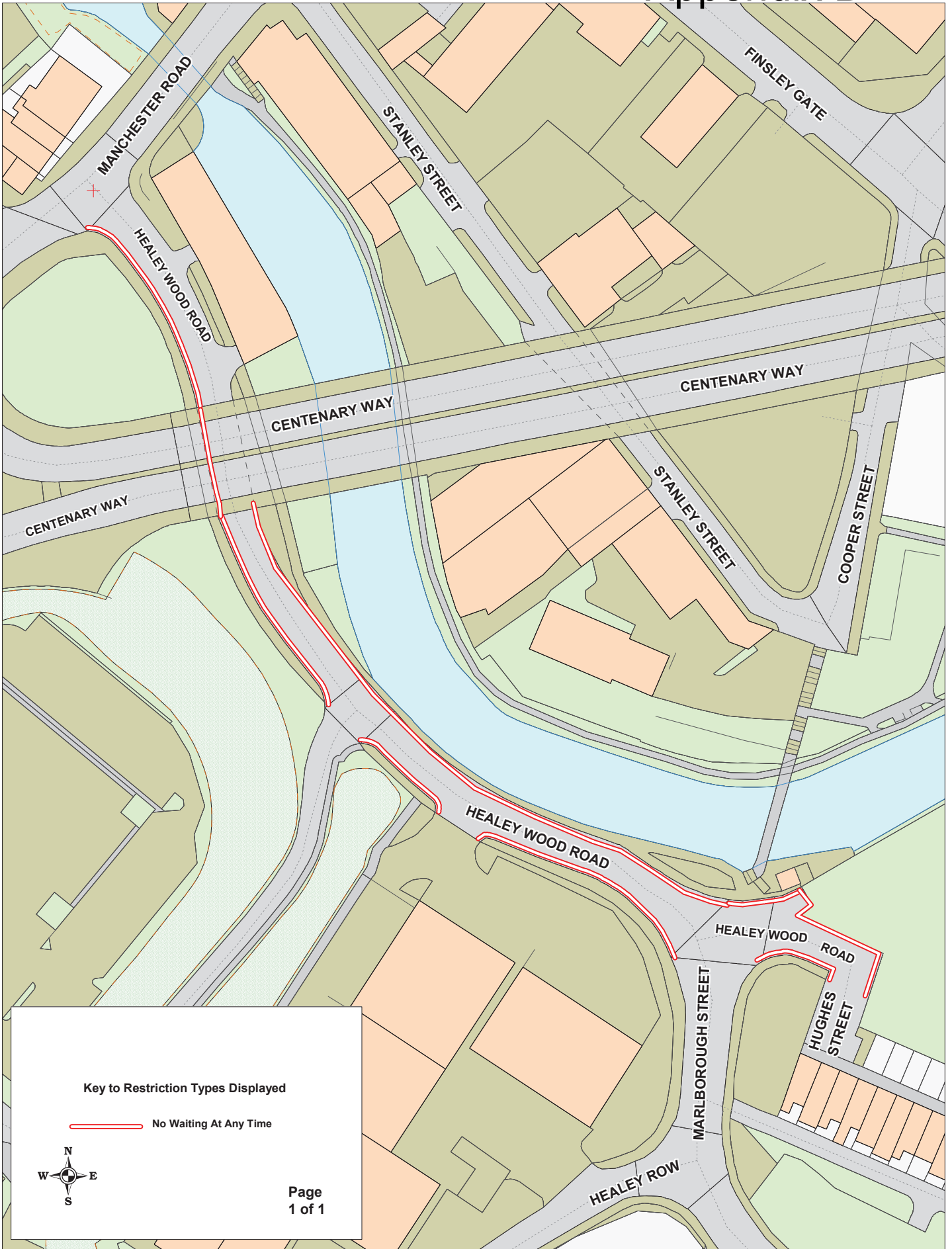
Schedule 9 – Disabled Persons Parking Place

- a) Chapel Walks, Kirkham, the north side, from a point 30 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.

- b) Chapel Walks, Kirkham, the south side, from a point 39 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.

Schedule 10 – Taxi Stand

- a) Fox Street, Preston, the east side, from a point 35 metres north of its junction with the Centreline of Fishergate for a distance of 14 metres in a northerly direction;
- b) St Wilfrid Street, Preston, the north side, from a point 8 metres west of its junction with the Centreline of Fox Street for a distance of 18 metres in a westerly direction.



**Healey Wood Road,
Burnley**

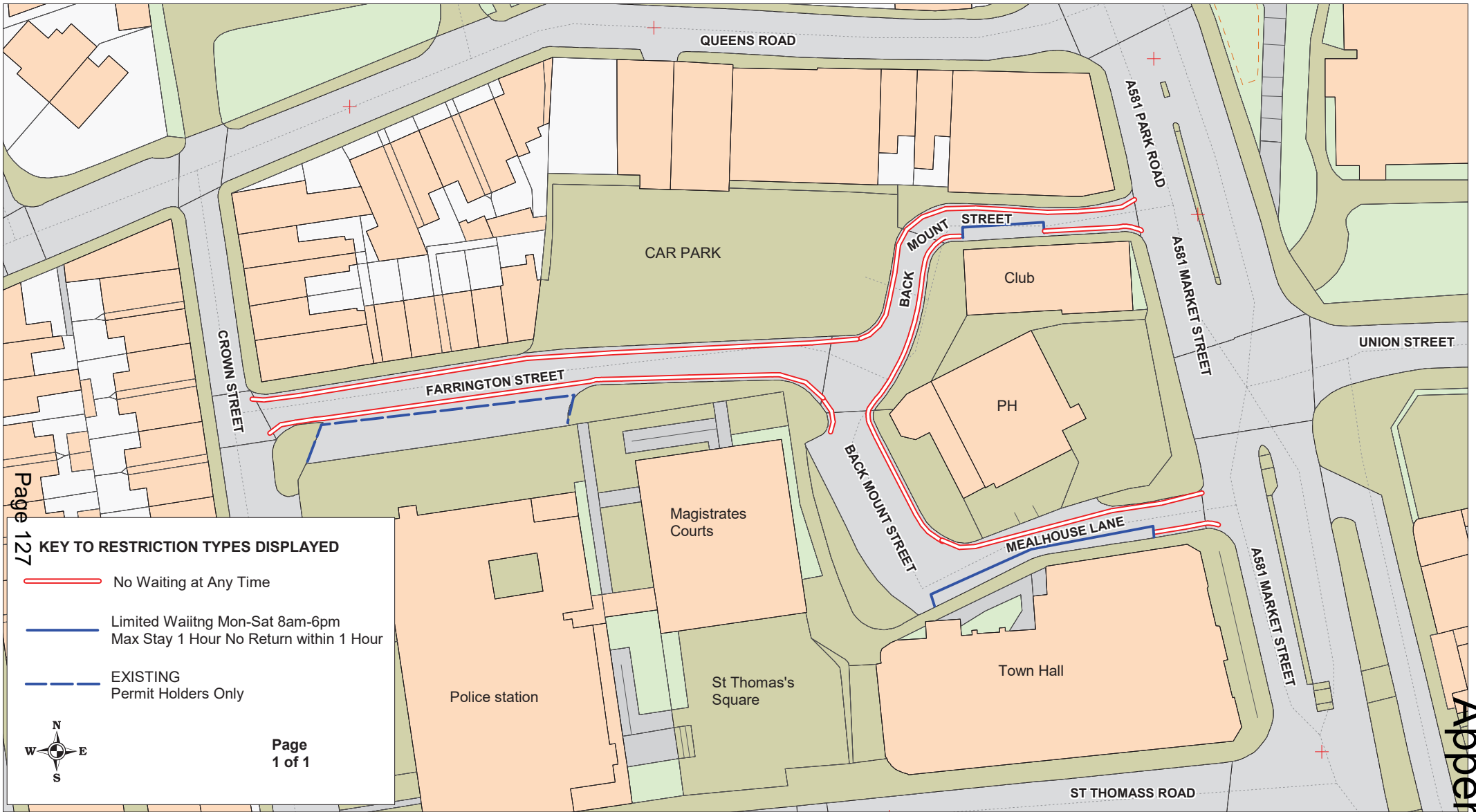
Page 1 of 1

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways
and Transportation


Box 100, County Hall,
Preston PR1 0LD

SCALE	1 : 1000
DATE	20/01/2020
DRAWING No.	MH/11-19/B1
DRAWN BY	TJP
	Scale with care as distortion may occur



KEY TO RESTRICTION TYPES DISPLAYED

- No Waiting at Any Time
- Limited Waiting Mon-Sat 8am-6pm
Max Stay 1 Hour No Return within 1 Hour
- - - EXISTING
Permit Holders Only



Page
1 of 1



Lancashire
County Council

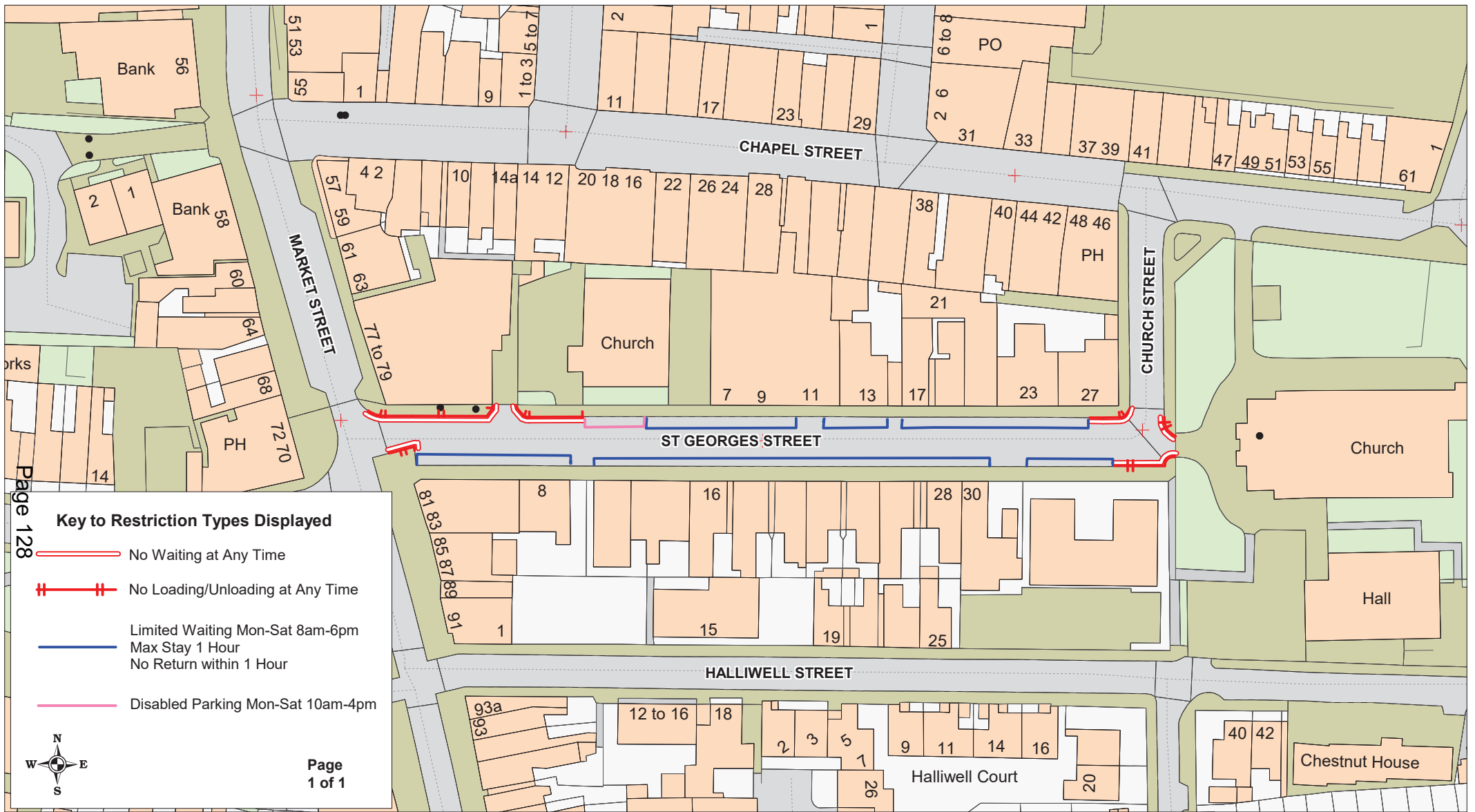
**Back Mount Street;
Farrington Street;
Meadhouse Lane,
Chorley**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 750
DATE	20/01/2020
DRAWING No.	HD/10-19/CH1
DRAWN BY	TJP
	Scale with care as distortion may occur



Page 128

Page 1 of 1



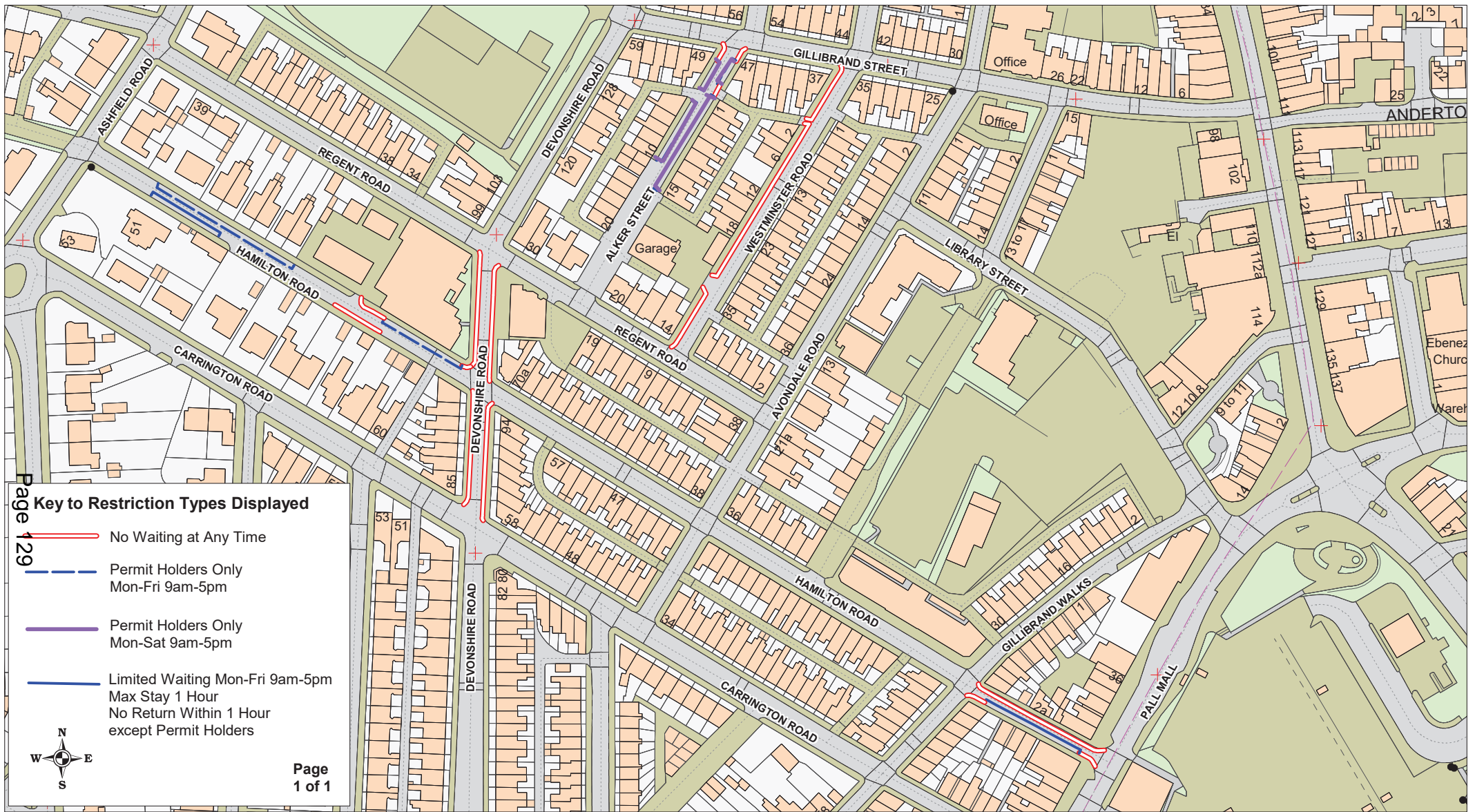
**St Georges Street,
Chorley**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

**Phil Durnell
Director of Highways
and Transportation**





P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 1000
DATE	21/01/2020
DRAWING No.	HD/09-19/CH2
DRAWN BY	TJP
	Scale with care as distortion may occur



Page 129

Key to Restriction Types Displayed

-  No Waiting at Any Time
-  Permit Holders Only
Mon-Fri 9am-5pm
-  Permit Holders Only
Mon-Sat 9am-5pm
-  Limited Waiting Mon-Fri 9am-5pm
Max Stay 1 Hour
No Return Within 1 Hour
except Permit Holders

N
W — E
S

Page 1 of 1



**Alker Street,
Devonshire Road,
Hamilton Road and
Westminster Road,
Chorley**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**


P.O. Box 100, County Hall,
PRESTON PR1 0LD


SCALE	1 : 2000
DATE	28/01/2020
DRAWING No.	HD/11-18/CH3
DRAWN BY	TJP
	Scale with care as distortion may occur



Page 131

Key to Restriction Types Displayed

 No Waiting At Any Time



Page 1 of 1

Appendix D



Lancashire
County Council

**Bridge Road and Blackpool Road,
Lytham-St-Annes**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways and Transportation

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 500
DATE	28/01/2020
DRAWING No.	MI/09-19/FY1
DRAWN BY	TJP
	Scale with care as distortion may occur



**Chapel Walks,
Kirkham**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**


P.O. Box 100, County Hall,
PRESTON PR1 0LD


SCALE	1 : 500
DATE	28/01/2020
DRAWING No.	MI/01-20/FY2
DRAWN BY	TJP
	Scale with care as distortion may occur



Page 133
3

Key to Restriction Types Displayed

 No Waiting At Any Time



Page 1 of 1

Appendix E



Lancashire
County Council

**Bamford Crescent,
Accrington**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 500
DATE	03/02/2020
DRAWING No.	CH/12-19/HY1
DRAWN BY	TJP
	Scale with care as distortion may occur



Back Euston Road
 (8 Central Drive to 226 Euston Grove),
 Morecambe

+ Crown copyright. All rights reserved
 Lancashire County Council
 Licence No. 2003

Phil Durnell
 Director of Highways
 and Transportation


P.O. Box 100, County Hall,
 PRESTON PR1 0LD


SCALE	1 : 500
DATE	29/01/2020
DRAWING No.	EM/09-19/LA1
DRAWN BY	TJP
	Scale with care as distortion may occur



Page 137

Key to Restriction Types Displayed

 Disabled parking marked for revocation



Page 1 of 1



**Hollins Road,
Nelson**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

**Phil Durnell
Director of Highways
and Transportation**


P.O. Box 100, County Hall,
PRESTON PR1 0LD


SCALE	1 : 500
DATE	29/01/2020
DRAWING No.	DC/01-20/PE1
DRAWN BY	TJP
	Scale with care as distortion may occur

Appendix G



Key to Restriction Types Displayed

 No Waiting At Any Time



Page 1 of 1

Appendix H



Lancashire
County Council

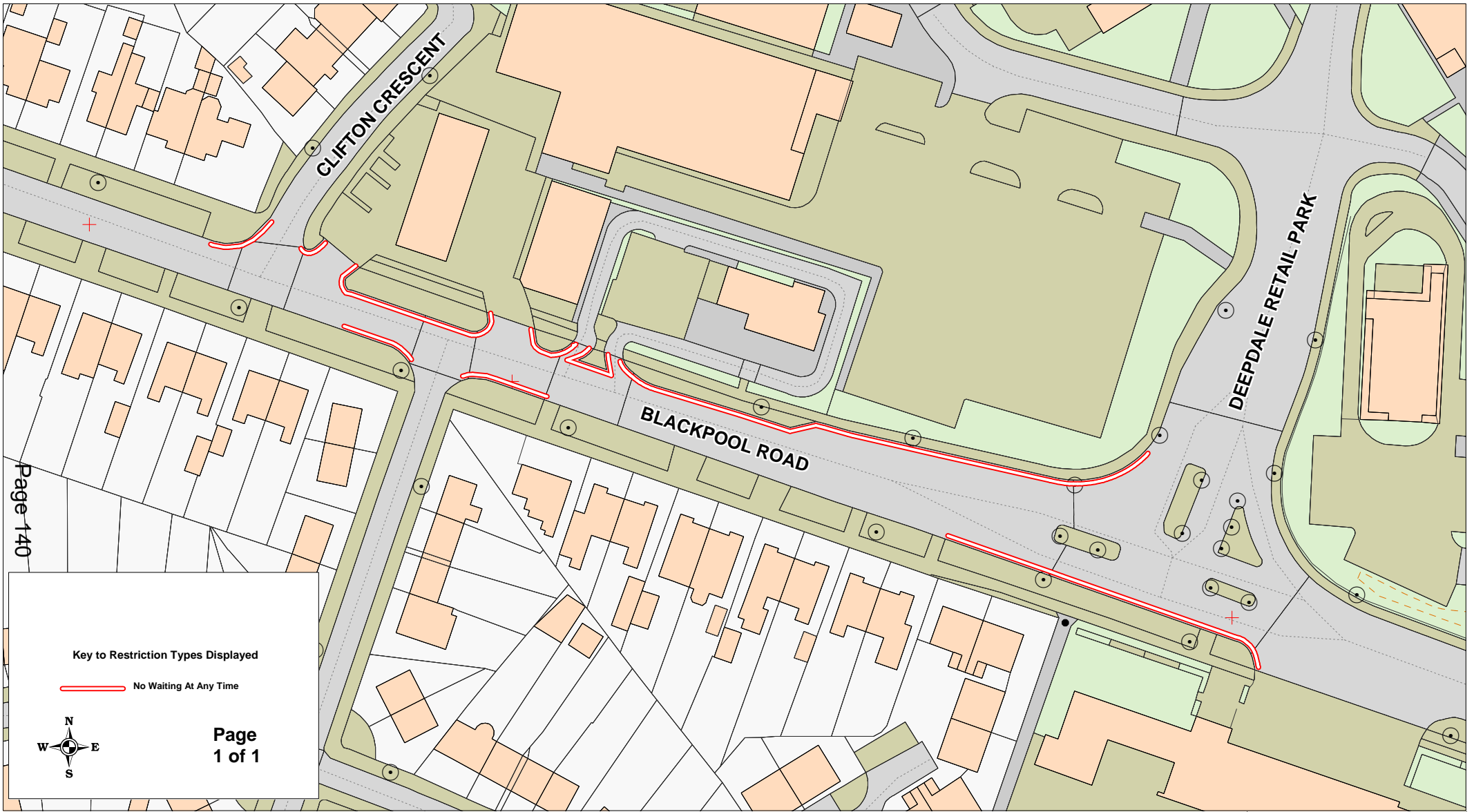
Blackpool Road and Clifton Crescent, Preston

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways and Transportation

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 1000
DATE	29/01/2020
DRAWING No.	SR/10-19/PR1
DRAWN BY	TJP
	Scale with care as distortion may occur



**Blackpool Road, Preston
With Clifton Crescent Removed**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE

1 : 1000

DATE

23/07/2020

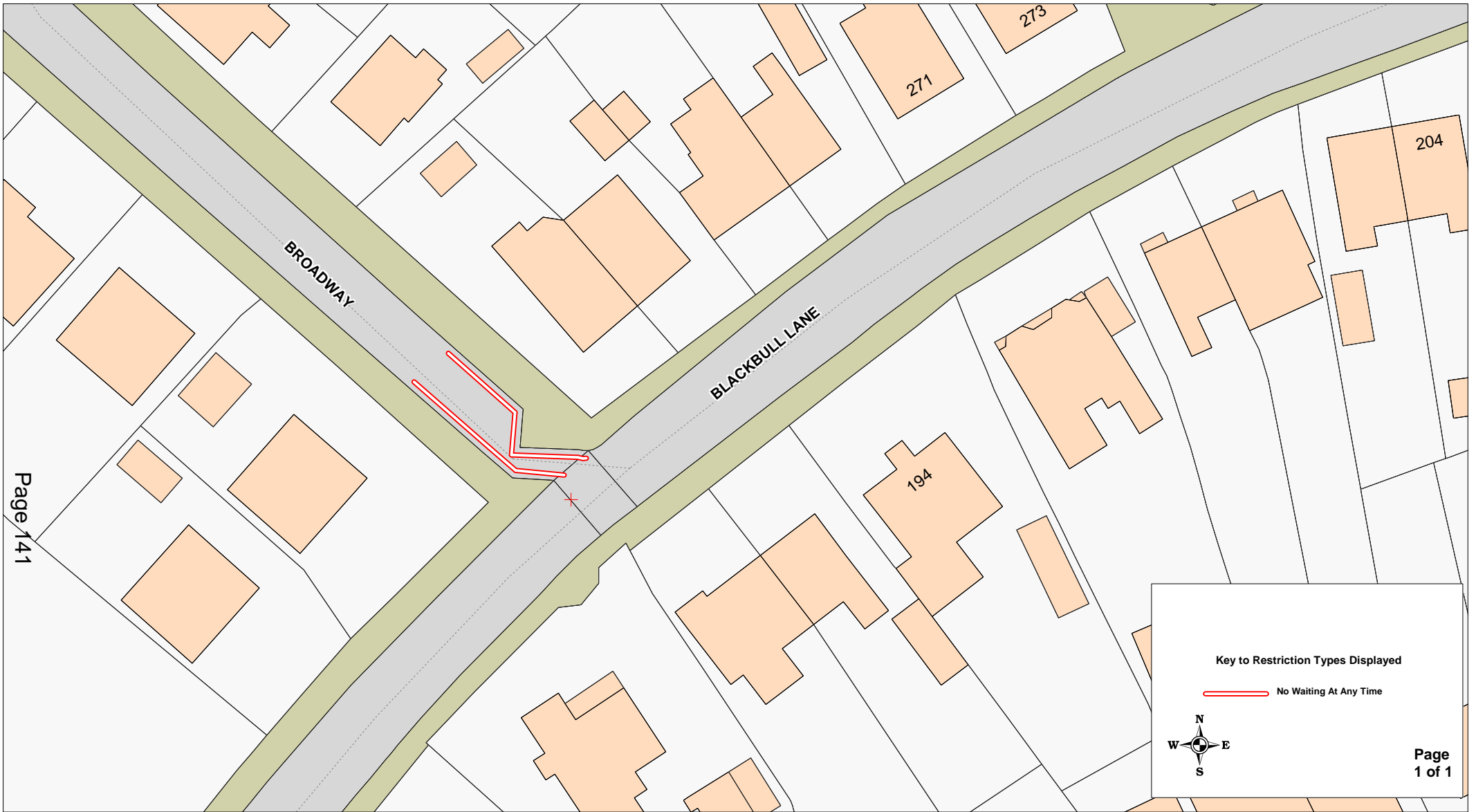
DRAWING No.

