

Lancashire County Council

Cabinet

Thursday, 4th February, 2021 at 2.00 pm to be held as a Virtual Teams 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 14 January 2021 (Pages 1 - 6)

Matters for Decision:

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

4. Procurement Report (Pages 7 - 16)

The Deputy Leader of the County Council and Cabinet Member for Highways and Transport - County Councillor Keith Iddon, and The Cabinet Member for Economic Development, Environment and Planning - County Councillor Michael Green

5. M6 Junction 33 Reconfiguration with Link Road and Lancaster City Movement and Public Realm Strategy (Pages 17 - 112)

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

6. M6 Junction 33 Reconfiguration with Link Road - Approval for use of Powers and Preparation of Documentation for Land Assembly and Planning under a Development Consent Order (Pages 113 - 120)

7. **Lancashire County Council (Bus Station South Access, Lord Street and Tithebarn Street, Preston, Preston City) (Suspension, Bus Only Street and Bus Gate) Experimental Order 2020** (Pages 121 - 130)

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

8. **Determination of Relevant Area for Consultation on Admission Arrangements for Lancashire Maintained Schools and Academies for Academic Years 2023/24, 2024/25 and 2025/26** (Pages 131 - 134)
9. **Determination of Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools and Sixth Forms for the School Year 2022/2023** (Pages 135 - 182)
10. **Co-ordinated Admissions Scheme 2022/2023 - Determination of the Qualifying Scheme** (Pages 183 - 196)
11. **Determination of Home to School Transport Policy - Academic Year 2022/2023** (Pages 197 - 228)

The Cabinet Member for Adult Services - County Councillor Graham Gooch

12. **Adult Social Care - Fees and Charges 2021/2022** (Pages 229 - 240)

Matters for Information:

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

No urgent decisions have been taken since the last meeting of Cabinet.

14. **Urgent Business**

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

15. Date of Next Meeting

The next meeting of Cabinet will be held virtually on 4 March 2021 at 2.00 pm.

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.

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

18. Capital Strategy for Schools - 2018/19 to 2021/22 (Pages 241 - 254)

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 Virtual Meeting held on Thursday, 14th January, 2021 at 2.00 pm in Teams

Present:

County Councillor Geoff Driver CBE

Leader of the Council
(in the Chair)

Cabinet Members

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

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 Azhar Ali.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None declared.

3. Minutes of the Meeting held on 3 December 2020

Resolved: That the minutes of the meeting held on 3 December 2020 be confirmed as a correct record and signed by the Chair.

4. Money Matters 2020/21 Position - Quarter 3

Cabinet received a report that provided an update on the county council's 2020/21 revenue and capital financial position, as at the end of December 2020 and an updated Medium Term Financial Strategy covering the period 2021/22 to 2023/24.

It was noted that there was an ongoing and unprecedented uncertainty in relation to future local government funding and the financial impact of the COVID-19 emergency has exacerbated the problem.

Following the presentation of the report, it was proposed and agreed that consideration of recommendation (iv) be deferred to the next meeting of Cabinet on 4 February 2021.

Cabinet also passed on their thanks to the Leader, as the Cabinet Member with responsibility for finance and all officers for their continued effort to manage the council's finances.

Resolved: That;

- i. The current forecast underspend of £7.951m on the revenue budget in 2020/21 be noted;
- ii. The revised funding gap of £53.956m covering the period 2021/22 to 2023/24 as set out in the revised financial outlook forecast for the council be noted;
- iii. The budget adjustments for 2021/22, and following years' changes, included in the revised Medium Term Financial Strategy, be approved;
- iv. Recommendations to Full Council on 11 February 2021 for a Band D Council Tax for 2021/22, be deferred until the next meeting of Cabinet on 4 February 2021;
- v. The contents of the county council's reserves position be noted; and
- vi. The revised 2020/21 capital delivery programme of £157.979m and the forecast outturn of £124.772m, be noted.

5. Procurement Report

Cabinet considered a report seeking approval for the commencement of a procurement exercise in accordance with the county council's procurement rules for the provision of IT Hardware.

Resolved: That, the commencement of a procurement exercise for the provision of IT Hardware be approved.

6. Residents Parking Schemes Revised Criteria

Cabinet considered a report on revising the criteria for the Residents Parking Schemes, following an increasing number of request from residents.

Resolved: That, the Residents Permit Parking Schemes Essential Criteria as set out at Appendix 'A' of the report, be approved.

7. Skid Resistance Code of Practice

Cabinet considered a report that sought approval to revise the Skid Resistance Code of Practice which sets out the county council's approach to monitoring skid resistance, interpreting data, investigating accident sites and developing an annual programme of remedial and/or resurfacing works across Lancashire's A, B & C road network.

Resolved: That;

- i. The Skid Resistance Code of Practice for A, B and C class roads be revised as described in this report and as set out at Appendix 'A', be approved; and
- ii. The Director of Strategy & Performance be authorised to approve and publish the Skid Resistance Code of Practice, in consultation with the Deputy Leader of the County Council and Cabinet Member for Highways and Transport.

8. Schools Budget 2021/22

Cabinet received a report seeking approval to submit the Schools Block budget pro-forma and the Early Years, High Needs and Central Schools Services Block budgets for 2021/22.

Resolved: That;

- i. The report, including the 2021/22 Dedicated Schools Grant allocations, the final budget proposals for each funding block and any comments made by the Lancashire Schools Forum, be noted;
- ii. The Acting Head of Service – Schools Finance be authorised to submit the final Schools Block budget pro-forma for 2021/22 to the Education and Skills Funding Agency by 21 January 2021, on the basis set out in this report;
- iii. The 2021/22 budgets for the Early Years, High Needs and Central Schools Services Blocks be approved;
- iv. The Dedicated Schools Grant Reserve underwrite the uncertainties around the 2020/21 Schools Budget; and
- v. The decision be implemented immediately for the purposes of Standing Order C28(3) as any delay could adversely affect the execution of the county council's responsibilities. The reason for this is to ensure that the necessary pro-forma can be submitted to the Education and Skills Funding Agency by the required deadline of 21 January 2021.

9. Children Looked After Sufficiency Strategy 2021 - 2024

Cabinet considered a report setting out the Children Looked After Sufficiency Strategy 2021 – 2024 and how the county council intended to meet its Sufficiency Duty for the children looked after, improve the quality and choice of placements, ensure the value for money and minimise the likelihood of suitable placements not being available locally.

Resolved: That, the Lancashire Children Looked After Sufficiency Strategy 2021 - 2024, as set out at Appendix 'A' of the report, be approved.

10. Progress on the Implementation of the Procurement Process for Wennington Hall School and Proposal to Consult on the Discontinuance of the Local Authority's Maintenance of the School

Cabinet received a report providing an update on the procurement process for Wennington Hall School and a proposal to consult on the Discontinuance of the Local Authority's Maintenance of the School.

It was noted that Appendix 'A' of this report was in Part II and appeared at Item 19 on the agenda.

Resolved: That;

- i. The current position and next steps with regard to the implementation of the procurement process be noted; and
- ii. A stage 1 consultation on the proposed discontinuance of the local authority's maintenance of Wennington Hall School be approved and that a further report on the outcome in March 2021 be received.

10(a) Where Our Children Live

Cabinet received a report that proposed to increase the provision to support children to remain at home with support; to establish 2 reception units enabling better assessments of children in crisis, and to reconfigure the residential provision to enable Lancashire to care for more children and young people within the county boundary.

It was noted that this report had been originally published in Part II of the agenda, but had since been revised and re-published in Part I of the agenda.

Resolved: That;

- i. The proposals to increase provision to support children and young people to remain at home, with support be agreed;
- ii. The establishment of two reception units, enabling better assessments of children in crisis be agreed; and
- iii. The reconfiguration of the offer to create additional capacity for complex children and young people enabling Lancashire to care for children and young people within the County be agreed.

11. Lancashire Safeguarding Adults Board - Annual Report 2019/20

Cabinet considered the draft Lancashire Safeguarding Adults Board Annual Report for 2019/20 attached as Appendix 'A' to the report.

Resolved: That, the contents of the report be noted.

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

Resolved: That the six urgent decisions taken by the Leader of the County Council and the relevant Cabinet Members, since the last meeting of Cabinet, be noted.

13. Urgent Business

There were no items of Urgent Business.

14. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 4 February 2021 as a virtual meeting.

15. 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.

16. 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.

17. Housing Infrastructure Fund - South Lancaster Growth Catalyst

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 Housing Infrastructure Fund - South Lancaster Growth Catalyst.

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

18. Appendix A to Item 10 - Progress on the Implementation of the Procurement Process for Wennington Hall School and Proposal to Consult on the Discontinuance of the Local Authority's Maintenance of the School

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

Resolved: That Appendix A to Item 10 - Progress on the Implementation of the Procurement Process for Wennington Hall School and Proposal to Consult on the Discontinuance of the Local Authority's Maintenance of the School, be noted.

Angie Ridgwell
Chief Executive and
Director of Resources

County Hall
Preston

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

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) Provision of Reablement Services in East Lancashire
- (ii) Vehicle Restraint Systems Framework Agreement
- (iii) Safer Roads Programme
- (iv) South Lancaster Housing Infrastructure

This is deemed to be a Key Decision and the requirements 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 procurement exercises and the basis upon which it is proposed to carry out the process including:

- The description of the service
- The procurement route proposed
- The estimated contract value
- The proposed basis for the evaluation of the tender submissions

Where approval has been received from 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 exercise, the award of the contract shall be made under the county council's scheme of delegation to heads of service and in accordance with the council's procurement rules.

Consultations

Relevant heads of service and key operational staff have been consulted in drawing up the proposals to undertake the procurement exercise included within this report.

Implications:

This item has the following implications, as indicated:

Risk management

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.

Financial Implications

The awards in this report are covered by budgetary provision in the respective revenue budgets or capital programmes.

List of Background Papers

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate		
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N/A		
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Procurement Title	
Contract for the Supply of a Reablement Service in East Lancashire	
Procurement Option	
Open Tender	
New or Existing Provision	
Existing – the current contract will expire on 6 July 2021.	
Estimated Annual Contract Value and Funding Arrangements	
Estimated to be £1,600,000 – £2,000,000, dependent upon demand levels. This will however need to be contained within the Adult Social Care budget.	
Contract Duration	
The contract term is 57 weeks in order to align the conclusion of this contract with the contract end dates of the north and south Reablement services.	
Lotting	
There is no lotting proposed within the East area. There is a requirement to ensure referral pathways and management of the services remain focussed, responsive and cohesive. Fragmenting services further could risk undermining this.	
Evaluation	
Quality Criteria 60%	Financial Criteria 40%
Of which Social Value will form 10% of the quality criteria, the objective will be focused on promoting training and employment opportunities for the people of Lancashire.	
Contract Detail	
<p>The Reablement Service forms part of the intermediate care service supporting the promotion of independence and faster recovery from illness. The service aims to prevent unnecessary acute hospital admission, premature admission to residential care, support timely discharge from hospital, to minimise, delay or avoid the need for long term domiciliary supports and to maximise independent living.</p> <p>The Service will adopt an approach that presumes an individual can be supported to improve their skills regardless of their age or disability. The primary aims of the service are to:</p> <ul style="list-style-type: none"> • Assess the needs of individuals; • Reablement support where appropriate; • Support individuals to accommodate their change in circumstances by learning or re-learning the skills necessary for daily living; • Provide assistance that enables the individual to develop an outcome-focused Reablement plan and to coordinate the delivery of that plan; • Enable the individual to complete an outcome focused support plan detailing how they will meet their long term support needs, through the use of a personal budget where appropriate. • Reduce the degree of ongoing support so far as is possible given the needs of the individual service user. 	

Following repeated and significant poor provider performance the Authority terminated the longstanding East Lancashire Reablement Contract to take effect from 2 February 2021.

In order to ensure continuity of service, following a short procurement exercise Cherish UK Ltd were appointed on an interim basis to deliver the East Lancashire Reablement Service from 3 February 2021 until 6 July 2021.

This new Procurement is for delivery of the services in East Lancashire from 7 July 2021 until 9 August 2022, to be coterminous with the Central and North Lancashire Reablement contracts.

The contract will be let on a block purchase arrangement, with a minimum guaranteed payment. The commissioning intentions focus on:

- Reablement will be commissioned per service user, rather than in a number of hours.
- A guaranteed minimum number of service users will allow the providers to staff up to an appropriate level of capacity, and paying per referral incentivises providers to increase capacity as and when required.
- Service providers will be accountable for quality of Reablement of service users. Providers will be required to achieve a minimum average improvement through Reablement.

As per the previous Reablement tender this procurement will include a price weighting, tenderers will submit an hourly rate for the service.

Procurement Title Vehicle Restraint System Framework Agreement
Procurement Option Open Procedure
New or Existing Provision A new provision
Estimated Annual Contract Value and Funding Arrangements <p>Estimated value in the first year of the framework agreement is £875,000 (includes £500,000 spend for the Safer Road project) and an annual estimated spend of £375,000 thereafter. The total estimated spend over the four year term of the Framework Agreement is £2.0m.</p> <p>Budget for the Vehicle Restraint Systems (£1.5m) is allocated from Department of Transport (DfT) maintenance grant for the purposes of asset improvements and upgrades.</p> <p>The budget for the vehicle restraint system works for the Safer Road project (£500,000) is funded by the DfT Safer Roads Fund monies held in the Highways Capital Programme.</p> <p>The value of the works called off under this framework agreement may fluctuate over the four-year term. There is no commitment, or guarantee of the value of work and/or number of orders to be placed with the successful tenderers.</p>
Contract Duration The framework agreement will be let for an initial period of two years from April 2021, with an option to extend for a further period, or periods, up to a maximum of 24 months.
Lots <p>This framework agreement is divided into two lots;</p> <p>Lot 1 – General Vehicle Restraint Systems Repair, Replacement, Maintenance & Inspection with an anticipated value of up to £20,000. Suppliers ranked with services being offered to the highest ranked supplier capable of meeting requirements</p> <p>Lot 2 – General Vehicle Restraint Systems Repair, Replacement, Maintenance & Inspection with an anticipated value of over £20,000. All services will be subject to a mini competition.</p> <p>At least two Contractors will be awarded to the framework agreement for both lots.</p>
Evaluation <p>The agreement will be established by evaluating Contractors against the following criteria:</p> <p>Stage 1: mandatory and discretionary grounds to ascertain suppliers' financial, technical capability and ability to demonstrate their experience in operating in compliance with Industry standards. Each tenderer must pass this stage in order to proceed to stage 2.</p> <p>Stage 2: the tender bids will be evaluated on;</p> <ul style="list-style-type: none"> • 30% technical and quality, including social value • 70% work order contract pricing and schedule of rates

Contract Detail

The framework agreement will be used, when required, by the Design & Construction and Highways teams in collaboration with Asset Management for the supply, installation and inspection of vehicle restraint systems (VRS).

VRS are system(s) installed on the road to provide a level of containment for an errant vehicle. The Authority has a responsibility for the regular inspection of VRS barriers to make certain they continue to be fit for purpose and perform to BS EN 1317 standard and Lancashire County Council's own standards. Following an inspection by the Authority or an approved contractor under this framework, works may be called for preventative and reactive maintenance of systems or, if required, total replacement. Scope of this framework will also extend to new VRS barrier installations.

The framework will cover the following road restraint products that can be typical categorised as;

- Terminals
- Vehicle Attenuators
- Transitions
- Miscellaneous

The framework will also be used for the installation of VRS for the Safer Road Funded works on the A683 Lancaster to Kirkby Lonsdale, included as a separate procurement exercise below.

Procurement Title

Safer Roads Fund Programme

Procurement Option

Cabinet approval to proceed with a single supplier contract for this scheme was given in February 2020. Following a competitive process it was determined there was insufficient interest in the market for this approach. A new revised procurement strategy has been agreed with the operational service area. The Safer Roads project will now be split into separate contracts, including :

Contract 1 Design, installation and maintenance of average speed cameras : the contract will be awarded by a tender process conducted through the Crown Commercial Service (Framework Agreement) – Traffic Management Technology 2.

Contract 2. Supply and installation of solar powered LED road studs and high visibility white lining : the contract will be awarded through an open tender procedure compliant with the Public Contracts Regulations 2015.

New or Existing Provision

New project.

Estimated Contract Value and Funding Arrangements

The total value of the scheme is £6m that will be funded by DfT Safer Roads Fund monies in the Highways Capital Programme.

Contract Duration

The duration of each of the Contracts will be:

Contract 1 (Average speed cameras). Contract duration of five years plus options to extend by a maximum of two years. (in one year periods (5+1+1))

Contract 2 (Studs and white lining). Contract duration of six months

Evaluation

Contract 1(Speed Cameras): Competitive process using the Crown Commercial Services Framework Agreement. Crown Commercial Services (in compliance with EU Regulations) have evaluated suppliers on the Framework Agreement. Evaluation included technical capability and financial standing.

The weighting evaluation for the further competition under the framework for the Safer Road Scheme will be:

- 60% technical and quality, including social value
- 40% work order contract pricing and schedule of rates

Contract 2 (Road studs and white lining): Competitive open tender.

Stage 1: mandatory and discretionary grounds to ascertain suppliers' financial, technical capability and ability to demonstrate their experience in operating in compliance with Industry standards. Each tenderer must pass this stage in order to proceed to stage 2.

Stage 2: the tender bids will be evaluated on;

- 20% technical and quality, including social value
- 80% work order contract pricing and schedule of rates

Contract Detail

The Council has been successful in securing funding for five route lengths from the Safer Road Fund. The schemes will reduce the risk of fatal and serious collisions that will increase the International Road Assessment Programme Star Rating for each of the identified routes.

The contract covers the funding awarded by the DfT for:

A6 from Lancaster to M6 Junction 33

A581 Rufford to Euxton

A588 Lancaster to Skippool

A682 Barrowford to Long Preston

A683 Lancaster to Kirby Lonsdale

The scope of the works for each of these routes includes:

- Design, installation and maintenance of a system of average speed cameras,
- Supply, installation and maintenance of solar powered LED road studs,
- Supply and installation of high visibility white lining, and
- Supply and installation of vehicle restraint barriers.

The target start date is 1st June 2020 and will include for installations (completed 30 June 2022) and maintenance (through to 30th June 2027).

Procurement Title
South Lancaster Housing Infrastructure Fund (HIF)
Procurement Option
Open Procedure
New or Existing Provision
A new provision
Estimated Annual Contract Value and Funding Arrangements
The total estimated spend of the contract is £106m.
Lancashire County Council has been successful in obtaining funds from the Government's Housing Infrastructure Fund (HIF) Forward Fund.
Contract Duration
The agreement will be let for a period of 6 years.
Lots
This agreement will not be divided into lots.
Evaluation
The agreement will be established by evaluating Contractors against the following criteria:
Stage 1: mandatory and discretionary grounds to ascertain suppliers' financial, technical capability and ability to demonstrate their experience in operating in compliance with Industry standards. Each tenderer must pass this stage in order to proceed to stage 2.
Stage 2: the tender bids will be evaluated on a weighted questionnaire covering technical and quality (including social value) and a weighted contract price and schedule of rates.
The expected weighting for this project will be:
90% Quality and Technical: The weighting reflects the importance of appointing a quality supplier that has the knowledge and expertise to undertake the construction phase of the project. The early appointment will enable the contractor to provide advice during the design phase utilising their experience and knowledge of the latest construction methods to ensure that the construction phase can be completed at the optimum price.
10% Price: At this early stage with design not completed the contractor would not be able to present a verifiable estimate of the works cost. For the purpose of the contract, the contractor will provide target costings.

Background

Following the submission of a Housing Infrastructure Fund application for the £261m South Lancaster Growth Catalyst (the Catalyst Programme) in March 2019, £140m has been provisionally allocated by Government in the 2020 Budget

An integral part of the background to the application is to provide significant infrastructure and transport interventions to support the growth in South Lancaster including a large number of new homes in the South Lancaster Growth area including Bailrigg Garden Village and the development of Lancaster University.

A construction project of this scale, in excess of £100m, is recognised as best addressed by Early Supply Chain Involvement (ECI) as identified in the recent Government Guidance for sourcing and contracting public works programmes, The Construction Playbook published in December 2020.

Recent Lancashire County Council experience on major infrastructure projects supports this view

As the guidance recognises the earlier in the design process this involvement is introduced, the greater benefits of cost, quality, innovation and constructability are achieved. Additionally the credibility and support through the Statutory Processes is considerably useful.

Contract Detail

A single contractor will be appointed to undertake the infrastructure interventions in the connectivity to Bailrigg Garden Village from the existing principal and strategic road network the A6 and the M6. This will take the form of :-

- a) Reconfiguration of M6 Junction 33 and a new highway connection to proposed housing areas, reducing traffic on the A6 and in Galgate – a 2.5km connection running parallel to the M6 from junction 33, northwards to connect South Lancaster directly to the strategic road network, bypassing the village of Galgate. The new connection will link into an improved Hazelrigg Lane, immediately to the south of Lancaster University;
- b) New 2km spine road and strategic utilities opening up greenfield land for the development of Bailrigg Garden Village including a new road underpass of the West Coast Main Line;

The contractor will be responsible for the construction phase only. The design phase will be managed by LCC. Through early appointment of the contractor, the contractor will during the design phase use their experience and links within the industry supply chain and best practice in construction methodology to assist LCC in the design of the project.

The contract will be awarded on a New Engineering Contract (NEC).

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

Report of the Head of Service - Planning and Environment**Part I**

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

M6 Junction 33 Reconfiguration with Link Road and Lancaster City Movement and Public Realm Strategy

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

Contact for further information:

Niamh O'Sullivan, Tel: (01772) 530695, Principal Planner, Infrastructure Delivery Team
niamh.osullivan@lancashire.gov.uk

Executive Summary

Approval is sought to take forward the preferred option for the M6 Junction 33 Reconfiguration with Link Road and the three options for the Lancaster City Centre Movement and Public Realm Strategy.

A six week public consultation was held on the M6 Junction 33 Reconfiguration with Link Road Route Options to help identify the best option considering environmental constraints, highway engineering, traffic modelling and public opinion. The public consultation also considered the Lancaster City Centre Movement and Public Realm Strategy Route Options and this report identifies three options to be taken forward for further analysis.

The consultation received 598 responses. A consultation report and preferred options report presented at Appendices 'A' and 'B' compiles and summarises the comments received to the M6 Junction 33 Link Road and provides a response to the matters raised. A separate consultation report presented at Appendix 'D' compiles and summarises the comments received to the Lancaster City Centre Movement and Public Realm Strategy and similarly responds to these.

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 preferred option for the M6 Junction 33 Reconfiguration with Link

	Road.
ii)	Subject to approval of recommendation i) set out above, the route, as shown on Appendix 'C', be approved and adopted as the route for the M6 Junction 33 Reconfiguration with Link Road.
iii)	The proposed three options for the Lancaster City Centre Movement and Public Realm Strategy for the purpose of further analysis and consultation.

Background and Advice

M6 Junction 33 Reconfiguration with Link Road

The Lancaster Local Plan sets out the need for a large amount of housing in South Lancaster. It is expected that in excess of 3,500 new homes could be built on land to the west of the A6, with 1,655 new homes during this plan period and the remainder to follow through future plan periods. The Lancaster Local Plan identifies a broad area for improvement works to the M6 to take place in support of the proposed new housing development and Bailrigg Garden Village.

The District of Lancaster Highway and Transport Masterplan (October 2016) identified the need for the reconfiguration of the M6 Junction 33 with Link Road to accommodate the development aspirations to the south of Lancaster since confirmed as the Lancaster South Broad Location for Growth in the recently adopted Lancaster Local Plan.

The M6 Junction 33 Reconfiguration with Link Road aims to assist in:

- creating a highway connection between the M6, A6 and proposed housing areas to support growth (over 3,500 homes at Bailrigg Garden Village and other housing development may flow from the new infrastructure)
- improve M6 Junction 33
- easing congestion which occurs in the centre of Galgate village
- the expansion of the University
- reducing traffic on the A6
- removing the Air Quality Management Area in Galgate by reducing traffic

A series of six route options to the east and west of, and central to, the M6/A6 corridor, were developed and drawn up to evaluate environmental, engineering and traffic impacts, and public opinion, and were published as part of a public consultation exercise during autumn 2020. Local publicity and mail drops were used to publicise the information that, for understandable reasons, has focussed on online content. Members of the public and other stakeholders were invited to identify their preferred option(s) and this information and other comments have been analysed and collated in the accompanying reports (Appendices 'A' and 'B' refer). The public's preference recorded through this consultation exercise was 'Central 1', which was identified as the preference of 176 respondents. In order of preference, this choice was followed by route option 'Central 2' which was preferred by 48 respondents. Some respondents did not pick a preferred option (131 respondents). The

consultation also asked if there was support to a second option, should the first not be suitable. A total of 59 respondents stated they would prefer Central 2 as their second option, closely followed by Central 1 with 34 respondents choosing this option.