SR/10-19/PR1(Mod)


DRAWN BY


Chris Nolan

Scale with care as distortion
may occur



Key to Restriction Types Displayed

 No Waiting At Any Time



Page 1 of 1



Lancashire
County Council

**Broadway, Fulwood,
Preston**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**


P.O. Box 100, County Hall,
PRESTON PR1 0LD


SCALE	1 : 500
DATE	29/01/2020
DRAWING No.	SR/01-20/PR2
DRAWN BY	TJP
	Scale with care as distortion may occur






Key to Restriction Types Displayed

 No Waiting At Any Time

 Taxi Stand



Page 1 of 1



Lancashire
County Council

Fox Street and St Wilfrid Street, Preston

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways and Transportation

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 500
DATE	31/01/2020
DRAWING No.	EM/08-19/PR4
DRAWN BY	TJP
	Scale with care as distortion may occur

Appendix I



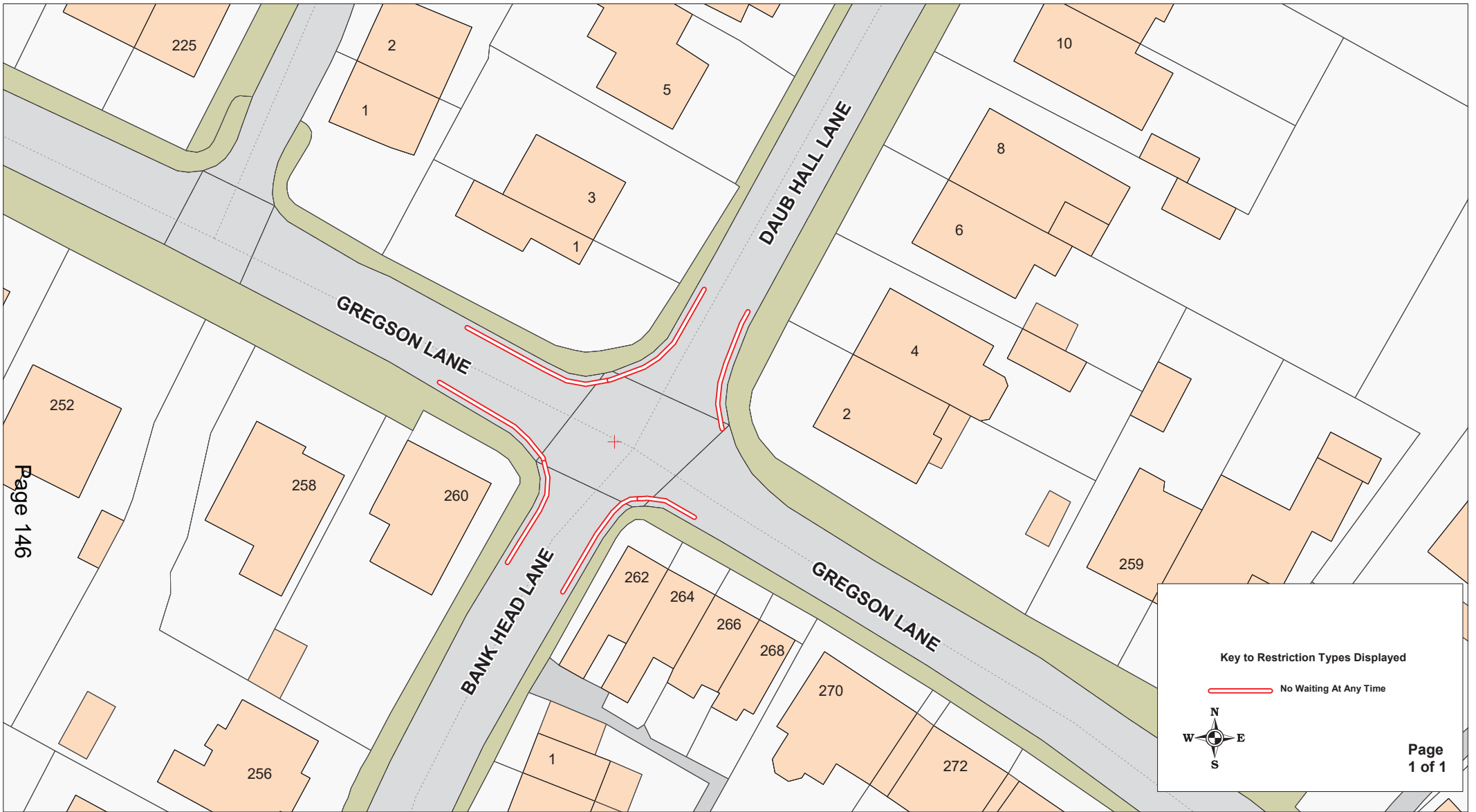
**Cop Lane,
Penwortham**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways
and Transportation

Page 1 of 5
Box 100, County Hall,
Preston PR1 0LD

SCALE	1 : 1000
DATE	29/01/2020
DRAWING No.	MI/10-19/SR1
DRAWN BY	TJP
	Scale with care as distortion may occur



Key to Restriction Types Displayed

No Waiting At Any Time

N
W E
S

**Page
1 of 1**

Lancashire
County Council

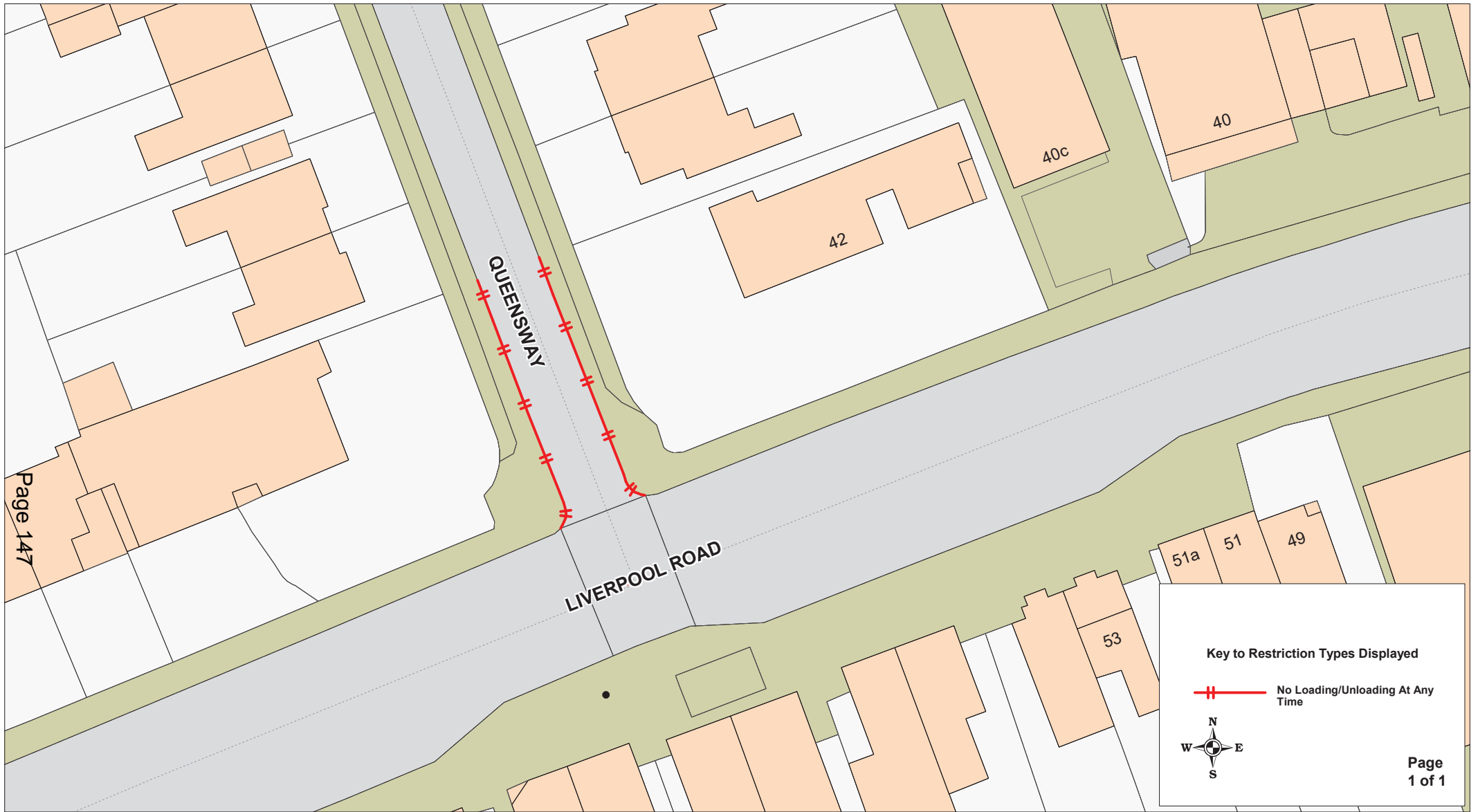
**Gregson Lane,
Daub Hall Lane and
Bank Head Lane,
Hoghton**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 500
DATE	30/01/2020
DRAWING No.	SR/11-19/SR2
DRAWN BY	TJP
Scale with care as distortion may occur	



Page 147

Key to Restriction Types Displayed

 No Loading/Unloading At Any Time



Page 1 of 1



Lancashire
County Council

**Queensway,
Penwortham**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 500
DATE	30/01/2020
DRAWING No.	SR/12-19/SR3
DRAWN BY	TJP
	Scale with care as distortion may occur



Key to Restriction Types Displayed

 No Waiting At Any Time



+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways
and Transportation

PO Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 2000
DATE	06/02/2020
DRAWING No.	SR/02-20/SR4
DRAWN BY	MW
	Scale with care as distortion may occur



**Cuerden Way,
Bamber Bridge**



Altys Lane and Brook Lane, Ormskirk

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways and Transportation

P.O. Box 100, County Hall,
PRESTON PR1 0LD


SCALE	1 : 500
DATE	30/01/2020
DRAWING No.	KL/11-19/WL1
DRAWN BY	TJP
	Scale with care as distortion may occur


Appendix J




Page 150

Key to Restriction Types Displayed

 No Waiting At Any Time

 No Waiting Mon-Fri 8am-6pm



Page 1 of 1



Lancashire
County Council

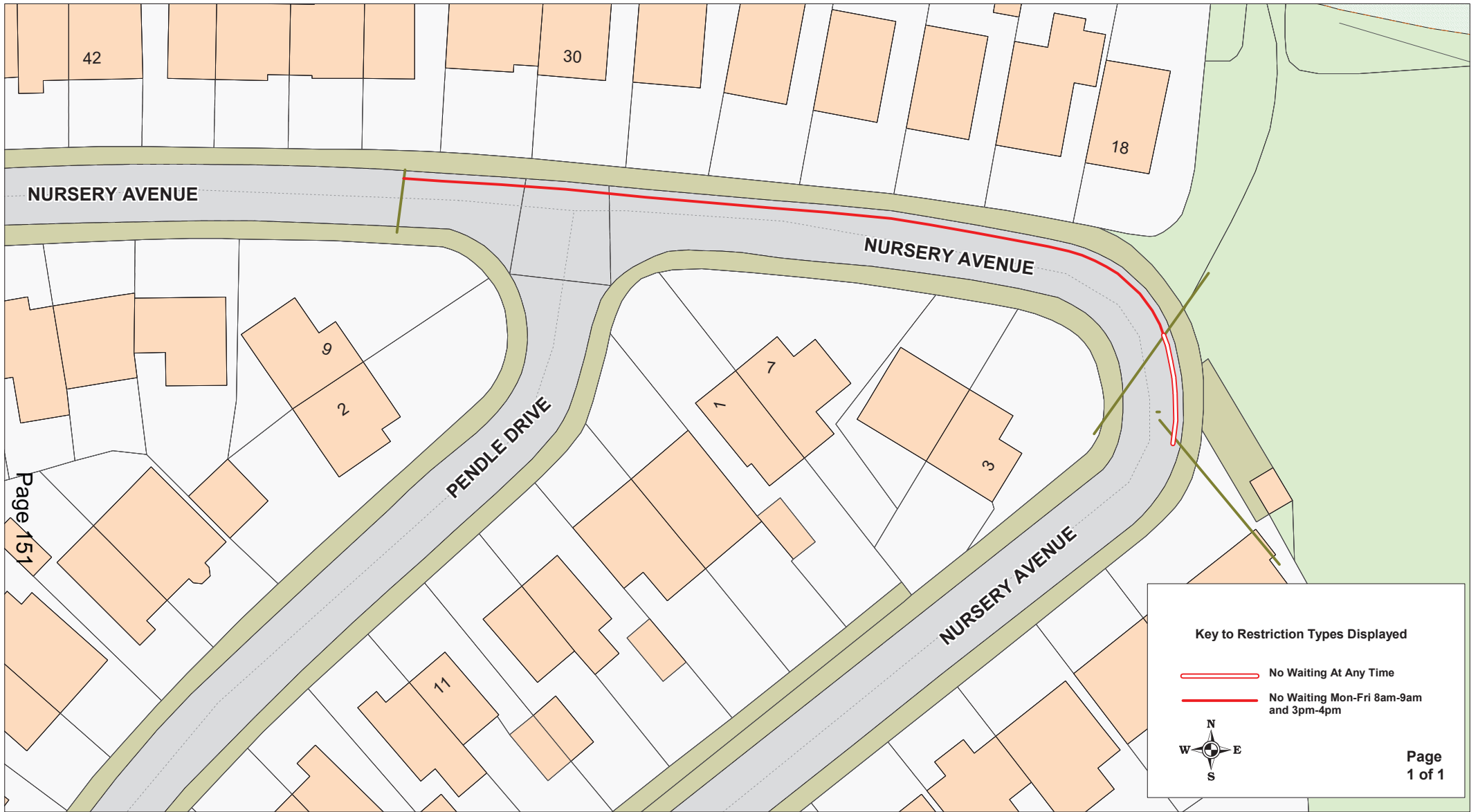
**Station Road,
Ormskirk**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 500
DATE	30/01/2020
DRAWING No.	KL/11-19/WL2
DRAWN BY	TJP
	Scale with care as distortion may occur



Page 151

Key to Restriction Types Displayed

- No Waiting At Any Time
- No Waiting Mon-Fri 8am-9am and 3pm-4pm

Page 1 of 1



Lancashire
County Council

**Nursery Avenue,
Ormskirk**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**


P.O. Box 100, County Hall,
PRESTON PR1 0LD


SCALE	1 : 500
DATE	30/01/2020
DRAWING No.	KL/12-19/WL3
DRAWN BY	TJP
	Scale with care as distortion may occur



Page 152

Key to Restriction Types Displayed

 No Waiting At Any Time



Page 1 of 1



Lancashire
County Council

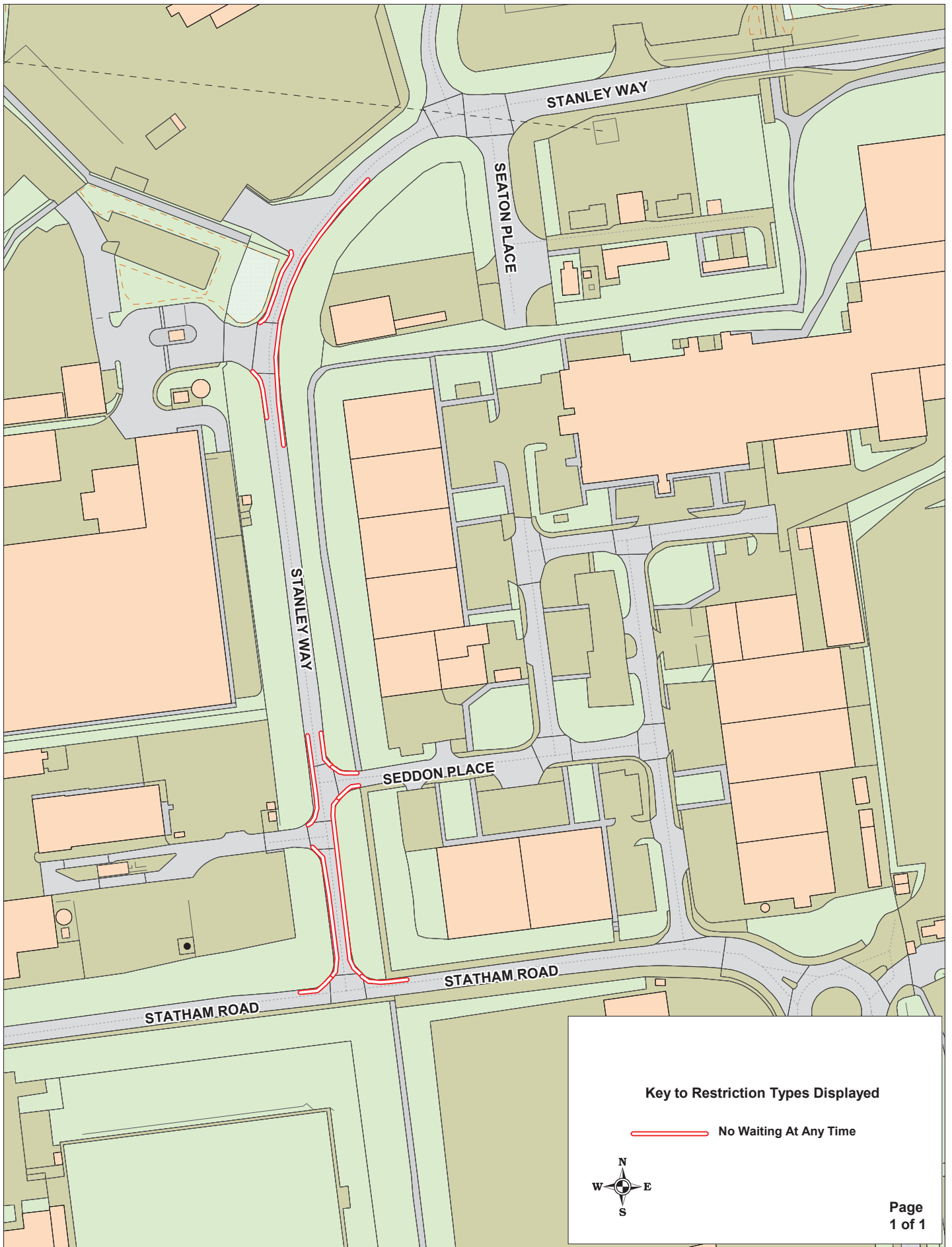
**Summerwood Lane,
Halsall**

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
**Director of Highways
and Transportation**

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 1000
DATE	30/01/2020
DRAWING No.	KL/12-19/WL4
DRAWN BY	TJP
	Scale with care as distortion may occur



Key to Restriction Types Displayed

 No Waiting At Any Time



SCALE	1 : 2000
DATE	30/01/2020
DRAWING No.	KL/01-20/WL5
DRAWN BY	TJP
	Scale with care as distortion may occur



Lancashire
County Council

Cock Robin Lane and Hamers Wood Drive, Catterall

+ Crown copyright. All rights reserved
Lancashire County Council
Licence No. 2003

Phil Durnell
Director of Highways and Transportation

P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 500
DATE	31/01/2020
DRAWING No.	MI/01-20/WY1
DRAWN BY	TJP
	Scale with care as distortion may occur

STATEMENT OF REASONS

Burnley

(Healey Wood Road, Burnley)

"The purpose of this proposed order is to clarify, simplify and tidy up a selections of traffic orders that have been identified in the Burnley area. The orders are to improve the safety of all highway users (including pedestrians) whilst providing parking amenities where necessary."

Chorley

(Back Mount Street, Chorley - Farrington Street, Chorley – Mealhouse Lane, Chorley – St Georges Street, Chorley – Alker Street, Chorley – Hamilton Road, Chorley – Devonshire Road, Chorley)

"The purpose of this proposed order is to clarify, simplify and tidy up a selections of traffic orders that have been identified in the Chorley area. The orders are to improve the safety of all highway users (including pedestrians) whilst providing parking amenities where necessary."

(Westminster Road, Chorley)

"The purpose of this proposed order is to introduce traffic controls that are considered appropriate to assist in the avoidance of danger to persons or other traffic using these roads or for preventing the likelihood of any such danger arising and to facilitate the safe passage on these roads of any class of traffic including pedestrians.

The measures being proposed would facilitate the passage of vehicles along the road and improve overall road safety by preventing parking which is causing serious problems with regards to safe traffic movement and obstruction of driver's visibility along these roads."

Reasons under Sect 1 RTRA 1984

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

Fylde

(Blackpool Road, Lytham – Bridge Road, Lytham)

"The purpose of this proposed order is to introduce traffic controls that are considered appropriate to assist in the avoidance of danger to persons or other traffic using these roads or for preventing the likelihood of any such danger arising and to facilitate the safe passage on these roads of any class of traffic including pedestrians."

The measures are being proposed following receipt of concerns regarding parking issues on the junction of Bridge Road and Blackpool Road, Lytham, as parking is taking place close to the junction creating a safety issue. These restrictions will remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads, improving access for deliveries to the residential properties and improving general road safety for highway users by allow vehicles to turn in safely and wait for opposing vehicles to pass if necessary."

Reasons under Sect 1 RTRA 1984

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

(Chapel Walks, Kirkham)

"The purpose of this proposed order is for preserving the amenities in the area through which the road runs by formalising the existing Disabled Parking Bays to provide facilities for disabled drivers."

Reasons under Sect 1 RTRA 1984

- (f) for preserving or improving the amenities of the area through which the road runs

Hyndburn

(Manchester Road, Accrington)

"The purpose of this proposal is to introduce a Prohibition of Waiting on Manchester Road at its south junction with Bamford Crescent to discourage vehicle from waiting and parking in locations that obstructs the sightlines of vehicles entering and exiting the junction. The No Waiting at any Time restriction will ensure adequate visibility splays and manoeuvrability of vehicles entering and existing Bamford Crescent"

Reasons under Sect 1 RTRA 1984

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

Lancaster

(Back Euston Road – 8 Clifton Drive to 226 Euston Grove, Morecambe)

"The purpose of this proposal is to introduce parking restrictions along Back Euston Road (8 Central Drive to 226 Euston Grove) to discourage vehicles from waiting and parking in locations where vehicles are causing regular obstruction and inability to access property and rear parking for residents."

Reasons under Sect 1 RTRA 1984

- (a) For avoiding danger to persons or other traffic using 8 Central Drive to 226 Euston Road (Back Euston Road
- (b) And for preventing the likelihood of any such danger arising on 8 Central Drive to 226 Euston Road (Back Euston Road

Pendle

(Hollins Road, Nelson)

"The purpose of this proposal is to remove the residential Disabled Bay outside No.40 which is no longer required."

Preston

(Blackpool Road, Preston – Clifton Crescent, Preston)

"The purpose of this proposal is to remove obstructive parking and assist with the general movement of traffic along the section of Blackpool Road in the vicinity of the Fire and Ambulance Station and Deepdale Retail Park.

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

(Broadway, Fulwood, Preston)

"The purpose of this proposal is to extend the restrictions at the exit of Broadway, Fulwood outside of number 38 to prevent the obstruction of the single file exit onto Black Bull Lane by parked vehicles."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

Preston

(Vicarage Close, Fulwood, Preston – Vicarage Close, Fulwood, Preston – Watling Street Road, Fulwood, Preston)

"The purpose of this proposal is to remove obstructive parking and assist with the general movement of traffic along the road and at the junctions with other roads."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- (f) for preserving or improving the amenities of the area through which the road runs

(Fox Street, Preston – St Wilfrid Street, Preston)

"The purpose of this proposed order is to clarify, simplify and tidy up a selections of traffic orders that have been identified in the Preston area. The orders are to improve the safety of all highway users (including pedestrians) whilst providing parking amenities where necessary."

South Ribble

(Cop Lane, Penwortham)

"The purpose of this proposal is to remove obstructive parking and assist with the general movement of traffic along the road improving access for deliveries to the residential properties and improving general road safety for highway users."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

(Gregson Lane, Hoghton – Daub Hall Lane, Hoghton – Bank Head Lane, Hoghton)

"The purpose of this proposal is to remove obstructive parking and assist with the general movement of traffic along Gregson Lane at its junctions with Daub Hall Lane and Bank Head Lane in order to avoid danger to persons or other traffic using the road and improve general road safety for highway users."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

South Ribble

(Queensway, Penwortham)

"The purpose of this proposal is to remove vehicles parking on the existing waiting restrictions at the junction of Queensway and Liverpool Road undermining their original intention, allowing immediate enforcement."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

South Ribble

(Cuerden Way, Bamber Bridge)

"Cuerden Way is a busy road and is heavily used by HGVs to access multiple department stores, a HGV transport company, a highway depot and a fire station along its length. Vehicles parking along its length can often cause major disruption and obstruct the road. The proposed restrictions intend on maintaining the free flow of traffic in the industrial estate allowing HGVs sufficient room to manoeuvre."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

West Lancashire

(Altys Lane, Ormskirk – Brook Lane, Ormskirk)

"The purpose of this proposal is to remove the obstructive parking at the junction causing traffic flow and parking issues."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

(Station Road, Ormskirk)

"The purpose of this proposal is to remove obstructive parking at the junction of Station Road/Burscough Road which is causing traffic flow and parking issues. These measures will improve the movement of traffic along the road and through the junction."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

(Nursery Avenue, Ormskirk)

"The purpose of this proposal is to remove obstructive parking at the bend between numbers 16 and 26 Nursery Avenue. These measures will assist in the general movement of traffic along the road and through the bend improving general road safety for highway users."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

West Lancashire

(Summerwood Lane, Halsall)

"The purpose of this proposal is to remove obstructive parking at the bend between numbers 6 and 7C Summerwood Lane. These measures will assist in the general movement of traffic along the road and through the bend improving general road safety for highway users."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

(Stanley Way, Skelmersdale – Seddon Place, Skelmersdale – Statham Road, Skelmersdale)

"The purpose of this proposal is to remove the obstructive parking at the bend and at entrances to businesses which are causing traffic flow and parking issues. These measures will assist with the general movement of traffic along the road and improve movement at business accesses."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

Wyre

(Cock Robin Lane, Catterall – Hammerswood Drive, Catterall)

"The purpose of this proposal is to remove obstructive parking at the junction of Cock Robin Lane and Hammerswood Drive where parked vehicles are impeding sightlines. These measures will assist in the general road safety for highway users by improving the general movement of traffic along the roads and at their junctions."

Reasons under Sect 1 RTRA 1984

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

Report to the Cabinet

Meeting to be held on Thursday, 3 September 2020

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

Electoral Division affected:
(All Divisions);

Lancashire Youth Policy

Contact for further information:

Dave Carr, Tel: (01772) 532066, Head of Service - Policy, Information and Commissioning (Start Well)

dave.carr@lancashire.gov.uk

Executive Summary

In Lancashire, there are 279,800 children and young people aged 19 and under, accounting for 23% of the total population. Children and young people are critical to the successful delivery of the county council's vision of helping our residents to make Lancashire the best place to live, work, visit and prosper.

The Lancashire Youth Policy will provide a guiding framework for partners and stakeholders, including underpinning principles and areas for action, to help ensure that young people:

- are at the heart of and part of our policy making;
- are better supported to achieve their full potential; and
- ensure that our engagement is best in class.

The county council cannot deliver this policy without the support of partners. Subject to the agreement of the principles and priorities for action, Officers will continue to engage with children and young people, and with partners, to agree system leads for those areas which do not naturally fall within existing children's services governance and programme arrangements. As a result of that continued engagement, there may be a need for some further refinement of the proposed actions identified.

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

Recommendation

Cabinet is asked to:

- | |
|--|
| <p>(i) Approve the principles, key issues and priorities for action set out within this report.</p> <p>(ii) Authorise the Executive Director for Education and Children's Services, in consultation with the Cabinet Member for Children, Young People and Schools, to complete the development of the Lancashire Youth Policy through ongoing engagement and participation with children and young people and, where there are areas for partnership action, with relevant partner organisations.</p> |
|--|

Background and Advice

In Lancashire, there are 279,800 children and young people aged 19 and under, accounting for 23% of the total population. Children and young people are critical to the successful delivery of the county council's vision, helping our residents to make Lancashire the best place to live, work, visit and prosper.

The priorities within the county council's vision include a clear focus on achieving better outcomes for children and young people and specifically that *children, young people and their families are safe, healthy and achieve their full potential*.

The lives of children and young people are impacted by a multitude of factors, of which the support from the county council is just one element. Those factors also include the children and young people themselves, families, parents and carers and many other organisations, all of whom have vital roles in delivering the vision that has been agreed across the Lancashire Children, Young People and Families Partnership.

Work has begun to develop a Youth Policy for Lancashire which sets out how, across partner agencies, we will work with young people to help deliver our partnership priorities to:

- Improve the environment in which children and young people live, learn and work
- Support children, young people, and their parents to make healthy lifestyle choices and to build strong families, friendships, and healthy relationships;
- Provide children and young people with a good quality education and learning opportunity which matches their talents, ambitions, and aims and enables a positive transition to adulthood;
- Prevent the need for children to become looked after, stepping in when necessary to keep children and young people safe from harm;
- Support children and young people to influence decision making and bring about positive change for themselves and others.

There are many information sources and networks which highlight the views and needs of young people in Lancashire, and encourage their engagement in shaping our policies. For example, nearly 27,000 young people in Lancashire voted in the 2019 British Youth Council Make your Mark Campaign, highlighting issues such as the environment, mental health, and knife crime as issues important to them. Over 4,000 young people in Lancashire voted to elect the 10 Youth Members of Parliament and

their deputies and the Lancashire Youth Council, supported by the Child and Family Wellbeing Service, has around 140 members. We also engage with children and young people through our nurseries, schools, further education colleges and universities. However, to genuinely realise the potential of young people to help shape and deliver our vision we must do far more. The county council cannot do this alone, and we will need partners to support the delivery of the Policy and to play a lead role in the areas where they are best placed. We need to actively engage with partners in statutory, voluntary and faith sectors, through youth and community organisations schools, school councils, our colleges and universities to embed our engagement with young people and further encourage their participation.

The Youth Policy will provide a guiding framework to achieve this and includes underpinning principles and areas for action. This will help ensure the county council and all our partners collectively better support young people to achieve their full potential.

The Principles

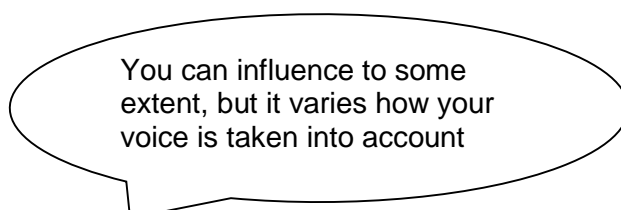
There are three proposed principles which will underpin the Policy:

- Young people help to shape policy and provision
- Services are of good quality, safe and provide opportunities for young people to develop knowledge, skills and competencies which support the delivery of the Partnership priorities
- Services and opportunities for participation are strengths-based and focus on developing the skills and attributes of young people.

Areas for Action

A number of immediate actions and have been developed with young people and using our data and intelligence about outcomes for children and young people in Lancashire. These also reflect the children and families partnership priorities and will be updated as our insight and engagement deepen, and our insight is enriched.

Priority 1: Put children and young people at the heart of our policy making and support them to influence decision making and bring about positive change for themselves and others



You can influence to some extent, but it varies how your voice is taken into account



Use social media as exposure and a platform to inform and influence

Key issues for Lancashire

- **Increasing opportunities:** Young people do not always feel that they have opportunities to influence decision making and that where they do, this can be dependent on individual members of staff rather than an approach which is embedded across partnerships.
- **Improving communications:** Young people told us that they do not think that they are always considered in our communications, and that we need to do more to engage with them, in ways that work for them.

Areas for action

We will adopt a set of cross cutting principles for participation with young people, to make our engagement best in class:

- Increase opportunities for participation by children and young people
- Ensure that all children and young people can participate in decision making safely, if they choose to do so
- Ensure a sufficient range of resources and incentives are made available to support the participation of children and young people
- Ensure the children and young people's workforce have the necessary skills and knowledge to involve children and young people in decision making appropriately
- Support children and young people to acquire the necessary skills to develop and deliver their own participation activity and social action projects
- Provide accessible information and support, so that all children and young people can make informed decisions about their lives
- Ensure that children and young people receive appropriate feedback about any decision making that they have been involved with
- Respect the privacy of children and young people and not share their information without their permission, unless there is a legal duty to do so
- Evaluate the impact of participation by children and young people and share best practice and outcomes achieved

Priority 2: Improve the environment in which children and young people live, learn and work.

Some accommodation is unsuitable with mould and damp, away from transport links, in unsuitable areas

Are we on the road for the 80% greenhouse gas reduction by 2050? Do you not think 2050 is too late?

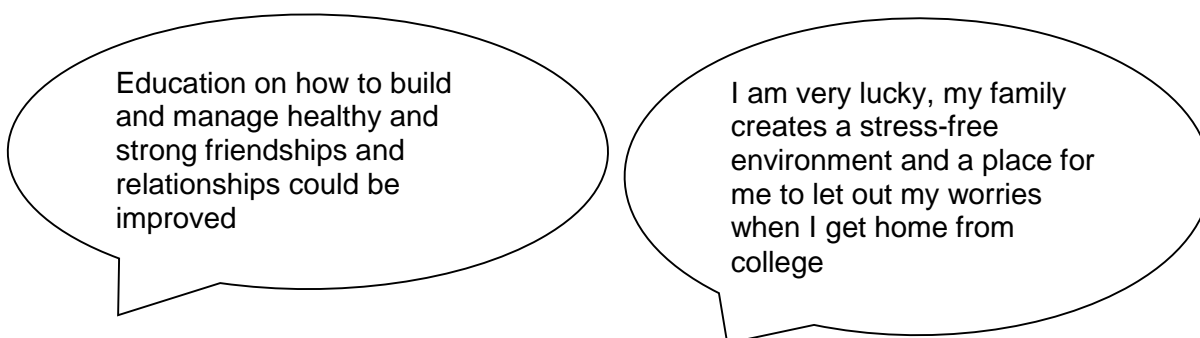
Key issues for Lancashire

- **Housing:** Young people have told us that they can struggle to find good quality places to live in areas in which they feel safe. We also know that there are areas of poorer housing stock in Lancashire. Poor housing conditions are associated with a wide range of health conditions, including respiratory infections, asthma, lead poisoning, injuries, and mental health.
- **Climate change:** Young people nationally and locally have told us that tackling climate change is one of their top priorities. Globally, the World Health Organisation has said that climate change affects the social and environmental determinants of health – clean air, safe drinking water, sufficient food, and secure shelter.

Areas for action

- Work with our partners, including district councils and housing providers, to identify the opportunities for young people to play a more active role in shaping the places in which they live
- Improve the quality of supported accommodation for care leavers and homeless young people
- Create opportunities within the county council for young people to shape our response to the climate change agenda
- Work with our District Council partners to identify opportunities for young people to influence and develop campaigns at a local level to help reduce litter and waste.

Priority 3: Support children, young people and their parents to make healthy lifestyle choices and to build strong families, friendships and healthy relationships.



Key issues for Lancashire

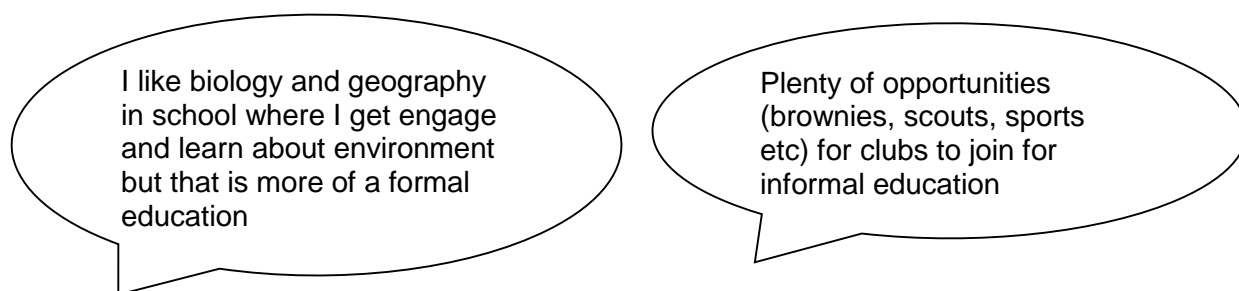
- **Play and social interaction:** Young people have told us that they sometimes struggle to develop friendships and it is not something they are "taught" to do. We also know from feedback from school colleagues that they have noticed young people are needing help to "learn how to play". For adolescent young people, the post Covid-19 period of more limited social interaction comes at a key stage in their brain development and could have long lasting impacts as they transition to adult life.

- **Family resilience:** Throughout the children's system, there is evidence of rising needs, arising in part because some families are struggling to cope. For families who are less resilient, the impact of the Covid-19 pandemic can lead to more division within families which impacts negatively on children and young people living within them.

Areas for action

- Work with partners to develop and promote opportunities for play and social interaction
- Work with partners to better understand and address the impact of digital poverty on children and young people
- Work with children and young people to shape the Family Safeguarding approach
- Work with young people to help develop skills to enable them to play an active role in maintaining and building family resilience.

Priority 4: Provide children and young people with a good quality education and learning opportunity which matches their talents, ambitions and aims and enables a positive transition to adulthood.



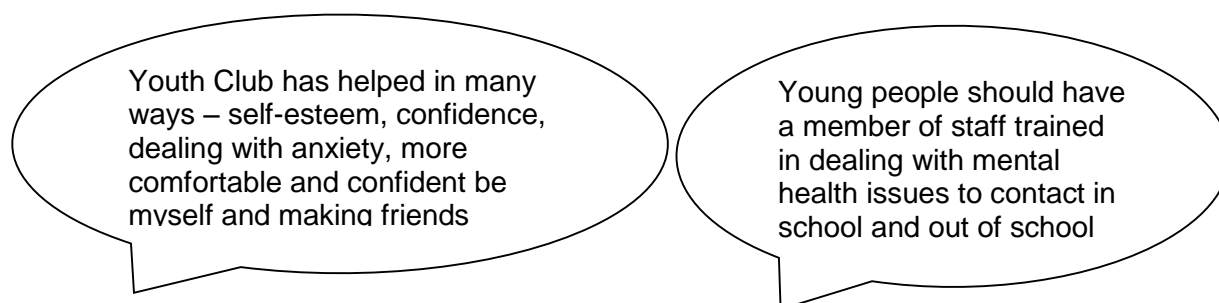
Key issues for Lancashire

- **Educational attainment:** Young people have told us that they recognise and value the important role that schools play in supporting their development. We know that there is more to do to improve educational outcomes for some young people, particularly those who are most vulnerable.
- **Increasing informal learning opportunities:** Young people have told us that in some areas there are a good range of opportunities for informal learning, through sports clubs, Scouts and Guides for example. We know that for some young people, the flexibility of learning out of school during the Covid-19 pandemic has been helpful to them. We also know that some young people struggle to engage in a formal school setting, and a different approach is needed to help them achieve their full potential

Areas for action

- Continue to work with schools to develop local school networks, to share ideas and to help schools make links with wider networks of partners who can provide opportunities, help and advice
- Help to develop links between locality Youth Councils, voluntary sector groups and local school networks such as School Councils, so that young people have better opportunities to shape what works both locally and at County level
- Develop volunteering opportunities for young people, building on the experience of the Lancashire Volunteer Partnership, and Culture Hacks for example, to help provide informal and accredited learning opportunities
- Develop youth work apprenticeships and provide workforce development opportunities which can be accessed by partner organisations from across the children, young people and families partnership, so we help to develop and sustain the skills of youth workers.

Priority 5: Prevent the need for children to become looked after, and with compassion, step in when necessary to keep children and young people safe from harm.



Key issues for Lancashire

- **Expected increasing demand for services generally:** Young people told us about the importance of early help, including through schools, youth clubs and detached youth work. We know that the Covid-19 pandemic is leading to increased need across the system and we will need to provide resources across our partnerships to meet that need.
- **Emotional wellbeing and mental health:** Young people have told us that emotional wellbeing and mental health continues to be an important issue for them, although they have noticed some positive change in the support available, particularly within schools. We know that the use of online support platforms increased by over 30% during lockdown, referrals to Child and Adolescent Mental Health Services are increasing and more unmet needs are expected to be identified as more children and young people return to schools and colleges in September.

Areas for action

- Work with our district councils, voluntary, community and faith sector partners to develop local youth provision for young people.
- Embed Targeted Youth Support within the Early Help and Family Safeguarding approaches.
- Co-produce solutions with children and young people and their families to build resilience and prevent emotional wellbeing and mental health issues
- Improve mental health support for children and young people embedded in schools and colleges, building on the learning from Mental Health Trailblazer Teams.

Next Steps

Subject to the agreement of the principles and priorities for action, Officers will continue to engage with children and young people, and with partners, to agree system leads for those areas which do not naturally fall within existing children's services governance and programme arrangements. As a result of that continued engagement, there may be a need for some further refinement of the proposed actions identified.

The Children, Young People and Families Partnership Board on the 3rd August 2020 has provided an opportunity for initial discussions with partner organisations. We are confident that there is broad support for the proposals and a commitment to work better together. Together we will improve the range of opportunities for young people to develop skills which will better support them as they transition to adulthood, and to help influence and shape Lancashire to be the place in which they want to live, work, visit and prosper.

Consultations

The principles, key issues and priorities for action have been discussed with The Lancashire Children and Young People's Partnership Board.

Members of the Lancashire Youth Council and Lancashire's Youth Members of Parliament have been engaged in discussion about the development of the Lancashire Youth Policy and have provided feedback on the issues that are important to them, which have helped to identify the key issues for Lancashire. We will be building on these engagements and through schools and colleges to extend our reach and to ensure that we hear and respond to the voices of all young people.

Implications:

This item has the following implications, as indicated:

Financial

There are no financial implications at this stage.

Equality and Cohesion

The Lancashire Youth Policy will, if agreed and implemented, contribute positively to meeting the general aims of the Public Sector Equality Duty. In particular its principles will contribute to advancing equality of opportunity for children and young people and it will provide opportunities for their increased participation in public life. There is also an opportunity for the Policy to help foster good relations between people from different age groups if children and young people can see that they are playing an effective part in decision making which affects them. The Lancashire Youth Policy most directly impacts the age (young people) protected characteristics group but will also impact children and young people from other protected characteristics groups – e.g. disability, ethnicity – and its commitment to providing accessible information and support will ensure that all children and young people are able to participate if they choose to.

Risk management

Should the proposals be agreed, young people will be better supported and better able to contribute to the delivery of Lancashire County Council's corporate vision and that of the Children, Young People and Families Partnership.

Should the proposals not be agreed there is a significant risk that young people, who represent Lancashire's future, will have fewer opportunities to shape and contribute to activities which will help to make Lancashire the place in which they want to live, work, visit and prosper.

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, 3 September 2020

Report of the Head of Service – Asset Management**Part I**Electoral Division affected:
(All Divisions);**Education Contribution Methodology**

(Appendix 'A' refers)

Contact for further information:

Ben Terry, Tel: 01772 531774, School Planning Principal,
ben.terry@lancashire.gov.uk**Executive Summary**

This report proposes an update to the county council's Education Contribution Methodology which has been in place since May 2016. The methodology details the process followed by the county council to secure education contributions to mitigate the impact of housing development on school place provision.

The Education Contribution Methodology forms part of the county council's Planning Obligations in Lancashire Policy.

In April 2019 (revised November 2019) the Department for Education published new guidance relating to securing contributions from housing development for education. This update of the county council's Education Contribution Methodology reflects this latest guidance.

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 adoption of the Education Contribution Methodology, as set out at Appendix 'A'.

Background and Advice

The Education Contribution Methodology forms part of the county council's Planning Obligations in Lancashire Policy, which was initially adopted in 2006. The Education Contribution Methodology was adopted in 2008, with revised methodologies adopted in 2011, 2013 and 2016. Updates of the methodology are also carried out annually to

reflect the latest costs per place. The latest full review of the methodology was carried out in 2016 and this update was approved by Cabinet. ([September 2016 Cabinet Report](#)).

The School Planning Team currently seeks education contributions from housing developers in order to mitigate the impact of housing development on mainstream school places.

The education contributions are determined by identifying the pupil yield of a development and applying a pupil cost per place formula to calculate the level of contribution. The methodology for calculating housing developer contributions is detailed in [the county council's adopted Education Contribution Methodology May 2016 \(April 2020 Revision\)](#).

In April 2019, (revised in November 2019) the Department for Education published '[Securing developer contributions for education](#)' providing guidance to local authorities about how to calculate developer contributions towards education provision, including details of costs per pupil place to be used and clarification regarding new school site requirements. This is the first formal guidance that has been provided by the Department for Education in terms of the mechanism to be applied when determining the impact of a housing development on school place provision. It was necessary to update the county council's methodology to reflect the latest guidance in order to maximise the opportunity to secure developer contributions.

This revision also provides greater clarity and transparency in terms of the process followed to secure education contributions and what steps could be taken should an application not provide the identified education contribution to mitigate the impact of a housing development.

Detail of the main changes in the methodology are:

Cost per Place

The Department for Education guidance proposed that the cost per place sought from housing developers should be based on national average, as published in the annual Department for Education Local Authority Scorecard, adjusted by a regional location factor.

The amendment of the cost per place formula will result in a change to the primary and secondary costs per place sought, with the primary cost per place increasing and the secondary cost per place reducing. The change is detailed in the table below:

	May 2016 Costs	Permanent Expansion Cost Per Place, as per DfE Guidance	Difference per place
Primary	£16,645.01	£17,268	+£622.99
Secondary	£25,080.90	£23,775	-£1,305.90

The Department for Education guidance also allows for a specific New Build cost per place to be applied, where additional places will be provided through the establishment of a new school instead of through school expansion. This represents a further change to Lancashire's methodology, with New Build costs included as follows:

	New Build Costs
Primary	£20,508
Secondary	£24,929

In line with the existing approach BCIS All-In-Tender Price Indexation will be applied to all contributions at the point of payment to take into account indexation. This approach is in line with the Department for Education guidance.

New School Site

In addition to providing an alternative cost per place for places to be provided at a new school, the Department for Education guidance also provides specific guidance for the first time regarding the provision of a new school site, including the expectation that new school sites will be provided on a peppercorn basis; that there is an initial assumption that both land and construction costs will be provided; and that land required within larger development sites is provided at no cost to the local authority wherever possible.

The school site section of the methodology has also been revised to state that in certain circumstances additional land may need to be sought to accommodate Special Educational Needs, early years and Post-16 provision.

An ongoing challenge for the county council has been how to secure a school site where the need for a new school is generated through a number of individual planning applications rather than as a result of one large scale application. Local planning authorities and developers could argue that each planning application should be considered on its individual merit and therefore the school site requirement cannot be justified. The Department for Education guidance advises that land equalisation approaches can be used in order to address this challenge and to ensure that the development 'hosting' a new school is not disadvantaged. The new methodology states that where a number of small developments come forward in an area with an aggregated requirement for a new school, there could be a requirement to provide a contribution towards the cost of the school site land, proportionate to the size of their development.

Contributions for Special Education Needs, Early Years and Post-16

The Department for Education guidance makes specific reference to the potential to seek housing developer contributions towards special educational needs, early years and post-16 provision, should there be evidence that the impact of a development has resulted in a shortfall of these places. The updated methodology allows for the council to develop an assessment process and pupil yield evidence base, to allow these contributions to be sought. It should be noted that, as viability is an issue for

many local planning authority areas, it is uncertain whether introducing additional contribution requests would deliver a net increase in overall education contributions. However, it is important that the section is included to maintain this opportunity.

Clarity of roles of the Local Planning Authority and the Education Authority

Greater clarification of expected roles and responsibilities includes identifying new school site locations during local plan engagement and confirming that land and construction contribution arrangements have been established.

Infrastructure Project Naming

In order to secure education contributions, the Community Infrastructure Levy legislation required the county council to identify, at the point a planning decision is made, a specific school infrastructure project, where each primary and secondary education contribution would be spent. This naming is required as part of the application process. This has been a risk for the council as it is not possible to determine where a school expansion will be delivered so far in advance, as this is subject to many variables. Significant issues being a school's commitment to expand (which could change over time), site feasibility study requirement, and statutory consultation responsibilities. The Department for Education guidance recommends naming two infrastructure projects within a planning obligation, a 'preferred' and a 'contingency' project, which will allow the authority to respond to changing circumstances.

Garden Communities

Specific Department for Education guidance has been published regarding seeking education contributions to address the impact of Garden Communities on school place provision, [Education provision in garden communities – April 2019](#). The guidance advises that these developments may be self-contained and sustainable settlements where the infrastructure needs of residents, including school provision, is provided on site.

Forward Funding of Projects

The revised methodology explains that on some occasions it may be necessary for the council to forward fund projects using Basic Need funding, as a last resort as Basic Need Grant is intended to be used for birth-led growth. In such circumstances education funding would be sought retrospectively through Section 106 or Community Infrastructure Levy contributions.

The approach to applications where an education contribution is not supported

Clarification has been provided of what actions the county council may take should the local planning authority recommend approval of a planning application without an education contribution, where the housing development is expected to result in a shortfall of school places. In such circumstances an application would be considered

unsustainable in that it is not mitigating its impact on school place infrastructure, and the council would submit an objection to the planning application.

Recommendation

The key aspect of the latest update is that it is fully in line with the Department for Education's guidance, and this is likely to reduce the level of developer and district challenge that the county council receives. The School Planning Team believes that the revisions detailed above will enable Lancashire County Council to maximise contribution opportunities, as housing developers should become used to using the same system nationwide and local authorities will have confidence that Lancashire's methodology is in line with Government guidance. It is for this reason that Cabinet is recommended to approve the adoption of the Education Contribution Methodology – September 2020.

Consultations

N/A

Implications:

The key implications are that the pupil cost per place used for education contributions will change and the council's guidance will be in line with the Department for Education's guidance.

Risk management

Failure to adopt government guidance could result in the level of support currently received from local planning authorities reducing, which in turn may negatively impact on the level of the education contributions received and the ability to secure a cost effective site for a new school where required.

The county council currently receives a substantial level of challenge to the education contributions it seeks from both housing developers and local planning authorities and this is likely to increase should the methodology not be revised in line with government guidance.

It is noted that the Government is currently consulting on reform to the Planning system but the need to update the methodology is required prior to the outcome of this review.

Financial

It should be noted that the revised costs per place introduced within the methodology do equate to a potential shortfall in terms of secondary school places. The secondary permanent expansion cost per place would be a reduction of £1,305.90 per place and the secondary new build cost per place would be a reduction of £151.90. In comparison the primary costs per place would be an increase of £622.99 for permanent expansion and an increase of £3,862.99 for new build expansion.

Legal

There is a risk of legal challenge at public inquiry if the county council's education contribution requirements are not in line with Department for Education guidance, with significant resource implications.

List of Background Papers

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

None

Reason for inclusion in Part II, if appropriate

N/A

Education Contribution Methodology

Infrastructure and Planning Annex 2

September 2020

This document sets out Lancashire County Council's methodology for assessing the potential impact of proposed housing developments on education provision within the local area of the development.

Contents

Contents	2
Introduction	4
How to Request an Assessment.....	6
Planning developments and the introduction of CIL	6
Methodology for Assessing Primary and Secondary Contributions.....	6
Exemptions.....	7
Pupil Projections.....	7
Assessments	8
Assessment Process.....	8
Pupil Yield	9
Developments Remote from a Lancashire School	10
Calculation.....	10
<i>Primary</i>	12
<i>Secondary</i>	12
Reassessments.....	12
Indexation.....	13
School Site	13
Garden Communities	14
Developer delivery of new schools	14
Forward Funding of Projects	15
Declining to Contribute to Education Infrastructure – Objections to Planning Applications.....	15
Approved Subject to Section 106	15
Assessing Special Educational Needs, Early Years and Post-16 provision Contributions.....	15
Identifying Infrastructure Projects.....	16
Examples of Projects.....	16
How Lancashire County Council chooses which school to expand.....	17
Limitations of Naming Projects	17
Splitting contributions across projects	18
Communication with Schools	18
Specific Content Required in a S106 Agreement	18
Reassurance that Contributions will be Spent Locally	19
Lancashire Local Planning Authorities – CIL Adoption	19
Local Planning Authorities Which Have Yet to Adopt CIL	19
Local Planning Authorities who have adopted CIL	19
Windfall Sites for Authorities who have adopted CIL.....	19
Other Matters.....	21

Pre-Applications	21
Responding to Information Requests	21
Contact Information	22
Appendix 1: National Policy and Guidance	23
Education Act 1996	23
Education and Inspections Act 2006	23
Expansion of an Existing School	23
The Academy/Free School Presumption	23
Statutory Walking Distances.....	23
Town and Country Planning Act 1990	24
Community Infrastructure Levy.....	24
Section 77 – Disposal or Change of Use of Playing Field and School Land	24
National Planning Policy Framework & Guidance	24
Department for Education Guidance	24
Appendix 2: Example Calculation for Primary and Secondary Places.....	25
Appendix 3: Education Planning Assessment Process	28

The information contained in this report is owned by Lancashire County Council

For further information on the work of the Asset Management School Planning Team, please contact us at:

PO Box 78

County Hall

Fishergate

Preston

PR1 8XJ

Tel: 01772 536289

schools.planning@lancashire.gov.uk

www.lancashire.gov.uk

Introduction

New housing developments place additional pressure on a wide range of infrastructure in an area including roads, health, social services, leisure, recreation and education.

The Department for Education guidance 'Securing Developer Contributions for Education' advises that housing development should mitigate its impact on community infrastructure, including schools. This document sets out the Lancashire County Council methodology used to identify and secure education contributions against housing developments which are expected to create a shortfall school places.

Education services are managed through Lancashire County Council and the two unitary authorities of Blackpool and Blackburn with Darwen. For the purposes of this policy paper, the education services referred to are those covered by Lancashire County Council only.

As stipulated in [Section 14 of the Education Act 1996](#), Lancashire County Council has a statutory obligation to ensure that every child living in Lancashire is able to access a mainstream school place in Lancashire if they want one.

Planning applications are submitted to each of the 12 local planning authorities within Lancashire County Council's boundary. If you have any queries regarding contributions for school places, in the first instance you should contact the relevant local planning authority (the district council). We will work with them to provide further clarity on any education queries.

Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the additional demand, a new development can have a significant impact on the infrastructure of its local community and this impact must be mitigated against. In terms of housing development this mitigation would be in the form of the provision of additional school places, facilitated through education contributions, via either the Community Infrastructure Levy (CIL) Regulations 2010 (Amended 2019) or Section 106 of the Town and Country Planning Act 1990, in order that additional places can be made available. An education contribution could also include a school site.

Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 imposes a limitation on the use of planning obligations and provides that a planning obligation may only constitute a reason for granting planning permission if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development;
- fairly and reasonably related in scale and kind to the development

Quality education provision is at the heart of sustainable communities and, therefore, should be a fundamental consideration of all new housing developments. Where new housing development creates a demand for school places in excess of those available, Lancashire County Council will expect the local planning authorities to work with the county council in seeking an education contribution from developers that is proportionate to the impact in order to mitigate against the effect of any new development on local

infrastructure. It is critical that developers make a contribution towards school places where a need is identified as, without one, the local authority will be unable to ensure school places are accessible, and this is likely to impact on the children and families who come to settle in new developments. This would, therefore, raise concerns about the sustainability of a new development.

An education contribution will only be sought where there is a projected shortfall of primary and/or secondary places at schools within the local area of a development.

This methodology has been produced in line with government guidance provided by the Department for Education '[Securing developer contributions for education](#)' November 2019.

Contextual information regarding Lancashire schools and the policy for expanding schools can be found within the current '[School Place Provision Strategy](#)'.

How to Request an Assessment

In most circumstances the local planning authority will request an education assessment as part of their assessment of a planning application. All requests should be emailed to the School Planning Team at Lancashire County Council via schools.planning@lancashire.gov.uk

Planning developments and the introduction of CIL

The 12 local planning authorities are currently at different stages in terms of the introduction of the Community Infrastructure Levy (CIL). Please contact the local planning authority for further information.