Assessment of the route options based on their impact on the environment, engineering feasibility and their traffic performance concluded the preferred route, that offering the best balance between most benefit and least impact, as Central 1. Thus from an initial technical evaluation, and public and stakeholder consultation, both indicate a preference for the Central 1 route option.

The Central 1 would provide a link road, which closely follows the western boundary of the M6 motorway between the motorway and the villages of Ellel and Galgate. The route would join with Hazelrigg Lane on the Galgate/university side of the motorway. The route includes the improvement of Hazelrigg Lane to approach the Bailrigg Garden Village via the A6 junction with an underpass under the West Coast Main Line railway. The route would include reconfiguration of Junction 33 this would involve closing the southbound 'off' slipway and the northbound 'on' slipway and relocating the slipways to a location at the south east boundary of Lancaster University and to terminate at Hazelrigg Lane.

Lancaster City Centre Movement and Public Realm Strategy

The aim of the Lancaster City Centre Movement and Public Realm Strategy is to build upon and realise the vision for Lancaster city centre as outlined in the District of Lancaster Highway and Transport Masterplan (2016) and meet the requirement set out in the Bay Gateway Development Consent Order (DCO) to implement an *"Action plan [that] must aim to prevent road traffic growth within the central Lancaster area increasing to predicted "do minimum" levels between the opening and design years of the link road (thereby negating planned relief)"*.

Public and stakeholder consultation on a series of eight options (with three of these further sub-divided into sub-options) for use of the city centre's gyratory system was undertaken during autumn 2020, accompanied by the publication of a strategy document entitled 'Lancaster City Centre Movement and Public Realm Strategy - Route Options Report'. The outcome of the consultation saw a preference expressed for three options. The three shortlisted options then that are proposed to be the subject of further data collection and analysis, including traffic and air quality assessments, are Route 4 *Sustainable Travel Corridor East* (the preference of 111 respondents), Route 8a *City Centre Clean Air Zone* (109 preferences) and Route 6a *No through City Centre Traffic* (108 preferences).

These represent a good spread in terms of the degree of intervention that could be taken to manage traffic levels in the city centre, and encourage and prioritise active and sustainable travel modes. Further details of these options is presented in the Route Options Report referred to above. To summarise, the three options to be investigated would mean:

Route 4 Sustainable Travel Corridor East

This option splits the gyratory in two; two way traffic for all vehicular traffic would be allowed on the western arm of the gyratory, with the eastern arm prioritised for sustainable travel only, although service vehicles and some limited local access would be provided.

Route 8a City Centre Clean Air Zone

In this option the city centre would become a Clean Air Zone (CAZ). All vehicular traffic travelling through the city centre would be subject to a £12 charge except for exemptions. Under this route option the western arm of the gyratory would be used for vehicular traffic utilising the clean air zone with the eastern arm used as a sustainable travel corridor.

Route 6a No through City Centre Traffic

This option would limit through traffic using the city centre. The eastern arm of the gyratory would be prioritised for sustainable travel with the western arm allowing two way traffic for access with a section at China Street fully pedestrianised.

With the Cabinet's approval, these three options will be taken forward for detailed analysis and will inform a consultation on a preferred option (representing one of these or a 'hybrid' option) which is anticipated to be held in late summer 2021.

Consultations

A six week consultation on M6 Junction 33 Reconfiguration with Link Road Route Options and the Lancaster City Centre Movement and Public Realm Strategy Route Options Report was carried out between 26 October and 8 December 2020. Views were sought from county council and city council members, local and national stakeholders, parish councils and members of the public.

A virtual exhibition space outlining proposals for both the M6 Junction 33 Reconfiguration with Link Road Route Options and Lancaster City Centre Movement and Public Realm Strategy Route Options Report was developed. This process and the visual aids it used sought to replicate a physical consultation through a virtual space. Presentation boards summarised the key aspects of both consultations and the interactive nature of the virtual space meant that links could be provided to the plans and documents, which included artist impressions and computer generated visualisations. An online chat facility was active with staff available to answer queries in real time during office hours and email contacts were provided for any additional questions.

In addition to the online consultation, additional briefings and question and answer sessions were also provided on request.

594 responses were received during the consultation. The consultation reports are attached at Appendices 'A', 'B' and 'D'.

Implications:

This item has the following implications, as indicated:

Risk management

If the recommendations are not approved, there is the risk that development will take place along the route making the future construction of the road either more difficult or impossible.

This would also result in uncertainty and delay on progressing statutory planning and land assembly procedures and in turn construction of the road scheme.

Financial, Legal, Property

There are financial implications in relation to the protection of the M6 Junction 33 Reconfiguration with Link Road Central 1 route option. A small number of properties are directly affected by the route. Under the Town and Country Planning Act 1990, the authority may receive claims relating to blight.

Funding for the whole scheme including any potential costs associated with blight will be funded through the Housing Infrastructure Fund, including local contributions and cash flow funding provided by the county council. Developments locally including those enabled by the new infrastructure will repay some of the costs and the necessary agreements and mechanisms to achieve that are being considered. These financial arrangements were presented previously to Cabinet in January 2021.

A further report on this agenda will seek approval for the next steps, in particular possible land acquisition by agreement and work under statutory procedures, to be done to bring forward the scheme.

List of Background Papers

None

Reason for inclusion in Part II, if appropriate

N/A

Consultation Report

M6 Junction 33 Reconfiguration with Link Road

December 2020

Document Reference: 14-RO-CR-F

www.lancashire.gov.uk



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Executive Summary

This report provides details of the consultation for a new road to connect the south of Lancaster directly to the M6 motorway at Junction 33. The proposal forms part of a package of highways and transport planning measures planned for the Lancaster District known as 'Transforming Lancaster Travel' that aim to deliver proposals set out in the Lancaster Highways and Transport Masterplan. The consultation was carried out in conjunction with the consultation for Lancaster City Centre Movement and Public Realm Strategy (which is reported in a separate document).

Public involvement in the process of determining preferred options for Lancashire County Council's transport proposals is an important part of informing design and engineering decisions. The purpose of publicising a number of route options was to ensure the preferred route option for the new road would be the best feasible option in terms of minimising environmental impact, feasible in engineering terms, achieve traffic management objectives and, the most acceptable solution in public perception or stakeholder opinion.

The COVID-19 pandemic in 2020 prevented public events and face to face briefings. For this reason, the focus of the consultation was undertaken online and members of the public, stakeholders and prescribed consultees were directed to the Lancashire County Council project website using a variety of measures:

- Posting a newsletter to businesses and households in Lancaster;
- The publication of news releases;
- Siting posters locally and issuing notifications on social media; and
- Lancaster City Council assisted publicity by circulating news via their mailing lists.

Printed consultation information was available on request and where necessary, video-briefings were held online. Information relating to the consultation was available on a project website where a virtual exhibition space (VES) was available on a 24-hour basis throughout the consultation period. There was also a dedicated email address and telephone number for respondents to receive more detailed information should it be required.

A questionnaire was available and collected via the Councils 'Have Your Say' consultation website. The consultation highlighted that although this proposal was for a new highway and for city centre realm improvements, that there would be proposals potentially coming forward in the future for sustainable transit, a masterplan for the Bailrigg Garden Village and Area Action Plan for South Lancaster Broad Location Growth Area.

There was a total of 598 respondents to the consultation, with 548 of those responding to the M6 Junction 33 consultation only. The purpose of the consultation was to ask the public which of the options would be their preferred route option along with any comments or suggestions which would help inform the design of the final preferred route option. The preferred option was Central 1.

1 Introduction

1.1.1 This report details the consultation exercise that was undertaken to gauge the public and stakeholder opinions on a new link road from Junction 33 of the M6 Motorway. Six route options were considered in the consultation.

1.1.2 The route options were developed from early environmental and engineering assessments and evaluation of high-level environmental constraints in a series of desktop surveys. Completion of these studies assisted the identification of three broad corridors within a 5km study area of the M6 between Junction 33 and Hazelrigg Lane in locations considered to be *less constrained* in terms of environmental, traffic and transport and engineering feasibility.

1.1.3 From these three broad corridors, six route options (two for each broad corridor) which were considered feasible in engineering and predicted functional transport terms were developed. Further assessments were undertaken on each route option to appraise the suitability in terms of performance – predicted traffic function of each route coupled with the expected air quality and noise impact. These studies were presented as background reports as part of the consultation.

1.1.4 The six highway route options for the Junction 33 with Link Road to South Lancaster Broad Location Growth Area were put forward for public consultation as follows:

- Eastern 1;
- Eastern 2;
- Central 1;
- Central 2;
- Western 1; and,
- Western 2.

1.1.5 Maps illustrating the route options are provided in Appendix 1.

2 Consultation

2.1 Introduction

- 2.1.1 The consultation on the proposed route options was carried out from 26 October and 8 December 2020. The consultation was undertaken alongside a consultation for the Lancaster City Centre Movement and Public Realm Strategy.
- 2.1.2 The proposal to potentially reconfigure Junction 33 of the M6 motorway and provide a link road in the south of Lancaster District is at such a scale that it is considered to be a Nationally Significant Infrastructure Project (NSIP) as per Planning Act 2008. Therefore, it will be submitted to the Planning Inspectorate for approval as a Development Consent Order application. Consequently, Lancashire County Council has to engage with the public and prescribed consultees in a specific way (details of which can be found in the Statement of Community Consultation (SoCC)). This consultation was also an opportunity to make early contact with prescribed consultees (stakeholders) identified in the SoCC for their professional opinions on the possible highway options.
- 2.1.3 The route options, option reports and questionnaire were the focus of the consultation and views were sought from Lancashire County Council and Lancaster City Council Members, Stakeholders, Parish Councils and members of the public.

2.2 Publicity

- 2.2.1 Residents and businesses were notified of the consultation by letter, dated the 22 October 2020 which was delivered to 32,000 residential addresses 4,000 local businesses and approximately 160 organisations/stakeholders. The letter was accompanied by a newsletter. The list of stakeholders is in Appendix 2.

- 2.2.2 A press release was issued at <https://www.lancashire.gov.uk/news/> on 27 October 2020 which allowed news websites and newspapers to publish information about where information would be available. This generated media items in the 'Lancaster Guardian', the 'Visitor', and a number of websites representing different groups in the local area (Lancaster Chamber of Commerce, CLOUD vblog, Lancaster Dynamo, Lancaster BID). Notification and reminders of the consultation were also distributed on social media (Facebook, Twitter and Instagram) during the consultation period.
- 2.2.3 Posters were displayed around the Lancaster District at prominent places such as supermarkets, Lancaster Hospital, Lancaster University and at the bus station.
- 2.2.4 The publicity material directed members of the public and organisations to view the consultation material held on the project website and comment using the online survey. Paper copies of the survey were available and responses by email were also accepted.

2.3 Virtual Exhibition Space

- 2.3.1 Due to the COVID-19 pandemic restrictions in Lancashire, the consultation took place online.
- 2.3.2 A virtual exhibition space (VES) outlining proposals for both the Route Options for M6 Junction 33 and the Lancaster City Centre Movement and Public Realm Strategy Route Options Report was commissioned. This service sought to replicate a physical consultation at a public hall/meeting space through a virtual space. Unlike physical consultation events the VES was open during the consultation period on a continuous basis (24 hours, 7 days a week).
- 2.3.3 The VES boards summarised the key aspects of both consultations and the interactive nature of the virtual space meant that links could be provided to the final documents on Lancashire County Council's website (Appendix 3 provides screen prints of the VES).

- 2.3.4 An online chat facility was active with staff available to answer queries in real time during office hours and email contacts were provided for any additional queries.
- 2.3.5 Printed copies of the consultation information were available on request.
- 2.3.6 Online responses could be made on the 'Have Your Say' webpage www.lancashire.gov.uk/haveyoursay and consultation information was available on <https://www.lancashire.gov.uk/transforming-lancaster-travel/?page=1>. Analysis of the website set up to inform of the consultation had 6,519 page views and 437 unique page views.

2.4 Engagements and Briefings

- 2.4.1 Consultation and engagement was sought from a wide variety of stakeholders. In addition to the online consultation additional briefings and 'question and answer' sessions were provided when requested. During the consultation period additional briefings were provided to the following individuals and organisations:
- County Council Councillors who represented the Lancaster City district area;
 - Lancaster City Council Councillors (this was followed up with an additional 'question and answer' session towards the end of the consultation period);
 - Garstang and Lancaster Rotary Club;
 - Lancaster Chamber of Commerce and Lancaster Business Improvement District;
 - Lancaster Dynamo Cycle Group;
 - Lancaster Vision;
 - Lancaster Bus Users Group; and,
 - Stagecoach.
- 2.4.2 In all cases, these briefings and 'question and answer' sessions took place online.

2.5 Questionnaire

- 2.5.1 A key aspect of the consultation was an online survey/questionnaire (Appendix 4) relating to the different route options outlined in the consultation information. Written responses were accepted via email or through the post. A summary of the written comments will be discussed in Section 5 of the report.
- 2.5.2 Quantitative information from the surveys and the questionnaires was analysed to garner the level of support for each option and also to understand the origin and nature of the responders.

3 About the Respondents

3.1 Overview

- 3.1.1 The first part of the questionnaire was to establish the demographics of the respondents, in terms of location, organisation and age.

3.2 Q1: What is your postcode?

- 3.2.1 This was used to analyse the number of responses that raised common issues or areas which supported or opposed the objectives of the M6 Junction 33 Reconfiguration with Link Road or route options.
- 3.2.2 The majority of respondents were located around the city centre itself with 'hotspots' located further south around Galgate and the existing M6 Junction 33 (Figure 1).
- 3.2.3 Please note that incomplete postcodes were not included within the plotting of the data. However, these responses have still been taken account of during the complete data analysis.

- 3.2.4 There were some respondents from Carlisle (2 respondents), Huddersfield (1 respondent), Leeds (2 respondents), Preston/South Ribble (16 respondents), Stoke-on-Trent (1 respondent), Warrington (2 respondents) and Wigan (1 respondent).

Table 1: Postcode Location Count

Postcode	Count
LA1 (Lancaster City Centre, Aldcliffe, Bailrigg)	250
LA2 (South and East Lancaster)	134
LA3 (Morecambe, Heysham)	10
LA4 (Morecambe, Torrisholme)	5
LA5 (Carnforth, Arnside, Warton)	10
LA6 (Carnforth)	2

Chart 1: Postcode Location Count

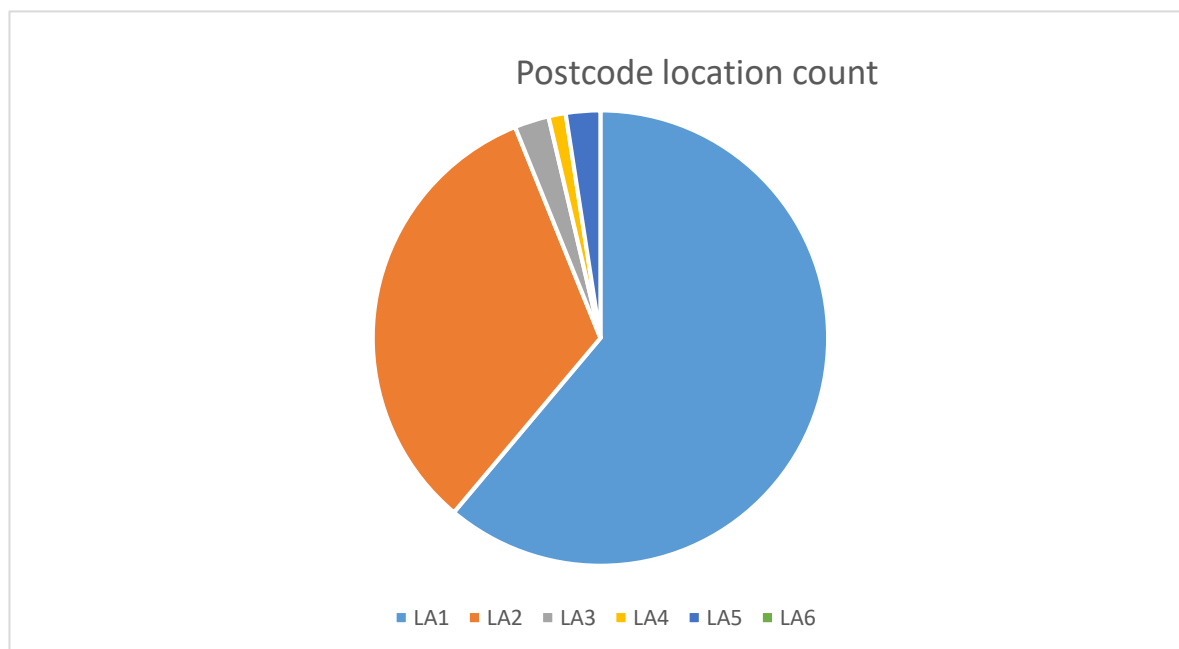
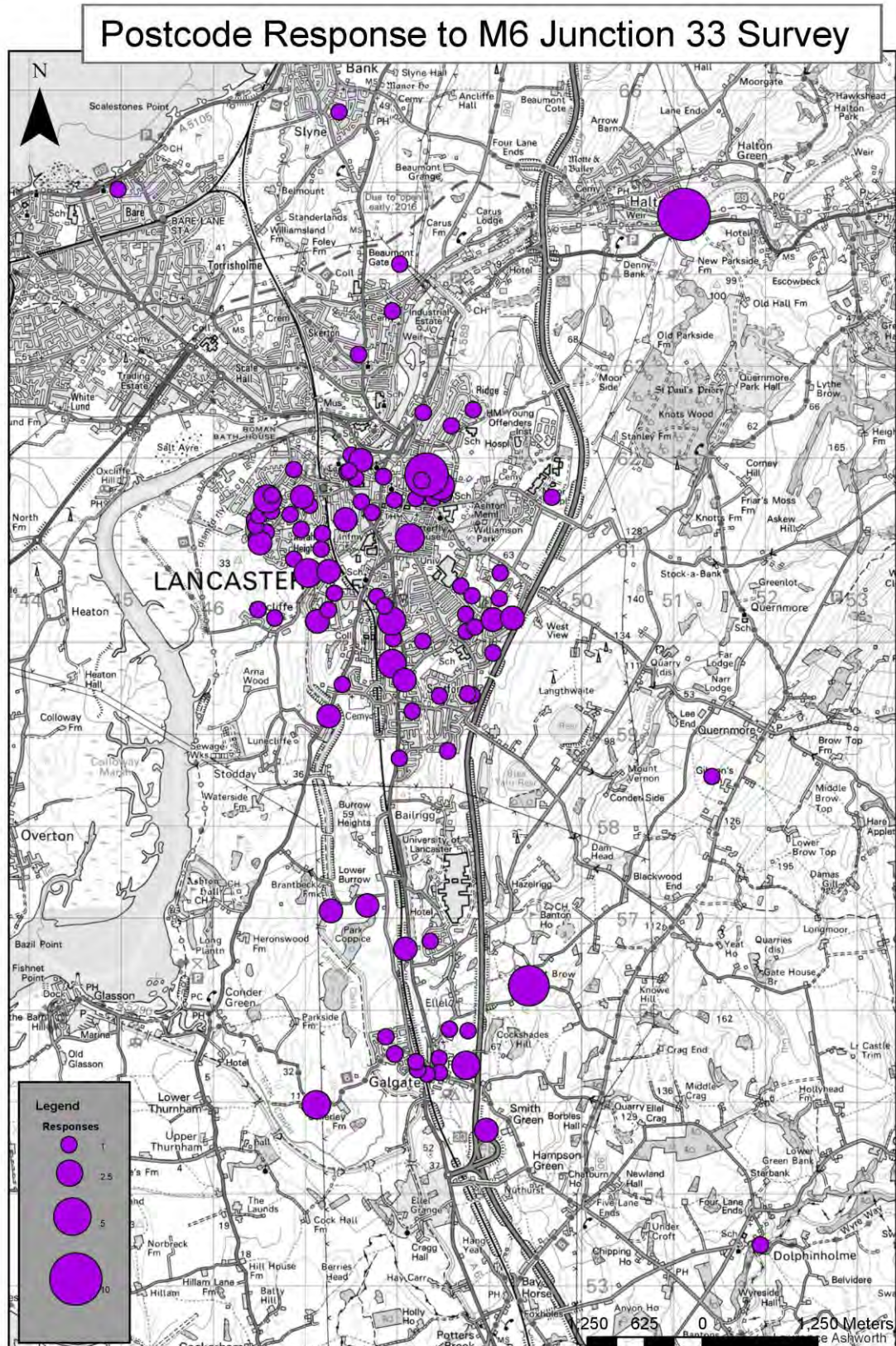


Figure 1: Responses Where Respondents Chose To Answer The M6 Junction 33 Survey Only.

The larger the 'dot' the more response there was from that particular postcode. The smaller the 'dot' the less response there was from that particular postcode.