Regardless of whether a local planning authority has adopted CIL, Lancashire County Council provides an education contribution assessment to determine the impact of the development on local school places.

Methodology for Assessing Primary and Secondary Contributions

All residential developments which result in a net increase of 10 dwellings or more will be assessed to determine whether the developments are expected to result in a shortfall of school places. It should be noted that if a development includes a number of planning applications that are less than 10 dwellings then these applications may be assessed in order to mitigate the overall impact of the development. Similarly, applications that are part of a wider development or additional to an existing permission will require an education contribution assessment.

The assessment will measure the projected impact of the development on surrounding primary and secondary schools within:

- 2 mile radius of the development for primary aged school pupils
- 3 mile radius of the development for secondary aged school pupils

These distances are based on [DfE Home to school travel and transport Guidance – July 2014](#), and [DfE Home to school travel and transport for children of compulsory school age statutory guidance for local planning authorities \(Consultation draft\) – July 2019](#), and are considered reasonable walking distances for pupils of compulsory school age.

Academy and Free Schools are included in assessments in the same way as any other maintained or aided school.

The assessment is based on the grid reference used for the planning application, provided by the local planning authority.

Where there are no schools within the 2 or 3 mile radius of the development, Lancashire County Council will assess on the nearest school.

Exemptions

Contributions are not sought in respect of planning applications for:

Accommodation restricted to elderly residents. If part of a wider mixed dwelling development, the elderly element is to be removed, if conditioned or detailed in the s106

Elderly accommodation is defined as age exclusive dwellings where residents must be over the age of 55.

- Student accommodation

Contributions are sought in respect of:

- Affordable housing
- 1 Bedroom accommodation

Pupil Projections

The county council uses 5 year pupil projections incorporating:

- Current and previous years' school census information containing numbers on roll
- Inward and outward migration of pupils
- School net capacity assessments
- Schools cumulative admission numbers
- ONS birth data
- Approved Planning Application Housing data obtained from the local planning authority's Housing Land Supply (HLS), Annual Monitoring Report (AMR), Strategic Housing Land Availability Assessment (SHLAA) or equivalent. (We consult with each local planning authority to obtain the appropriate housing information for their area).

Further information can be found in our [Pupil Projection Methodology](#).

Please note that we don't provide:

- school by school, year by year projections as this could compromise parental preference and conflicts with public interest
- information relating to the home address of children
- mapping information
- net capacity forms as they are not in the public domain

The 5 year projection figures are used to assess the capacity and expected demand within the local schools. 5 years is the period used in each of the local planning authorities' HLS (or equivalent) documents.

When considering the impact of larger strategic sites it may be necessary to consider pupil projections beyond the 5 year period in line with the build projections. These

longer term projections use data that is based upon certain assumptions, such as the birth rate remaining the same as current rates. The data used will be refined as more accurate information becomes available.

Assessments

The contribution sought from developers will be used to mitigate the direct impact of the development and **not to address any existing shortfall.**

There are several stages to the assessment process. An education contribution assessment will be produced when a planning application is submitted and this will provide the local planning authority and the applicant with an indication of the impact of the housing growth on primary and secondary school places. A further assessment will be provided when the application is being considered for approval in order to provide a more up to date position for the applicant and the local planning authority.

As the education contribution is based on actual demand for school places calculated using the housing mix of the development, for Outline applications the contribution requirement will be finalised once the Reserved Matters approval has been secured. The education contribution for a Full Application will be determined prior to the planning committee as the dwelling bedroom information will allow a final position assessment.

For Outline applications the requirement to reassess the contribution following Reserved Matters approval will mean that a formula will need to be included within the Section 106 agreement. In districts that have adopted the Community Infrastructure Levy, CIL funding applications for education contributions will need to be determined following Reserved Matters approval.

Assessment Process

Using the 5 year pupil projections an assessment will be undertaken to ascertain whether the impact of a development will result in a shortfall of places in Lancashire primary schools within 2 miles and/or Lancashire secondary schools within 3 miles of the development.

If a shortfall is identified at this point, the contribution sought would be for the full potential pupil yield of the development.

Should there be sufficient places at this stage or only a partial shortfall of places identified, Lancashire County Council will need to consider the impact from approved housing developments not yet included in the 5 year Housing Land Supply, which will impact upon one or more of the schools in the catchment of the assessed development before reaching a conclusion on the expected number of surplus places. This will take into account the impact of any developments which have received planning permission subsequent to the latest update of the Housing Land Supply and pupil projections. The position of some schools may be affected by planning applications in neighbouring districts, which are within 2 miles (primary schools) or 3 miles (secondary schools) of the development.

Should there be sufficient places, or only a partial shortfall of places is identified, Lancashire County Council will need to identify the impact from pending applications impacting on one or more schools in the catchment of the assessed development. This will provide an understanding of the impact of any developments receiving planning permission ahead of the development being assessed and will enable the planning

committee to consider the latest information available. Once Reserved Matters approval has been secured a further reassessment will be provided to determine the final education contribution, subject to application of indexation. The education contribution sought will be calculated taking into account approved applications only.

Lancashire County Council's assessment will work on the assumption that all of the development will be delivered within 5 years. The reason for this is that the data that Lancashire County Council uses in its pupil projections provides far more accurate information up to a 5 year period. In order to ensure that the contribution reflects the actual education requirement the methodology allows for Outline planning applications to be reassessed at the point of Reserved Matters, using the latest pupil projections. For this reason, we recommend the inclusion within Section 106 agreements for Outline applications the provision for the owner or developer to inform Lancashire County Council post Reserved Matters approval to allow Lancashire County Council to provide the updated position based on latest forecasts and the approved dwelling and bedroom mix.

To avoid any double counting the following developments that have a Section 106 which mitigates their impact on school place provision are excluded from the housing assessment process:

- Developments within the Housing Land Supply (or other housing document provided by the local planning authority)
- Developments approved subsequent to the Housing Land Supply update and prior to the submission of the application to be assessed

Pupil Yield

In 2012 Lancashire County Council undertook an analysis to determine the number of pupils who attend mainstream schools who live in recently built houses.

The analysis on which this yield is based includes a cross section of Lancashire conurbations taking into account a mix of rural, urban and city locations. The sample used takes into account a range from large developments to individual dwellings.

Because of this analysis, Lancashire County Council uses a method of assessing the impact of a development based on the mix of the size of the development, based on the number of bedrooms in each property to be built.

The pupil yield for each size of house can be seen in the table below.

No of Bedrooms	Yield per development - Primary	Yield per development – Secondary
1	0.01	0.00
2	0.07	0.03
3	0.16	0.09
4	0.38	0.15
5+	0.44	0.23

When assessing a development, the number of pupils calculated to arise from the development will be subject to rounding, either up or down, to the nearest whole figure.

In order to enable an appropriate assessment, an accurate bedroom mix should be provided for Full and Reserved Matters applications, at the time of the assessment. With Outline applications, an assumption will be made that all dwellings will be eligible 4 bedroom housing and the development will be assessed on this basis. The application will then be reassessed once accurate bedroom information is provided on reserved matters approval - as detailed in the previous section.

Within the application process it is the responsibility of the local planning authority to notify Lancashire County Council of any changes to the application that may impact upon the assessment of the development impact upon local school places so that a reassessment can be undertaken. It is also the responsibility of the local planning authority to notify Lancashire County Council when an application is due to be considered by the planning committee. We would ask that a minimum of 10 working days is allowed for a reassessment to be completed.

An example calculation can be found in Appendix 2 of this document.

The DfE guidance 'Securing developer contributions for education' advises that they are working on a detailed methodology for calculating pupil yields from housing development but this methodology was not available at the time of publishing this document. Future updates will reflect DfE methodology guidance. The DfE suggests that, in the meantime, local approaches to calculating pupil yields remain valid.

Developments Remote from a Lancashire School

Where a planned development is located more than 2 miles from any existing primary school and /or over 3 miles from the nearest secondary school, Lancashire County Council would look at the nearest Lancashire school and, if there are no places at that school, a contribution for additional places would be sought. Any contribution sought would be used to provide places at the nearest Lancashire school where an infrastructure project can be delivered. In such cases Lancashire County Council will incur transport costs to ensure the school places are accessible.

If the places provided to address the impact of the development are beyond 2 or 3 miles for primary or secondary provision (respectively) or if a walking route is unsafe Lancashire County Council acknowledge that it may be necessary to provide transport assistance in line with the Lancashire County Council Home to School Transport Policy.

Where transport assistance is required, because pupils will need to travel further than statutory walking distances a contribution for transport may be required. The associated transport contribution requirements will be identified within the education contribution assessment

Calculation

After assessing the impact of the development and a shortfall is apparent, a contribution will be sought based on the specific shortfall of places directly resulting from the impact of the development.

The calculation of the contribution uses the DfE national average cost per place as published in the latest DfE Local Authority Scorecard, adjusted by the regional location factor:

DfE national average cost per place (for primary and/or secondary places)	X	Lancashire Regional Location Factor	X	Number of Places
---	---	-------------------------------------	---	------------------

The costs per place will be updated annually, within this methodology to reflect the latest national average costs per place, at the point that the methodology is updated.

However, where there is local evidence of higher costs for a particular project, such as a bespoke feasibility study or known site abnormalities, these costs may be used in preference to the adjusted national average.

All contributions will be adjusted by Building Cost Information Service (BCIS) All In Tender indexation at the point of payment.

Department for Education 2019 Local Authority Scorecard Costs

In most cases the additional places to address the impact of a development will be provided through expansion of existing local schools, however where this is not possible a new school may be required. When the need for a new school has been identified as part of the assessment process, then the 'New Build' national average costs will be used to calculate the education contribution requirements. Where the education contribution has not identified a new school requirement the 'Permanent Expansion' national average costs per place will be used. The latest costs are provided below.

Primary

Type of School Place	Cost Per Place
Permanent Expansions	£17,268
New Build	£20,508

Secondary

Type of School Place	Cost Per Place
Permanent Expansions	£23,775
New Build	£24,929

The calculation for 2020/21:

Primary

Type of Place	DfE Cost		Lancashire Location Factor		Lancashire Cost Per Place
Permanent Expansions	£17,268	X	0.97	=	£16,749.96
New Build	£20,508	X	0.97	=	£19,892.76

Secondary

Type of Place	DfE Cost		Lancashire Location Factor		Lancashire Cost Per Place
Permanent Expansions	£23,775	X	0.97	=	£23,061.75
New Build	£24,929	X	0.97	=	£24,181.13

Lancashire County Council reserves the right to reassess the school place position in respect of a development in accordance with this methodology, to take into account changing circumstances up to the point where a Reserved Matters/Full planning application is approved.

An example calculation can be found in Appendix 2 of this document.

Reassessments

For Outline applications assessment will assume the development consists of all 4 bedroom houses, as dwelling bedroom information is often not available at this stage and provisional bedroom mix projections can be subject to change.

An initial assessment may detail an impact that could vary depending on the impact of other pending applications impacting upon local schools. For this reason reassessments are required. A reassessment will be provided prior to an Outline/Full application being considered for approval, at the request of the local planning authority. At this point infrastructure projects will be identified.

For Outline applications a reassessment is also produced following Reserved Matters approval, once accurate bedroom information is available.

Indexation

Indexation allows the cost per place to be adjusted to take into account the effects of inflation over time, which acknowledges that the contribution will be used to fund school places at a point in the future when the places are needed, where the cost of delivery is likely to have changed. For the education contribution for the provision of school places the Building Cost Information Service (BCIS) All in Tender Price Index will be applied.

Indexation will be applied to Section 106 agreements using the formula below.

Education Contribution	X	BCIS All in Tender Price Index for the period immediately prior to the date of payment under the S106 agreement	÷	BCIS All in Tender Price Index for the period last published before the date of agreement
------------------------	---	---	---	---

Where trigger targets are included in the S106, indexation will apply at each trigger point.

School Site

If a large new housing development is proposed, it may not be feasible to expand one or more existing schools. In such cases, Lancashire County Council will need to investigate whether a school site may be required, taking into account the existing provision in the area. The size of this site would be determined in accordance with DfE guidance. This is particularly important as the Basic Need funding allocation does not factor in funding for land acquisition.

School site requirements should be identified as part of the development of Local Plans. A school site requirement may be identified where the local planning authority have identified a number of housing developments which should be treated collectively as a strategic site.

Department for Education guidance suggests that all new primary schools are expected to include a nursery. This may require a larger site to be sought. Similarly, additional space may be required for post-16 provision at for special educational needs provision.

National Planning Practice Guidance advises how local planning authorities should account for development viability when planning for schools within housing developments, including an initial assumption that both land and construction costs will be provided by the developer. When the DfE free schools programme is delivering a new school for a development, the DfE expects the developer to make an appropriate contribution to the cost of the project, allowing DfE to secure the school site on a peppercorn basis and make use of developer contributions towards construction.

In the case of the provision of a school site Lancashire County Council would expect to be consulted as early as possible on the proposed location of the school site to ensure its suitability, to be coordinated by the local planning authority. Any land allocated for a school should be safe and fit for purpose, taking into account ground conditions, topography, contamination, flood risks and proximity of incompatible land used.

Where a number of small developments are expected to come forward in an area with an aggregated requirement for a new school, Lancashire County Council would expect the local planning authority to set out their expectations for strategic sites in their Local Plan and assist in the negotiations to secure a school site to accommodate the collective impact of the applications. Where the demand is generated by more than one development or phase, it may be that one developer would be required to provide the school land to address the collective demand. This would require applicants to provide a contribution towards the cost of the school site land, proportionate to the size of their development. Lancashire County Council would seek to work with local planning authorities to ensure that such equalisation arrangements are established prior to the approval of any of the developments affected to ensure that the development 'hosting' a new school is not disadvantaged.

The strategic planning of each district is the responsibility of the local planning authority as well as Lancashire County Council. Both parties will need to ensure education solutions are identified. Lancashire County Council will work with local planning authorities to identify school site requirements within local plans and development plans and reserve land for education use.

It may be necessary to safeguard additional land when new schools within development sites are being planned, to allow for anticipated future expansion or a reconfiguration of schools to create a single site. 'Future proofing' can sometimes be achieved informally through a site layout that places open space adjacent to a school site. Where there is projected need for new school places that is not linked exclusively to a particular development, the development plan can allocate specific areas of land for new schools or school expansion, and safeguard specific parcels of land within wider development sites for education use. It is expected that the local planning authority would lead on these arrangements.

Garden Communities

Lancashire County Council acknowledges that the 'Garden Communities' being proposed for Lancashire may be planned as district, self-contained and sustainable settlements where the infrastructure needs of residents, including school provision, is provided on site. The county council also acknowledges that new schools can be an important place making component of new communities and can provide core social infrastructure that can help a community to thrive and for this reason developers and local planning authorities are likely to encourage early provision.

In line with the DfE guidance ['Education provision in garden communities April 2019'](#), Lancashire County Council would welcome early engagement with the developer and local planning authority to identify school place requirements and the timing of delivery, taking into consideration the viability of the new school and the potential impact of early provision on other local schools.

Developer delivery of new schools

In line with DfE ['Securing developer contributions for education guidance'](#), in principle, Lancashire County Council supports developer delivery of schools and could represent good value for money, however, we recognise that local circumstances vary and it will not always be the preferred option.

Where developer delivery is considered a suitable local approach, Lancashire County Council would support a partnership approach between the local authority, academy trust (where relevant) and developer to negotiate a brief and design specification, acknowledging that such collaboration is good practice and helps to avoid disputes.

Forward Funding of Projects

In some cases it may be necessary to forward fund infrastructure projects using Basic Need funding, although this approach would only be considered as a last resort. In such circumstances contributions would be secured retrospectively from either S106 of Community Infrastructure Levy contributions.

Declining to Contribute to Education Infrastructure – Objections to Planning Applications

In identifying a shortfall in local provision and asking for a developer contribution, Lancashire County Council is, in effect, objecting to the application on sustainability grounds. A developer contribution that mitigates the impact of the development will, in most cases, overcome the objection.

If a developer does not agree to payment of the requested education contribution or the local planning authority does not pursue Lancashire County Council's request on its behalf, Lancashire County Council cannot guarantee that children yielded by the development will be able to access a school place within reasonable distance from their home, so the development could be considered to be unsustainable.

If the development is still approved without any education contribution or a reduced contribution, Lancashire County Council would be seeking clarification from the local planning authority on how the shortfall of education places will be addressed.

For infrastructure requirements that are to be funded by community infrastructure levy the School Planning Team will contact the CIL decision making authority to seek confirmation that the full education contribution requirements can be secured through housing developer contributions prior to the planning application being considered for approval. Should the confirmation of the full education contributions not be provided the School Planning Team would object to the planning application.

Approved Subject to Section 106

Where a development is minded to be approved subject to the sealing of a Section 106 agreement, Lancashire County Council will treat the development as approved when assessing future applications, based on the latest information provided by the local planning authority.

Assessing Special Educational Needs, Early Years and Post-16 provision Contributions

The DfE 'Securing developer contributions for education' guidance advises that education contributions can be sought for the following provision:

- Special Education Needs

- Early Years
- Post-16

The assessment approach for each of these is under development as part of the relevant service strategies.

Identifying Infrastructure Projects

Where a development is expected to result in local schools becoming oversubscribed, Lancashire County Council will seek contributions from the developer to pay a contribution towards the associated capital costs of an infrastructure project (school expansion or new school). Prior to the planning committee for the Outline application Lancashire County Council will identify potential infrastructure projects where additional places are intended to be provided. We will name one specific 'Preferred' primary/secondary infrastructure project and then as a 'Contingency' option we will list all primary schools within 2 miles of the development or all secondary schools within 3 miles of the development. Where there are no primary schools within 2 miles or secondary schools within 3 miles of the development we will name specific schools for the both the 'Preferred' and 'Contingency' projects. Naming more than one infrastructure project will help us to respond to changing circumstances and new information, such as detailed feasibility work leading one project being abandoned.

In circumstances where it is not possible to provide additional places at existing schools a new school may be required to address the shortfall of places. For this reason a school site may also be required.

Early engagement in the Local Plan process will help to enable the early identification of a shortfall of places and a potential requirement for a new school. Early engagement in the Local Plan and Masterplan processes may also be able to assist with early identification of viability issues. Also, when CIL charging schedules are prepared, engagement with local planning authorities should ensure that school developments are among those D1 uses that are viability tested.

Infrastructure projects and expenditure for the previous financial year will be reported in the Lancashire County Council Infrastructure Funding Statement.

Examples of Projects

- Provision of additional school places to address the impact of the development.
- Acquisition of additional land
- Project to increase the capacity of a school by a number of places towards providing a half form of entry.
- The provision or extension of a classroom
- The expansion of a hall required to provide more capacity
- Internal remodelling to provide additional capacity

How Lancashire County Council chooses which school to expand

The process Lancashire County Council uses when choosing which school to expand is outlined in the latest [Strategy for School Places](#). When determining which schools are suitable for expansion, Lancashire County Council will consider the following criteria, in no particular order:

- Pupil attainment levels
- Levels of parental first preference
- Current size of the school
- Location of the school relative to population
- Practicalities of expansion on the existing or nearby site
- Costs of expansion and potential joint investment benefits

Limitations of Naming Projects

By naming the projects Lancashire County Council cannot guarantee the named infrastructure project will go ahead. There will often be some time between the naming of the project and the need to deliver places, during which factors which have identified the school as a feasible project may change. The following list are some of the risks we have to a project not proceeding. For example, a project may be subject to:

- The willingness of the school governing body to expand
- Suitability of the site
- Gaining Planning permission & compliance with Section 77 of the Schools Standards and Framework Act 1998 and Schedule 1 of the Academies Act 2010
- Consultation with local schools and the community
- Parental preference at the time that the places are required
- School standards and popularity at the time that the places are required
- Availability of other funding streams
- Changes in the overall capacity within the local schools
- Project cost being prohibitive
- Demand not materialising as projected
- Agreement timescale condition expires before demand materialises
- Being unable to find an academy sponsor

Splitting contributions across projects

A contribution may be split across two or more projects to provide the number of places required

Should one project fail to progress resulting in the education contribution being returned, only the contribution allocated to the non-progressing project will be returned.

Communication with Schools

When a particular school is identified within a Section 106 the school will be informed by Lancashire County Council, including details of the development that is providing the education contribution. Any communication with schools about potential projects should be conducted via the Asset Management School Planning Team at Lancashire County Council.

Specific Content Required in a S106 Agreement

We would request to include the following in any planning obligation agreement (also known as S106 agreement):

- A formula that allows for the calculation of the education contribution at Reserved Matters stage of the application process (LCC is able to provide standardised wording). This would be required for any application that is at Outline application stage and has not ascertained the bedroom mix of the development.
- The education contribution would be adjusted by BCIS Indexation from the date of the planning obligation agreement to the date of payment of the education contribution. The BCIS Indexation used will match the indexation used during the initial assessment.
- As Education Authority, the county council has a statutory responsibility to ensure that there are sufficient Lancashire school places available to accommodate every Lancashire pupil. For this reason education contributions secured within a S106 should be paid directly to the county council.
- The amount secured to be repaid to the developer if not spent within 5 years from final payment (This timescale will be subject to review for larger developments, in line with DfE Guidance).
- Any land secured to be returned to the developer if not used within an agreed timescale.
- A clause that states that Lancashire County Council will endeavour to spend any contributions secured on an infrastructure project at a specific school, detailed within the agreement. If the contribution is not spent on the identified infrastructure project the contribution will be returned and the County Council will be responsible for delivering school places at no cost to the housing developer.

Where we are not party to an agreement between a developer and district council, Lancashire County Council would ask the Local Planning Authority to ensure that the wording of the agreement is discussed with us.

Reassurance that Contributions will be Spent Locally

Where the county council is proposing to significantly enlarge a school or establish a new school, there are strict guidelines and regulations which we must follow. Whilst the new School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013 and (Establishment and Discontinuance of Schools) Regulations 2013 which came into force on 28 January 2014 streamline some of the processes for school expansion, the process still involves consultation with interested parties before a decision can be taken.

Therefore, at the stage where we respond to a planning application, we are unable to predetermine where capital funds will be spent or to pre-empt the outcome of any consultation. However, there is an obligation to meet the tests of Community Infrastructure Levy (CIL) and to demonstrate expenditure is used to mitigate the impact of the development and this means that we will aim to spend the money on the capital cost of providing the places within a three mile radius of the development wherever possible.

The planning obligation agreement established with the developer will provide assurances about this. For more information please refer to 'Specific Content Required in a S106 Agreement' section.

Lancashire Local Planning Authorities – CIL Adoption

All local planning authorities, whether they have adopted the Community Infrastructure Levy (CIL), or not, will still require an education contribution assessment to determine the impact of the development on surrounding schools.

To identify whether your local planning authority has adopted CIL and how they will deal with your planning application, please contact them directly.

Local Planning Authorities Which Have Yet to Adopt CIL

The local planning authorities which are still to move to the Community Infrastructure Levy will continue to require assessments and enter into agreements using Section 106s to secure contributions towards education infrastructure.

Local Planning Authorities who have adopted CIL

In districts that have adopted CIL, infrastructure projects may receive funding from both CIL and Section 106. This could include a land contribution towards a new school.

To discover how your development will contribute to the education infrastructure in the area, please contact the relevant local planning authority.

Windfall Sites for Authorities who have adopted CIL

Windfall sites for developments within local planning authority area who have adopted CIL may be dealt with in one of two ways:

- Using Section 106 agreements

- An amendment of the Regulation 123 List, Infrastructure Funding Statement or equivalent document at the discretion of the local planning authority

Clarification should be sought via the local planning authority on whether the site to be assessed constitutes a windfall site and the relevant arrangements in place.

Other Matters

Pre-Applications

As the school forecasts are continually updated to reflect the up to date position on births, migration and housing approvals, the forecast position used within a pre-application assessment is likely to change by the time the planning application is submitted. The School Planning Team would therefore encourage you to use the yield calculator on page 9 of the Education Contribution Methodology – <https://www.lancashire.gov.uk/council/planning/planning-obligations-for-developers/> to give you an indicative calculation of the impact of the development on school places.

If you intend to submit an Outline application at a later date then we would recommend calculating your impact on a 4 bed mix, as this is the mix calculation you will be provided with at Outline application stage, to be reassessed once the accurate mix is provided as part of the Reserved Matters permission. If you intend to submit a full application at a later date then it is recommended that you use an indicative mix to provide you with a more accurate assessment of impact on school places.

Any calculation you produce is only an indication of impact. The assessment by the School Planning Team at planning application stage would specify the detailed education requirements from your development.

Responding to Information Requests

Requests for information must be provided in writing to:

schools.planning@lancashire.gov.uk.

Lancashire County Council will endeavour to respond to enquiries within 10 working days.

Contact Information

Please do not hesitate to contact us should you have any questions or would like to discuss any element of the methodology.

Name: School Planning Team
Address: PO Box 78
County Hall
Fishergate
Preston
PR1 8XJ
Tel: 01772 536289
Email: schools.planning@lancashire.gov.uk

Where your enquiry refers to a planning application, where available please provide:

- The name of the local planning authority
- The name of the development
- The planning reference number(s)
- The name of the local planning authority case officer

Appendix 1: National Policy and Guidance

The following policy underpins the methodology for seeking education contributions in Lancashire.

Education Act 1996

[Section 14 of the Education Act 1996](#) stipulates that local authorities must secure sufficient appropriate school places to serve their area. The policy refers to the provision of mainstream school places only. It does not relate to the planning of nursery, further education, special education need and disability, nor independent school provision.

Education and Inspections Act 2006

[Part 1 of the Education and Inspections Act 2006](#) outlines the education functions of Local Authorities. It places Lancashire County Council as the appropriate authority to secure diversity in the provision of schools and increase parental choice opportunities.

Expansion of an Existing School

Where an expansion of an existing school is considered to be significant, where more than 30 places are to be provided and will expand the school by more than 25% of the existing school capacity or 200 pupils, a statutory significant enlargement process will need to be followed. As the significant enlargement of an existing school or the establishment of a new school both require the authority to consult interested parties before making any decision, under [The School Organisation \(Prescribed Alterations to Maintained Schools\) \(England\) Regulations 2013](#) and [The School Organisation \(Establishment and Discontinuance of Schools\) Regulations 2013](#).

The Academy/Free School Presumption

In accordance with strategy, Lancashire County Council prefers to expand existing schools to accommodate additional pupils in an area, in some circumstances it may not be feasible to expand any schools in an area. The Education Act 2011 changed the arrangements for establishing new schools and introduced section 6A (the academy/free school presumption) to the Education and Inspections Act 2006. Where a LA identifies a need for a new school in its area it must seek proposals to establish an academy/free school.

Statutory Walking Distances

The Department for Education specifies that "statutory walking distance is two miles for children aged under eight, and three miles for children aged eight and over" ([DfE Guidance on home to school travel and transport – July 2014](#)). This is reflected in Lancashire County Council's [Home to School Transport Policy](#). For this reason Lancashire County Council assesses primary schools within two miles and secondary schools within 3 miles of the development. For the purpose of planning developments, this is determined by applying a radius from the grid reference used for the planning application and not using travel distances to each individual school.

Town and Country Planning Act 1990

[Section 106 of the Town and Country Planning Act 1990](#) introduced the ability to seek a contribution from developers by Local Authorities towards mitigating the impact of pupils living in the new development on local school capacity.

Community Infrastructure Levy

The [Community Infrastructure Levy Regulations 2010, amended 2019 \(2\)](#)

Section 77 – Disposal or Change of Use of Playing Field and School Land

[Section.77 of the School Standards and Framework Act 1998](#) as amended by the [Education Act, 2011](#) refers to the disposal or change of use of playing field and school land. Any changes to the use of school land requires consent of the Secretary of State.

National Planning Policy Framework & Guidance

The latest version of the National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England and how they are expected to be applied. Paragraph 94 specifically refers to the provision of school places:

It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

Department for Education Guidance

[Securing Developer Contributions for Education, November 2019](#) provides guidance for local authorities with a responsibility for providing sufficient school places under the Education Act 1996. It may also be a source of information for local planning authorities and other stakeholders involved in the delivery of schools.

[Education Provision in Garden Communities, April 2019](#) provides guidance to local planning authorities and their delivery partners involved in delivering Garden Villages and Garden Towns as part of the government's Garden Communities programme.

Appendix 2: Example Calculation for Primary and Secondary Places

If a housing development was to come forward with 100 houses, with the bedroom information broken down as:

Number of Bedrooms	Number of Houses with that Number of Bedrooms
1	10
2	20
3	40
4	25
5+	5

Calculate the number of children expected from the development

No of Bedrooms	Yield per development - Primary	Yield per development - Secondary	Primary Pupils Expected	Secondary Pupils Expected
1	0.01	0.00	$10 \times 0.01 = 0.1$	$10 \times 0.00 = 0.0$
2	0.07	0.03	$20 \times 0.07 = 1.4$	$20 \times 0.03 = 0.6$
3	0.16	0.09	$40 \times 0.16 = 6.4$	$40 \times 0.09 = 3.6$
4	0.38	0.15	$25 \times 0.38 = 9.5$	$25 \times 0.15 = 3.75$
5+	0.44	0.23	$5 \times 0.44 = 2.2$	$5 \times 0.23 = 1.15$
Total			19.6 (20 Pupils)	9.05 (9 Pupils)

Next step - schools within 2 miles for primary and 3 miles for secondary of the development are identified and an assessment on the schools 5 year future capacity and 5 year future number of pupils expected in the school is completed.

Primary

	Future Net Capacity of School	Projected Number of Pupils on Roll
Primary School A	210	215
Primary School B	315	310
Primary School C	198	200
Primary School D	210	210
Total	933	935

For Primary Schools in the area, we are expecting a shortfall of 2 places (933 – 935 = -2) before the impact of this development, the pupils expected from this development will make the situation worse. So for this development we would be seeking a contribution for all the primary aged pupils i.e. 20 pupils.

Secondary

	Future Net Capacity of School	Projected Number of Pupils on Roll
Secondary School A	800	798
Secondary School B	650	627
Secondary School C	1,050	1,028
Total	2,500	2,453

For Secondary Schools in the area, we are expecting to have 47 spare spaces.

However, there are 4 additional applications which have obtained planning permission prior to this assessment. Collectively these applications are planning to yield 44 children. These developments will use 44 of the spare places leaving a surplus of 3 places. The secondary impact of this development is 9 places, leaving a shortfall of 6 places. so an education contribution will be sought for this development for 6 pupils.

However, in addition to the additional applications, there are also 2 pending applications, collectively contributing a further 5 places. Should these applications come forward ahead of this application the shortfall from this development would increase to 11 places, so an education contribution would be sought between 6 and 9 (the full yield of the development) places.

A reassessment should be undertaken at the point of decision to identify those developments which have gained planning permission prior to this application.

Calculation

In this scenario it is assumed that the additional primary and secondary places can be provided by permanent expansion of existing schools rather than establishment of a new school and, therefore, the 'Permanent Expansion' cost per place has been used.

Using the formula

DfE national average cost per place (for primary and/or secondary places)	X	Lancashire Regional Location Factor	X	Number of Places
---	---	-------------------------------------	---	------------------

Primary

£17,268	X	0.97	X	20	=	£334,999.20
---------	---	------	---	----	---	-------------

Secondary

£23,775	X	0.97	X	6	=	£138,370.50
---------	---	------	---	---	---	-------------

Secondary up to

£23,775	X	0.97	X	9	=	£207,555.75
---------	---	------	---	---	---	-------------

In Summary

Lancashire County Council would be seeking a contribution for 20 primary school places and 6 secondary school places.

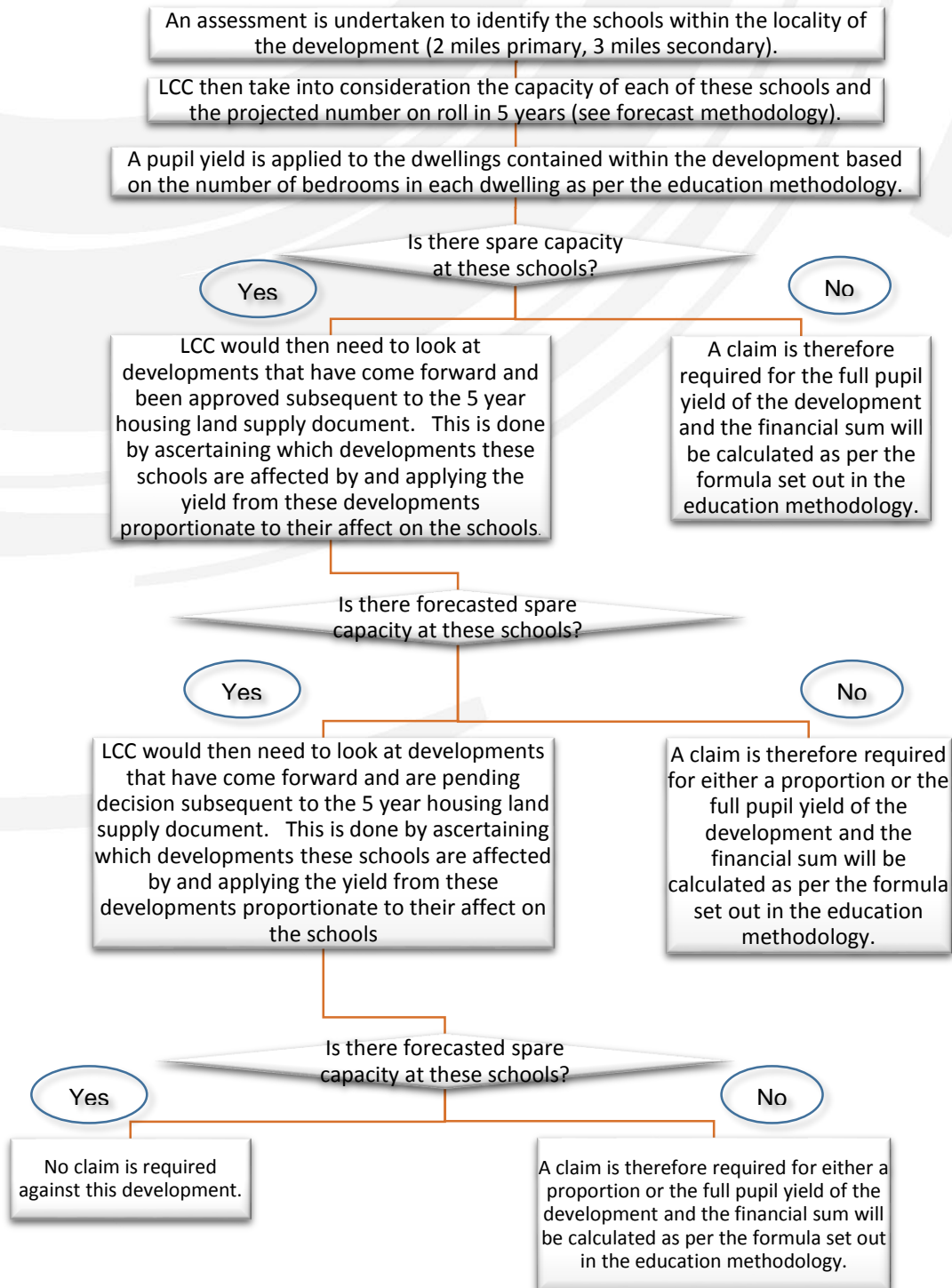
$$£334,999.20 + £138,370.50 = £473,369.70$$

However, as there are a number of applications that are pending a decision that could impact on this development should they be approved prior to a decision being made on this development the claim for secondary school provision could increase up to a maximum of 9 places.

$$£334,999.20 + £207,555.75 = £542,554.95$$

BCIS All In Tender Price Indexation will be applied at the point of each payment.

Appendix 3: Education Planning Assessment Process



Report to the Cabinet

Meeting to be held on Thursday, 3 September 2020

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

Electoral Division affected:
Wyre Rural East;

Bowgreave Rise Residential Care Home

(Appendices 'A' - 'C' refer)

Contacts for further information:

Joanne Reed, Tel: (01772) 530897, Head of Policy, Information and Commissioning (Live Well and Age Well), joanne.reed@lancashire.gov.uk

Sarah McCarthy, Tel: (01772) 530551, Policy, Information and Commissioning Senior Manager (Age Well), sarah.mccarthy@lancashire.gov.uk

Executive Summary

As outlined in the Housing with Care and Support Strategy (2018-2025), the county council is seeking to increase the housing and care options available to Lancashire residents by developing more affordable extra care schemes for older people and supported housing apartments for younger adults with disabilities.

This report sets out the specific proposals for replacing the county council's care home, Bowgreave Rise, with a new residential care home able to meet the needs of people living with dementia and a new extra care scheme.

Bowgreave Rise is an older person's residential care home in Garstang, Wyre, which is owned by the county council and managed and operated by the Adult's Older People's Services.

This report covers the following:

- Analysis of the feedback from the recent consultation on the initial proposals for an extra care scheme in the grounds of Bowgreave Rise.
- Analysis of the estimated prevalence of dementia and current levels of care provision for people with dementia within Wyre.
- Options and recommendations in relation to the procurement, funding, delivery and operation of facilities to be provided on the Bowgreave site.

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) Note the feedback from the consultation in relation to the initial proposals for the replacement of the Bowgreave Rise care home.
- (ii) Note the data and evidence in relation to the prevalence of dementia and the current supply of care beds.
- (iii) Approve the outline proposals for the procurement, funding, delivery and operation of a separate care home and future extra care facility on the Bowgreave Rise site.

Background and Advice

As outlined in the Housing with Care and Support Strategy (2018-2025), the county council is seeking to increase the housing and care options available to Lancashire residents by developing more affordable extra care schemes for older people and supported housing apartments for younger adults with disabilities.

In the context of the Strategy, the county council considered options for replacing its care home, Bowgreave Rise, in Garstang.

In January 2020, Cabinet agreed to commence an 8 week consultation process with residents, families and other key stakeholders on an initial proposal for the future of Bowgreave Rise. The consultation asked for feedback on the following proposals:

- develop an extra care scheme in the grounds of Bowgreave Rise, which once completed would replace the existing residential care home
- enable the residents of Bowgreave Rise to continue to live within the residential care home during the construction of the extra care scheme;
- demolish the care home once all residents have moved into either the extra care scheme or another appropriate setting, as determined by their needs and wishes; and
- build supported housing for people with social care needs or bungalows on the cleared site

The proposals sought to address the poor design and physical condition of the current building by developing new facilities in line with the vision of the county council.

This report provides a summary of the consultation feedback, an analysis of the prevalence of dementia and the level of current provision and a recommendation for the way forward for the Bowgreave Rise site.

Consultation Feedback

The consultation in relation to the initial proposals for the Bowgreave Rise site commenced on 22 January 2020 for an 8-week period and ended on 18 March 2020.

The detailed analysis of the feedback is contained in Appendix 'A'. The key themes are summarised below.

- Half of the respondents (52%) disagreed with the proposal to build an extra care scheme in the grounds of Bowgreave Rise because they felt it will not meet care requirements. (current and future).
- Two in five (39%) agreed with the proposal, although not wholly, due to the appeal of extra care, but also because it is seen as an opportunity to increase and improve care provision in the area to meet present and future needs.
- Some respondents would like extra care provision to be in addition to, not in replacement of, the existing care provision at Bowgreave Rise.
- An underlying requirement shared by respondents throughout the survey was to ensure any development meets current and future care needs.
- Respondents had a perception that there is a high demand for dementia care in the area – both at present and in the future.
- The most frequently mentioned concern from respondents was for the best interests of existing residents on all aspects of the proposal. Respondents consistently mentioned current residents' needs, requirements, safety and wellbeing.
- There was a view from some respondents for updating and operating the existing Bowgreave Rise residential care home.

Number of Care Beds Available

Amongst consultation respondents, there was the perception of a low number of care beds within the area for people living with dementia. The table in Appendix 'B' demonstrates that there are low levels of provision in Wyre compared to other areas of Lancashire with only 26 beds per 1,000 population who are over 65 years old. This is in contrast to Rossendale with the highest level of provision at 47 beds per 1000 population. The figure is based on the number of care beds which people living with dementia can access, but are not exclusively for people with dementia.

Numbers of People with Dementia Living In Wyre

Data shows that whilst around 1107 people have a recorded diagnosis of dementia, the estimated figure is 1350. The county council's Strategy "Dementia Friendly Lancashire" (2018-2023) states that the highest prevalence of dementia is estimated to be in Wyre (2.59%), Fylde (2.58%), Lancaster (2.17%) and the Ribble Valley (2.17%).

There is currently a high demand for Bowgreave Rise with a 92.6% occupancy level since April 2020 and 91.7% during 2019/2020.

Recommended Option

In response to the consultation feedback and the low number of care beds that can be accessed by people with dementia in Wyre, when compared to other areas of Lancashire, the development of both a residential care home and an extra care service are now being proposed. This will address the need for residential care amongst people with later stage dementia, as well as increasing the housing and care options for the people of Wyre through the development of the extra care facility.

- Two new services would be developed on the Bowgreave Rise site: the county council would as a first phase develop, own and operate a residential care scheme and subsequently a registered housing provider would develop an extra care scheme.
- Lancashire County Council would deliver the care in the residential care home. The Care Quality Commission has rated the care in the existing home as 'Good'.
- The new registered care home would be developed first and would be located towards the rear of the site.
- Existing residents would remain in the existing care home during the period of the development.
- Once the new residential care home is completed, residents can transfer from the old care home to the new care home.
- The existing care home would then be demolished and an extra care scheme built on the front of the site, which would include the cleared area.
- The registered care scheme would have approximately 48 units.
- The residential care home would be designed and constructed under the Lancashire Regeneration Property Partnership with Eric Wright Group's Health and Care Division.
- The design and number of extra care units will be determined once a partner registered housing provider has been identified.
- The county council will work with partners including Wyre Borough Council to identify an appropriate partner registered housing provider.

Other options considered but rejected include:

- The county council becoming a registered housing provider and developing the extra care.
- Another organisation developing a combined residential care home and extra care facility and then leasing the care home to the county council.
- One combined building whereby the county council owns/operates one section and the registered provider owns the other section.

The recommended option outlined above is based on the following rationale:

- County council focussing on core business of delivering care.

- Two separate buildings enable the development to be phased. Therefore, more residential care and extra care units will be delivered than in a single combined building, thereby providing economies of scale.
- Two separate buildings would enable the effect on existing residents to be minimised as there is a greater distance between the existing building and the proposed position of new building.
- Greater pace when developing new residential care service separately as not delayed by discussions with registered housing providers.

Implications:

This item has the following implications, as indicated:

Risk Management

Any identified risks are set out below:

Financial

A high level draft financial model has been created for the operation of a new build 48 bed care home. We have assumed occupancy levels and fees based on the current facility at Bowgreave Rise. This shows that the additional capacity in a new energy efficient building could generate a contribution towards the cost of capital of c. £200,000.

There is no provision within the current capital programme for this scheme and as a result the cost of this project will need to be funded from additional borrowing. We have a very high level cost estimate of £5.5m for the care home element of the proposals which includes the demolition of the existing care home. On the assumption that the total capital programme budget of this project is £5.5m, the cost of financing including the minimum revenue provision and interest would be in the region of £300,000.

Any material changes as the detailed design progresses affecting the capital costs of this project will impact on the contribution to or scale of capital financing and will be brought back to Cabinet for approval.

Legal

Eric Wright Group has been appointed under the Lancashire Regeneration Property Partnership as the county council's procured strategic property partner. Any appointments of Eric Wright Group in respect of the development of the residential care home will be made under these arrangements.

Legal support and advice will be provided in respect of determining and implementing the contractual arrangements required for the development and operation of the extra care scheme in due course.

Equality and Cohesion

S.149 of the Equality Act 2010 sets out the equality duty that public authorities must comply with. This duty requires the decision maker to have due regard to: the need to eliminate discrimination, harassment, victimisation or other lawful conduct under the Act; to advance equality of opportunity between persons who share a "protected characteristic" and those who do not share it; and to foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

An Equality Analysis is set out at Appendix 'C'.

Personnel

As it is proposed that Lancashire County Council will deliver the residential care scheme, with an increase to the establishment numbers than it is currently, the staff group will transfer over to the new residential care scheme on completion. It is likely that a recruitment process will need to take place to fill any vacancies.

Property Asset Management

The council would continue to be responsible for the premises related costs for Bowgreave Rise until such time as the facility is demolished and for any ongoing costs related to ownership of the land.

As a new build scheme the facility should adhere to energy efficiency and low carbon requirements which may in turn contribute to lower energy costs in the future. Whilst there may be a reduced maintenance liability in the early years of its operation consideration should be given to the ongoing lifecycle maintenance of the new facilities.

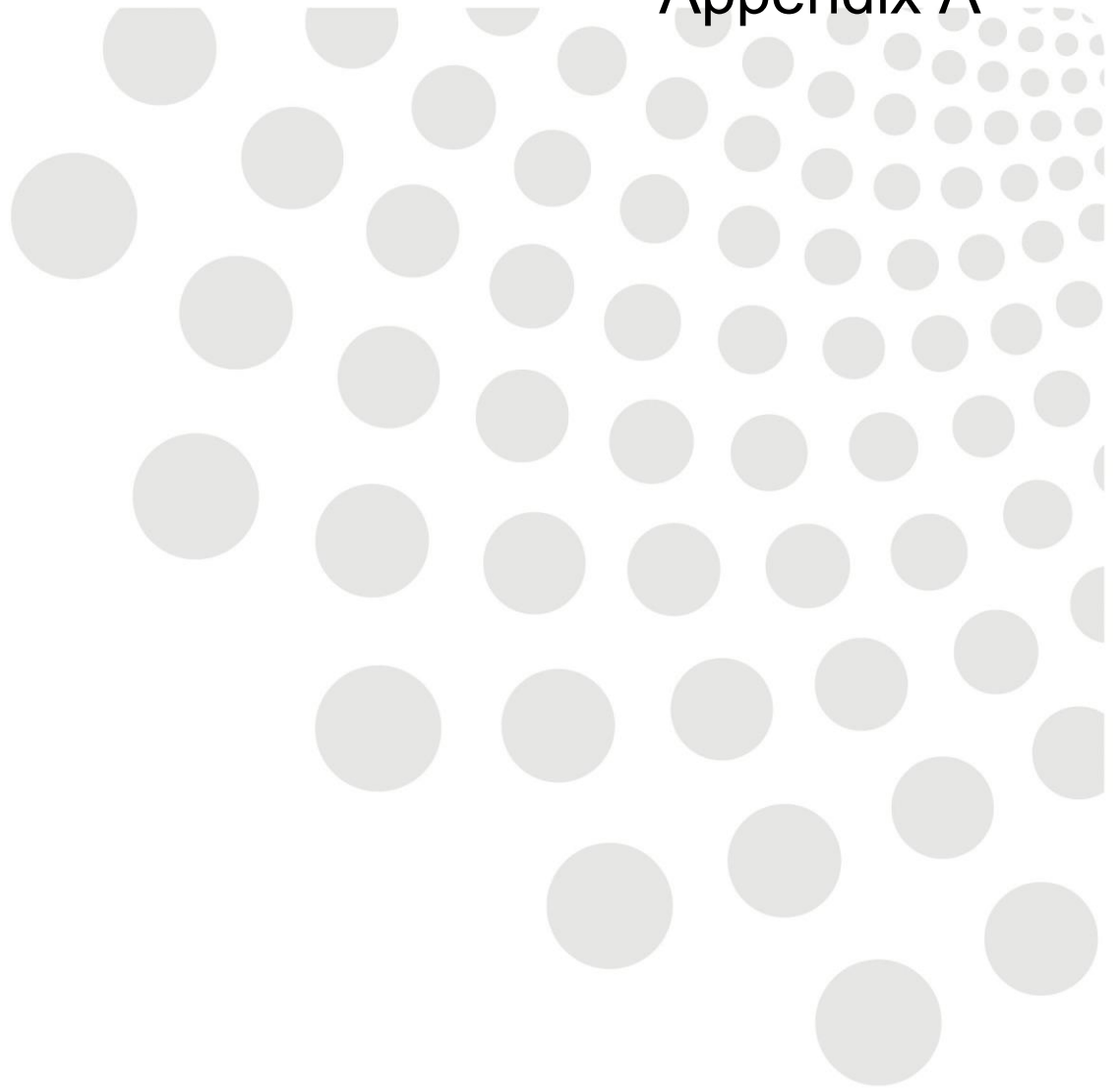
List of Background Papers

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

None

Reason for inclusion in Part II, if appropriate

N/A



Bowgreave Rise Extra Care

Consultation report –2020





Mike Walker, Hanif Patel, Melissa Sherliker,

June 2020

For further information on the work of Business Intelligence please contact us at
Business Intelligence
Lancashire County Council
County Hall
Preston
PR1 8XJ
Tel: 0808 1443536
www.lancashire.gov.uk/lancashire-insight

Contents

1. Executive summary	2
1.1 Key findings	2
2. Introduction	2
2.1 The proposal.....	3
2.2 Timescales.....	4
3. Methodology	4
3.1 Limitations.....	5
4. Main findings	6
4.1 Building an extra care scheme in the grounds at Bowgreave Rise	8
4.2 Residents remaining at the existing care home whilst the extra care scheme is built.....	12
4.3 Demolishing the care home after the extra care scheme has been built and all residents have moved out.....	16
4.4 Following the demolition, building supported housing for people with social care needs on the cleared land	20
Appendix 1 – respondent profile	26

1. Executive summary

This report summarises the response to Lancashire County Council's consultation on the proposal to replace Bowgreave Rise residential care home with extra care housing.

The consultation ran for eight weeks between 22 January and 18 March 2020, using a self-completion questionnaire to gather feedback on the proposal. Both a paper and online option of the questionnaire were available for completion. An electronic version of the consultation questionnaire was available online at www.lancashire.gov.uk.

A total of 267 responses were received. 150 responses were received from the community, 68 from residents, carers or family members, 30 from staff, and 19 from other respondents.

1.1 Key findings

- Half of the respondents (52%) disagreed with the proposal to build an extra care scheme in the grounds of Bowgreave Rise because they felt it will not meet care requirements (current and future)
- Two in five (39%) agreed with the proposal, although not wholly due to the appeal of extra care, but also because it is seen as an opportunity to increase and improve care provision in the area to meet present and future needs.
- Some respondents would like extra care provision to be in addition to, not in replacement of, the existing care provision at Bowgreave Rise.
- An underlying requirement shared by respondents throughout the survey was to ensure any development meets current and future care needs.
- Respondents had a perception that there is a high demand for dementia care in the area – both at present and in the future.
- The most frequently mentioned concern from respondents was for the best interests of existing residents on all aspects of the proposal. Respondents consistently mentioned current residents' needs, requirements, safety and wellbeing.
- There was a view from some respondents for updating and operating the existing Bowgreave Rise residential care home.

2. Introduction

Bowgreave Rise in Garstang is an older people's residential care home owned and managed by Lancashire County Council. Bowgreave Rise was built in 1970 and its layout makes it difficult to meet modern quality standards and current expectations. For example, there are shared toilets and bathrooms. However, the care offered at the home is of a good standard and has been rated 'Good' by the Care Quality Commission, which is responsible for monitoring, inspecting and regulating health and social care services.

On 16 January 2020, Cabinet agreed to hold a consultation on the proposal to replace Bowgreave Rise residential care home with extra care housing.

Extra care housing is designed to enable people to remain independent as long as possible and supports wellbeing and an active lifestyle. It is a tried, tested and well-received alternative to residential care.

The county council, working closely with stakeholders and partners, at the time of the consultation was proposing to develop 68 one and two bedroom self-contained 'extra care' flats each with their own bathroom, kitchen/lounge and bedroom. The scheme would have communal facilities including a restaurant and lounge for residents. Care staff would be available onsite 24 hours a day and 7 days a week in case of emergencies, as well as for any planned care required.

In the consultation proposal, most properties were likely to be rented. Tenants would be assessed financially and depending on their income, might be able to get housing benefit to cover all or part of the rental cost. Their care needs would also be identified and met. Any financial contribution would again be dependent on their income.

We would support current Bowgreave Rise residents and their families in deciding whether transferring to the extra care housing or moving to another appropriate setting would be in their best interests, depending upon their needs and wishes. We would also make sure that the wellbeing of current residents was a priority should this proposal be approved.

2.1 The proposal

- Working closely with stakeholders and partners to develop an extra care scheme in the grounds of Bowgreave Rise, subject to planning permission, which once completed would replace the existing residential care home.
- Support the current residents of Bowgreave Rise to continue to live within the residential care home whilst the extra care scheme is built, or seek alternative accommodation if that is the preferred option for residents and their families. We would work with the developer in order to minimise disruption.

- Demolish the care home once all residents have moved into either the extra care scheme or another appropriate setting, as determined by their needs and wishes.
- Build supported housing for people with social care needs on the cleared site subject to planning permission.

2.2 Timescales

- 16 January 2020 Cabinet agreed to consult on the proposals
 - 22 January to 18 March 2020 eight week consultation with current residents and their relatives or representatives, staff, people living locally and partner organisations
 - May 2020 reporting the consultation outcomes to Cabinet
 - 2020 planning application submitted
 - 2021 construction starts subject to planning approval
 - 2022 completion of extra care scheme
 - 2023 demolition of care home
- Please note that due to circumstances caused by the Covid 19 pandemic, the post consultation timescales were not achievable

3. Methodology

A self-completion questionnaire was used to gather feedback on the Bowgreave Rise proposal. Respondents had the option to complete and submit the questionnaire either online or by paper-based questionnaire (a prepaid envelope was provided for postal return). An electronic version of the consultation questionnaire was available online at www.lancashire.gov.uk.

To explore opinions on specific aspects of the proposal respondents were provided four statements on

- building an extra care scheme in the grounds at Bowgreave Rise
- residents remaining at the existing care home whilst the extra care scheme is built
- demolishing the care home after the extra care scheme has been built and all residents have moved out
- following the demolition, building supported housing for people with social care needs on the cleared land

Respondents were asked how strongly they agreed or disagreed with each statement and then asked to provide why they felt that way for each statement. Respondents were then asked how the proposal would affect them, and if anything about the proposal could be done differently.

Two briefing meetings were held for residents' relatives and representatives. An information leaflet, a Lancashire Evening Post article about extra care housing and an article illustrating the differences between residential care and extra care were also made available.

Posters publicising the consultation were displayed at the care home and in the local area. Staff offered individual support to any residents who needed help to understand or respond to the consultation.

The consultation was also promoted via social media, a press release and on the county council website. It was promoted to county councillors via C-First (the councillors' portal). An email was sent out encouraging stakeholders such as people living locally and partner organisations to have their say.

The fieldwork ran for eight weeks between 22 January and 18 March 2020. A total of 267 questionnaires were returned.

3.1 Limitations

The findings presented in this report cannot be assumed to be fully representative of the views of all residents of Lancashire nor all users and stakeholders of Bowgreave Rise. They should only be taken as reflecting the views of people who were made aware of the consultation and who, given the opportunity, felt compelled to respond.