3.3 Q2: In what capacity are you completing this questionnaire?

Chart 2: Respondent's Category

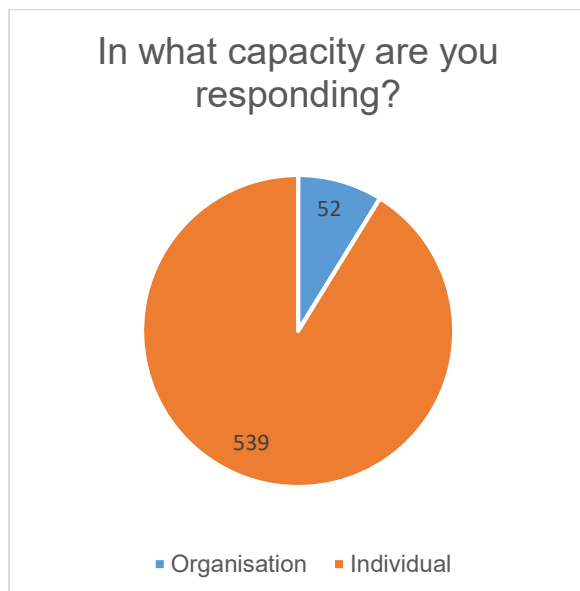


Chart 3: Age Groups of Respondents

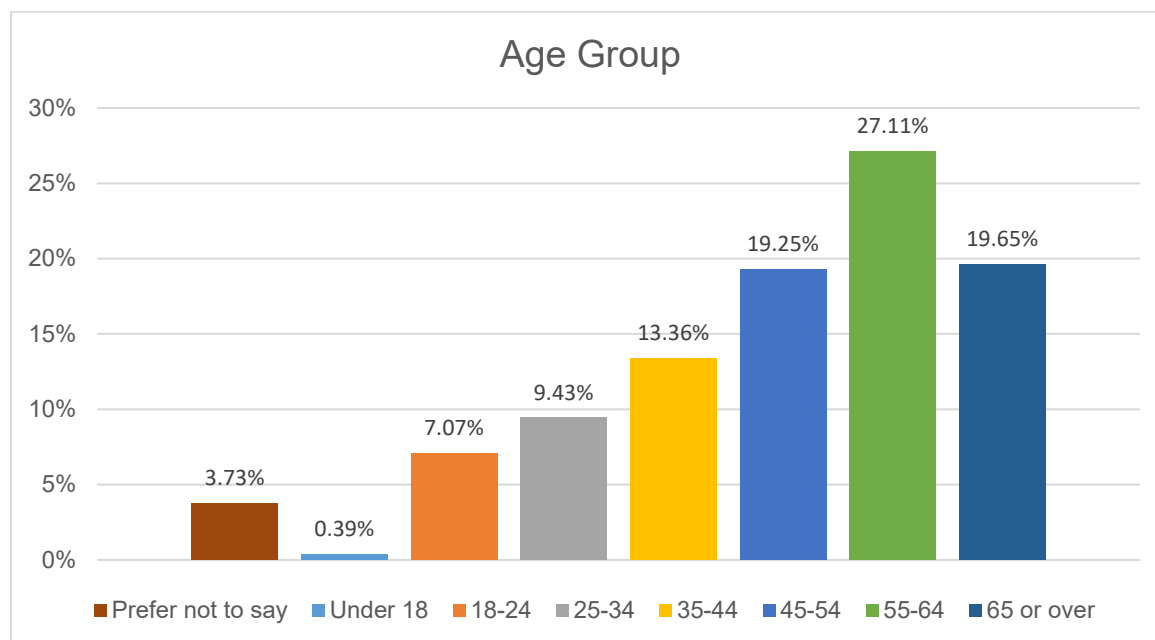
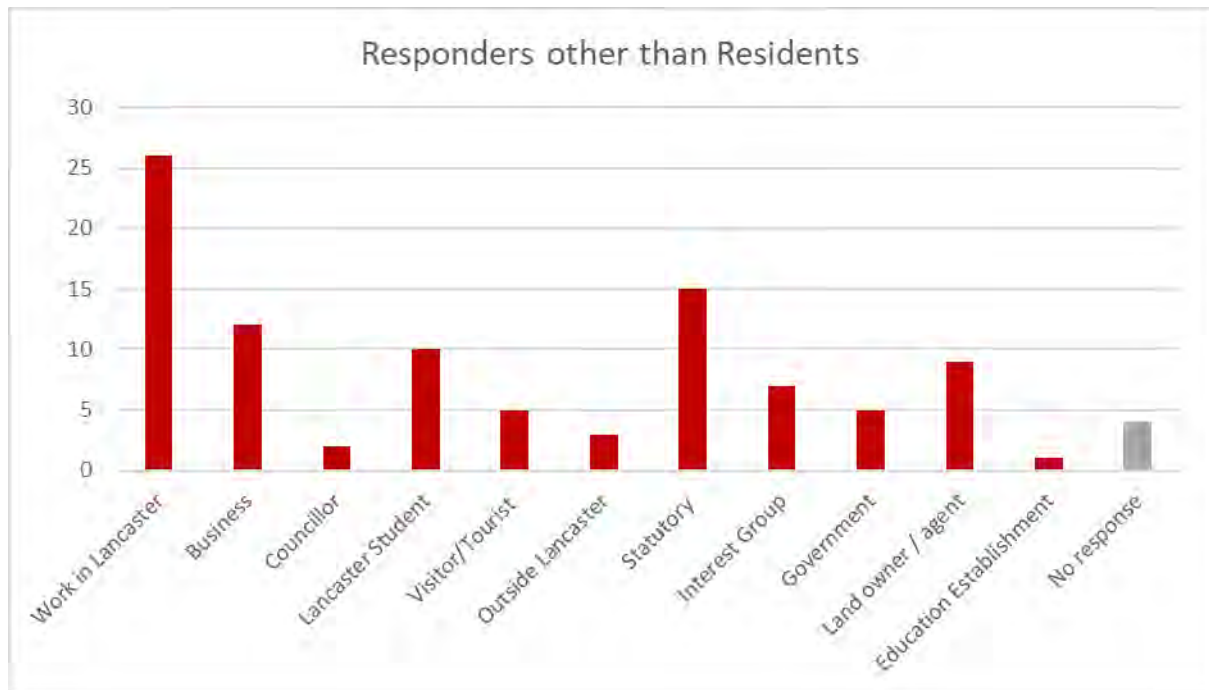


Chart 4: Respondents Other than Residents

4 Key Findings

4.1 Overview

- 4.1.1 The main purpose of the consultation was to establish which of the route options would be the most preferred by the public and stakeholders. A wide variety of comments were received. 548 responses were received, 496 responses filled out the questionnaire and 52 responses provide qualitative feedback/comments. The following data discussed is from those who filled out the questionnaire (496 responses). Around two thirds of the 496 responses submitted through the survey or by questionnaire indicated support for the overall objectives of the scheme.
- 4.1.2 Of those responses submitted as a survey or questionnaire 276 (62%) confirmed support for the overall objectives of the scheme and 168 (38%) opposed them.
- 4.1.3 The survey asked to what extent the responders agreed with the objectives and there was more support than not however where unsupportive responses were received these were greatly polarised towards strongly opposed.



4.1.4 In terms of vote ranking Central 1 (178, 39%) was followed by Central 2 (48, 11%) and then the Western 1 (35, 8%). The Central 1 was preferred route option because responders felt this would provide a beneficial outcomes for traffic and transport reasons, it would minimise the impact on built heritage and landscape. The traffic issues in Galgate were a main concern for the respondents and some considered that, whilst they were not in support of the housing proposed in south Lancaster by the Local Plan, a link road would be a benefit to them.

4.2 Objectives of the M6 Junction 33 Reconfiguration with Link Road

4.2.1 53% of respondents agreed with the overall objectives of providing an M6 Junction 33 Reconfiguration with Link Road (Table 2). The majority of support is located around M6 Junction 33 and Galgate and also further north around the city centre.

4.2.2 Table 2 demonstrates the result on question 3(b) of the survey 'on a sliding scale to what extent do you oppose or support the objectives'. There is a strong level of support (27%) for the objectives of the M6 Junction 33 Reconfiguration with Link Road with some level of support at point S5 (23.8%). Comparatively, there is a strong level of opposition (41.1%) with a smaller amount of opposition at point O1 (4%).

Table 2: Extent of support or opposition

Extent of support or opposition to the scheme objectives									
Support (53.8%)					Oppose (46.2%)				
S1	S2	S3	S4	S5	O1	O2	O3	O4	O5
27.1%	1.1%	1.1%	0.7%	23.8%	4.0%	0.4%	0.0%	0.7%	41.1%
Extent of support decreases 					Extent of opposition increases 				

- 4.2.3 Some of the responses who did not agree with the objectives were mainly located to the east and west of M6 Junction 33 with some level of opposition located around the city centre. The extent of support or disagreement is illustrated on Figure's 2-5.
- 4.2.4 Please note that some postcodes were not included within the plotting of the data – as some postcodes were incomplete. However, these responses have still been taken account of during the complete data analysis.

Figure 2: Support vs Opposition for the Overall Objectives of M6 Junction 33.
 The 'green' areas indicate support, whereas the 'red' areas indicate opposition. The darker the colour the more opposition or support there is within each individual postcode area.

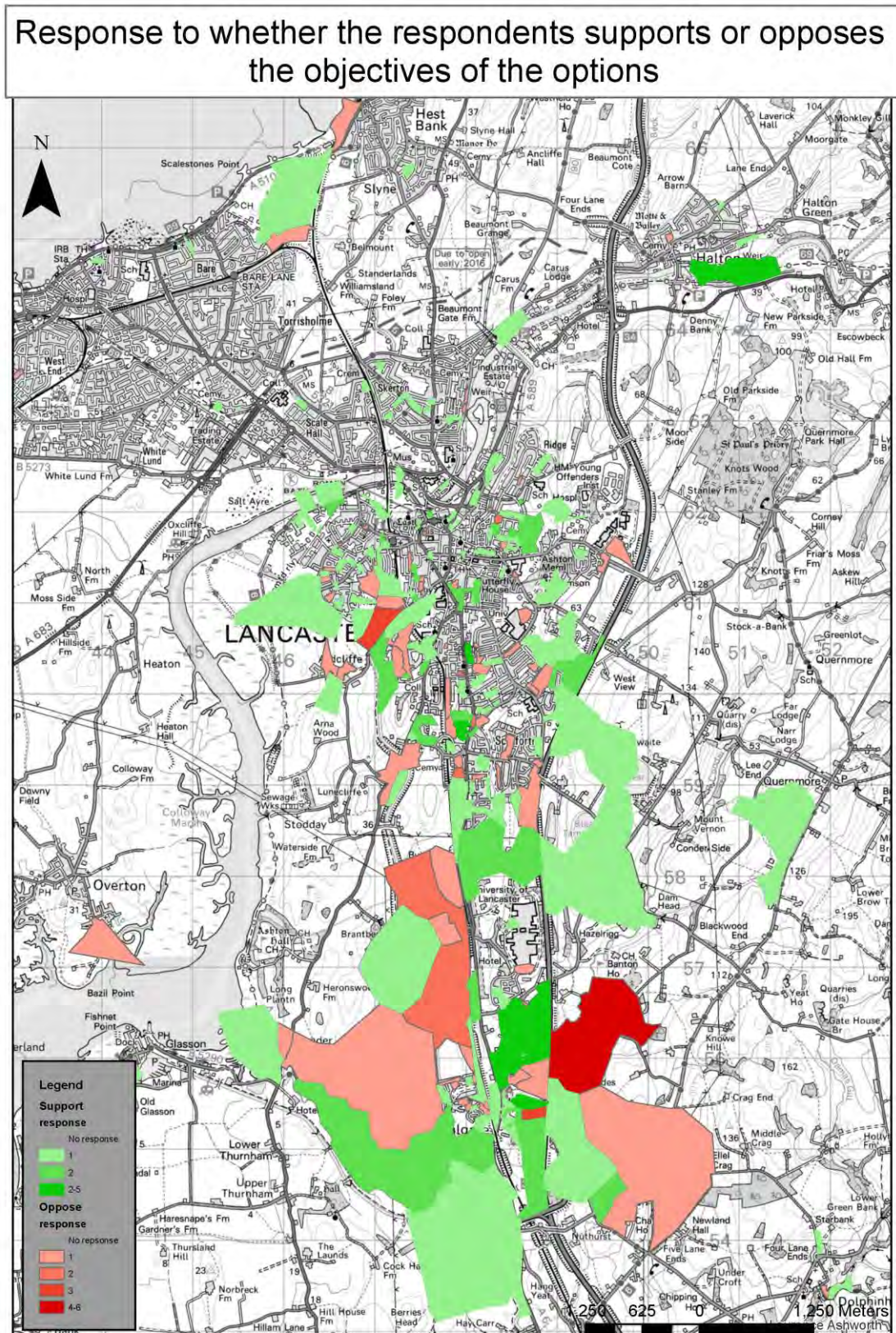


Figure 3: Support for the Overall Objectives of M6 Junction 33.

The darker the colour the more opposition or support there is within each individual postcode area

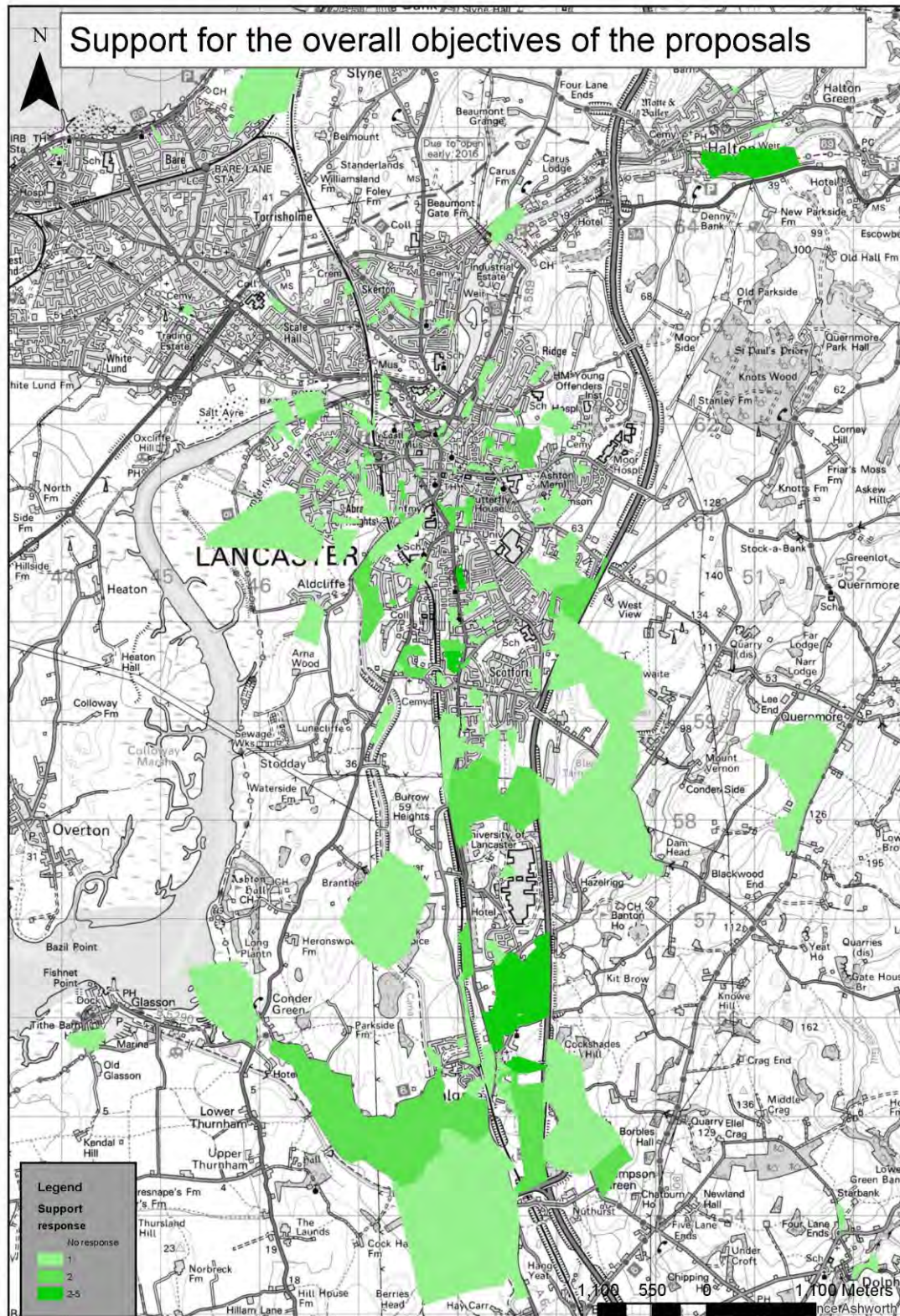
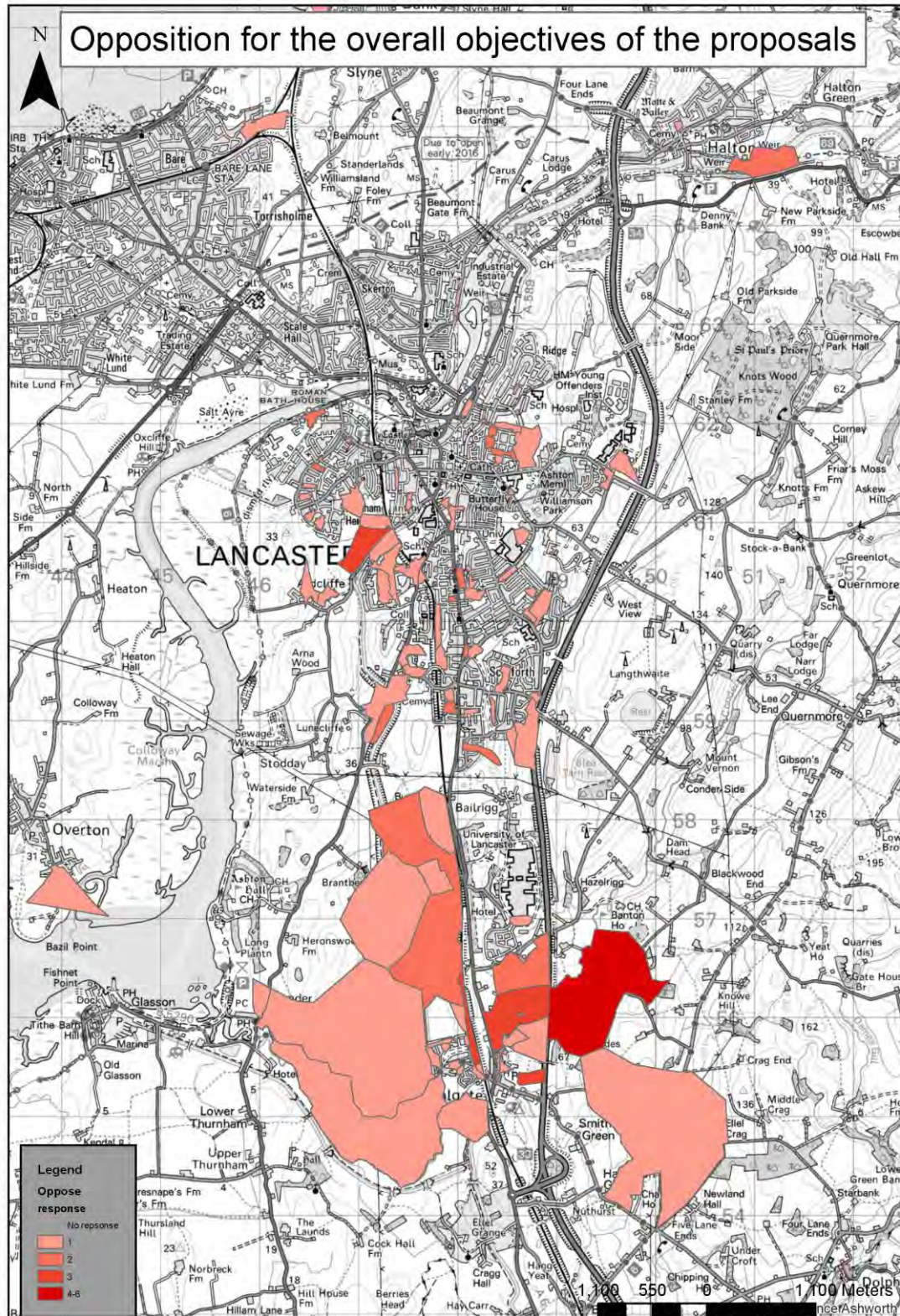


Figure 4: Opposition for the Overall Objectives of M6 Junction 33.

The darker the colour the more opposition or support there is within each postcode.



4.3 Preferred Option

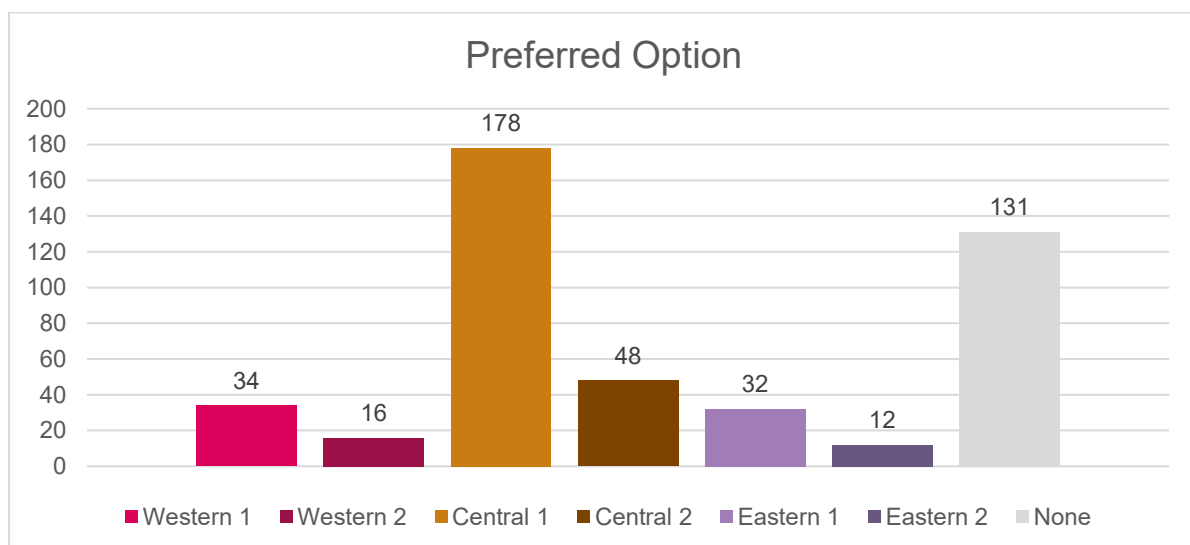
4.3.1 Question 5 of the questionnaire 'which would be your preferred option' had 7 options to choose from - the route options provided as part of the consultation or a 'none' (or no preferred option). The reasons given for choosing the preferred option is outlined in Section 5 of this report.

4.3.2 Table 3 demonstrates that the preferred option was 'Central 1'. There was a large percentage of respondents that stated that they had no preferred option ('none') whose comments have been evaluated in Section 5 of this report.

Table 3: Result of the Respondents Preferred Option

Respondents Preferred Option		
Route	Support	Percentage Support
Eastern 1	32	7%
Eastern 2	12	3%
Central 1	178	39%
Central 2	48	11%
Western 1	35	8%
Western 2	17	4%
'None' (no preferred option)	131	29%

Chart 5: Preferred Option Count



4.3.3 When ranking the route options (Table 4) that were provided as part of the consultation, it is clear that Central 1 is the preferred option, closely followed

by Central 2 and Western 1 route options. The respondent's reasons for choosing their preferred option is discussed in Section 5 of the report.

Table 4: Ranking of Preferred Option

Ranking of Preferred Option		
Route	Support	Percentage Support
Central 1	178	55%
Central 2	48	15%
Western 1	35	11%
Eastern 1	32	10%
Western 2	16	5%
Eastern 2	12	4%

- 4.3.4 From the seven options presented as part of the consultation 'Central 1' was the preferred option. Figure 5 is a visual representation of the preferred options, with Central 1 being the thickest line (i.e. more votes) and Eastern 2 being the least preferred option with the thinnest line.
- 4.3.5 Figure 6 confirms the respondents who preferred Central 1 are located throughout the city centre and south Lancaster. There are some larger clusters shown on the map which show some of the respondents (who have chosen Central 1 as their preferred route option) are located where the proposed Central 1 route option would be sited.

Figure 5: Respondents Preferred Option. The thicker the line, the more respondents preferred this route option

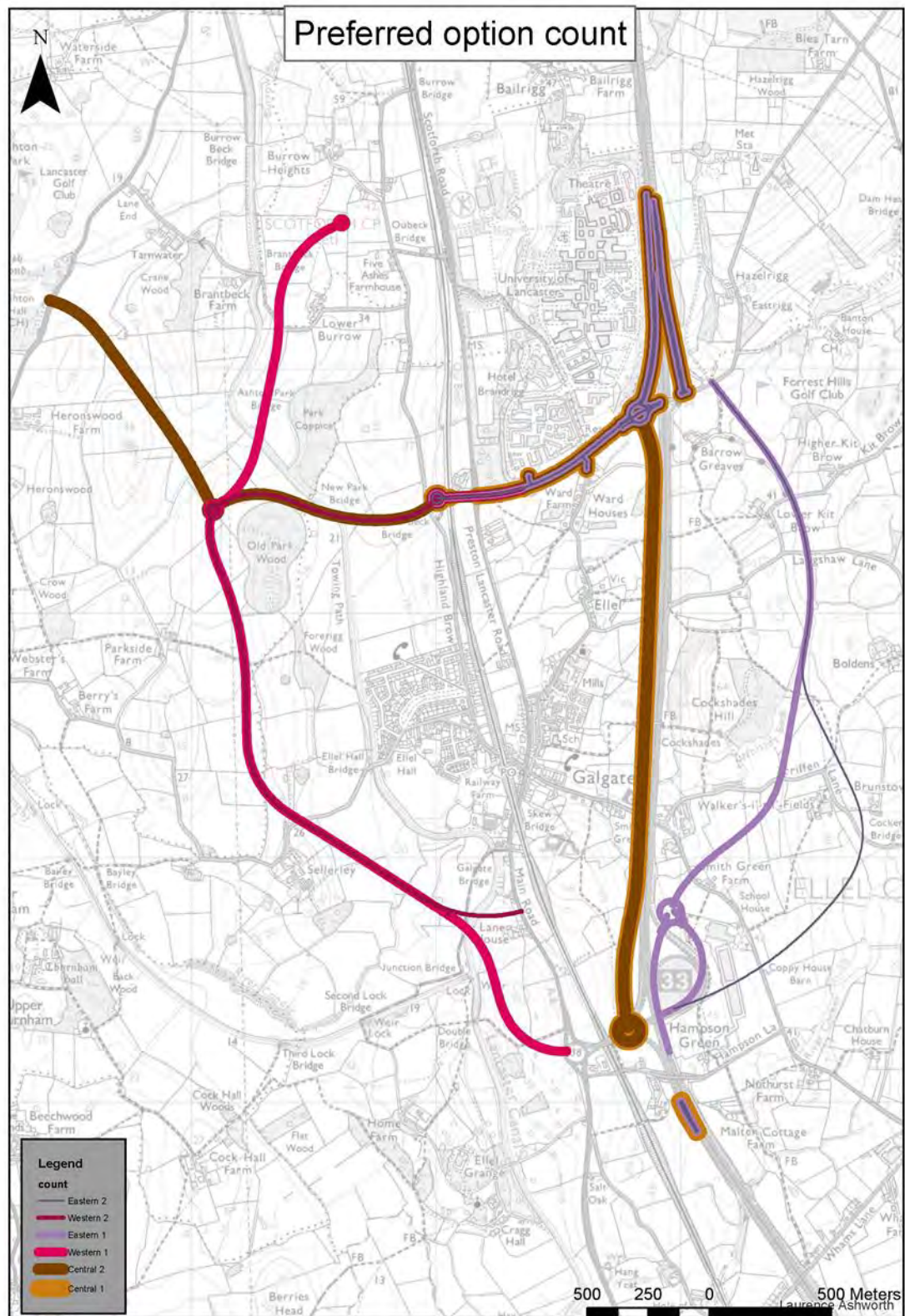
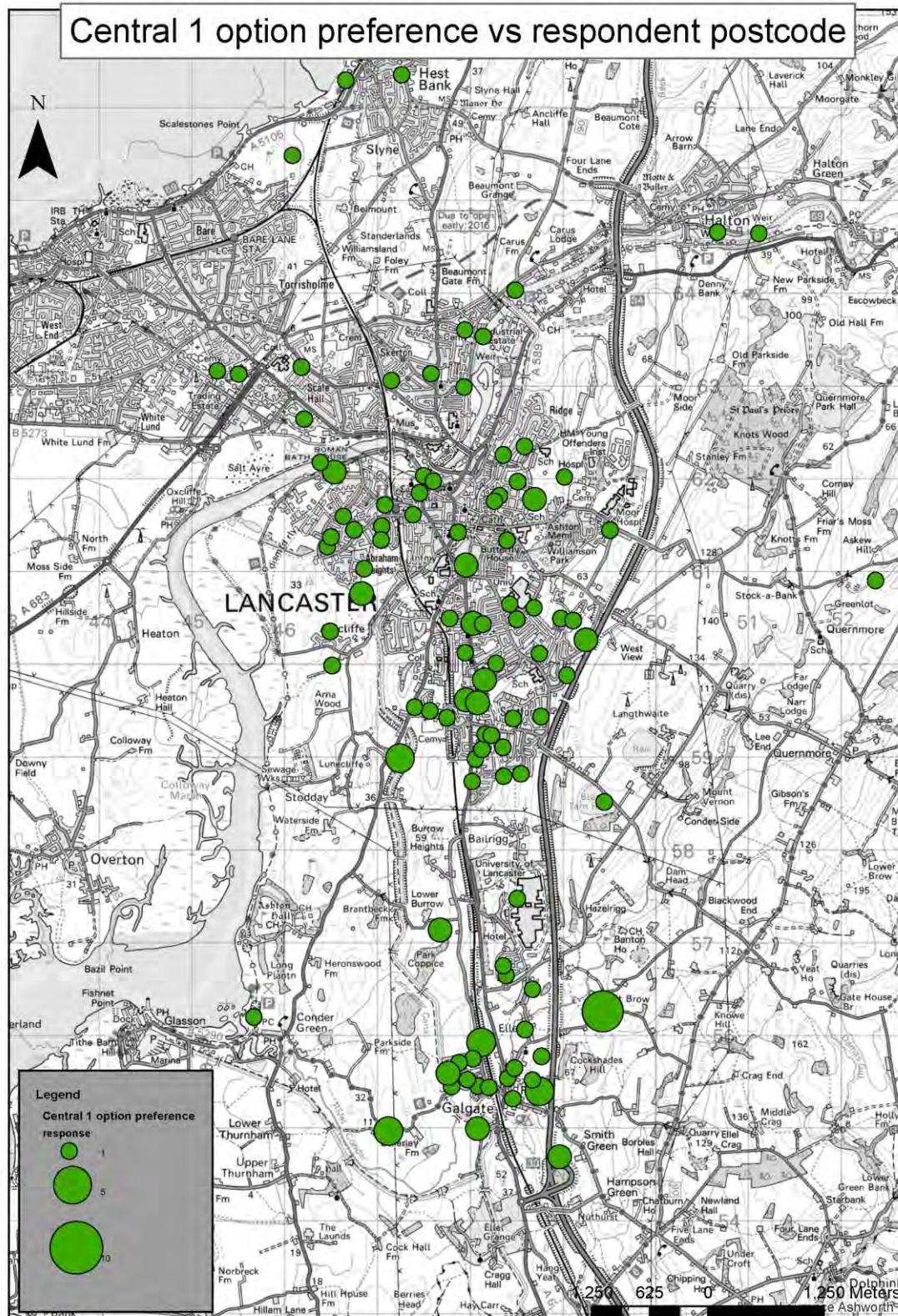


Figure 6: Central 1 Preferred Option within a Postcode Area. The larger the 'dot' the more response there was from that particular postcode. The smaller the 'dot' the less response there was from that particular postcode.



4.3.6 Table 5 confirms the beneficial reasons why the respondents preferred option was chosen. Key points to note are that most route options were chosen because responders considered the particular option would reduce congested traffic conditions. Central 1 scores highly in this respect but also appears strongest in terms of the respondent's perceived lower impact on built, natural and landscape impact and overall impacts.

Table 5: Reasons for choosing the Preferred Option

Reasons for choosing the Preferred Option						
	Eastern 2	Eastern 1	Central 1	Central 2	Western 1	Western 2
Built, natural landscape and visual impact	6%	19%	17%	15%	4%	10%
Ecology/biodiversity	3%	9%	10%	7%	2%	3%
Air quality	15%	5%	9%	6%	17%	8%
Noise	12%	12%	6%	5%	17%	10%
Ground Conditions/Land use	6%	6%	3%	3%	1%	3%
The water environment and flooding	0%	4%	3%	0%	7%	13%
Climate Change	6%	3%	3%	1%	0%	3%
Population, human health and road safety	3%	10%	7%	13%	15%	8%
Traffic and transport (reduced congestion)	24%	13%	15%	28%	19%	31%
Private and community land and/or property assets	0%	4%	2%	0%	2%	3%
Cultural heritage	3%	1%	2%	0%	0%	0%
Engineering solution	12%	4%	6%	6%	3%	5%
Sustainability	3%	1%	2%	6%	2%	0%
Overall impacts	9%	8%	15%	12%	10%	5%

4.4 Second Preferred Option

4.4.1 The survey offered the opportunity to give responders their second-preferred route option.

4.4.2 Table 6 demonstrates that some of the respondents did not choose a second preferred option. Nevertheless, the 'none' response decreased from the first preferred option. The majority of the respondents that did not choose a second

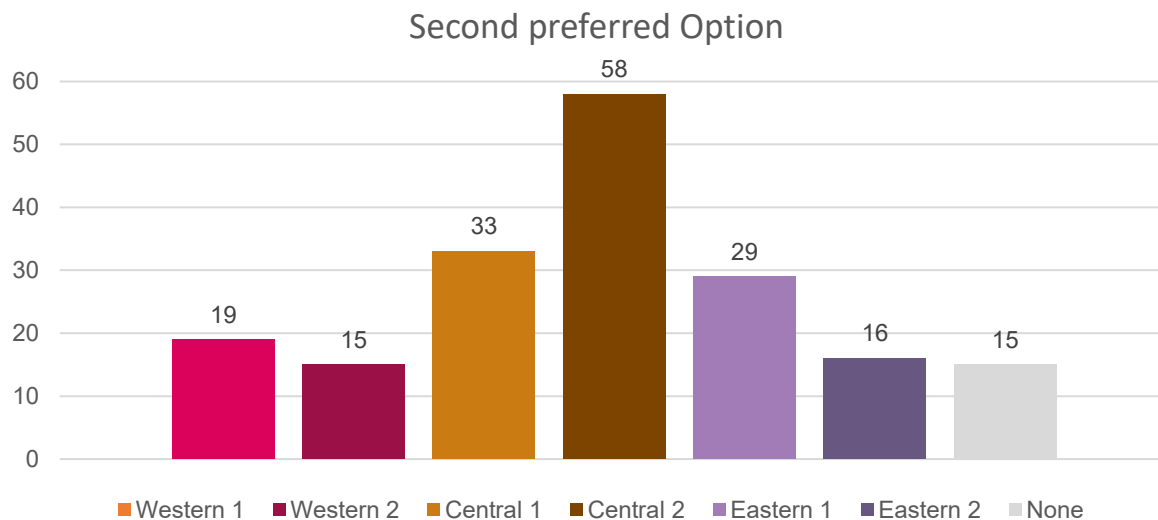
preferred option were those that chose 'Central 1' as their (first) preferred option.

- 4.4.3 Chart 6 illustrates of the 186 responders which gave support for choosing a second option, the Central 2 and Central 1 options were the preferred options.

Table 6: Second preferred option

Second preferred option		
Route	Support	Percentage Support
Eastern 1	29	16%
Eastern 2	16	9%
Central 1	33	18%
Central 2	58	31%
Western 1	19	10%
Western 2	15	8%
None (No preferred Option)	15	8%

Chart 6: Second Preferred Option count



- 4.4.4 When reviewing the ranking route options (Table 7), the results switched between Central 1 to Central 2 from the first preferred option. Central 1 and Eastern 1 were the next second preferred options. The outcome of the consultation confirmed support for the Central route options.

Table 7: Second preferred option ranking

Second option Ranking		
Route	Support	Percentage Support
Central 2	58	34%
Central 1	33	19%
Eastern 1	29	17%
Western 1	19	11%
Eastern 2	16	9%
Western 2	15	9%

- 4.4.5 Figure 7 is a visual representation of the second preferred options, with Central 2 being the thickest line (i.e. more votes) and Eastern 2 and Western 2 being the joint least preferred option with the thinnest line.
- 4.4.6 Figure 8 confirms that the respondents who preferred Central 2 were spread out throughout the city centre and south Lancaster.

Figure 7: Respondents Preferred Second Option. The thicker the line, the more respondents preferred this route option,

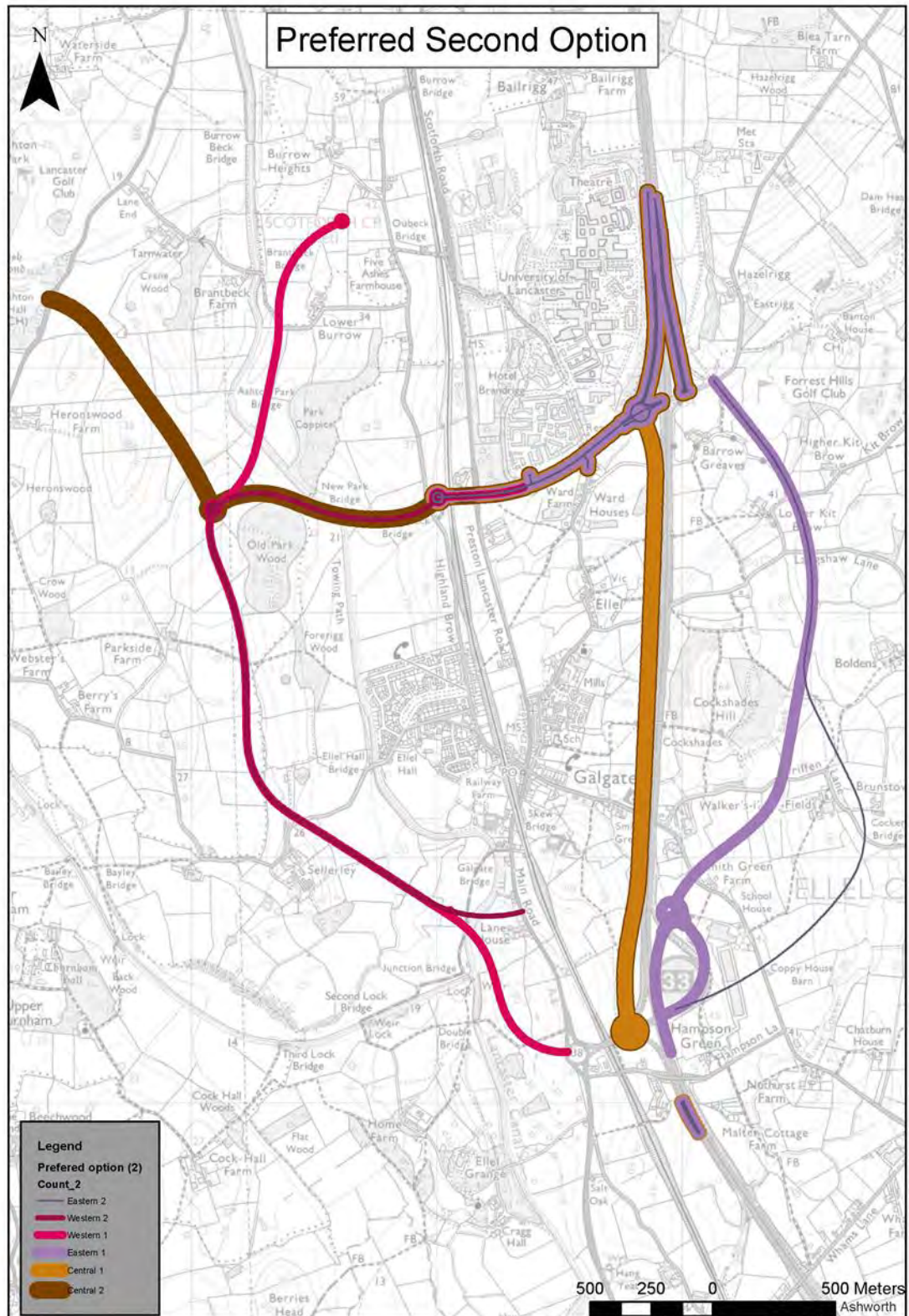
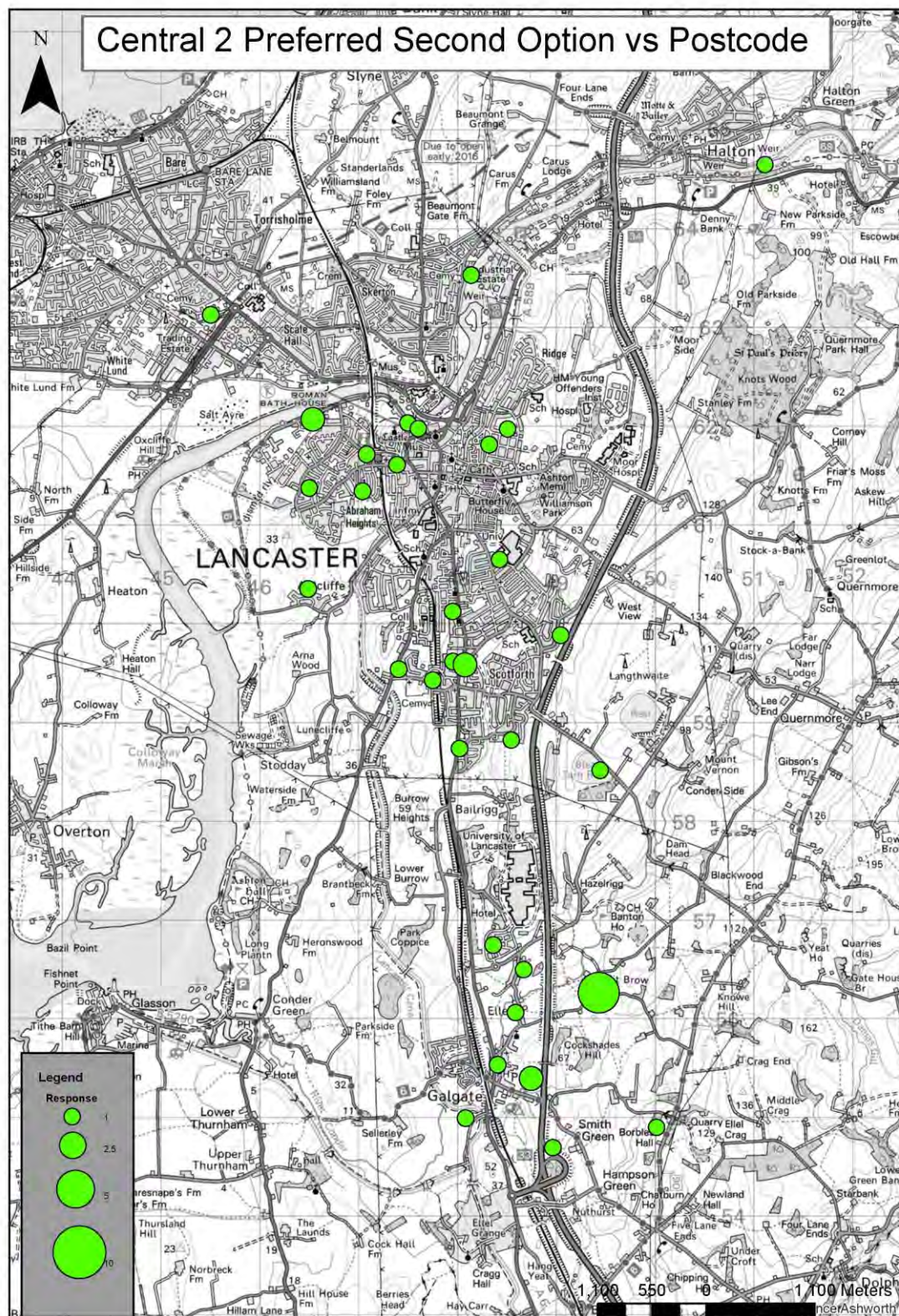


Figure 8: Central 2 Preferred Second Option within a Postcode Area. The larger the 'dot' the more response there was from that particular postcode. The smaller the 'dot' the less response there was from that particular postcode.



5 Issues and Concerns Raised

- 5.1.1 The questionnaire had a 'comments' section where respondents could raise any further concerns regarding the route options and the opportunity to offer any suggestions or alternatives to the scheme. The comments and our response has been grouped into the route options as follows.

5.2 Eastern 1

Location

- 5.2.1 Respondents who have stated 'Eastern 1' as their preferred option as they believe this route would be less intrusive on existing housing/communities. It has been stated that in comparison to the Central route options which appear to be closer to existing homes and communities, the Eastern route options would not disrupt the existing communities.
- 5.2.2 There has also been mention that the Eastern route options would reduce noise and air quality impacts (unlike the Central route options).
- 5.2.3 In comparison to the Central route options, the Eastern route options appear much more open and in less proximity to existing communities. The Eastern route options are located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB) landscape character areas, which has 'dramatic open views' and 'isolated farmsteads'. Naturally, the area would appear more suitable in terms of its impact on housing and communities, however, Eastern 1 is likely to have an adverse effect on the landscape and visual amenity of the area and on some businesses.

Impact on the natural environment

- 5.2.4 Respondents have indicated that their choice for choosing Eastern 1 was due to its lack of impact on ancient woodland and least impact on sites of ecological, geological or heritage importance and least impact on the open countryside (in comparison to the Western route options).

- 5.2.5 Eastern 1 would have less of an impact on ecological sites in comparison to the Western route options. Nevertheless there would be an impact on mixed woodland and watercourses (assessed as a moderate constraint). Furthermore, by virtue of the landscape character of the AONB and its setting in the landscape character is more sensitive across eastern options than it is across the western options.
- 5.2.6 Should Eastern 1 progress further, there would be further exploration of the impact on the natural environment.

Flooding

- 5.2.7 Respondents have identified that the Eastern route options would be preferred in terms of its impact on flooding.
- 5.2.8 Although there would not be any significant impacts on flooding in the Eastern route options, there are some issues of significant concern in terms of Eastern 1 impact on the setting of the AONB. Concerns such as these should be considered further and balanced against other technical, engineering, traffic, safety and economic considerations.

5.3 Eastern 2

- 5.3.1 Eastern 2 was the respondents least preferred option and as a result, only a handful of comments were received for this route option.

Impact on the natural environment

- 5.3.2 One respondent has suggested that Eastern 2 is 'the best of a bad bunch' as this route option would bypass the main residential areas and would cause least disruption in terms of traffic.
- 5.3.3 Although the Eastern route options are preferable compared to the Western route options, the Eastern route options would not be successful in subtracting flow from the A6 in all periods and directions modelled. In terms of traffic and congestion, Central 1 has been modelled to be the preferred route option.

- 5.3.4 The same respondent also enquired as to whether there will be further information on flood risk and ecological surveys. Should Eastern 2 progress, then there would be a full suite of ecological surveys undertaken, in addition to a flood risk assessment as part of an Environmental Impact Assessment (EIA).

5.4 Central 1

- 5.4.1 Central 1 was the respondents preferred option. The majority of the comments mentioned the benefits of the preferred option including (but not limited to):

- Reduction in traffic
- Least environmental impact
- Follows the existing contour of the M6 and keeps the route option near existing infrastructure
- The most sustainable option
- Affords the least harm to heritage assets

Housing

- 5.4.2 Some of the respondents expressed concern regarding the possibility of future housing, known as 'Bailrigg Garden Village' and chose Central 1 as their preferred option as it was their opinion that it would have the least impact on the environment or local traffic.
- 5.4.3 Any housing development within the district of Lancaster is dealt with by Lancaster City Council and is not the responsibility of Lancashire County Council to make decisions on any possible future housing schemes. Nevertheless, in July 2020 Lancaster City Council adopted a new Local Plan for the district which contains a number of strategic growth areas including a new Garden Village Development (known as Bailrigg Garden Village). Following the adoption of the Local Plan, the City Council will progress with a masterplan and an Area Action Plan which will seek to address the issues such as infrastructure delivery. Policy SG1 of the Lancaster Strategic Policies and Land Allocations DPD states that there would be some re-configuration

of Junction 33 to afford direct motorway access into the South Lancaster Area. Furthermore, there 'will be a requirement for a wide range of both locally important and strategically important infrastructure, including new highways'. This is further explored in Policy SG3 of the Strategic Polices and Land Allocations DPD, Lancaster Infrastructure Delivery Plan and Strategic Objective 4 (SO4) of the Local Plan.

- 5.4.4 There has also been some concern that there will be some impact on existing homes and communities.
- 5.4.5 Although, there is not specific detail of the respondents concerns of the impact on existing homes and communities, it is important to note that there will be thorough assessments of the impact on residential amenity, private and community assets and visual amenity as the scheme progresses. The scheme would have an Environmental Impact Assessment (EIA) as part of the planning application process, which would assess the impact of such concerns.

Pollution:

- 5.4.6 Some respondents have highlighted their concern in regard to air and noise pollution. It is their opinion that the addition of a new road next to an already noisy and air polluting motorway would only exacerbate the issue.
- 5.4.7 In regards to noise impacts, Central 1 has demonstrated that there would be some minor impact on receptors (nearby dwellings) during construction and operation of the scheme. Nevertheless, there would be a thorough assessment of the impacts as the scheme progresses, with some mitigation proposed should it be necessary. Central 1 is predicted to experience the least number of long-term night time adverse impacts compared to the other route options.
- 5.4.8 In terms of air quality (air pollution) impacts, it is predicted that Central 1 would be below the relevant air quality objectives and therefore would not have a negative impact on air quality. Furthermore, modelling has suggested that the

air quality impacts of the route options can be considered beneficial and are unlikely to have a significant effect on the national compliance with the annual mean NO₂ European Union Limit Value. As with the noise impacts, air quality will also be thoroughly assessed as part of an EIA.

Flooding

- 5.4.9 Some respondents have expressed concern with regards to flooding. There is concern that Central route options will only exacerbate flooding problems around Galgate.
- 5.4.10 Should Central 1 progress, it is expected that this route option would not exacerbate flooding in the Galgate area. Nevertheless, this route option would be subject to a full environment impact assessment including a drainage strategy and flood risk assessment.

5.5 Central 2

Connectivity

- 5.5.1 Respondents asked if the Central 2 route would connect up to the Quay area.
- 5.5.2 Although the Central 2 route option would allow the scope for future road developments to the Quay area, this is not something that is currently being considered.
- 5.5.3 A number of respondents noted how the Central route options were less damaging to the countryside and 'fit in well with existing roads'.
- 5.5.4 The placement of each option presented has been carefully considered to minimise environmental damage. For instance, Central 2 weaves between Old Park Wood and Park Coppice to avoid damage to ancient woodland. The Landscape and Visual impact of the revised list of options going forward will be assessed and if required, mitigation to minimise any visual impacts on the landscape will take place. Mitigation measures may include screening with

tree planting, using screening boards or using the natural topography to hide sections of the new development.