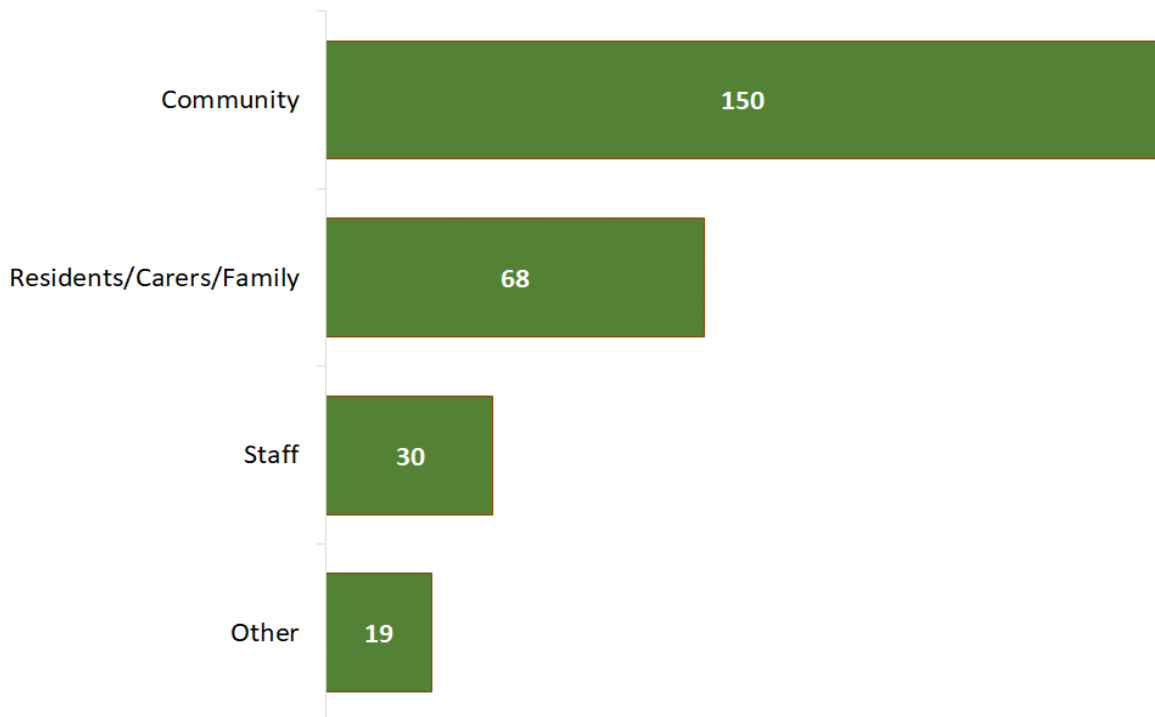
In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

4. Main findings

Respondents were first asked to classify themselves on how they were responding to the consultation.

- Over half (56%) of the responses to the consultation were from members of the community, which includes those local to Garstang and from the wider area.
- A quarter of responses were from current residents of Bowgreave Rise or their carers or family members.
- Thirty respondents were members of staff at Bowgreave Rise.
- The other category includes respondents who chose 'other' but did not provide the additional requested information.
- Five responses were received from Lancashire County Council, district or parish councillors. Their responses have been included within the community grouping.

Chart 1 - Are you completing this survey as...?



Base: all respondents (267)

To explore opinions on specific aspects of the proposal respondents were provided with the following four statements

- building an extra care scheme in the grounds at Bowgreave Rise
- residents remaining at the existing care home whilst the extra care scheme is built
- demolishing the care home after the extra care scheme has been built and all residents have moved out
- following the demolition, building supported housing for people with social care needs on the cleared land

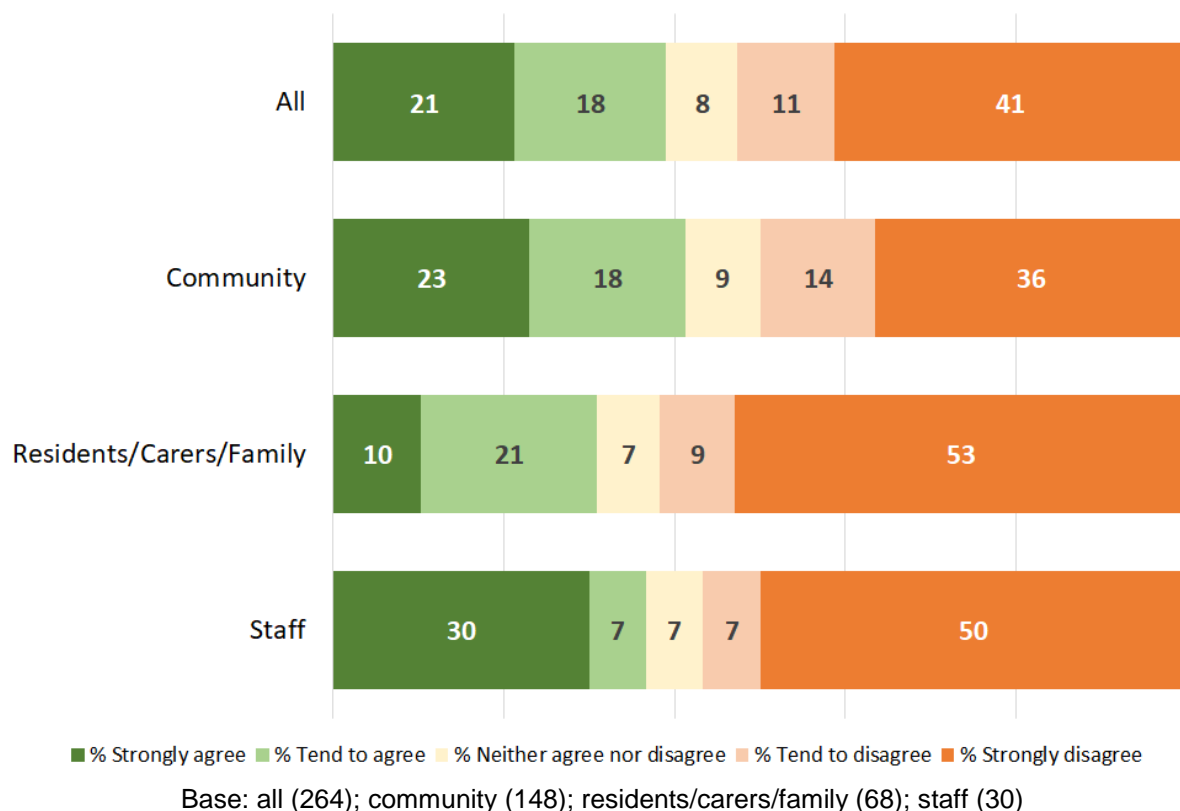
Respondents were asked how strongly they agreed or disagreed with each statement and then asked to provide why they felt that way for each.

4.1 Building an extra care scheme in the grounds of Bowgreave Rise

Respondents were asked how strongly they agreed or disagreed with building an extra care scheme in the grounds of Bowgreave Rise.

- Just over half of all respondents disagreed with building an extra care scheme in the grounds of Bowgreave Rise.
- The strength of disagreement is very high, the majority of those who disagreed tending to strongly disagree.
- Residents/carers/family respondents disagreed the most - with two out of three disagreeing and less than one in three agreeing with the proposal.
- Two in five respondents did agree with the proposal. Almost a third (30%) of staff strongly agree with the proposal. The lowest agreement with the proposal is amongst residents/carers/family with less than 1 in 3 agreeing and only 10% strongly agreeing.

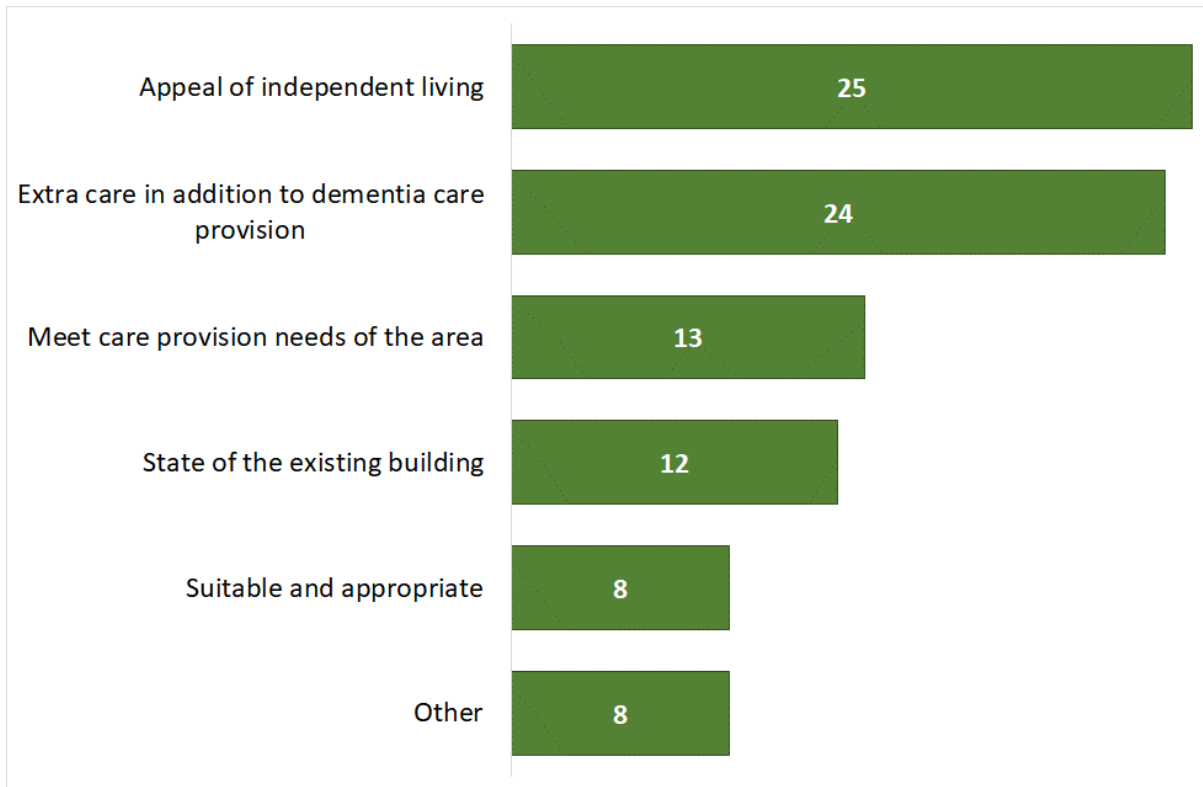
Chart 2 - Building an extra care scheme in the grounds of Bowgreave Rise



For those respondents who **agreed** with the proposal to build an extra care scheme in the grounds of Bowgreave rise and made a comment, they gave the following responses.

- Over a third of those who agreed with the proposal and commented, gave their reason as the appeal of independent living.
- A similar number agreed, but provided that extra care is in addition to provision for dementia care.
- More than half of the comments received from those agreeing are not driven by extra care, but driven by opportunity to increase and invest in care provision in the area.

Chart 3 - Reasons given by respondents who agreed with building an extra care scheme in the grounds of Bowgreave Rise?

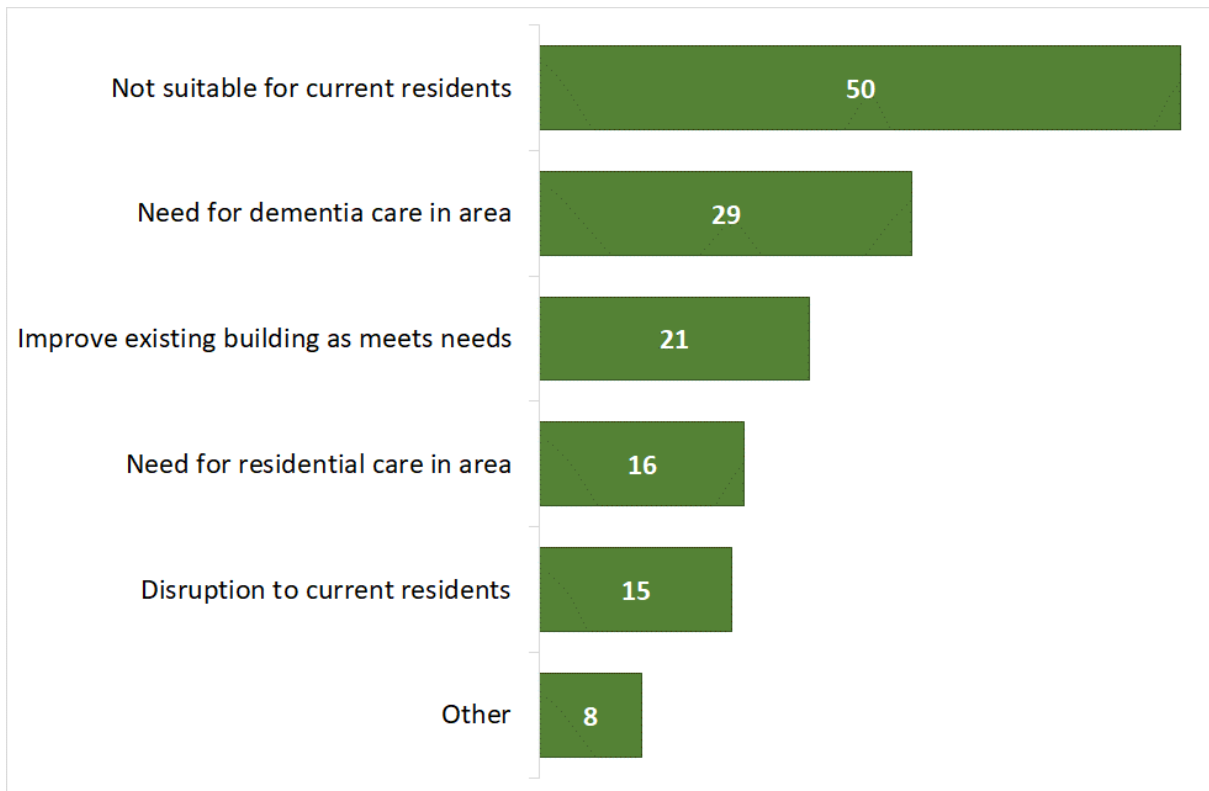


Base: all who strongly agree or tended to agree with "Building an extra care scheme in the grounds of Bowgreave Rise" and made a comment (71)

For those respondents who **disagreed** with the proposal to build an extra care scheme in the grounds of Bowgreave rise and made a comment, they gave the following responses.

- Respondents felt extra care was unsuitable for existing residents and this is the most frequent reason for disagreeing.
- Respondents felt there was a need for dementia and/or residential care, which is not being met by proposal.
- The existing provision was seen as sufficient, and consideration for current residents were also influencing factors for respondents who disagreed with building extra care at Bowgreave Rise.

Chart 4 - Reasons given by respondents who disagreed with building an extra care scheme in the grounds of Bowgreave Rise?

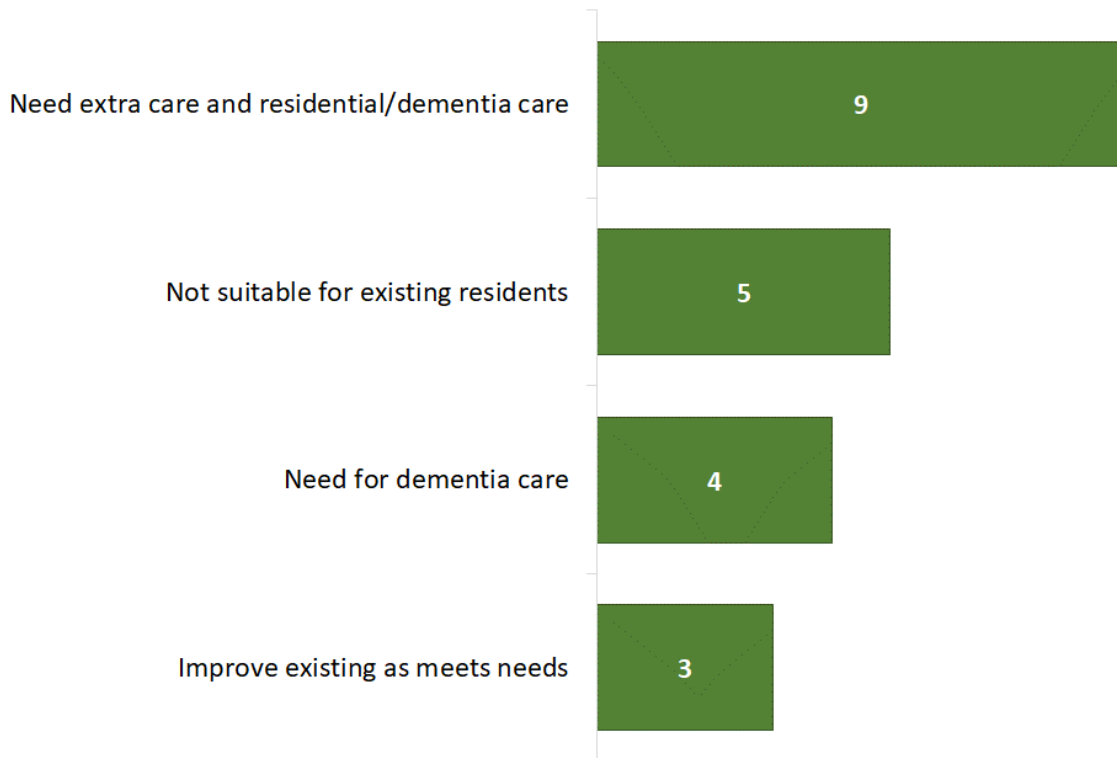


Base: all who strongly disagree or tended to disagree with "Building an extra care scheme in the grounds of Bowgreave Rise" and made a comment (112)

For those respondents who **neither agreed or disagreed** with the proposal to build an extra care scheme in the grounds of Bowgreave rise and made a comment, they gave the following responses.

- The key reasons provided by this small group were their concerns for existing residents and the belief in need for dementia care.

Chart 5 - Reasons given by respondents who neither agreed or disagreed with building an extra care scheme in the grounds of Bowgreave Rise?



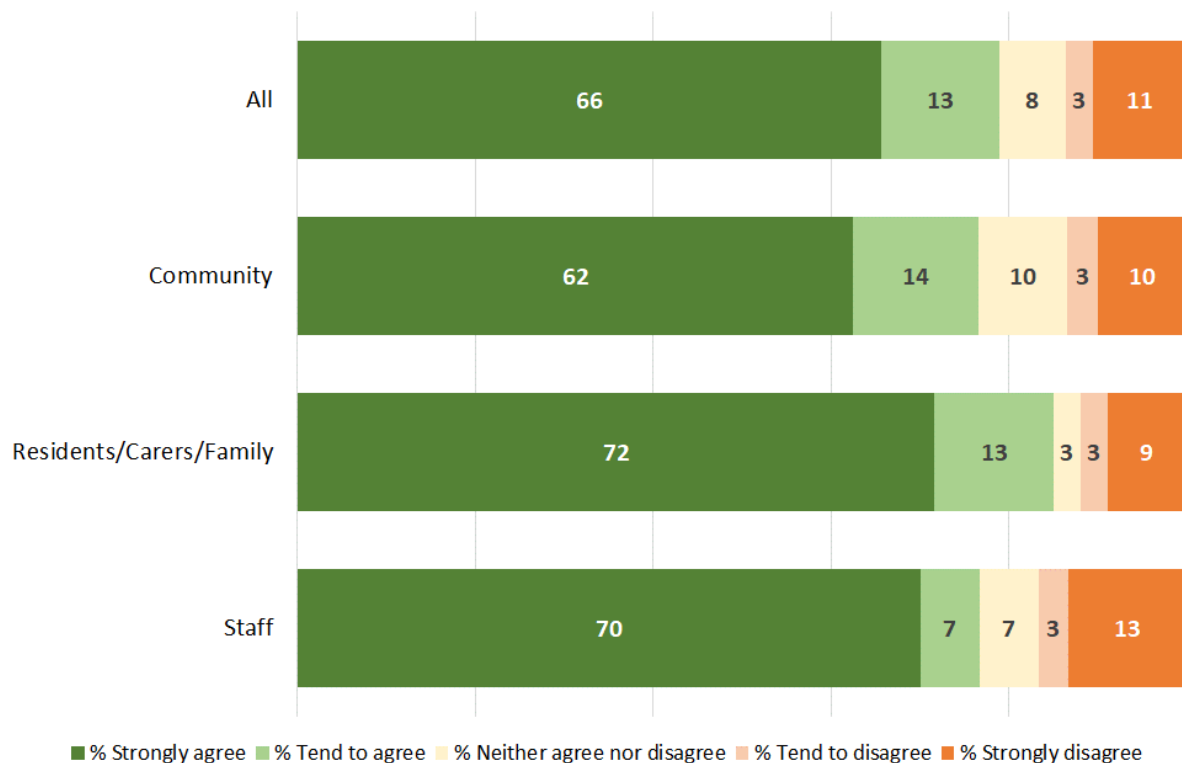
Base: all who neither agreed or disagreed with "Building an extra care scheme in the grounds of Bowgreave Rise" and made a comment (16)

4.2 Residents remaining at the existing care home whilst the extra care scheme is built

Respondents were asked how strongly they agreed or disagreed with residents remaining at the existing care home whilst the extra care scheme is being built.

- Four in five respondents (79%) believed the current residents should remain in their existing Bowgreave Care home during the extra care build with majority of these tending to strongly agree.
- One in 10 respondents strongly disagreed with residents continuing to live at the existing site during the build.

Chart 6 - Residents remaining at the existing care home whilst the extra care scheme is built

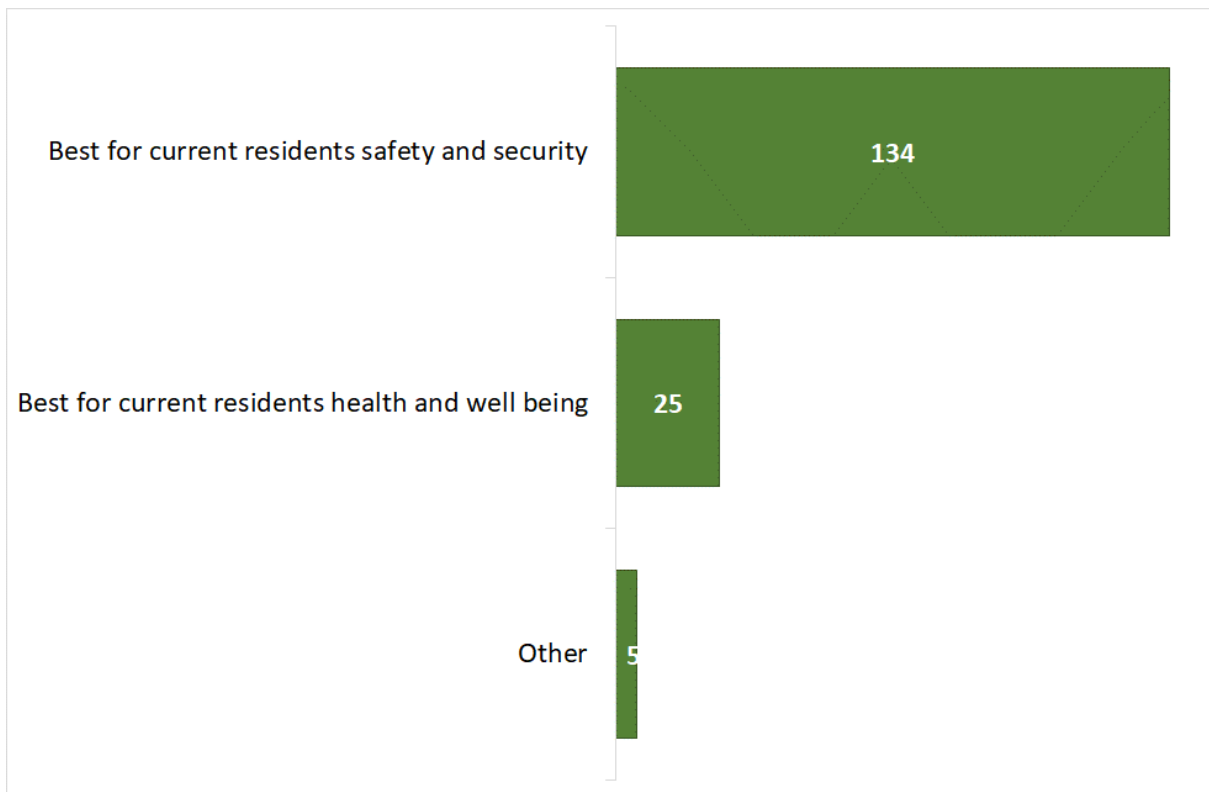


Base: Base: all (265); community (149); residents/carers/family (67); staff (30)

For those respondents who **agreed** with residents remaining at the existing care home whilst the extra care scheme is being built, and made a comment, they gave the following responses.

- The best interest of residents – commenting on familiarity, family, avoiding disturbance, minimise change and specific needs due to dementia.

Chart 7 - Reasons given by respondents who agreed with residents remaining at the existing care home whilst the extra care scheme is being built

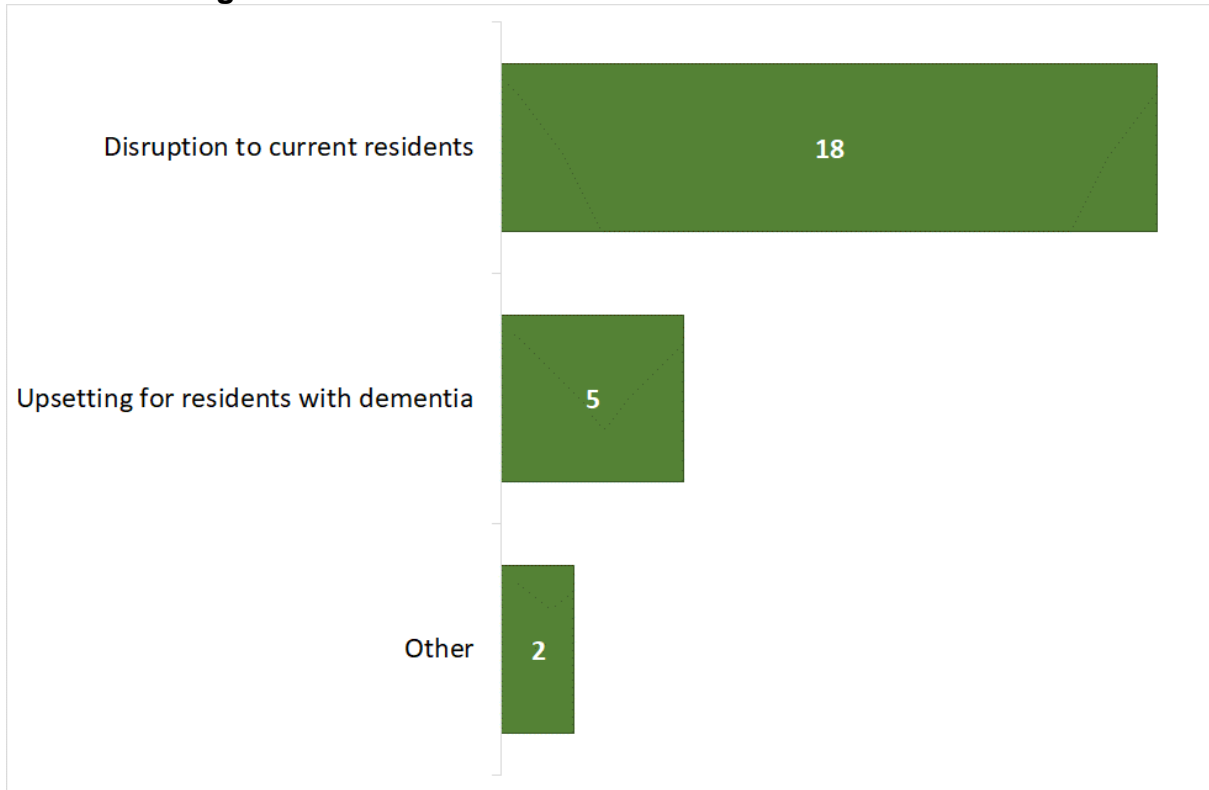


Base: all who agreed with "Residents remaining at existing care home whilst the extra care scheme is being built" and made a comment (148)

For those respondents who **disagreed** with residents remaining at the existing care home whilst the extra care scheme is being built, and made a comment, they gave the following responses.