- 5.5.5 A number of respondents cited reasons such as directness, enhanced east-west connectivity and better north south connectivity.
- 5.5.6 The Central route options do provide the shortest and most direct routes between Lancaster centre and Junction 33 whilst still bypassing the Galgate. Further analysis will take place to assess the impact of the development on those travelling around Lancaster in an EIA.

Pollution

- 5.5.7 Respondents expressed their concern over the localised air pollution and noise pollution that would arise from the Central 2 route option.
- 5.5.8 In the UK there are strict limits on air pollution and noise. Each option will be assessed to ensure that these limits will not be breached by the development and mitigation or alternatives will be required if the development is not able to meet these targets.
- 5.5.9 Some respondents reasoned that the Central options kept the noise of the traffic localised to the M6 area which would avoid exposing more people to noise pollution.
- 5.5.10 The two Central options do provide noise reduction to receptors in both instances. Noise impacts will be localised to the general area of the M6 but further assessment will be undertaken on the route options in the Environmental Statement. This assessment will identify any mitigation measures that are required. This may include sound absorbing boards or strategic planting of trees.

Flooding

- 5.5.11 Respondents were concerned about the vulnerability of the scheme to flooding, specifically under the railway bridge, and how a flooding episode would impact traffic in the area.
- 5.5.12 An assessment of flood risk would take place as part of the EIA of the scheme. This would identify any potential risks at an early stage before construction had begun. From here, a comprehensive drainage strategy and flood risk management plan would be devised that would be suitable for the scheme and prevent flooding episodes that would prevent traffic from using the underpass.

Traffic

- 5.5.13 Respondents suggested determining the sources of the traffic in Galgate that causes congestion. They indicated that much of the traffic in Galgate was caused by the local schools and that promoting sustainable travel to the schools would be a better way of reducing traffic through Galgate.
- 5.5.14 Traffic surveys do not determine the source of the traffic, nor do they indicate the purpose of the drivers' journey. There is a case for promoting sustainable transport use by students of the local schools. Currently, bus services do operate through Galgate that provide these opportunities for students. With a reduced traffic flow through Galgate as a result of implementing this scheme it is likely to improve the scope for additional cycling provision along the A6 to further improve Galgate sustainable transport provision.
- 5.5.15 Several respondents claimed to have picked the Central 2 option because it would ease the traffic heading down the A588 towards Cockerham.
- 5.5.16 According to the preliminary traffic modelling undertaking, traffic flows along the A588 will increase along sections of the A588. This will be a result of more traffic looking to join the M6 via the new junction. However, traffic is likely to reduce along the A6 through Galgate.

Ecology

- 5.5.17 Two respondents noted that the Central 2 route option passed close to two areas of ancient woodland and expressed concern on the impact that this may have.
- 5.5.18 Before any development is undertaken in the area a full suite of ecological assessments will take place to inform the Environmental Statement. These assessments will highlight any species and habitats of importance in the vicinity, identify any appropriate mitigation measures required to protect them and then ensure that viability of the development over the long-term.

5.6 Western 1

Housing

- 5.6.1 Some respondents stated that the Western 1 route option was the most suitable option to serve future development in South Lancaster.
- 5.6.2 The potential Bailrigg Garden Village Development is bounded by the Lancaster canal to the west and the University of Lancaster to the east along with some other smaller strategic parcels around the university. The strategic growth area exists to the north of Galgate. Currently, there are no plans to extend to the west of the canal. The Western 1 route option travels a significant distance to the west before crossing the canal to come eastwards into the strategic growth area.

Traffic

- 5.6.3 Respondents noted that Western 1 would reroute traffic far from the A6. This was stated as a benefit as it would ensure that Galgate traffic is alleviated.
- 5.6.4 From the traffic, noise and air quality report, all of the route options provided would have a beneficial impact on the traffic flows through Galgate. However, the two Western route options perform poorly in reducing traffic flows through Galgate when compared to other routes. The Western 1 route option is the

longest route into potential Bailrigg Garden Village Development. This could be perceived to be both a benefit and a negative as journey times along the Western 1 route option would be the longest out of the route options provided.

Pollution

5.6.5 Respondents mentioned how Western 1 route option would reroute the traffic and therefore, alleviate the current issues with air pollution and noise in Galgate AQMA.

5.6.6 The air pollution and noise in Galgate is predicted to decrease through all of the route options provided.

Flooding

5.6.7 A respondent noted that the Western 1 route option is likely to contribute the least to the current flooding issues in Galgate.

5.6.8 Each route option will be assessed in terms of flood risk and an appropriate drainage strategy and flood risk management plan would be devised that would be suitable for the scheme and prevent flooding episodes along the development.

5.7 Western 2

Pollution

5.7.1 Respondents said that Western 2 would be preferable as it would reduce the noise, air pollution and traffic experienced by the existing housing in Galgate, Ellet and Scotforth.

5.7.2 Whilst the Western 2 route option would reduce these factors for some residents in areas like Galgate, Western 2 is the worst performing route in terms of air quality and performs poorly in reducing traffic through Galgate.

Housing

- 5.7.3 Respondents mention that the Western 2 route option creates more options for future expansion and integration of areas such as Glasson Dock.
- 5.7.4 Although expansion may be possible in the future, this is not something that is currently being considered. Future plans to expand are not part of the deciding factors for this development. However, Western 2 does provide access to more land associated with South Lancaster Broad Location Growth Area.
- 5.7.5 Residents had particular concerns about how close the link road would travel from their properties.
- 5.7.6 Western 2 route option would travel westwards to bypass Galgate and re-join the A6 at Hazelrigg Lane to the north of Elell. Whilst this route would serve to bypass Galgate, traffic would rejoin the A6 at Hazelrigg Lane

Flooding

- 5.7.7 Respondents who chose Western 2 as their preferred route option stated that this is the best option for not exacerbating flooding in Galgate.
- 5.7.8 Each route option will be assessed in terms of flood risk and an appropriate drainage strategy and flood risk management plan would be devised that would be suitable for the scheme and prevent flooding episodes along the development.

5.8 'None'/No preferred option

- 5.8.1 There were several reasons given for respondents picking 'none' (no preferred option) as their preferred option. The reasons are as follows:

Car use/Sustainable travel

- 5.8.2 Some respondents have suggested that there should be more sustainable transport options (such as cycle lanes) rather than building new roads.
- 5.8.3 One of the aims of the M6 Junction 33 Reconfiguration with Link Road is to relieve congestion/reduce traffic on the A6 and Galgate area therefore support sustainable travel and improve air quality in the area (particularly within air quality management areas).
- 5.8.4 Sustainable travel is a large part of the other schemes under the 'Transforming Lancaster Travel' all these schemes will work together to ensure that there is an alternative to the motor vehicle.

Air and noise pollution

- 5.8.5 Respondents expressed concern that air quality/air pollution and noise pollution has not been fully addressed.
- 5.8.6 Initial environmental surveys have highlighted which options would have the least environmental impact in terms of noise and air pollution. Nevertheless, whichever route option is chosen, there would be further modelling and assessment of the impact of noise and air on the local and regional area and its population. An EIA would form the basis of the impact and how (if necessary) the impacts can be mitigated or improved.

Future housing concerns

- 5.8.7 Some of the respondents expressed concern regarding the possibility of future housing, known as 'Bailrigg Garden Village' and have expressed

disappointment that this is the main reason for implementing a new road scheme.

- 5.8.8 Any housing development within the district of Lancaster is dealt with by Lancaster City Council and is not the responsibility of Lancashire County Council to make decisions on any possible future housing schemes. Nevertheless, in July 2020 Lancaster City Council adopted a new Local Plan for the district which contains a number of strategic growth areas including a new Garden Village Development (known as Bailrigg Garden Village). Following the adoption of the Local Plan, the City Council will progress with a masterplan and an Area Action Plan which will seek to address the issues such as infrastructure delivery. Policy SG1 of the Lancaster Strategic Policies and Land Allocations DPD states that there would be some re-configuration of Junction 33 to afford direct motorway access into the South Lancaster Area. Furthermore, there 'will be a requirement for a wide range of both locally important and strategically important infrastructure, including new highways'. This is further explored in Policy SG3 of the Strategic Policies and Land Allocations DPD, Lancaster Infrastructure Delivery Plan and Strategic Objective 4 (SO4) of the Local Plan.

Impact on the natural environment

- 5.8.9 Some respondents have expressed concern that the options would impact on the natural environment, including protected species.
- 5.8.10 Although some of the route options may have more of a negative environmental impact than the others, it is important to note that whichever route option is taken forward, there will be a thorough assessment of the impact on the environment, including protected species.
- 5.8.11 An EIA will be prepared as part of the planning application which would assess the impact on certain environmental topics, such as ecology.
- 5.8.12 There was also concern that there would be 'the destruction of the countryside and disturbance of wildlife without any gain'.

- 5.8.13 As part of any new planning application, there is now an expectation to consider biodiversity and net gain. This means that there would be consideration of the existing baseline conditions and then an addition 10% (minimum) net gain would be expected to be included around the scheme area post construction. Therefore, any potential loss of species would not only be mitigated, but also enhanced.

Climate Change

- 5.8.14 There were some respondents who mention climate change (climate crisis) and how road and house building is inappropriate and would only exacerbate the issue.
- 5.8.15 Under the EIA regulations, there is a requirement to assess the impact of climate change as a result of new infrastructure (as well as its cumulative impact). There is also a requirement to assess the impact of climate change on new infrastructure. The route option that is chosen and progresses as part of the planning application would require a thorough assessment of its impact on/of climate change.

Impact on Agricultural Business

- 5.8.16 There are several comments that express concern that the route options would impact greatly on agricultural business and land.
- 5.8.17 The comments have not suggested which route option in particular would impact on agricultural business. Nevertheless, as the scheme progresses, there would be an assessment on how the route option impacts on agricultural and agricultural businesses.

5.9 General Written Comments

- 5.9.1 There were a number of suggestions for alternative schemes to those presented which extended to: additional crossings of the A6/West Coast Main Line; new alignments or hybrid alignments and additional junctions on the M6

('M6 Junction 33a') or variations for connecting with the M6 motorway. Owing to the way in which the high-level appraisal considered issues such as biological, heritage, noise, flooding and the engineering options report to find less-constrained routes Lancashire County Council could only legitimately provide the options put forward for consultation. The consultation information confirmed that there had already been advanced discussions with Highways England about the motorway junction designs during the development of the Lancaster District Highways and Transport Masterplan published in 2016.

6 Organisation/Stakeholder Responses

6.1 Parish Councils

- 6.1.1 Elell Parish Council is a prescribed consultee in the Development Consent Order process. The Parish Council were supportive of the Central options and also raised concerns about floodwater impacting on Elell from the River Conder.
- 6.1.2 Aldcliffe with Stodday Parish Councillors considered a decision on the City Centre Movement and Public Realm Strategy and the M6 Junction 33 Reconfiguration with Link Road could not properly be done in isolation to the masterplan for Bailrigg Garden Village.

6.2 Historic England

- 6.2.1 The response from Historic England considers that Central Option 1 affords the least harm in heritage terms.

6.3 Highways England

- 6.3.1 The principle of the link road with its new connections to the M6 are included within the 2020 - 2025 Roads Investment Strategy (subject to funding being confirmed). Highways England assumes a new connection to the M6 can be provided, subject to the necessary planning tests being met and impacts on

the M6 being adequately catered for. HE confirmed that whilst in their view there was no clear preferred option that Eastern 1 affords the best junction layout at M6 Junction 33.

6.4 Natural England

- 6.4.1 The response from Natural England provided a welcomed appraisal of the six options and provided the basis for future assessment.

6.5 Environment Agency

- 6.5.1 The response from the Environment agency was positive and sought to ensure that communication was maintained in order to develop the best outcome in drainage and flood risk terms.

6.6 Lancaster Chamber of Commerce

- 6.6.1 Lancaster Chamber of Commerce stated 'cannot emphasise enough the need to address the access to and from the motorway at junction 33 of the M6'. They considered that with the new housing proposal 'Bailrigg Garden Village' and the continued growth of the University a bypass to reduce traffic volumes travelling through Galgate and improve air quality in the village would be justifiable in the near future.

6.7 Lancaster Vision

- 6.7.1 Lancaster vision were supportive of the proposals and made full comments on various ideas for sustainable and mass transit options within south Lancaster and for the South Lancaster Broad Location Growth Area.

6.8 Canals and Rivers Trust

- 6.8.1 The Canals and River Trust (CRT) raised concerns with the Western alignments and Central 2 option owing to the way in which these had potential

to cross and potentially impact on canal accessibility. The CRT stated 'It is noted that the air quality assessment does not appear to consider the canal corridor and its users. This would appear to be an oversight which should be addressed. Similarly, the impact on local sites document considers the broad ecological impact of each option. However, the canal does not appear to have been considered as an ecological receptor or consideration given to the canal being a Biological Heritage Site, which again would appear to be an oversight'.

6.9 Public Health England

- 6.9.1 Public Health England (PHE) provided a full response providing a range of guidance which had the objective of protecting and improving public health to include environmental public health in relation to air quality and noise and, further, to consider the impact on human health and wellbeing. PHE noted that the Western route options, have the potential to impact on the tranquillity of open spaces. PHE did not consider these to have been adequately addressed in the assessments undertaken. PHE requested that more information on the assessment of these impacts should be prepared as the application process progresses.

6.10 Lancashire Constabulary

- 6.10.1 Lancashire Constabulary stated 'Galgate village does suffer badly with traffic congestion on weekdays with a 'tidal flow'. During the peak morning flow the queue is northbound and during the peak afternoon flow the queue is southbound. The morning northbound traffic is usually queued back to the motorway roundabout on the A6 at Hampson Green and in extreme cases along the M6 NB exit slip road'. They did not indicate a preferred route as all the routes take traffic away from Galgate village. They advised that additional measures to discourage through traffic from continuing through Galgate village may be required.

6.11 Lancaster Dynamo

- 6.11.1 Lancaster Dynamo stated 'As a general principle Dynamo is opposed to the building of new roads given the concurrent emergencies relating to climate and public health due to both air pollution and inactivity. These are exacerbated by road transport, which is already the UK's greatest single contributor to carbon dioxide emissions. ... Of the options offered in the consultation, Dynamo's preference is for Central 1, as it is the most direct, the least intrusive and offers the greatest benefit to Galgate air quality'.

6.12 Travel Watch North West

- 6.12.1 Travel Watch North West are supportive of a rapid bus service in the south of Lancaster together with the provision of a park and ride service for Junction 33.

6.13 Stagecoach

- 6.13.1 Stagecoach stated that the most important factor from the perspective of a bus operator will be a reduction in congestion on the A6 through Galgate. They run 3 buses an hour in each direction through Galgate, with up to 10 buses in an hour at peak time. Their preference was the Central route option.

6.14 United Utilities

- 6.14.1 United Utilities (UU) stated it 'is very likely to have both cleanwater and wastewater infrastructure passing through each scheme. This may also include associated easements. All UU assets and associated easements will need to be afforded due regard in the development process and how they may impact on deliverability dependent on their location.'
- 6.14.2 They encouraged the use of our free pre-application service to discuss the scheme.

7 References

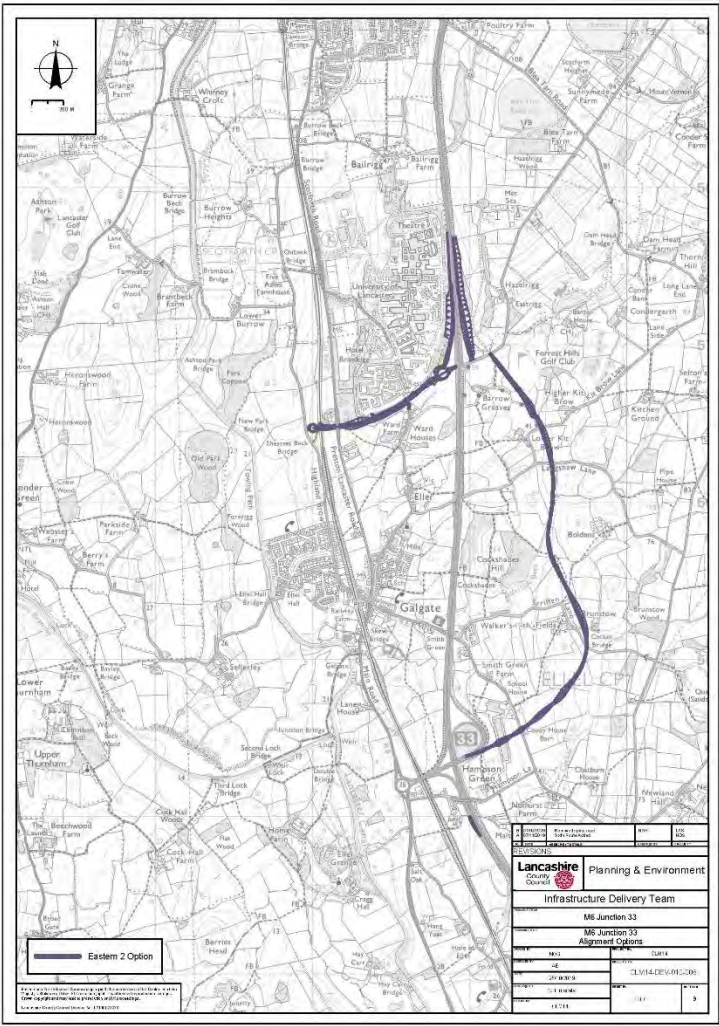
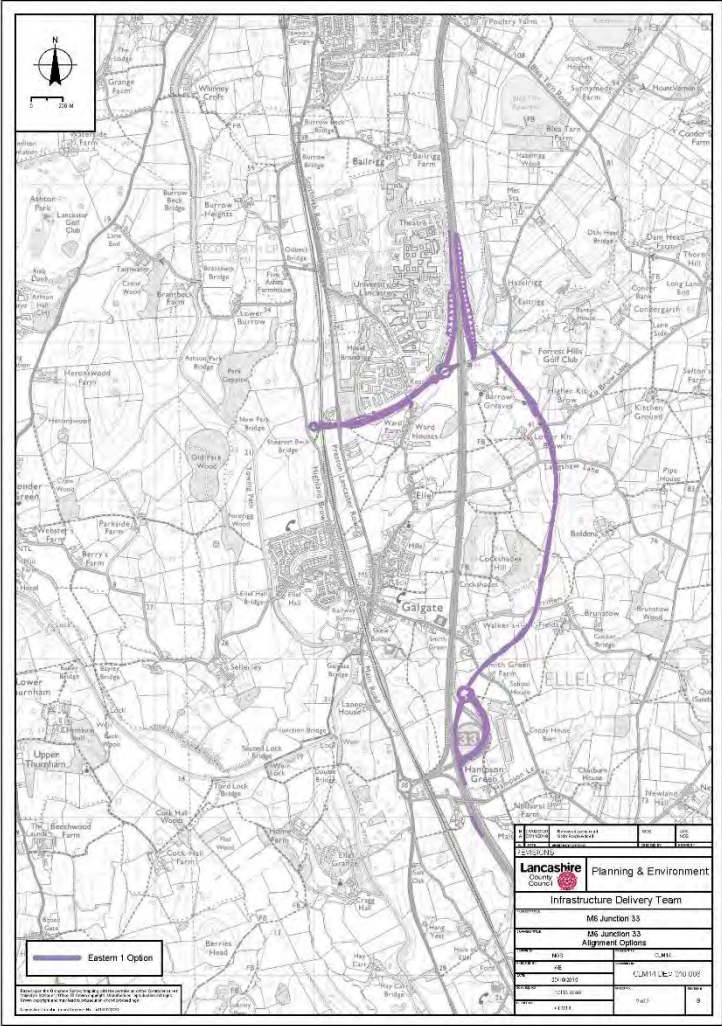
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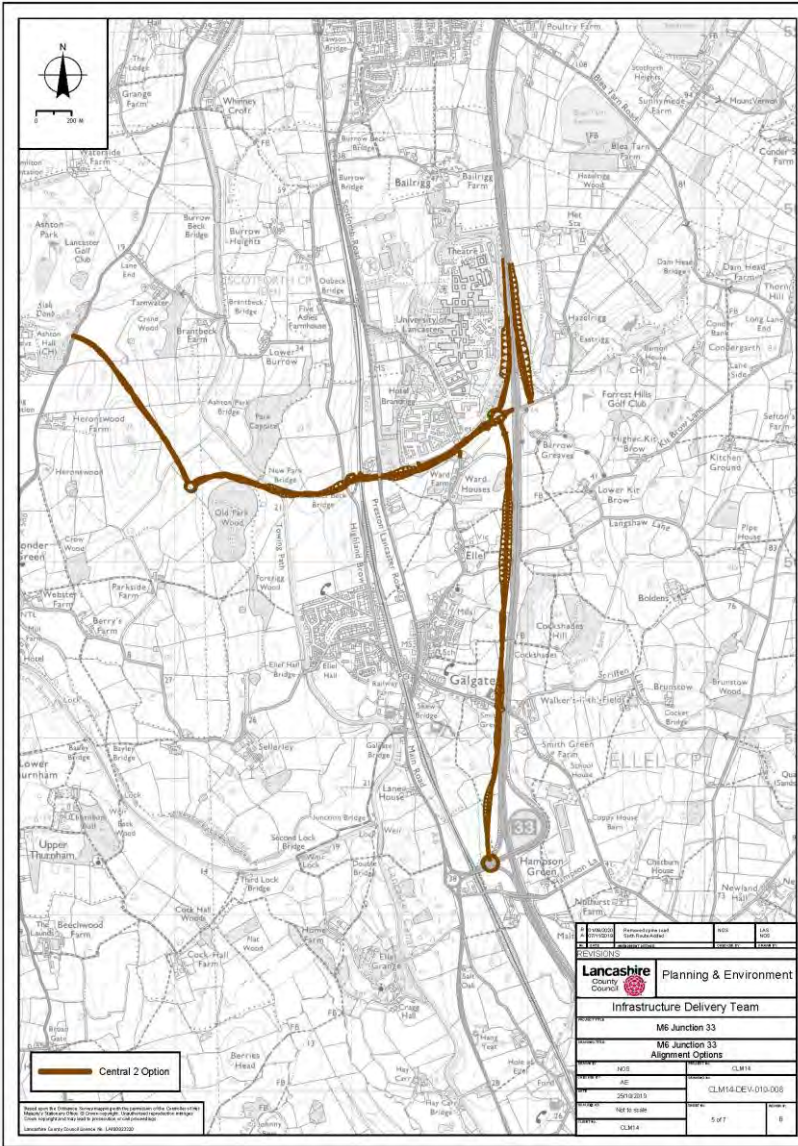
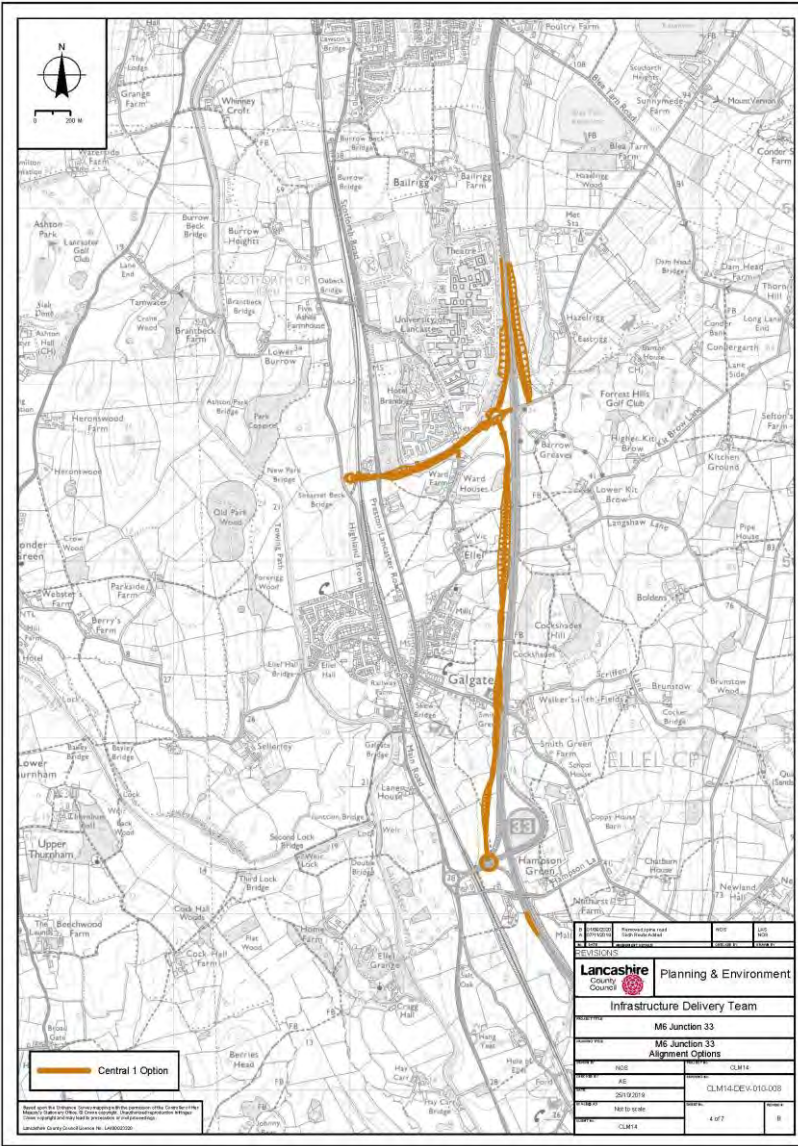
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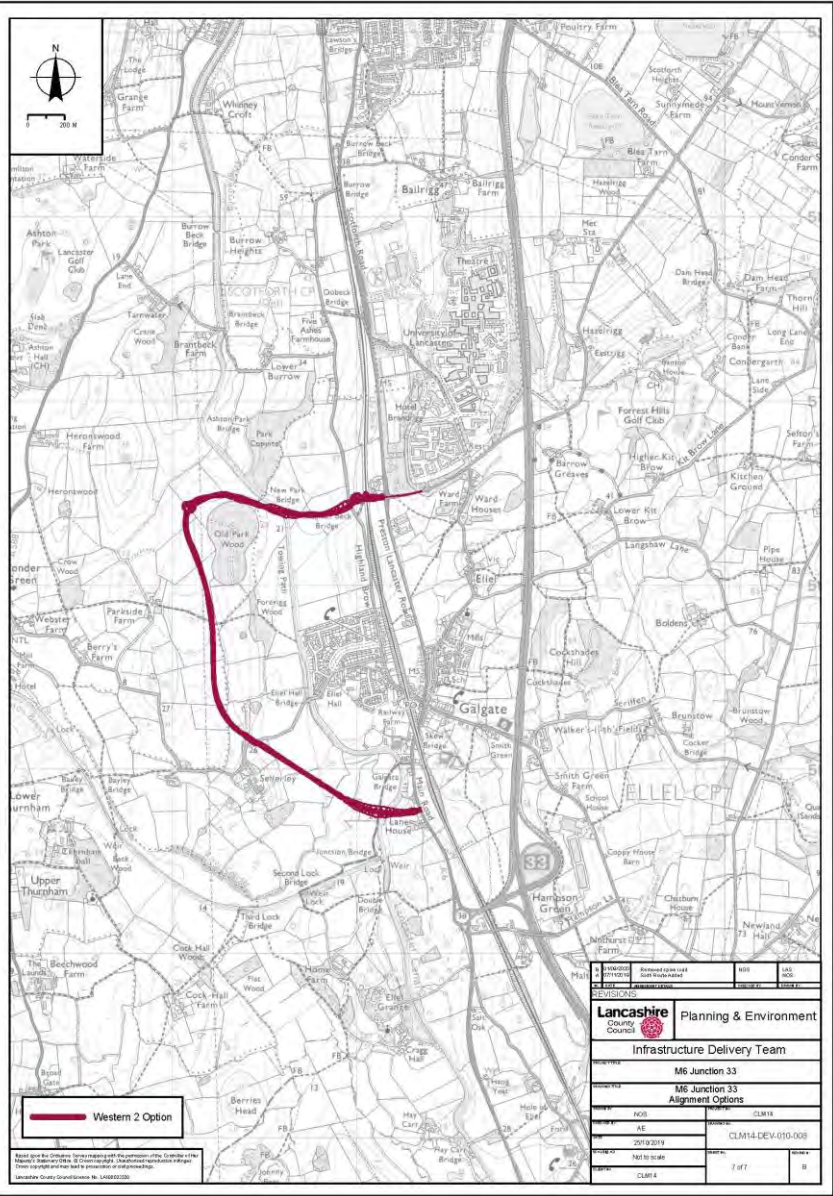
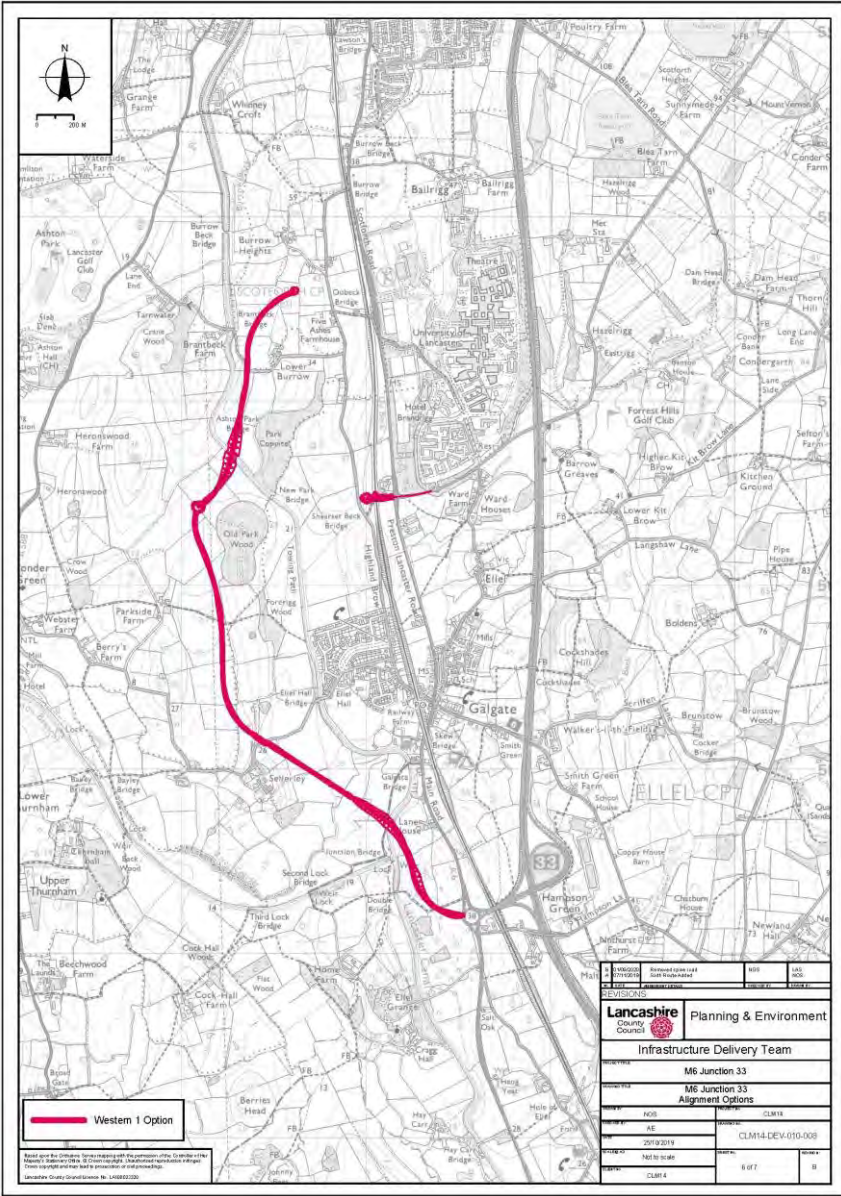
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8 Appendices

8.1 Appendix 1: Route Options







8.2 Appendix 2

Stakeholder List

CLOUD (Citizens of Lancaster Opposed to Unnecessary Development)

South Lancaster FLAG (Flood Action Group)

Chief Executive Officer Lancaster City Council

Leader of the Council Lancaster City Council

Head of Planning Services Lancaster City Council

Director of Economic Growth Lancaster City Council

Director for Communities and the Environment Lancaster City Council

Deputy Director for Communities and the Environment Lancaster City Council

(Assistant to) Chief Executive officer South Lakeland District Council

Head of Planning Services South Lakeland District Council

Strategy Lead specialist South Lakeland District Council

Head of Development Services South Lakeland District Council

Chief Executive officer Ribble Valley Borough Council

Leader of the Council Ribble Valley Borough Council

Head of Planning Services Ribble Valley Borough Council

Chief Executive Officer Wyre Council

Leader of the Council Wyre Council

Head of Planning Services Wyre Council

Strategic Manager Craven District Council

Conservative Group Leader Conservative Group of Lancaster City Council

North Lancashire Green Party

Lancaster and Fleetwood Labour Party

Member of Parliament

Operations Manager Stagecoach Cumbria & North Lancashire

Lancaster Chamber of Commerce

Historic England

Lancaster-Skipton Rail User Group

Director Leeds-Morecambe Community Rail Partnership

Marine Management Organisation (MMO)

Natural England

The Road Haulage Association

EDF Energy

Lancaster Business Improvement District

Lancaster District Bus Users Group

Lancaster Vision

Space for Cycling

Lothersdale Hotel & Aspect Bistro

Peel Holdings

Lancaster Dynamo (Lancaster & District Cycle Campaign)

L&K Group PLC

Director of estates Lancaster University

United Utilities

Electricity North West

Avanti Trains

Operations Manager Stagecoach

Network Rail

CTC Lancaster & South Lakes

Chief Superintendent - HQ Ops Lancashire Constabulary

Conservation Officer for Central & Western Lancashire Wildlife Trust for Lancashire, Manchester and North Merseyside

Kim Wisdom Wildlife Trust for Lancashire, Manchester and North Merseyside

Sport England Sport England

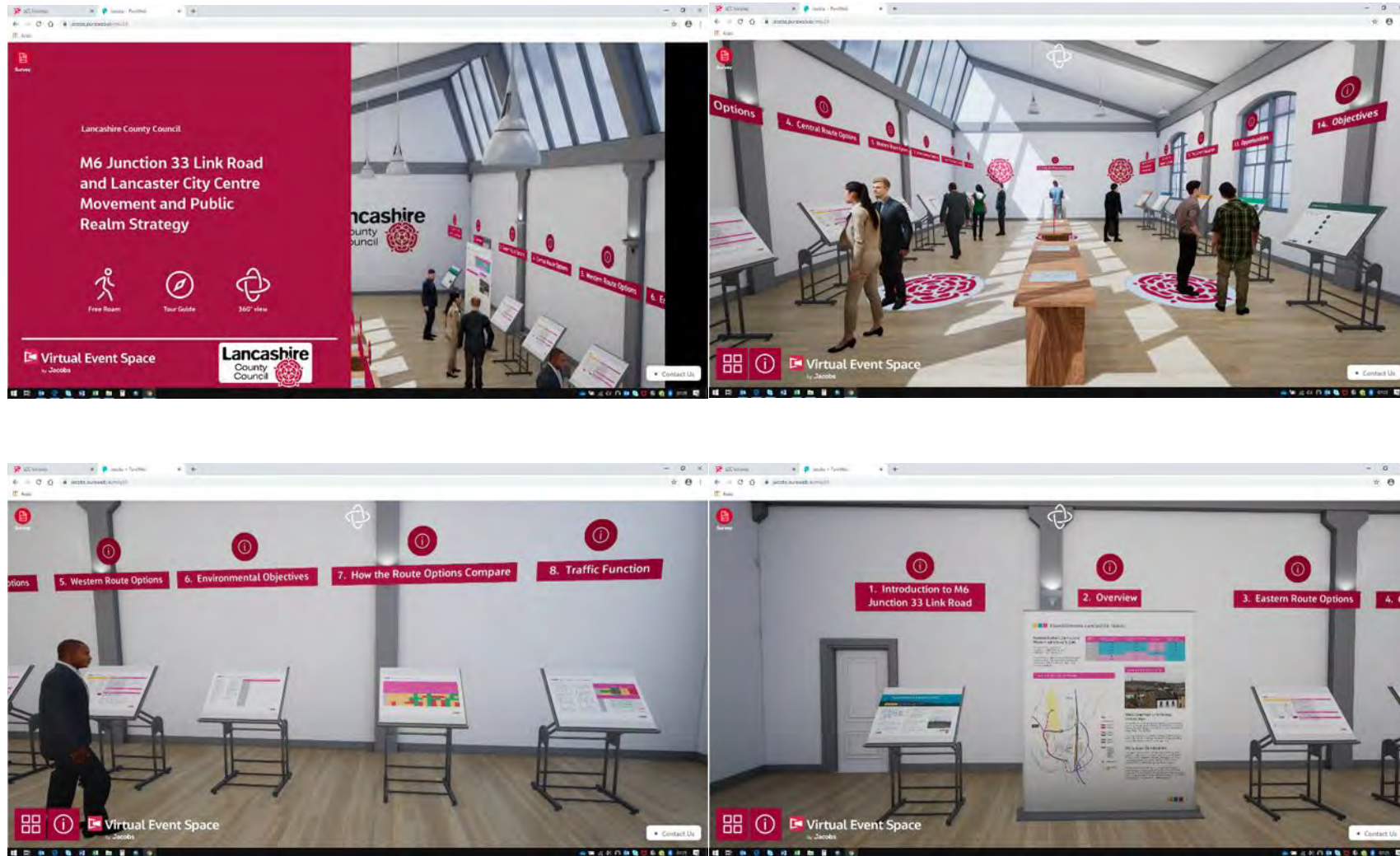
DEFRA

Barn Owl Conservation Trust

Bat Conservation Trust	Bat Conservation Trust	Clerk to the Council Borwick (Parish Meeting)	Clerk to the Council Scotforth
Amphibian and Reptile Conservation Trust	Amphibian and Reptile Conservation Trust	Clerk to Cantsfield Parish Meeting	Clerk to the Council Silverdale
Lancashire Badger Group	Lancashire Badger Group	Clerk to the Council Carnforth	Clerk to the Council Slyne-with-Hest
Freshwater Habitats Trust	Freshwater Habitats Trust	Clerk to the Council Caton-with-Littledale	Clerk to the Council Tatham
Freshwater Habitats Trust		Clerk to the Council Cockerham	Clerk to the Council Thurnham with Glasson
		Clerk to the Council Ellel	Clerk to the Council Warton
The Woodland Trust	The Woodland Trust	Clerk to the Council Gressingham	Chairman Warton
Lancashire Nature Partnership		Clerk to the Council Halton-with-Aughton	Clerk to the Council Wennington
LNP Chairman	Lancashire Local Nature Partnership / Lancashire Environment Forum	Clerk to the Council Heaton-with-Oxcliffe	Clerk to the Council Whittington
Ribble Rivers Trust		Clerk to the Council Heysham Neighbourhood Council	Clerk to the Council Wray-with-Botton
Casework Planning (CO) for North West RSPB		Clerk to the Council Hornby-with-Farleton	Clerk to the Council Yealand Conyers
Area Manager Lancashire and Cumbria Homes and Communities Agency		Clerk to the Council Ireby and Leck	Clerk to the Council Yealand Redmayne
Lancaster Ramblers - Ramblers Association		Clerk to the Council Melling-with-Wrayton	Health and Safety Executive
Sustrans		Clerk to the Council Middleton	NHS England
Local Development Framework Lead	United Utilities PLC	Clerk to the Council Morecambe Town Council	NHS Morecambe Bay CCG
Planning Manager	United Utilities Property Services	Clerk to the Council Nether Kellet	North West Ambulance Service NHS Trust
Clerk to the Council Aldcliffe-With-Stodday		Clerk to the Council Over Kellet	Lancashire Teaching Hospitals NHS Foundation Trust
Clerk to the Council Arkholme-with-Cawood		Clerk to the Council Over Wyresdale	Lancashire & South Cumbria NHS Foundation Trust
Clerk to the Council Bolton-le-Sands		Clerk to the Council Overton	Natural England
		Clerk to the Council Priest Hutton (Parish Meeting)	Historic England
		Clerk to the Council Quernmore	Lancashire Fire and Rescue Service

Lancashire Police and Crime Commissioner	LRF Secretary Lancashire Resilience Forum	United Utilities (Wastewater Developer Services)
Lancashire Police and Crime Commissioner	Cadent Gas Limited	Utility Assets Limited
Environment Agency	BT	Verizon
The Design Council	City Fibre	Virgin Media
The Equality and Human Rights Commission	Colt	Vodafone
Forest of Bowland Conservation Board	ESP Utilities Group Limited	The Forestry Commission
Homes England	Fulcrum Pipelines Ltd	
Highways England	GTC Pipelines Limited	
Secretary of State for Transport, Secretary of State for Transport	Instalcom	
Director of Highways and Transport Lancashire County Council	Introute	
Lancashire County Council	Indigo Pipelines Limited	
Transport Focus	MBNL	
The Disabled Persons Transport Advisory Committee	National Grid Gas PIC	
Office of Road and Rail (ORR)	Wales and West Utilities Ltd	
Head of Service Waste Management, Lancashire County Council	Energetics Electricity Limited	
Lancashire County Council - Development Management	Energy Assets Power Networks	
Lancashire County Council	Energy Assets Pipelines	
Lancaster City Council	G2 Energy IDNO Limited	
Canal & River Trust	Hartaxton Energy Networks Limited	
Public Health England	SSE Telecoms (NOC)	
	SSE Telecoms (C2)	
	United Utilities (Water Developer Services)	

8.3 Appendix 3 - Virtual Exhibition Space (VES)



8.4 Appendix 4 – Survey/Questionnaire



Consultation Survey: M6 Junction 33 Link Road Lancaster City Centre Movement and Urban Realm Strategy

General Data Protection Regulations and Data Protection Act 2018

On completing this questionnaire your information will be used to assess the options for the M6 Junction 33 Link road and Infrastructure and The Lancaster Movement and Public Realm Strategy. By completing this questionnaire you consent to us using your data in connection with these projects.

The information you provide in this form will be held securely in Lancashire County Council's electronic records and processed in accordance with the General Data Protection Regulations and Data Protection Act 2018. Lancashire County Council will neither disclose, nor permit members of its staff to disclose, any confidential and/or personal information you provide unless required to do so under UK law.

Lancashire County Council may contact you with further questions regarding the responses made in this consultation and in order to provide you with progress updates should you agree to being contacted.

Format of the Questionnaire

You can complete this questionnaire as an electronic form. You do not have to answer questions relating to a project which you are not interested in or any questions marked optional.

Questions 3 to 5 inclusive relate to M6 Junction 33 Link Road and Infrastructure.

Questions 6 to 9 inclusive relate to Lancaster City Centre Movement & Urban Realm Strategy.

If you need assistance please contact:

email: TfT@lancashire.gov.uk

Telephone: 01772 535479

Postal address for completed questionnaires: Transforming Lancaster Travel, Infrastructure Delivery Team, Lancashire County Council, County Hall, Pitt Street, Preston, PR1 0LD

M6 Junction 33 Link Road And Associated Infrastructure — How you can help.

The aim is to identify a preferred option for the M6 Junction 33 Link so that further assessment can take place alongside developing ideas for improvements and the mitigation required. You can help us by identifying your preferred option and the reasons behind your views. This time is also a valuable opportunity to add your ideas and suggestions to improve the project. Once we have narrowed down the preferred option we will undertake an Environmental Impact Assessment including transport modelling, at this stage we will also consider air quality implications.

In order to do this we need to know which is your preferred option and why from the route options we have presented to you in the consultation information provided.

1 What is your Postcode? _____

2 In what capacity are you completing this questionnaire?

a) As an Individual; If so which describes you?

- ☐ Resident
☐ I work in Lancaster
☐ Visitor/tourist
☐ I am a student in Lancaster
☐ or other _____

What age range do you fit into?

under 18 18-24 25-34 35-44 45-54 55-64 65 + prefer not to say
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐

b) An Organisation; If so which describes the organisation?

- ☐ Business
☐ Interest group/organisation
☐ Statutory/advisory consultee
☐ Government Organisation (Parish/Local/Central)
☐ Or other _____

c) Please provide the organisation name

3 Do you agree with the overall objectives of providing an M6 J33 Link Road and infrastructure in south Lancaster?

a) Yes ☐ No ☐

On a sliding scale to what extent do you oppose or support the objectives?

b)

Strongly Oppose	Oppose	Support	Strongly Support
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c) (Optional) Please give any reasons you have for making the choice

4

From the routes presented what would be your Preferred Option? (Select one)

a)

Eastern 1	
Eastern 2	
Central 1	
Central 2	
Western 1	
Western 2	
None	

If none go to c)

If you selected one of the six options what are your reasons for selecting your preferred option? (tick up to 3 boxes)

b) It is an option which helps to create a better solution in terms of the following:

Built, natural landscape and visual impact	
Ecology/biodiversity	
Air quality	
Noise	
Ground Conditions / Land use	
The water environment and flooding	
Climate Change	
Population, human health and road safety	
Traffic and transport (reduced congestion)	
Private and community land and/or property assets	
Cultural heritage	
Engineering solution	
Sustainability	
Overall impacts	
Or other (state below)	

c) (Optional) Please give any further reasons you have for making the choice in a)

5

Would you give support to a second option, a variation or an alternative?

a) Yes ☐ No ☐

If yes to a) what would be your second option? (Select only one)

b)

Eastern 1	
Eastern 2	
Central 1	
Central 2	
Western 1	
Western 2	
An Alternative	

If alternative go to d)

What are your reasons for selecting this option? (*click up to 3 boxes)

c) It is an option which helps to create a better solution in terms of the following:

Built, natural landscape and visual impact	
Ecology/biodiversity	
Air quality	
Noise	
Ground Conditions / Land use	
The water environment and flooding	
Climate Change	
Population, human health and road safety	
Traffic and transport (reduced congestion)	
Private and community land and/or property assets	
Cultural heritage	
Engineering solution	
Sustainability	
Overall impacts	
Or other (state below)	

d) (Optional) Please provide your reasons for choosing this option and describe the alternative if applicable

Preferred Route Option Report

M6 Junction 33 Reconfiguration with Link Road

December 2020

Document Reference: 14-RO-POR-F



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1 Introduction

1.1 Scheme History

1.1.1 The Lancaster Local Plan sets out the need for large amount of housing in South Lancaster. It is expected that in excess of 3,500 new homes could be built on land to the west of the A6, 1,655 new homes during this plan period and the remainder to follow through future plan periods.

1.1.2 The M6 Junction 33 Reconfiguration with Link Road aims to:

- Implement highway links in South Lancaster to support the housing allocated in the Local Plan this includes access to Bailrigg Garden Village;
- Remove traffic and air pollution from Galgate;
- Create improved conditions for public transport service reliability into Lancaster city centre; and,
- Assist the planned expansion of Lancaster University.

1.1.3 Six highway route options for the M6 Junction 33 Reconfiguration with Link Road to the South Lancaster Broad Location Growth Area were put forward for public consultation:

- Eastern 1;
- Eastern 2;
- Central 1;
- Central 2;
- Western 1; and,
- Western 2.

- 1.1.4 There were three possible corridors (eastern, central and western) and each corridor has two alignment options that were available for consideration during the consultation. These six route options were developed through environmental, traffic and engineering considerations/analysis.
- 1.1.5 This report describes how the route options and their objectives were selected. The preferred option that will be taken forward will form part of the Environmental Statement (ES) and Development Consent Order (DCO).

2 Route Selection

2.1 Environmental Considerations

2.1.1 Environmental constraints were considered within a suite of surveys with a study area of 5km from the M6. Detailed desktop surveys were undertaken which studied the following environmental topics and compared against some general environmental objectives:

- **Biodiversity**

- Protect and enhance biodiversity and green infrastructure; and,
- Protect and enhance sites designated for nature conservation.

- **Population and Human Health**

- Improve road safety and reduce the number of traffic related accidents and other incidents;
- Improve segregation of vulnerable road users from traffic; and,
- Reduce air, noise and light pollution from transport

- **Air Quality**

- Reduce air pollution impacts, particularly in the Galgate area.

- **Noise**

- Minimise noise on sensitive areas and places.

- **Climate Change**

- Reduce carbon dioxide CO₂ emissions for both construction and operation.