- There was concern for current residents both in terms of their comfort and wellbeing.

Chart 8 - Reasons given by respondents who disagreed with residents remaining at the existing care home whilst the extra care scheme is being built?



Base: all who disagreed with "Residents remaining at existing care home whilst the extra care scheme is being built" and made a comment (25)

For those respondents who **neither agreed or disagreed** with residents remaining at the existing care home whilst the extra care scheme is being built, and made a comment, they gave the following responses.

- Although a small number of comments, respondents focus on the best interest of residents, such as concern for the wellbeing and needs of residents as reasons for neither agreeing or disagreeing.

Chart 9 - Reasons given by respondents who neither agreed or disagreed with residents remaining at the existing care home whilst the extra care scheme is being built?



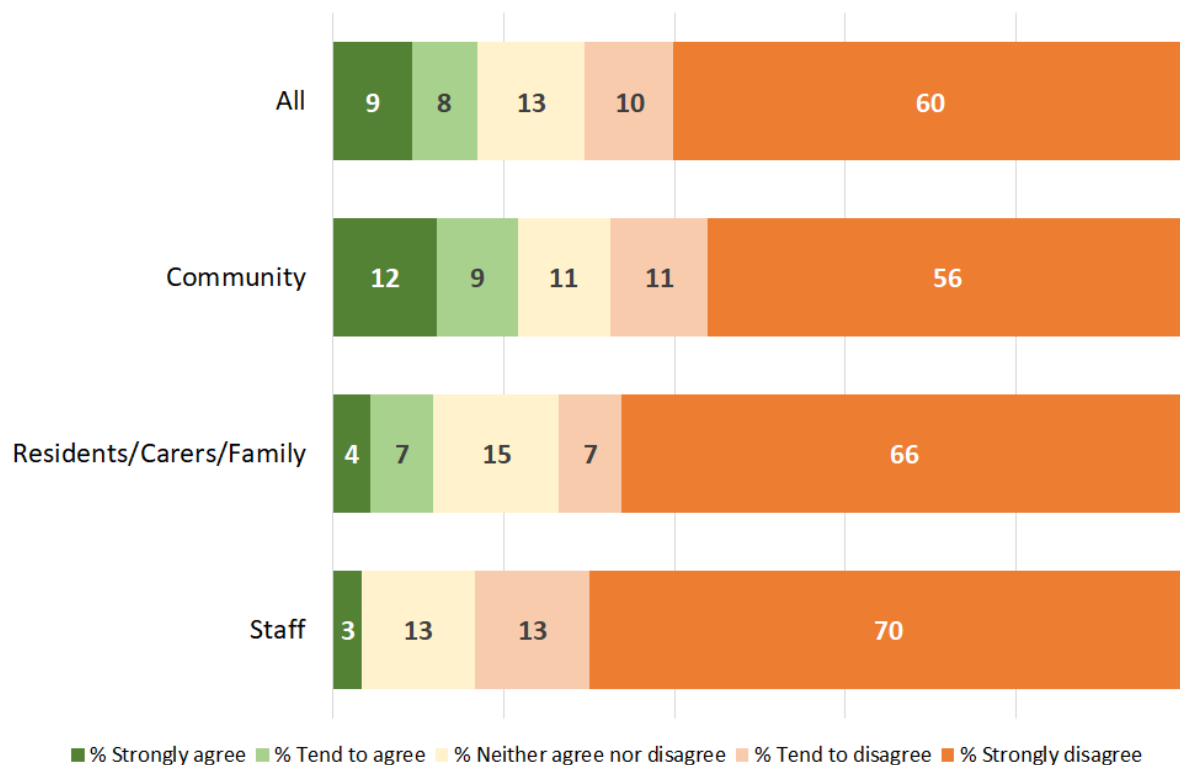
Base: all who neither agreed or disagreed with "Residents remaining at existing care home whilst the extra care scheme is being built" and made a comment (12)

4.3 Demolishing the care home after the extra care scheme has been built and all residents have moved out

Respondents were asked how strongly they agreed or disagreed with demolishing the care home after the extra care scheme has been built and all residents have moved out.

- 70% of respondents believed Bowgreave Care home should not be demolished. This opinion is highest amongst staff, with more than four in five disagreeing.
- It should also be noted that the majority of those who disagreed, expressing that they strongly disagreed.
- One in five of community respondents did agree with the demolition of the care home after the extra care scheme has been built and all residents have moved out.

Chart 10 - Demolishing the care home after the extra care scheme has been built and all residents have moved out

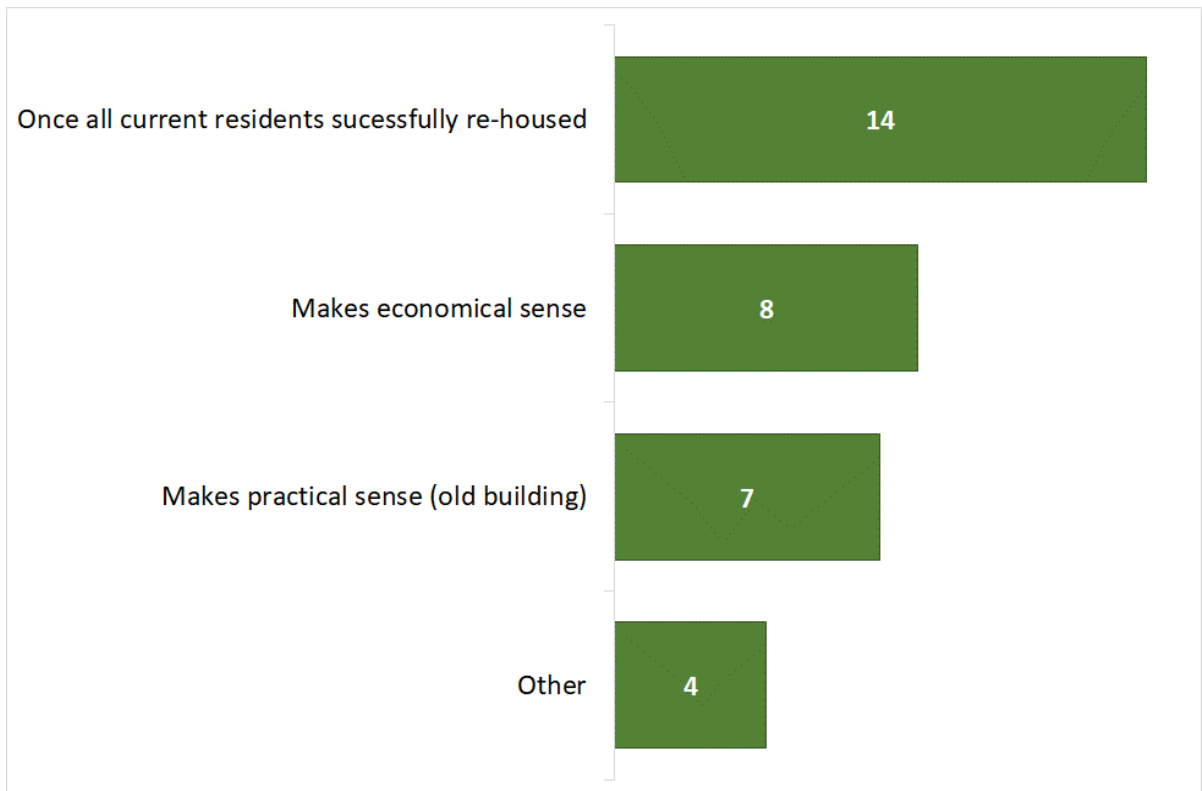


Base: Base: all (264); community (148); residents/carers/family (68); staff (30)

For those respondents who **agreed** with demolishing the care home after the extra care scheme is built and all residents have moved out, and made a comment, they gave the following responses.

- Those who agreed to demolition did so on the condition that all residents are successfully re-housed first.
- Respondents reflect pragmatism in their reasons for agreeing with the demolition by providing cost efficiency and the state of existing building as their reasons for agreeing to demolition of care home.

Chart 11 - Reasons given by respondents who agreed with demolishing the care home after the extra care scheme has been built and all residents have moved out



Base: all who agree with "Demolishing the care home after the extra care scheme is been built and all residents moved out" and made a comment (33)

For those respondents who **disagreed** with demolishing the care home after the extra care scheme is built and all residents have moved out, and made a comment, they gave the following responses.

- Respondents who disagreed to demolishing, said they believed in continued role and value of Bowgreave Rise, as it meets and delivers care needs.
- There is a lot of sentiment and emotive attachment to Bowgreave Rise from some respondents, such as its history, part of community, and 'home' of family members, and therefore are reluctant to lose it.
- Respondents also felt that the needs and interests of existing residents should be considered, as extra care would not be suitable to meet those needs.

Chart 12 - Reasons given by respondents who disagreed with demolishing the care home after the extra care scheme has been built and all residents have moved out



Base: all who disagree with "Demolishing the care home after the extra care scheme is been built and all residents moved out" and made a comment (138)

For those respondents who **neither agreed or disagreed** with demolishing the care home after the extra care scheme is built and all residents have moved out, and made a comment, they gave the following responses.

- Respondents mentioned the best interests of existing residents, such as concern for their wellbeing and impact on them.

Chart 13 - Reasons given by respondents who neither agreed or disagreed with demolishing the care home after the extra care scheme has been built and all residents have moved out



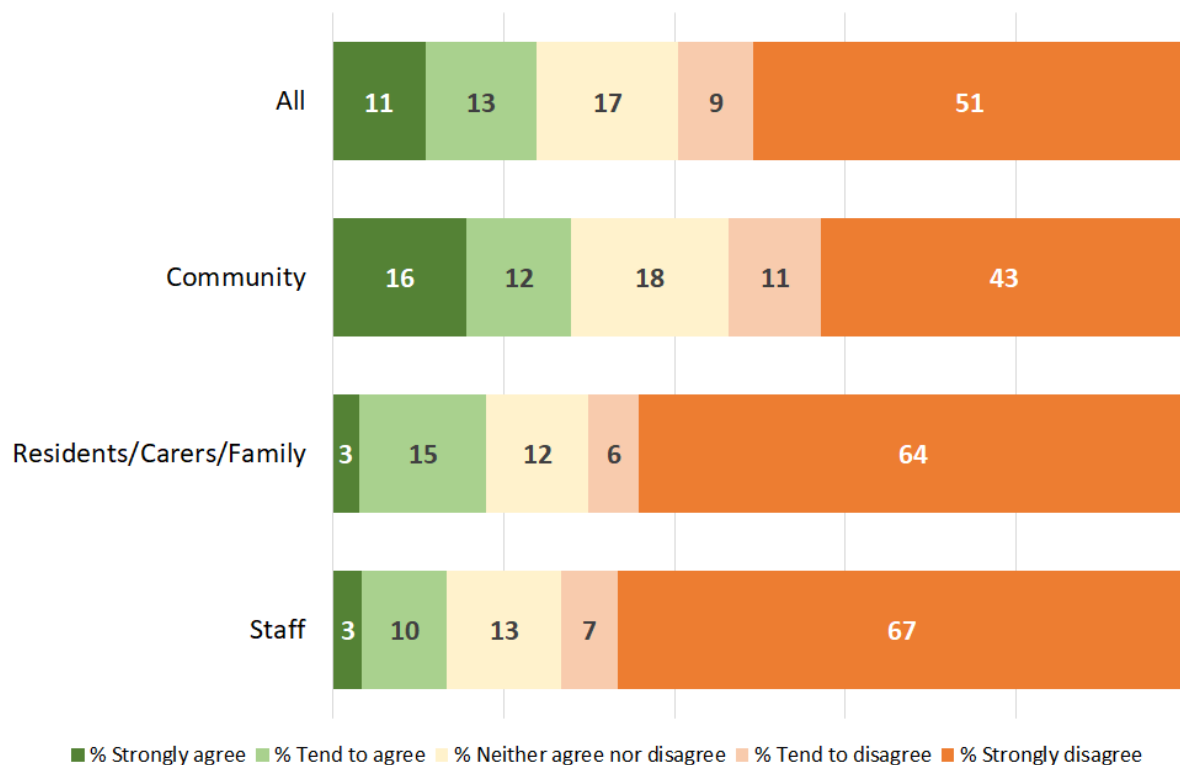
Base: all who neither agree or disagree with "Demolishing the care home after the extra care scheme is been built and all residents moved out" and made a comment (19)

4.4 Following the demolition, building supported housing for people with social care needs on the cleared land

Respondents were asked how strongly they agreed or disagreed with following the demolition, building supported housing for people with social care needs on the cleared land.

- Just under two thirds (60%) of all respondents disagreed with building supported housing, with the majority of these strongly disagreeing.
- Residents/carers/family and staff were most likely to disagree (70% and 74% respectively), with two thirds of each group strongly disagreeing with the idea of building supported housing on the cleared land.

Chart 14 - Following the demolition, building supported housing for people with social care needs on the cleared land

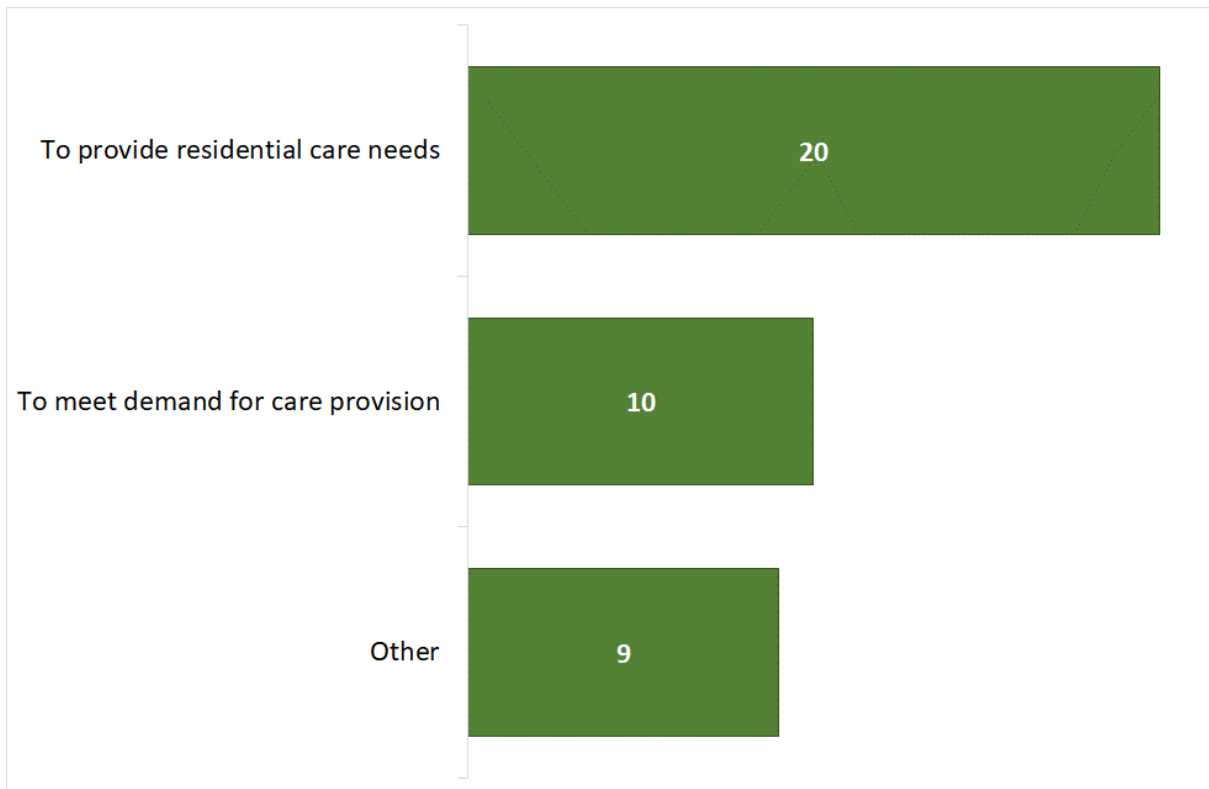


Base: Base: all (264); community (147); residents/carers/family (67); staff (30)

For those respondents who **agreed** with, following the demolition, building supported housing for people with social care needs on the cleared land, and made a comment, they gave the following responses.

- Although respondents agreed with the statement, the underlying reasons for agreeing are associated with meeting residential and other care needs of residents.

Chart 15 - Reasons given by respondents who agreed with, following the demolition, building supported housing for people with social care needs on the cleared land

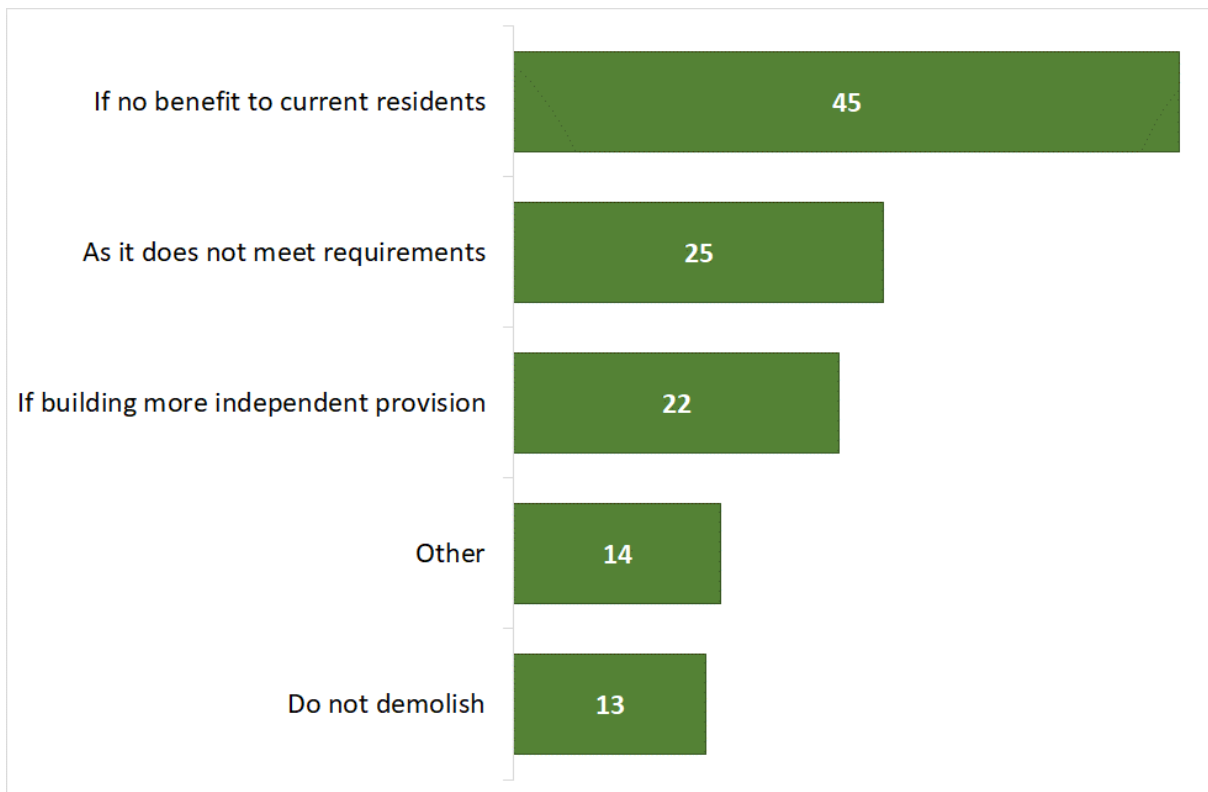


Base: all who agree "Following the demolition, building supported housing for people with social care needs on the cleared land" and made a comment (35)

For those respondents who **disagreed** with, following the demolition, building supported housing for people with social care needs on the cleared land, and made a comment, they gave the following responses.

- The needs and interest of current residents was the most given reason for disagreeing with the idea of supported housing, if the proposal did not benefit current residents.
- There was a feeling that proposal would not meet existing or future needs and is not what is required.

Chart 16 - Reasons given by respondents who disagreed with, following the demolition, building supported housing for people with social care needs on the cleared land

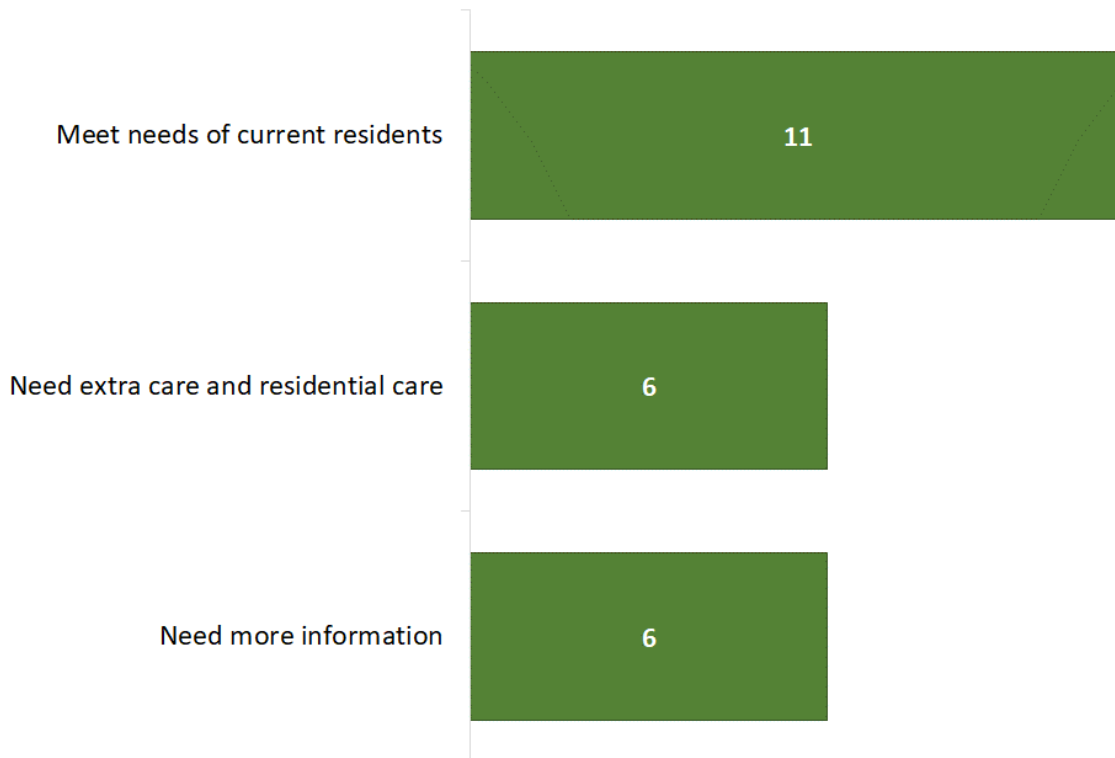


Base: all who disagree "Following the demolition, building supported housing for people with social care needs on the cleared land" and made a comment (107)

For those respondents who **neither agreed or disagreed** with, following the demolition, building supported housing for people with social care needs on the cleared land, and made a comment, they gave the following responses.

- For those who neither agreed or disagreed with the idea of building supported housing the main reason given was any development needed to meet current and future care needs.

Chart 17 - Reasons given by respondents who neither agreed or disagreed with, following the demolition, building supported housing for people with social care needs on the cleared land

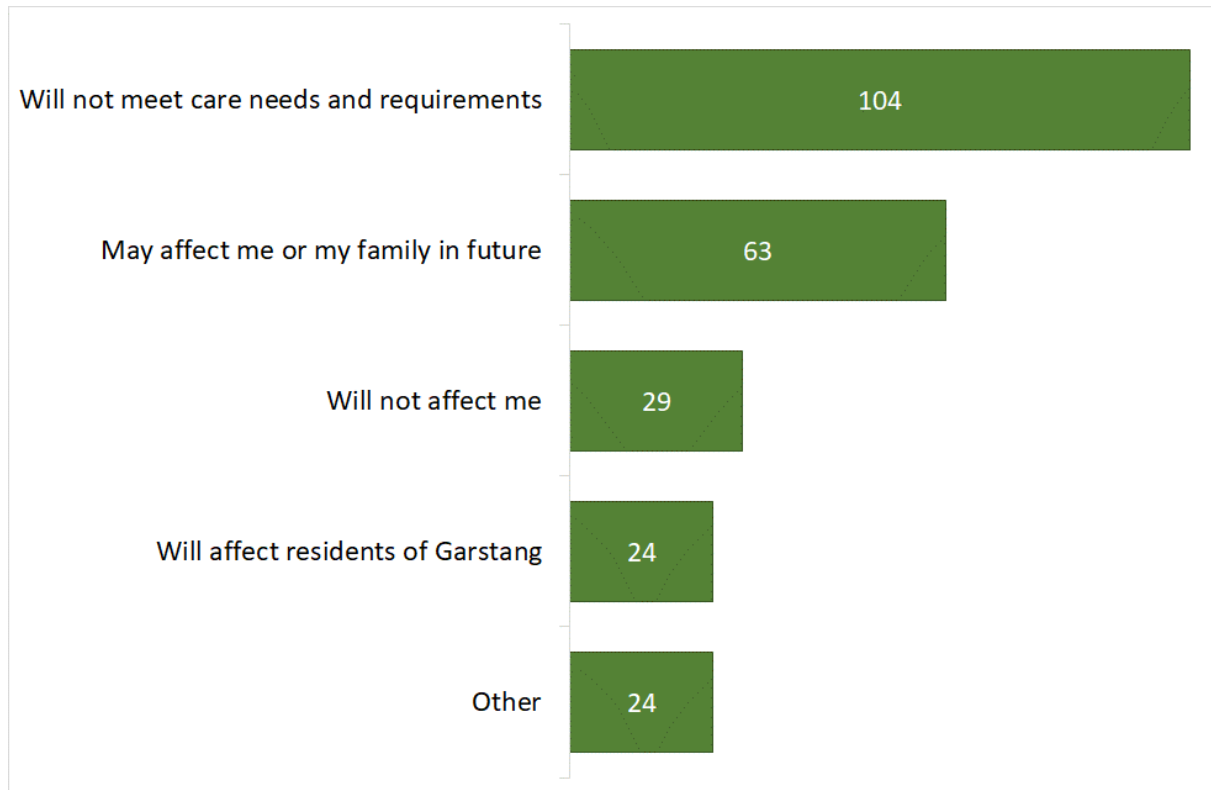


Base: all who disagree "Following the demolition, building supported housing for people with social care needs on the cleared land" and made a comment (21)

Respondents were then asked how the proposal would affect them.

- Respondents were most likely to say that the impact of the proposal was that it would not meet care needs or requirements.
- A quarter of respondents who commented said that the proposal would affect them or their family in the future.

Chart 18 - How will the proposal affect you?