- **Water resources and flooding**

- Protect and enhance where possible, the water environment;
- Reduce risk of flooding and increase resilience to the effects of a changing climate; and,
- Conform to the design requirements of the Design Manual for Roads and Bridges (design standards for highways).

- **Landscape**

- Protect and enhance the character and quality of the Study Area's landscapes and townscapes.

- **Cultural Heritage**

- Protect and enhance the quality and distinctiveness of the Study Area's historic and cultural heritage.

2.1.2 Completion of these studies assisted in identifying three wide corridors in locations considered to be less constrained in terms of the assessments between M6 Junction 33 and the South Lancaster Broad Location Growth Area. See Appendix 1 which demonstrates the environmental performance of each route option.

2.2 Engineering Considerations

2.2.1 From these three wide corridors, six route options were developed which are feasible in engineering terms.

2.2.2 The routes are intended to:

- Fulfil the transport planning objectives
 - Fulfil the brief and how each of the alignments positively impacts upon travel in Lancaster District.

2.2.3 See Appendix 2 which demonstrates the engineering function of each of the route options.

2.3 Traffic Considerations

2.3.1 All route options were tested against the Lancaster city centre and M6 Junction 33 Traffic Model and were compared with a situation which did not implement the scheme (i.e. a 'do nothing' scenario). Traffic performance considered whether the route options offered the following:

- Reduction of congestion at A6/Stoney Lane in 2025
- New Infrastructure operates congestion free in 2025
- Reduction of congestion at A6/Stoney Lane in 2040
- New Infrastructure operates congestion free in 2040

2.3.2 See Appendix 3 which demonstrates the percentage traffic flow changes at the A6 Galgate for each route option.

2.4 Public Opinion

2.4.1 The consultation has taken account of the public comments and opinions. The preferred route option was Central 1 which received 176 votes. This was closely followed by route option Central 2 which received 48 votes.

2.4.2 The respondents were also asked if they would support a second option, should the first not be suitable. A total of 59 respondents stated they would prefer Central 2 as their second option, then closely followed by Central 1 with 34 respondents choosing this option.

3 Preferred Route Option

3.1.1 Assessment of the route options based on their impact on the environment, engineering feasibility and their traffic performance demonstrates that the preferred route is Central 1. The response from the consultation also indicates that the public would prefer the Central 1 route option.

3.2 Environmental Impacts:

3.2.1 Central 1 also demonstrates that there will be high potential to reduce air pollution impacts, as well as CO₂ emissions during construction and operation of the scheme. This option also demonstrates that there should be minimal noise impacts on sensitive areas and places.

3.2.2 Although there may be some impacts in terms of visual impact/landscape, Central 1 has less of an impact on the Forest of Bowland Area of Outstanding Natural Beauty (AONB) in comparison to the Eastern options which are located closer to the AONB.

3.3 Engineering Feasibility

3.3.1 From an engineering point of view, Central 1 is the most feasible.

3.3.2 Central 1 would only use two design speeds (40 & 60mph) and those changes would be at the junctions. Fewer speed changes makes it less confusing for drivers and a more feasible option compared Western routes which have three design speeds.

3.3.3 Due to the geometry of Central 1 being almost straight, it would be the most attractive route for use by HGVs and other drivers.

3.3.4 Central 1 also has the lowest highway gradient (3%) compared to the Eastern routes which reach the maximum permissible gradient under the Design Manual for Roads and Bridges at 6%.

3.3.5 This route option also provides better drainage flows as there are watercourses situated along the route which could be used to outfall from the required highway attenuation ponds. The other routes have at least one section where the drainage solution would be problematic due to the topography of the area.

3.4 Traffic Consideration

3.4.1 Central 1 route has been chosen as it achieves greater congestion relief on the A6 and Stoney Road junction. The other route options show that congestion will be present at this junction, even in the Opening Year. There is some evidence that Central 1 does experience some high levels of congestion, therefore the junction capacity would be designed to minimise traffic impact and maintain traffic flow.

3.5 Public Opinion

3.5.1 The public opinion has also demonstrated that out of the options presented their preferred option would be Central 1 route option (Figure 1 & 2).

Figure 1: Preferred option count

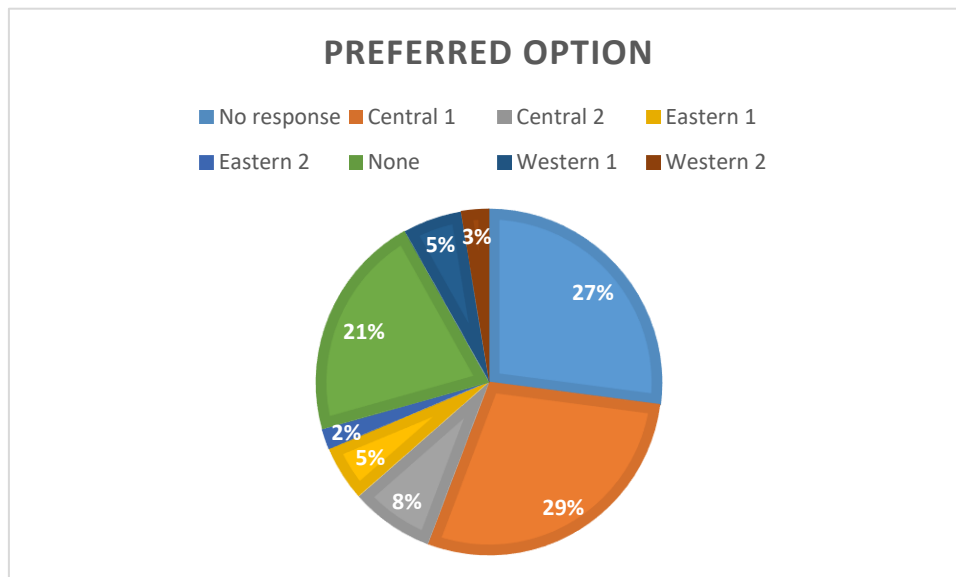
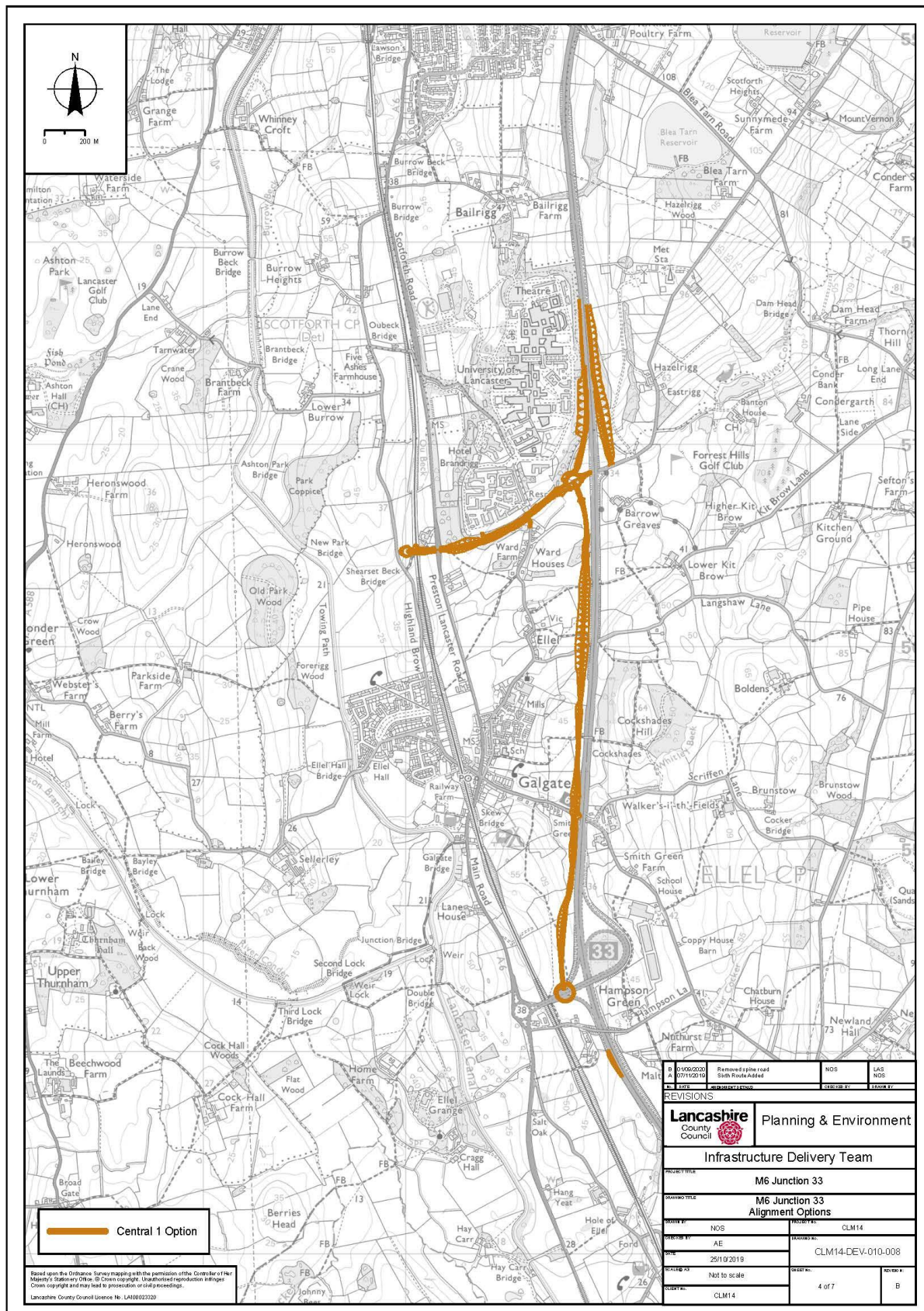


Figure 2: Central 1 Route Option



4 Summary

4.1.1 Overall, Central 1 (the preferred route option) is the most effective and acceptable route due to its predicted traffic performance, environmental impact, engineering feasibility and the response from the consultation also indicates that the public would prefer Central 1 as their chosen option.

4.1.2 The following offers a summary of why this preferred route option has been chosen, in comparison to the other route options:

- The route option complies with the aims of Lancaster Local Plan and the objectives of M6 Junction 33 Reconfiguration with Link Road (as outlined in section 1 of this report);
- Reduces Air Pollution Impacts ;
- Reduces CO₂ emissions;
- Achieves greater congestion relief;
- More feasible in terms of the engineering/construction of the route; and
- Publics preferred route option.

5 Appendix 1

Table 1: Environmental and Technical Performance Matrix: demonstrating the environmental performance of each route option.

	Biodiversity		Population and Human Health			Air quality	Noise	Climate Change	Ground Conditions		Water resources and flooding			Landscape	Cultural Heritage	Engineering
Route	Protect and enhance biodiversity and green infrastructure	Protect sites designated for nature conservation	Improve road safety and reduce the number of accidents and other incidents	Improve segregation of vulnerable road users from traffic	Reduce air, noise and light pollution from transport	Reduce air pollution impacts	Minimise noise on sensitive areas and places	Reduce CO ₂ emissions for both construction and operation	Conserve soil and agricultural resources	Seek to remediate / avoid land contamination	Protect and enhance where possible, the water environment	Reduce risk of flooding and increase resilience to the effects of a changing climate	Conform with the design requirements of the DMRB	Protect and enhance the character and quality of the Study Area's landscapes and townscapes.	Protect and enhance the quality and distinctiveness of the Study Areas historic and cultural heritage.	Consider how well the preferred alignment meets engineering considerations
Eastern 1	Moderate Potential	Potentially Affected	Moderate Potential	Moderate Potential	Moderate Potential	Moderate Potential	Limited Impacts	Moderate Potential	Moderate Impact	Limited Impacts	Moderate Difficulty	Moderately Vulnerable	Moderate Difficulty	Potentially Affected	Limited Impacts	Likely to be Good
Eastern 2	Moderate Potential	Potentially Affected	Moderate Potential	Moderate Potential	Moderate Potential	Moderate Potential	Limited Impacts	Moderate Potential	Adverse Impact	Limited Impacts	High Difficulty	Moderately Vulnerable	High Difficulty	Potentially Affected	Limited Impacts	Likely to be Moderate
Central 1	Moderate Potential	Potentially Affected	Moderate Potential	Moderate Potential	Moderate Potential	High Potential	Limited Impacts	Higher Potential	Moderate Impact	Limited Impacts	Low Difficulty	Less Vulnerable	Moderate Difficulty	Limited Impacts	Limited Impacts	Likely to be Good
Central 2	Moderate Potential	Potentially Affected	Moderate Potential	Moderate Potential	Moderate Potential	Low Potential	Limited Impacts	Moderate Potential	Moderate Impact	Limited Impacts	High Difficulty	Moderately Vulnerable	High Difficulty	Limited Impacts	Potentially Affected	Likely to be Moderate
Western 1	Moderate Potential	Affected	Moderate Potential	Moderate Potential	Low Potential	Low Potential	Limited Impacts	Lower Potential	Moderate Impact	Limited Impacts	High Difficulty	Moderately Vulnerable	High Difficulty	Limited Impacts	Potentially Affected	Likely to be Poor
Western 2	Moderate Potential	Affected	Moderate Potential	Moderate Potential	Moderate Potential	Moderate Potential	Limited Impacts	Lower Potential	Moderate Impact	Limited Impacts	High Difficulty	Moderately Vulnerable	High Difficulty	Limited Impacts	Potentially Affected	Likely to be Poor

6 Appendix 2

Table 2: The engineering function of each route option						
	Western 1	Western 2	Central 1	Central 2	Eastern 1	Eastern 2
Design Speed	30, 40, 60mph	30, 40, 60mph	40, 60mph	40, 60mph	40, 60 mph	40, 60mph
Length	Between 4230 and 6521m (to the slip roads)	Between 3487 and 4572m (to the slip roads)	Between 2529m and 3450m (to the slip roads)	Between 2529m and 4410m (to the slip roads)	Between 3193m and 4220m (to the slip roads)	Between 3335m and 4256m (to the slip roads)
Max gradient	4.5%	4.5%	3%	4%	6%	6%
Lancaster Canal Crossing	Yes	Yes	No	Yes	No	No
WCML Crossing	Yes	Yes	Yes	Yes	Yes	Yes
Crossing a river	Yes	Yes	Yes	yes	Yes	Yes
Geometry	Several tight radii bends including 2 on structures, several large cut and fill areas.	Several tight radii bends including 2 on structures, several large cut and fill areas.	Almost straight, short lengths of cut and long lengths of fill	Straight over half the length, several tight radii and an area of cutting over the other half	Several tight radii bends, several large cut and fill areas including two at very large	Several tight radii bends, several large cut and fill areas including two at very large
Number of large structures	5, includes 2 over canal, one over a river and one overbridge for farm access	4, includes 2 over canal and one over a river	4 including one over river, there may be one pedestrian overbridge depending on PROW requirements	5 including one over river, there may be one pedestrian overbridge depending on PROW requirements	2 includes one over river, there are at least 4 farm accesses that may require overbridges	3 includes one over river, there are at least 4 farm accesses that may require overbridges
Drainage Difficulty 1-10	8 There is one area that does not seem to have natural drainage and may require a deep (>10m) pipe to drain.	8 There is one area that does not seem to have natural drainage and may require a deep (>10m) pipe to drain.	4 Several streams and a river all at convenient locations, but most of route on flood plain	6 Several streams and a river all at convenient locations on 50%, more difficult over the other 50%	6 One area near the start of route that may present difficulties	8 Near the start of route will need investigation to determine if Stoney Lane has a system that could be used.
Red = unfavourable, orange = neutral and green = favourable option						
For more information see Engineering Options Report.						

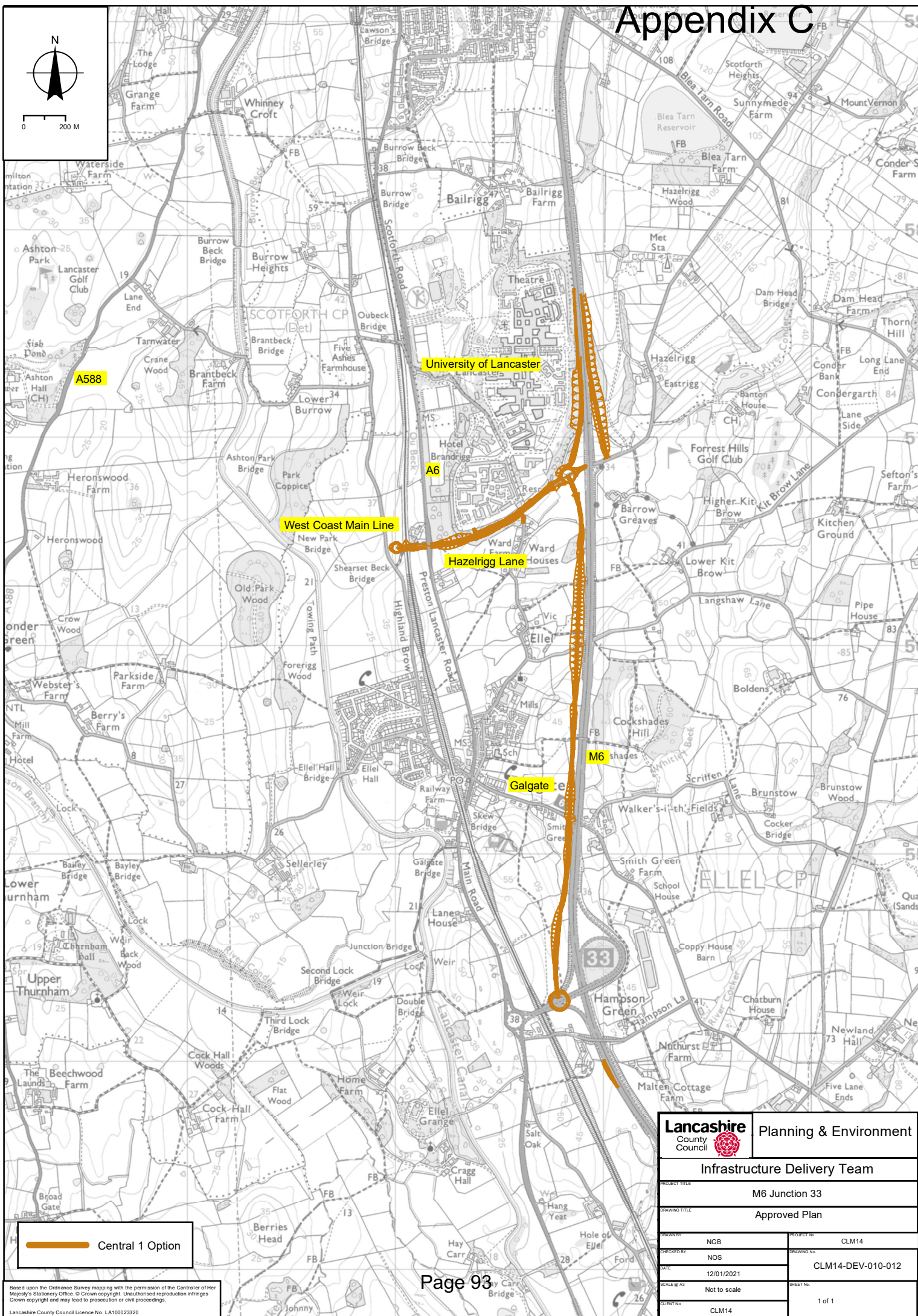
7 Appendix 3


Table 3: Traffic Performance for each route option				
Name	Reduces congestion at A6/Stoney Lane in 2025	New infrastructure operates congestion free in 2025	Reduces congestion at A6/Stoney Lane in 2040	New infrastructure operates congestion free in 2040
Eastern 1	Partially	Yes	Partially	No
Eastern 2	Partially	Yes	Partially	No
Central 1	Yes	No	Partially	No
Central 2	Yes	No	Partially	No
Western 1	Partially	Yes	Partially	No
Western 2	Partially	Yes	Partially	No

Table 4: Percentage traffic flow changes at the A6 Galgate							
Route Option	Direction	2025 change (%)			2040 change (%)		
		AM	IP	PM	AM	IP	PM
Eastern 1	NB	-8%	-8%	-6%	-1%	3%	5%
	SB	-45%	-41%	-43%	-59%	-41%	-16%
Eastern 2	NB	0%	-2%	1%	2%	9%	7%
	SB	-42%	-36%	-44%	-57%	-35%	-22%
Central 1	NB	-21%	-20%	-31%	-1%	-7%	-38%
	SB	-39%	-30%	-36%	-65%	-37%	-1%
Central 2	NB	-25%	-24%	-33%	-1%	-14%	12%
	SB	-40%	-35%	-45%	-48%	-36%	2%
Western 1	NB	3%	-19%	-13%	-2%	2%	56%
	SB	-20%	-14%	-5%	-9%	21%	27%
Western 2	NB	-19%	1%	-25%	-30%	-19%	3%
	SB	-1%	5%	-13%	-5%	5%	34%

NB – Northbound
SB – Southbound
IP – Inter-peak

Appendix C



<div>Lancashire County Council</div> <div></div>		Planning & Environment	
Infrastructure Delivery Team			
PROJECT TITLE		M6 Junction 33	
DRAWING TITLE		Approved Plan	
DRAWN BY NGB		PROJECT NO. CLM14	
CHECKED BY NOS		DRAWING NO. CLM14-DEV-010-012	
DATE 12/01/2021			
SCALE @ A3 Not to scale		SHEET NO. 1 of 1	
CLIENT No. CLM14			

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Consultation Report

Options for Lancaster City Centre Movement and Public Realm Strategy Route

December 2020





1 Introduction

1.1 Introduction

- 1.1.1 This report provides details of the consultation and engagement of the Lancaster City Centre Movement and Public Realm Strategy Route Options Report.

1.2 Main Points Arising from the Consultation

- 1.2.1 A wide variety of views were expressed with all route options receiving a degree of support.
- 1.2.2 Respondents to the questionnaire indicated that the three preferred options for further investigation
- **Route 4 Sustainable Travel Corridor East:** This option splits the gyratory in two; two way traffic for all vehicular traffic would be allowed on the western arm of the gyratory, with the eastern arm prioritised for sustainable travel only, although service vehicles and some limited local access would be provided.
 - **Route 8a City Centre Clean Air Zone:** In this option the city centre would become a Clean Air Zone (CAZ). All vehicular traffic travelling through the city centre would be subject to a £12 charge except for exemptions. Under this route option the western arm of the gyratory would be used for vehicular traffic utilising the clean air zone with the eastern arm used as a sustainable travel corridor.
 - **Route 6a No through City Centre Traffic:** This option would limit through traffic using the city centre. The eastern arm of the gyratory would be prioritised for sustainable travel with the western arm allowing

two way traffic for access with a section at China Street fully pedestrianised.

- 1.2.3 All three routes propose a sustainable travel corridor on the eastern arm of the gyratory, indicating a preference in terms the geographical scope of future interventions.
- 1.2.4 There was support for the ambition of the proposals and the vision for the city centre.
- 1.2.5 Support was given for the desire to improve aspects of public realm within the city centre.
- 1.2.6 There was recognition that wider policy pressures relating to climate change and decarbonisation should act as a driver for change.
- 1.2.7 Some respondents felt that the current gyratory system was adequate and since the opening of the Bay Gateway, journey reliability had improved. They felt that when presented with the alternatives preference was with the current or slightly modified configuration.
- 1.2.8 Concern was expressed in terms of the potential impact the different route options would have to business in the city centre both during the works and once they had been completed.
- 1.2.9 Concern was expressed at the funding package especially in relation to how aspects relating to the city centre and sustainable travel would be funded.
- 1.2.10 Many concerns were expressed in terms of how through traffic, deliveries and journeys within the city centre area would function in relation to the different proposals
- 1.2.11 There was support for improving cycling provision through the city centre.

- 1.2.12 Whilst there was general support for increased sustainable travel provision, concerns were expressed in terms of affordability in relation to bus travel.
- 1.2.13 Respondents expressed concern that some of the route options would relocate existing problems of congestion and air quality in the city centre to residential neighbourhoods. Many respondents noted the need for more detailed modelling to be undertaken so that aspects such as 'rat running' can be accurately addressed.
- 1.2.14 There were calls for a bridge over the river Lune to enable through traffic to avoid the city centre as well as serve residential and industrial sites on the Quay.
- 1.2.15 There were concerns expressed in terms of the lack of detail provided on the proposed cycle superhighway between the city centre and south Lancaster.