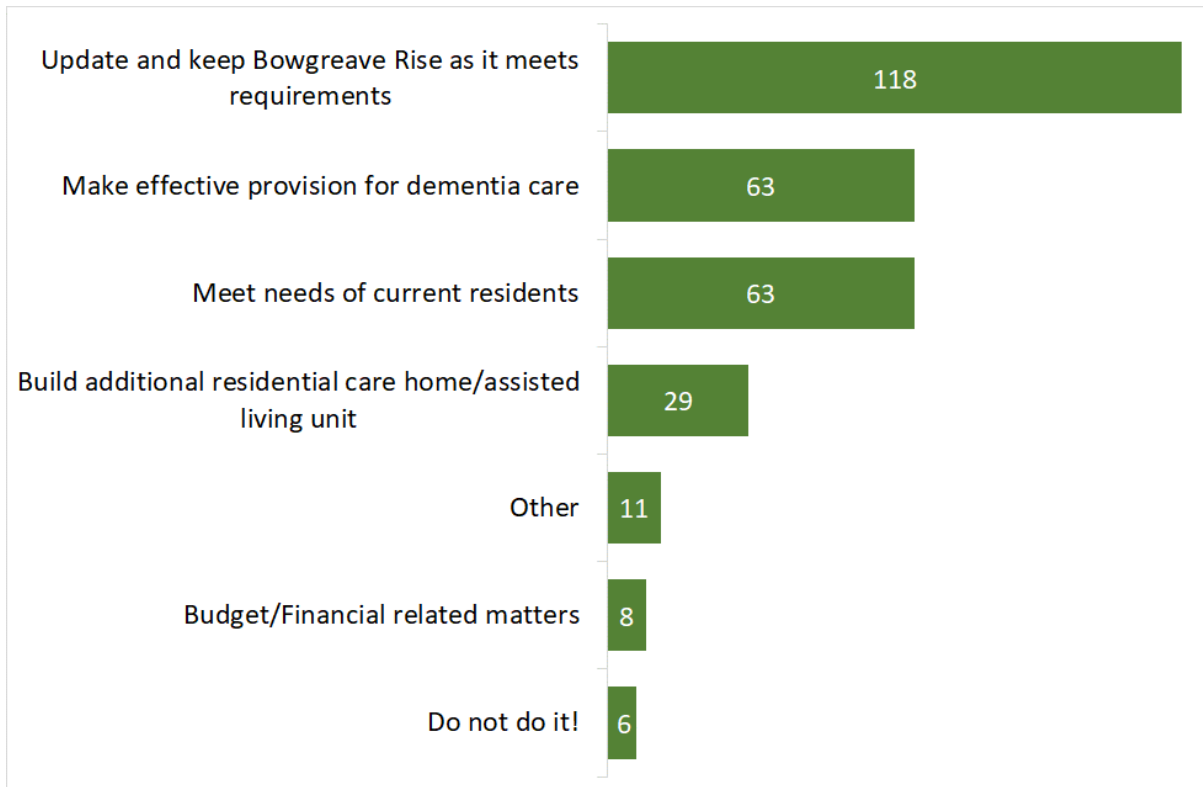


Base: all who provided comment "How will the proposal affect you?" (217)

Respondents were then asked if there was anything about the proposal that they thought could be done differently.

- The most frequent comment made was that Bowgreave Rise should be kept and updated.
- Respondents wanted any proposal to be needs driven, meeting the needs of existing residents, dementia care requirements and the anticipated future care needs of the area.

Chart 19 - Is there anything else about this proposal that you think we could do differently?



Base: all who provided comment "How will the proposal affect you?" (216)

Appendix 1 – respondent profile

Table 1 - Are you...?

	%
Resident of Lancashire County Council	54%
Carer or family member of a Bowgreave Rise resident	15%
Member of staff at Bowgreave Rise care home	12%
Bowgreave Rise resident or completing on behalf of	8%
Other	7%
Member of a voluntary or community organisation	2%
Elected member of Lancashire County Council	1%
Elected member of a parish or town council in Lancashire	1%

Base: all respondents (257)

Table 2 - Are you...?

	%
Female	81%
Male	16%
Prefer not to say	3%

Base: all respondents (262)

Table 3 - What is your age?

	%
Under 25	5%
25-39	16%
40-49	23%
50-59	27%
60-69	15%
70-79	7%
80-89	3%
90+	1%
Prefer not to say	3%

Base: all respondents (264)

Table 4 - What is your ethnic background?

	%
White	90%
Other	4%
Prefer not to say	6%

Base: all respondents (263)

Table 5 - Do you have a disability?

	%
Yes	8%
No	84%
Prefer not to say	8%

Base: all respondents (264)

Bowgreave Rise Residential Care Home

Provision of Care Beds in Wyre for People with Dementia

This table demonstrates that there are low levels of provision in Wyre compared to other areas of Lancashire with only 26 beds per 1,000 population who are over 65 years old. This in contrast to Rossendale with the highest level of provision at 47 beds per 1000 population. The figure is based on the number of care beds which people living with dementia can access, but are not exclusively for people with dementia.

	People aged 65 year old or over*	Number of care home beds	Beds per 1,000 population aged 65+
Burnley	16669	528	31.67
Chorley	23600	779	33.00
Fylde	22282	735	32.98
Hyndburn	14986	702	46.84
Lancaster	29106	826	28.37
Pendle	17210	513	29.80
Preston	21099	813	38.53
Ribble Valley	14437	436	30.20
Rossendale	13393	631	47.11
South Ribble	23801	675	28.36
West Lancashire	25313	848	33.50
Wyre	31131	832	26.72
Grand Total	253027	8318	32.87

*2019 mid year estimates

Equality Analysis Toolkit

Bowgreave Rise

For Decision Making Items

September 2020

Question 1 - What is the nature of and are the key components of the proposal being presented?

August 2020

In response to consultation, the proposal has now been amended to include the development of a new residential care home, which is in addition to the extra care scheme. Current residents would remain in the existing care home during the period of construction and then transfer to the new care home.

January 2020

The proposal is to seek approval for a consultation to begin on the proposal to develop an Extra Care Scheme facility in the grounds of Bowgreave Rise, which once completed would replace the existing residential care home.

Question 2 - Scope of the Proposal

Is the proposal likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected?

August 2020

Cabinet is recommended to:

- (i) note the feedback from the consultation in relation to the initial proposals for the replacement of the Bowgreave Rise care home;
- (ii) note the data and evidence in relation to the prevalence of dementia and the current supply of care beds;
- (iii) approve the outline proposals for the procurement, funding, delivery and operation of separate care home and extra care

facilities on the Bowgreave Rise site.

The new proposal now includes the development of a replacement residential care home which is in addition to the proposal to develop the extra care scheme

January 2020

Bowgreave Rise is an older person's residential care home in Garstang owned by the County Council and managed and operated by Adult Services.

The proposal is

- to seek approval for a consultation to begin on the proposal to develop an Extra Care scheme facility in the grounds of Bowgreave Rise, which once completed would replace the existing residential care home.
- To seek approval for consultation to begin from 22 January 2020 for an 8 week period
- To endorse the outline timetable for bringing a further report back to Cabinet for final decision in May 2020.
- This Equality Analysis will be updated to reflect the findings of the consultation and the updated version will form part of the documentation presented to Cabinet Members as part of their considerations.

The primary impact will be on the residents of Bowgreave Rise (including those people who move into the home during the next few years whilst the build is being completed) all of whom are older people and some of whom are also disabled or suffer ill health – age and disability protected characteristics. The closure will also impact on relatives and friends of residents and also on staff at Bowgreave Rise – most of whom are likely to be women.

Question 3 – Protected Characteristics Potentially Affected

Could the proposal have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely:

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership Status

And what information is available about these groups in the County's population or as service users/customers?

August 2020

By amending the proposal to include the development of a new care home all residents who currently live in the residential care home would be able to move to the new care home unless their needs change. This means that there is a consistency in terms of staff and other residents.

January 2020

Any decision to close Bowgreave Rise will impact on current residents and those resident at the time of any closure who are older people (age protected characteristic) and some of whom are disabled people (disability protected characteristic). For some this may be mitigated by the building of the Extra Care Scheme facility in the grounds, but at this stage it is not clear how many people would be able or would wish to use that facility.

Resident breakdown as of 16th December 2019

Bowgreave Rise

Number of Residents	Gender		Type of Resident	-	Ethnicity
	Male	Female			
			Dementia	Rehab	White British

	65-69				<1 year	12	
Age Group	70-74			Length of residency	1 year < 2 years	4	
	75-79		2		2 years < 3 years	5	
	80-84		8		3 years < 4 years	5	
	85-89		10		4 years < 5 years		
	90-94		5		5 years < 6 years	1	
	95-99		4		6 years < 7 years		
	100-104		1		7 years < 8 years	3	
	Sub Total				8 years < 9 years		
	Total Number of Residents	30			9 years < 10 years		
			10 years < 11 years				
			11 years < 12 years				
			12 years < 13 years				
			18 years				
			TOTAL		30		

All residents have some form of disability/health conditions including; dementia, depression, frailty, heart disease, heart bypass, hypertension, stroke, kidney disease, cataracts, immobility, COPD, osteoarthritis, angina, memory problems, glaucoma, polymyalgia, age related macular degeneration, diabetes.

Question 4 – Engagement/Consultation

How have people/groups been involved in or engaged with in developing this proposal?

August 2020



Bowgreave Rise
Consultation Report

The consultation in relation to the initial proposals for the Bowgreave Rise site commenced on 22 January 2020 for an 8-week period and ended on 18th March 2020.

The detailed analysis of the feedback is contained in the embedded document. The key themes are summarised below.

- Half of the respondents (52%) disagreed with the proposal to build an extra care scheme in the grounds of Bowgreave Rise because they felt it will not meet care requirements.(current and future)
- Two in five (39%) agreed with the proposal, although not wholly, due to the appeal of extra care, but also because it is seen as an opportunity to increase and improve care provision in the area to meet present and future needs.
- Some respondents would like extra care provision to be in addition to, not in replacement of, the existing care provision at Bowgreave Rise.
- An underlying requirement shared by respondents throughout the survey was to ensure any development meets current and future care needs.
- Respondents had a perception that there is a high demand for dementia care in the area – both at present and in the future.
- The most frequently mentioned concern from respondents was for the best interests of existing residents on all aspects of the proposal. Respondents consistently mentioned current residents'

needs, requirements, safety and wellbeing.

- There was a view from some respondents for updating and operating the existing Bowgreave Rise residential care home.

In addition, 2 meetings were held with staff, residents and their families in order to explain the proposals and obtain feedback.

A strong theme throughout all consultation responses was concern about the loss of Bowgreave Rise and its facilities and the strength of this concern is reflected in our revised proposal.

January 2020

The purpose of this proposal is to seek permission for a consultation process to commence. This will support the decision making process about the future of Bowgreave Rise and the proposed construction of an Extra Care Facility. The consultation will occur over a minimum 8 week period and follow the Cabinet Code of Practice on Consultation which sets out a best practice model for consultations. The outcome of the consultation will be carefully analysed and reported back to the Cabinet for their consideration in due course and will also be used to update and complete this Equality Analysis.

Consultation will include the following groups:

- Existing residents of Bowgreave Rise, their relatives, advocates and representatives;
- Staff at Bowgreave Rise;
- GPs and relevant healthcare professionals;
- Fylde and Wyre Clinical Commissioning Group;
- Wyre Borough Council;
- Care Quality Commission;
- Community, Voluntary and Faith sector groups, particularly those working with or representing older people and operating in the

Garstang area;

- County Councillors and other elected representatives such as Borough Councillors and MPs;
- Garstang Town Council;
- Local people living in Garstang.

Any other individuals or stakeholders who wish to take part will be engaged too.

The consultation period is estimated to last from 22 January 2020 to 16th March 2020 and on the basis of an analysis of all the feedback a report will be prepared for Cabinet for its May 2020 meeting.

Question 5 – Analysing Impact

Could this proposal potentially disadvantage particular groups sharing protected characteristics and if so which groups and in what way? This pays particular attention to the general aims of the Public Sector Equality Duty:

- To eliminate unlawful discrimination, harassment or victimisation because of protected characteristics;
- To advance equality of opportunity for those who share protected characteristics;
- To encourage people who share a relevant protected characteristic to participate in public life;
- To contribute to fostering good relations between those who share a relevant protected characteristic and those who do not/community cohesion;

August 2020

As a result of the amendments to the proposal, all residents should be able to move to the new service. Whilst they will need to become familiar with a new building, there will be consistency in terms of staff

and other residents. The building will be designed to a high standard and existing staff and residents will be involved in the internal design of the service. People sharing protected characteristics should not be disadvantaged by this proposal. There will be improved facilities in the Garstang area for older people and people with disabilities.

Residents will also be able to remain in a familiar area with facilities which they already know – GPs, etc – and families, friends and other visitors will also now be largely unaffected by the revised proposal.

Staff will also be able to remain working with colleagues and residents with whom they are already familiar and although the building will be different, staff should not be adversely impacted by changes in travel to work.

January 2020

If following the proposed consultation exercise it is decided to close Bowgreave Rise there would be a rigorously managed relocation programme in which the future welfare of individuals who are living there would be paramount.

It is expected that many of the residents at Bowgreave Rise will have the opportunity to move into the new Extra Care Facility (subject to assessment of need).

All current care needs and quality of service could of course be met in alternative residential or extra care settings. However, it must be acknowledged that Bowgreave Rise is "home" for the residents. Those people who are not able to be supported within the new extra care setting may end up moving to another community, with mostly different residents and staff, leaving behind some, perhaps many, of their fellow residents and the staff with whom they may well have developed significant relationships.

Put plainly, even a carefully planned and sensitively managed process for building a new scheme, transferring people to the new service and demolishing of the existing care home is likely to create anxiety or concern amongst the older people resident at Bowgreave Rise. Their

relatives, visitors or advocates, as well as the staff at Bowgreave Rise, may share some of these feelings. There is the possibility that should residents not be able to/choose not to be supported in the new extra care scheme, and move to an alternative residential care scheme, albeit probably only a few miles, from their present neighbourhood, their relatives and visitors may also experience some added inconvenience in travelling to a new location to visit them.

So although every care would be taken to minimise the impact it must be recognised that consideration of this home closure proposal is likely to be upsetting for some people and may create significant resistance.

While there may be a short term impact for some residents and family members it must be acknowledged that the building of an Extra Care Facility is an overwhelmingly positive initiative for the local community.

Question 6 –Combined/Cumulative Effect

Could the effects of this proposal combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

None identified at this stage.

Question 7 – Identifying Initial Results of Your Analysis

As a result of the analysis has the original proposal been changed/amended, if so please describe.

August 2020

The proposal has been amended in response to the consultation to include the development of a new residential care home. This should address many of the concerns raised in the feedback to the consultation which focussed on extra care not being suitable for people with very advanced dementia and on there not being sufficient services for people with dementia in this area

January 2020

Not at this stage but the proposal has been formulated with the benefit of experience of building Extra Care Facilities in other communities and earlier closures of residential homes. Local and national guidance will be observed which together with our professional duty of care should ensure the process is managed sensitively. Once consultation has taken place, the results of this will also be taken into account in a further analysis and any further proposal.

Question 8 - Mitigation

Will any steps be taken to mitigate/reduce any potential adverse effects of the proposal?

August 2020

The revised proposal of building a new residential care home in addition to the extra care scheme has sought to mitigate the impact of the original proposal to close the residential care home.

January 2020

It is expected that many of the residents at Bowgreave Rise will have the opportunity to move into the new Extra Care Facility (subject to assessment of need) which would enable them to remain close to their current location with support. The building of the Extra Care Facility would be a very positive addition to services in the local community and will provide modern and relevant living for older people for many years to come.

There is extensive experience in Adult Services of relocating older people from the implementation of previous care home change programmes over the last 15 years. In addition, County Council staff also regularly play a lead role in home closures that arise in the independent sector. There are established protocols and guidance for managing such closures. This will be shared as part of the consultation

process to provide some reassurance to residents and relatives.

Nevertheless this proposed consultation, if approved, should not be entered into lightly. However, if the consultation is conducted sensitively and effectively it should also provide an opportunity to engage closely with all interested parties, and in particular with existing residents and their relatives. This must form the basis for us to improve the quality of service for each and every one of the older persons we accommodate and support at Bowgreave Rise regardless of any final decision over its future.

However, if a decision is ultimately taken to close Bowgreave Rise once a new Extra Care Facility has been constructed, the management of the relocation process will build on the experience and learning from similar occurrences in the past. The following would be key measures:

- The closure would take place in a spirit of full and open co-operation between the County Council, healthcare practitioners, families and other stakeholders;
- All current residents at Bowgreave Rise would have an Adult Social Care reassessment in order to determine current needs;
- All current residents would be given a choice over where they wish to move to including the new Extra Care Facility;
- If a resident wishes to remain in a County Council care home, we would hold a vacancy in the relevant home to ensure a move can take place in a timely way;
- Bowgreave Rise would stop any new admissions at an appropriate time once timescales are confirmed. This is in order to minimise the number of older people potentially affected if the closure does eventually go ahead;
- If an existing resident wishes to remain as close as possible to their existing locality, he/she may need a place in an independent sector care home. In such cases the County Council would consider whether to pay any additional "top up" costs for particular older people if those are needed;

- Residents may request to move in "friendship groups" and this will be facilitated where possible;
- The County Council would regularly review progress and outcomes for each older person for 12 months following their move to assist in settling in or to determine whether further changes are required.

Question 9 – Balancing the Proposal/Countervailing Factors

This weighs up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time – against the findings of the analysis.

August 2020

When the reasons for the proposal were weighed up against the findings of the analysis, it was recognised that an amended proposal would better meet the needs of the people of Garstang.

January 2020

This initial equality analysis/equality impact assessment has been prepared prior to consultation and engagement with interested parties, and the results of this consultation and engagement, if one is approved, will inform a further equality analysis in due course to be taken into account as part of the final decision making process.

There is agreement from both a care and property perspective that this care home cannot continue to operate in its present state for much longer without significant investment. It falls short of expected standards of care in terms of layout and the fabric of the buildings will require significant expenditure imminently to maintain a suitable and safe environment for residents.

This needs to be balanced against the practical impacts of closure as set out elsewhere in this analysis. Essentially these are the anxiety of

moving those affected from their "home" and immediate community, the potential and understandable anxieties around that, and the concern of relatives and staff, including potential inconvenience to relatives and visitors and the impact on their jobs for care staff.

There have been a number of Extra Care facilities constructed in recent years and they are successful in enabling residents to stay in a community setting without the constraints of moving into a residential home.

Question 10 – Final Proposal

In summary, what is the final proposal and which groups may be affected and how?

August 2020

The final proposal is to build two new services on the Bowgreave Rise site: the county council would as a first phase develop, own and operate a residential care scheme and subsequently a registered housing provider would develop an extra care scheme. The delivery of the housing management and care and support in the extra care scheme will be determined with the partner registered housing provider in line with procurement requirements

January 2020

The proposal is to seek approval for a consultation to begin on the proposal to develop an Extra Care Scheme facility in the grounds of Bowgreave Rise, which once completed would replace the existing residential care home.

The primary impact will be on the existing and future residents of Bowgreave Rise, all of whom are elderly and many of whom have disabilities or ill health. Any closure would also impact on upon the residents/ relatives and friends and on staff at Bowgreave Rise, most of whom are likely to be women.

Question 11 – Review and Monitoring Arrangements

What arrangements will be put in place to review and monitor the effects of this proposal?

August 2020

The proposals will be kept under continuous review by project boards which will be established to implement the proposals

January 2020

If consultation is approved, a further report will be presented to Cabinet estimated to be in May 2020. Should closure of Bowgreave Rise ultimately be agreed arrangements will be put in place to regularly review progress and outcomes for each older person for 12 months following their move to assist in settling in and or to help determine whether further changes are needed.

Equality Analysis Prepared By Chris Bagshaw/Sarah McCarthy

Position/Role Head of Older People Care Service/Commissioning Manager

Equality Analysis Endorsed by Line Manager and/or Service Head

Decision Signed Off By

Cabinet Member or Director

For further information please contact

Jeanette Binns – Equality & Cohesion Manager

Jeanette.binns@lancashire.gov.uk

Report to the Cabinet

Meeting to be held on Thursday, 3 September 2020

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

Electoral Divisions affected:
All

Extra Care Housing in Lancashire

Contacts for further information:

Joanne Reed, Tel: (01772) 530897, Head of Policy, Information and Commissioning (Live Well and Age Well), joanne.reed@lancashire.gov.uk

Sarah McCarthy, Tel: (01772) 530551, Policy, Information and Commissioning Senior Manager (Age Well), sarah.mccarthy@lancashire.gov.uk

Executive Summary

The Housing with Care and Support Strategy (2018-2025) seeks to reduce the county council's reliance on long-term residential care placements. This will be achieved through increasing choice and flexibility for Lancashire residents by developing more affordable rented extra care for older people and supported housing apartments for younger adults with disabilities.

This report sets out the proposed arrangements for delivering the key ambitions of the Housing with Care and Support Strategy in relation to extra care.

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:

- (i) The overall approach to the implementation of the county council's Housing with Care and Support Strategy in relation to extra care housing namely:
- adopt an approach to funding of extra care based on Homes England grant and borrowing rather than a lease based/institutional funding model;
 - any contribution of land or grant by Lancashire County Council to be funding of last resort and only applied in order to make a strategically important scheme financially viable;

(ii) Work with Eric Wright Group's Health and Care Division as Lancashire Regeneration Property Partner, to assist in engagement with the wider health sector on delivery of the strategy's aims and specifically bring forward developments in areas of demand where there is no activity.

Background and Advice

As outlined in the county council's Market Position Statement, we are committed to stimulating a diverse, active market for adult social care where innovation is encouraged. We want to work differently with partners and providers to deliver flexible and responsive services that people want. We are adopting a place based approach to developing services, which reflects the local Integrated Care Partnerships footprints.

The Housing with Care and Support Strategy (2018-2025) seeks to increase the housing and care options available to people living in Lancashire. Through providing an increased range of provision, the county council will reduce its reliance on longer-term residential placements. The strategy aims to provide 1,000 new extra care units for older people by 2025, with at least one facility in each of the 12 districts in Lancashire. This strategy is now even more important in light of the Covid pandemic as more people and families, for a variety of reasons, are seeking alternatives to traditional residential care settings.

Extra care housing comprise self-contained homes with design features and care and support services that help people to remain independent for as long as possible. It can offer many different levels of support, which can be altered as care needs change.

This report outlines the current approach adopted, as well as outlining a proposal for increasing the pace of development in areas where schemes have not been coming forward or able to progress.

Current position

The current approach is to work with districts, health partners and registered housing providers to develop individual affordable extra care schemes across Lancashire, whilst providing needs analysis information to the private sector where they are proposing affordable rental schemes.

There are currently:

- 3 purpose built extra care schemes;
- 8 sheltered based extra care schemes which were built as sheltered housing and now have a 24 hour care team on site. These schemes have less flats, smaller space standards and fewer communal facilities than purpose built schemes;
- 2 purpose built schemes which are due to open in the autumn.

In terms of future developments, district councils, registered housing providers and private developers are all exploring options for developing extra care. All agencies are liaising with the county council to ensure that there is a joined up approach to developing services

Future Approach

Funding

Two funding options have been considered:

- Option 1: a funding model whereby registered housing providers seek to secure grant from Homes England and borrowing is serviced by rental income;
- Option 2: an institutional investment model whereby properties would be leased by a financial investor (e.g. pension fund) to Lancashire County Council who would then sub contract to a registered housing provider.

The first option is preferred, owing to the lower overall financial risk to the county council, when compared to Option 2. However, in the event that the first option does not enable sufficient flexibility and pace, then other options would be considered in the future.

The second option involves institutional investors such as pension funds or property funds or private equity investors looking for a long term, secure, stable income stream. Consequently, they are prepared to forward fund the development of assets, such as extra care schemes, which they would own. This type of investment would require the county council or a registered housing provider to sign up to a lease for a minimum term of 25 years on completion of the build. The rental levels would be set initially based on the build cost and a particular rental yield and would be indexed up over the lease period. Normally, there is no break clause on these leases, so the financial risk in relation to rent policy, welfare benefits, maintenance costs and voids would lie with the county council or a registered housing provider. The ownership of the building sometimes transfers to the leasing organisation at the end of the lease period.

In addition, in 2019, the Social Housing Regulator identified the potential financial risk to registered providers who are too dependent on the leasing model as a source of funding.

Procurement and Funding

We are seeking to minimise any financial commitment by the county council. However, in the event that there is the need for a contribution of land or grant in order to make a strategically important scheme financially viable, then any considerations would be undertaken in line with service, finance, legal and procurement requirements and put forward for a Cabinet decision.

Eric Wright Group and Registered Housing Providers

In order to increase the pace at which services can be developed, we are proposing to work with Eric Wright Group Health and Care to bring forward developments in areas where neither district councils nor registered housing providers are working on, or making progress, with new schemes.

A regeneration property partnership between the county council and Eric Wright Group was established in 2012, through a competitive arrangement which enables the county council to work with the Eric Wright Group on developing services in Central Lancashire and Fylde and Wyre. In addition, the county council can work with the Eric Wright Group in the remaining areas of the County under their health, One Partnership, arrangements. The Eric Wright Group can play a key role in the development of extra care schemes, because of their experience in the sector and of delivering multiple projects.

Given, as outlined above, that a traditional approach to funding is being proposed, the Eric Wright Group will work with registered housing providers as appropriate to help bring forward schemes. This may be by Eric Wright Group approaching registered housing providers directly, or the county council facilitating discussions between the registered housing providers and the Eric Wright Group. The key driver will be to ensure that there is sufficient flexibility to enable the most effective and efficient approach to be adopted. As land is one of the key factors, the approach adopted is likely to be driven by which organisation has access to sites.

As outlined in the September 2020 Cabinet report linked to the redevelopment of Bowgreave Rise, it is proposed that the Eric Wright Group develop the new residential care home at Bowgreave Rise.

Private Developers and Registered Provider

We are not proactively seeking to work with other private developers. However, other organisations do have the right to undertake developments, as long as they obtain planning permission and comply with Care Quality Commission regulations. In the event that they develop a proposal and enter into a partnership with a registered housing provider, then the extent of the county council's involvement would be determined on a case-by-case basis. This could range from only providing needs data to procuring an on-site care and support provider. There is a need for any private developer to involve a registered housing provider on a long-term basis, in order to access required levels of housing benefit.

Conclusion

This report shows the level of activity currently taking place and outlines the key steps to be taken to increase the pace of delivery. The approach seeks to promote flexibility and responsiveness and to minimise the financial risk to the county council. Through utilising the county council's existing partnership with the Eric Wright Group, and their local knowledge and expertise in relation to extra care, the pace of delivery of new extra care schemes can be accelerated.

Implications:

This item has the following implications, as indicated:

Risk management

Financial

With the proposed preferred option for funding, there would be no capital financial implication to the county council, unless there was an identified need for a contribution of land or grant in order to make a strategically important scheme financially viable, which would then be set out in a separate Cabinet report for approval. The ongoing revenue costs of supporting packages of care for individuals with assessed care eligible needs will be met through adult social care commissioning budgets.

Legal

Legal advice and support will be provided in terms of the appointment of Eric Wright Group whether that be under the terms of the Lancashire Regeneration Property Partnership as the county council's strategic property partner or, under the arrangements of the One Partnership.

Legal advice and support will also be provided in terms of any other contractual arrangements and considerations required to bring forward and implement extra care schemes across the county area.

Equality and Cohesion

Whilst this proposal will not have an initial, direct impact on people with protected characteristics, it does set out arrangements which will affect people who need care support in the future. These individuals will be included within the disability protected characteristic group and may also be from the age (older people mainly but other age groups also) protected characteristics group. As women tend to live longer than men, they may also be more highly represented amongst potential users of the facilities and in some parts of the county there will be different ethnicity impacts.

Increased availability of extra care housing should have a positive impact and advance equality of opportunity for these groups as it provides an opportunity to access a facility which better meets their wishes and needs. Availability will be based on need and there will be no discrimination based on protected characteristics in how it is promoted or allocated. It is anticipated that developments will work to foster links with the communities where these facilities are located and as people are likely to come from the local area those links may be easier to establish which will help community cohesion.

List of Background Papers

Paper	Date	Contact/Tel
Housing with Care and Support Strategy (2018-2025)	2018	Sarah McCarthy, (01772) 530551
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.

Document is Restricted

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.

Document is Restricted

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.

Document is Restricted