2 Consultation and Engagement

2.1 Overview

- 2.1.1 A six week consultation on the Lancaster City Centre Movement and Public Realm Strategy Route Options Report was carried out between 26th October and 8th December 2020. Views were sought from County Council and City Council Members, Local and National Stakeholders, Parish Councils and members of the public.

2.2 Methodology

- 2.2.1 Due to the Covid-19 pandemic the consultation took place online. A virtual exhibition space outlining proposals for both the Lancaster City Centre Movement and Public Realm Strategy Route Options Report and the Route Options for Junction 33 M6 was developed. This service sought to replicate a physical consultation through a virtual space. Boards summarised the key aspects of both consultations and the interactive nature of the virtual space meant that links could be provided to the final documents. An online chat facility was active with staff available to answer queries in real time during office hours and email contacts were provided for any additional questions.
- 2.2.2 In addition to the online consultation additional briefings and question and answer sessions were also provided upon request. During the consultation period additional briefings were provided to the following groups:
- County Council Councillors who represented the Lancaster City district area;
 - Lancaster City Council members (this was followed up with an additional question and answer session towards the end of the consultation period);
 - Lancaster City Council Overview and Scrutiny Committee;

- Garstang Rotary Club;
- Lancaster Rotary Club;
- Lancaster Chamber of Commerce;
- Lancaster BID;
- Lancaster Dynamo Cycle Group;
- Lancaster Vision;
- Lancaster Bus Users Group; and,
- Stagecoach Bus Operator.

2.2.3 In all these cases these briefings and question and answer sessions took place online.

2.3 Publicity

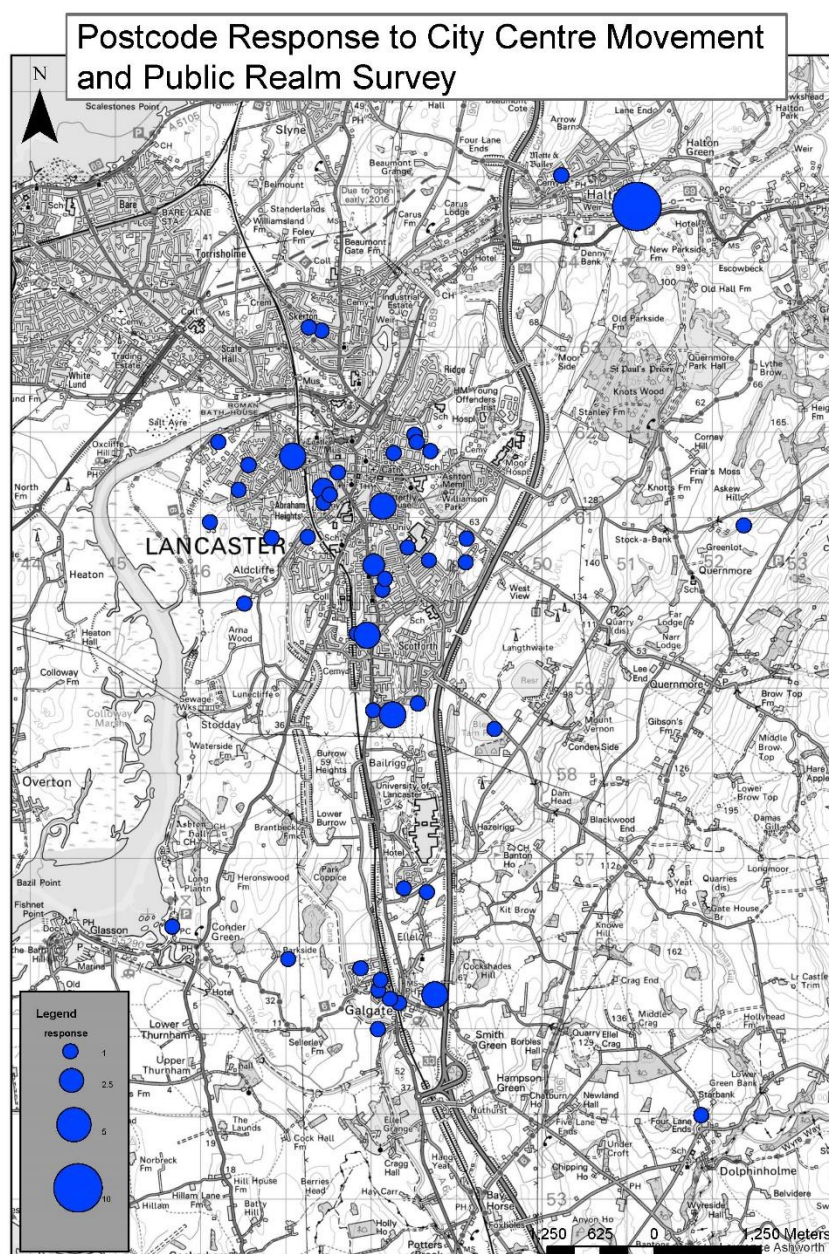
2.3.1 To publicise the Lancaster City Centre Movement and Public Realm Strategy Route Options Report a press release was distributed to media outlets on 27 October 2020. This generated media items in the Lancaster Guardian and a number of websites representing different groups in the local area. Analysis of the website set up to inform of the consultation had 6519 page views and 437 unique page views. Notification and reminders of the consultation were also distributed on social media regularly through the consultation period.

2.3.2 Residents and businesses were notified of the upcoming consultation by letter, dated the 22 October 2020 which was delivered to 32,000 residential addresses 4,000 local businesses and approximately 160 organisations/stakeholders. Posters detailing the consultation were given to local businesses for public display.

3 Questionnaires

3.1 Questionnaire on route options

- 3.1.1 A key aspect of the consultation was a questionnaire relating to the different route options outlined in the Lancaster City Centre Movement and Public Realm Strategy Route Options Report. A key criteria for the consultation was to present a wide range of route options for consideration. We then asked respondents to select their preferences which we then used to reduce the number of options following our own analysis.
- 3.1.2 The geographical breakdown of respondents who provided details of their postcode is provided in the map below.



3.1.3 Results of questionnaire:

3.1.4 864 responses were received as part of the consultation. The results are provided in the table below:

Rank	Option	Votes	Percentage
1	Option 4	111	12.8%
2	Option 8a	109	12.6%
3	Option 6a	108	12.5%

4	Option 2	85	9.8%
5	Option 1	78	9.0%
6	Option 7a	76	8.8%
7	Option 3	74	8.6%
8	Option 5	71	8.2%
9	Option 8b	61	7.1%
10	Option 6b	59	6.8%
11	Option 7b	32	3.7%
Total		864	100%

3.2 Alternative Route Suggestions

3.2.1 A number of other route options were provided ranging from relatively small scale interventions on specific junctions or sections of the gyratory through to large scale interventions for major new roads to the west and east of the city centre. A number of respondents also emphasised the need for a bridge over the River Lune to link to Morecambe Road and the Bay Gateway.

3.3 Reasons for Route Option Selection

3.3.1 As part of the questionnaire, respondents were asked to give a reason behind their preferred options.

3.3.2 These comments provide a rich stream of data and will form an important aspect as the reduced route options move towards the next stage of consultation and ultimately feed into the design process. A summary of aspects raised in relation to the route options is provided below:

Route Option 1 and Route Option 2

3.3.3 There were concerns expressed at how some of the other route options that reduced highway capacity would affect vehicular movements across the city.

There were concerns that the other options would only move traffic to other parts of the city, particularly Freehold and Ridge for options that reduced through movements on eastern arm of the gyratory and Fairfield, Marsh and Aldcliffe on the western arm . With this in mind there was a feeling from those who commented with a preference for options 1 and 2 that prioritisation for vehicular traffic through the city centre was the main priority and should be maintained.

Route Option 3

- 3.3.4 It was recognised that Option 3 enabled access to both sides of the city for vehicular travel whilst also allowing some priority for sustainable travel. It was felt that as this option was similar to the current configuration it would not impact as much on aspects such as rat running in other options. However, there were some concerns raised in terms of cyclists sharing a lane with busses on the dedicated sustainable travel route.

Route Option 4

- 3.3.5 This option received the most votes. Many respondents felt that this option offered the best opportunity for increases in sustainable travel whilst also allowing the continuation of the through movement of traffic on the western arm of the gyratory. Respondents also noted it offered a significant opportunity to link to cycle and walking routes at the Millennium Bridge. Respondents also commented on the public realm opportunities the route offered especially in relation to Dalton Square and the ability to link up with proposals to the east of the city such as Canal Quarter and Heritage Action Zone.

Route Option 5

- 3.3.6 Similar views to option 4 were expressed in relation to the balance between sustainable travel prioritisation and through traffic. Respondents noted the public realm opportunities especially in relation to linking the city centre to Lancaster Castle and the railway station. However, concern was expressed in

terms of access and onward journeys by vehicle for residents living in the west of the city.

Route Option 6a and 6b

- 3.3.7 Comments on the benefits of both options mirrored those of options 4 and 5. It was felt that these options represented more benefits for sustainable travel and offered key links and more public realm improvements to both the eastern and western arm of the gyratory. Again as with the split between options 4 and 5, there was clear preference for option 6a as it did not impact as greatly on residents to the west of the city and placed the core sustainable travel corridor on the east of the gyratory enabling public realm opportunities on the east of the gyratory and link to other development such as Canal Quarter and Heritage Action Zone.

Route Options 7a and 7b

- 3.3.8 Similar concerns were expressed in terms of options 7a and 7b. With a preference for 7a over 7b due to concerns from residents to the west of the city and ability to provide public realm opportunities on the east of the gyratory and link to other development such as Canal Quarter and Heritage Action Zone. It was also felt that these options, through offering vehicular access to the city centre but not through traffic, represented a good balance between restriction and access for business reasons.

Route Options 8a and 8b

- 3.3.9 Again, comments for 8a and 8b mirrored those above with a preference for 8a due to its ability provide public realm opportunities on the east of the gyratory and link to other development such as Canal Quarter and Heritage Action Zone. The addition of restraint through a charge for non-compliant vehicles was seen as a necessary component to meet the environmental challenges ahead.

3.3.10 A free text box was provided so that respondents could give any further comments in relation to the Lancaster City Centre Movement and Public Realm Strategy Route Options Report. The responses were varied and in many cases very detailed. These have been subject to full analysis and will form a rich resource of data to inform the subsequent consultation and ultimate design and implementation process."

4 Responses

4.1 MP's, Councillors and Political Parties

4.1.1 On October 23 2020, prior to the consultation commencing on 26 October 2020 a briefing on the Lancaster City Centre Movement and Public Realm Strategy Route Options Report was given to Lancashire County Councillors. A separate briefing was also held with Lancaster City Councillors later the same day. During the consultation on November 25 2020 an additional question and answer session took place for Lancaster City Councillors. An offer was also made that councillors could request individual briefings during the consultation period. Four City Councillors requested this and they were briefed individually on the Lancaster City Centre Movement and Public Realm Strategy Route Options Report.

4.1.2 Representation was received from two political parties and two city councillors. Issues raised included:

Political Parties

- A call that both the city centre and J33 proposals should be guided by an overall low carbon transport framework for the district.
- Welcoming the consultation and proposals as Lancaster City Centre's congestion and air quality problems require urgent consideration and radical solutions.

City Councillors

- A call for a bridge over the River Lune.
- Concerns expressed in terms of how vehicular movements could function in relation to the different route options.

4.2 Town and Parish Councils

- 4.2.1 Town and Parish councils within and adjacent to the Lancaster district were consulted. A number responded but in the majority of cases representation was focused upon the proposals for Route Options for Junction 33 M6. In terms of specific references to the city centre consultation key issues raised included a view that the consultation did not factor in wider movements and the potential that this would have in other areas of the city

4.3 National and Local Stakeholders

- 4.3.1 Emails were sent to a wide range of stakeholders informing them of the consultation. Guidance from the Local Transport Plan 3 was used in terms of identifying recommended statutory and non-statutory stakeholders. In addition to this, key stakeholders and businesses in the Lancaster area were also notified of the consultation.
- 4.3.2 Responses from stakeholders were received by letter, email, and online questionnaire. Responses were received from both national bodies and local stakeholders. The responses varied depending on the type of organisation represented and often related to the interest the group represented; issues raised included:
- A number of stakeholders indicated a preference for route options to be focused upon the eastern arm of the gyratory to support development in the Canal Quarter and the Heritage Action Zone;
 - Support for a city centre that supported sustainable travel and reduced car dependency;
 - There was support for the ambition of the proposals and the vision for the city centre;
 - Concern at the suggestion of bus hubs in the city centre and the removal of the bus station;

- Calls for a bridge over the River Lune to support movements to the Bay Gateway and the servicing of the Lune Industrial Estate;
- Concern that some of the route options would not be able to function adequately in terms of vehicular movements;
- Concern was expressed at the funding package especially in relation to how aspects relating to the city centre and sustainable travel would be funded;
- Calls for the city centre economy to recover post-Covid before any major change is implemented;
- Calls for close collaboration and discussion between city centre business in terms of the timing of any works;
- Measures should be prioritised that are seen to help foot flow in the city centre improves/increases accessibility of the city centre and help the viability of businesses in the city centre; and,
- Requests to be involved in the design and implementation process.

4.4 Members of the Public

4.4.1 Representation from members of the public came via letters, printed and online questionnaires and emailed comments. A broad scope of comments were received relating to the Lancaster City Centre Movement and Public Realm Strategy ranging from the highly critical to the highly supportive: issues raised included:

- Support for less traffic in the city centre and a focus upon access via sustainable travel;
- A call to implement proposals that were supportive of wider policy pressures such as decarbonisation and climate change;
- Support for improved public realm in the city centre;

- Concerns about rat running through neighbourhoods especially in the east of the city;
- Scepticism at the ability of the county and city councils to implement the more radical components of the strategy;
- Concerns were expressed in terms of how through traffic, deliveries and journeys within the city centre area would function in relation to the different proposals;
- Concern that the proposals presented an emphasis on sustainable travel yet were premeditated on major road infrastructure; and,
- Calls for a railway station to serve Lancaster University and south Lancaster.

5 Conclusions

5.1.1 This consultation has been undertaken to gain a wider understanding of the Lancaster City Centre Movement and Public Realm Strategy Route Options Report. Consultation has taken place with a wide range of interested parties, including elected members, town and parish councils, stakeholders, and the general public. As part of the consultation it is recommended that the three options below are progressed to the next stage of assessment.

- Route 4 Sustainable Travel Corridor East;
- Route 8a City Centre Clean Air Zone; and,
- Route 6a No Through City Centre Traffic.

5.1.2 This next stage should involve a full analysis of the different route options incorporating transport modelling to assess displaced vehicular movements and air quality implications.

5.1.3 Due to the complex nature of the Lancaster City Centre Movement and Public Realm Strategy Route Options Report many of the responses received are

very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions. This local be considered and taken forward as the different route options are modelled and go to the next stage of consultation.

- 5.1.4 Further consultation in relation to the reduced options should take place over the summer of 2021 and respondents to this consultation process will be informed.

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

Report of the Head of Service - Planning and Environment**Part I**

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

M6 Junction 33 Reconfiguration with Link Road – Approval for Use of Powers and Preparation of Documentation for Land Assembly and Planning under a Development Consent Order

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

The major new road infrastructure scheme to be delivered for the South Lancaster Growth Catalyst is considerable, and comprises the reconfiguration of M6 Junction 33 with a new highway connection providing a link to proposed housing areas west of the West Coast Main Line, along with a new spine road to service the Bailrigg Garden Village. Together these form the 'South Lancaster to M6 Road Scheme'.

As the scheme represents a nationally significant infrastructure project, by virtue of the reconfiguration it proposes to the M6 Junction 33, statutory approval for development must be sought through a Development Consent Order, under the Planning Act 2008.

In order to maintain programme milestones and to ensure the scheme can be delivered, it is essential that the county council has possession of all the necessary land. Negotiations with landowners will commence immediately however, agreement may not be achievable in time or at all. Consequently, it may be necessary to use powers available to the county council to compulsorily acquire land and rights.

Given a Development Consent Order is proposed to be sought, it is appropriate to use the same statutory provision to compulsorily acquire land and rights, and also to give the county council as highway authority the power to stop up, divert, improve or otherwise alter a side road, public right of way or private means of access. Without this power, the county council could not carry out the necessary alterations to the existing accesses.

This report deals specifically with the M6 Junction 33 Reconfiguration with Link Road, which is the subject of an earlier report on this Cabinet agenda. Subject to the approval of the recommendations contained in that report, the recommendations below seek the Cabinet's approval for the use of powers and preparation of documentation for land assembly and planning in respect of this part of the South Lancaster to M6 Road Scheme. A further report in relation to the full scheme will be brought to a future Cabinet meeting.

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

Recommendation

Subject to Cabinet agreeing to the recommendations set out in parts (i) and (ii) to Item no. 5 to this Cabinet meeting, Cabinet is asked to:

- (i) Approve the use of the county council's powers of compulsory acquisition of land or rights over land contained in the Planning Act 2008 and all and any other enabling legislation, for the construction and future maintenance of the proposed M6 J33 reconfiguration with link road and realigned footpath network, as part of the South Lancaster to M6 Road Scheme as illustrated on the plan at Appendix 'A';
- (ii) Authorise the preparation of relevant documentation and the taking of other procedural steps towards the drafting of a Development Consent Order prior to submission of any application;
- (iii) Approve the acquisition by agreement in advance of these powers of all rights, interests, enabling arrangements to facilitate the scheme.

Background and Advice

Following the submission of a Housing Infrastructure Fund application for the £261m South Lancaster Growth Catalyst (the Catalyst Programme) in March 2019, £140m was provisionally allocated by Government in the 2020 Budget. The Catalyst will create capacity for 5,000 homes in South Lancaster, as well as the 4,000 new students and 3,000 new jobs expected on the University campus by 2027. The scheme will also open up the potential for further growth of Future Lancaster and will develop Lancaster's public transport networks and deliver a wide range of new, high quality housing.

The South Lancaster Growth Catalyst was the subject of report to the meeting of the Cabinet in January 2021. That report explained the background to the Catalyst Programme and presented details of the integrated package of highway and transportation proposals and the context to this package.

The county council's District of Lancaster Highways and Transport Masterplan (the 'Transport Masterplan') was published in October 2016 and recognised the need for major infrastructure to support a strategic housing location in South Lancaster,

proposing a reconfiguration of M6 Junction 33 near Galgate. Also contained in the Transport Masterplan with a vision for the city centre that aimed to reduce through traffic, increase active and sustainable travel and improve the public realm.

The county and city councils were working collaboratively at that time to develop the Local Plan for the district, and informed by the Transport Masterplan, the Local Plan set out the core principles underpinning broad growth in South Lancaster to be further developed through an Area Action Plan, proposals which have been accepted and are contained in the adopted Local Plan.

Alongside a series of improvements proposed to active and sustainable transport measures into and within the city centre, and changes to the city centre gyratory system, is a programme of major new road infrastructure comprising:

- a) Reconfiguration of M6 Junction 33 and a new link road highway connection to proposed housing areas in South Lancaster.
- b) New spine road (potentially 2km in length) opening up greenfield land and servicing the Bailrigg Garden Village development.
- c) New Park and Ride Site located close to M6 Junction 33 to support sustainable travel to destinations north, including University and employment areas and into the city centre.

Together these form the 'South Lancaster to M6 Road Scheme'.

The Cabinet considered a report elsewhere on this agenda that presents the outcome of early survey and design activity, and recent public consultation on a series of road options to achieving the following aims, to assist in:

- creating a highway connection between the M6, A6 and proposed housing areas to support growth (over 3,500 homes at Bailrigg Garden Village and other housing development may flow from the new infrastructure)
- improve M6 Junction 33
- easing congestion which occurs in the centre of Galgate village
- the expansion of the University
- reducing traffic on the A6
- removing the Air Quality Management Area in Galgate by reducing traffic

Based on the outcome of environmental, engineering and traffic assessment of the options, and supported by the response of public consultation, the route known as 'Central 1' has been identified and reported to the Cabinet as the preferred option to be developed as the motorway junction reconfiguration and link road.

This preferred option entails the reconfiguration of Junction 33 of the M6, closing the southbound 'off' slipway and the northbound 'on' slipway and relocating these slipways to a location at the south east boundary of Lancaster University and to terminate at Hazelrigg Lane. These two locations would be connected by new 2.5km highway, with a link road closely following the western boundary of the M6 motorway between the motorway and the villages of Ellel and Galgate. The route would join

with Hazelrigg Lane on the Galgate/University side of the motorway. The route would include the improvement of this section of Hazelrigg Lane to approach the Bailrigg Garden Village via the A6 junction with a road underpass under the West Coast Main Line railway.

The full South Lancaster to M6 Road Scheme comprises the addition to the above of a new Spine Road serving the housing development area and connecting to the A588.

Subject to the approval of the recommendations contained in that earlier report, the recommendations of this report deal specifically with the M6 Junction 33 Reconfiguration with Link Road and seek the Cabinet's approval for the use of powers and preparation of documentation for land assembly and planning in respect of this part of the South Lancaster to M6 Road Scheme.

A further report to the Cabinet will follow in connection with the full Scheme, once a route has been assessed for the new Spine Road and a scheme identified for a new Park and Ride facility.

The extent of the M6 Junction 33 Reconfiguration with Link Road is shown for illustrative purposes only at Appendix 'A'.

As the scheme falls under the designation for nationally significant infrastructure project, by virtue of the reconfiguration it proposes to the M6 Junction 33, statutory approval for development must be obtained by means of a Development Consent Order, introduced by the Planning Act 2008. As such, an application, accompanied by a draft Development Consent Order, will be examined by the Planning Inspectorate and determined by the Secretary of State.

The Planning Inspectorate sets out a prescribed statutory process for the documentation which must accompany an application as well as the consultation to be undertaken in order for an application to be accepted for examination. Examination in public is a prescribed stage to the process, following which the Planning Inspectorate must prepare a report to the relevant Secretary of State, who will issue a decision.

A programme has been prepared which anticipates the examination process starting in spring 2023 and concluding in late summer 2024, permitting a start to construction (subject to a positive outcome) at the start of 2025.

In order to maintain programme milestones and to ensure the scheme can be delivered, it is essential that the county council has possession of all the necessary land. Negotiations with known landowners will commence immediately, however, agreement may not be achievable in time or at all. Consequently, it may be necessary to use powers available to the county council to compulsorily acquire land and rights. Acquisition by agreement will always be the preferred way forward and it may be in particular that some or all of the land for the link road will be able to be secured.

Given a Development Consent Order is to be sought, it is appropriate to use the same statutory provision to compulsorily acquire land and rights. This would be in place of a Compulsory Purchase Order, which would be normal in circumstances where a scheme such as this does not fall under the designation for nationally significant infrastructure projects.

The Development Consent Order can also fulfil the purposes, and be used in place, of a Side Roads Order, such that it will also be utilised for this Scheme to give the county council as highway authority the power to stop up, divert, improve or otherwise alter a side road, public right of way or private means of access.

Consultations

The M6 Junction 33 Reconfiguration with Link Road has been the subject of public consultation as part of the 'Transforming Lancashire Transport' options published in autumn 2020. The details of this consultation and its outcomes are presented in elsewhere on this agenda.

Implications:

This item has the following implications, as indicated:

Risk management

Should the recommendations in this report be approved, preparatory work can proceed in accordance with relevant regulations and procedures and documents be produced in order to maintain the delivery programme for this scheme. Furthermore, appropriate acquisitions of land by agreement can be completed.

Financial

The financial model and principles to the South Lancaster Growth Catalyst Programme were considered by Cabinet at its meeting in January. The activities set out above will be funded through the Programme, representing a combination of local authority contributions, including £4.6m from Lancashire County Council, and cash flow and grant from the Housing Infrastructure Fund.

Human Rights

Every person has the right to peaceful enjoyment of his or her possessions under Article 1 of the First Protocol on Human Rights and no one shall be deprived of his possessions except when there is a compelling case in the public interest. If there is to be an interference with this right, this must be done as provided for by the law and the interference must strike a fair balance between the interests of the community and the protection of the rights of the individual. The scheme's design seeks to minimise the interference necessary and, although a balance is required to be achieved, the county council believes that the greater good is in promoting the scheme for the benefit of the people of Lancaster and the wider public, and that this outweighs the harm caused by the use of powers of compulsory acquisition to acquire third party land and rights for the scheme.

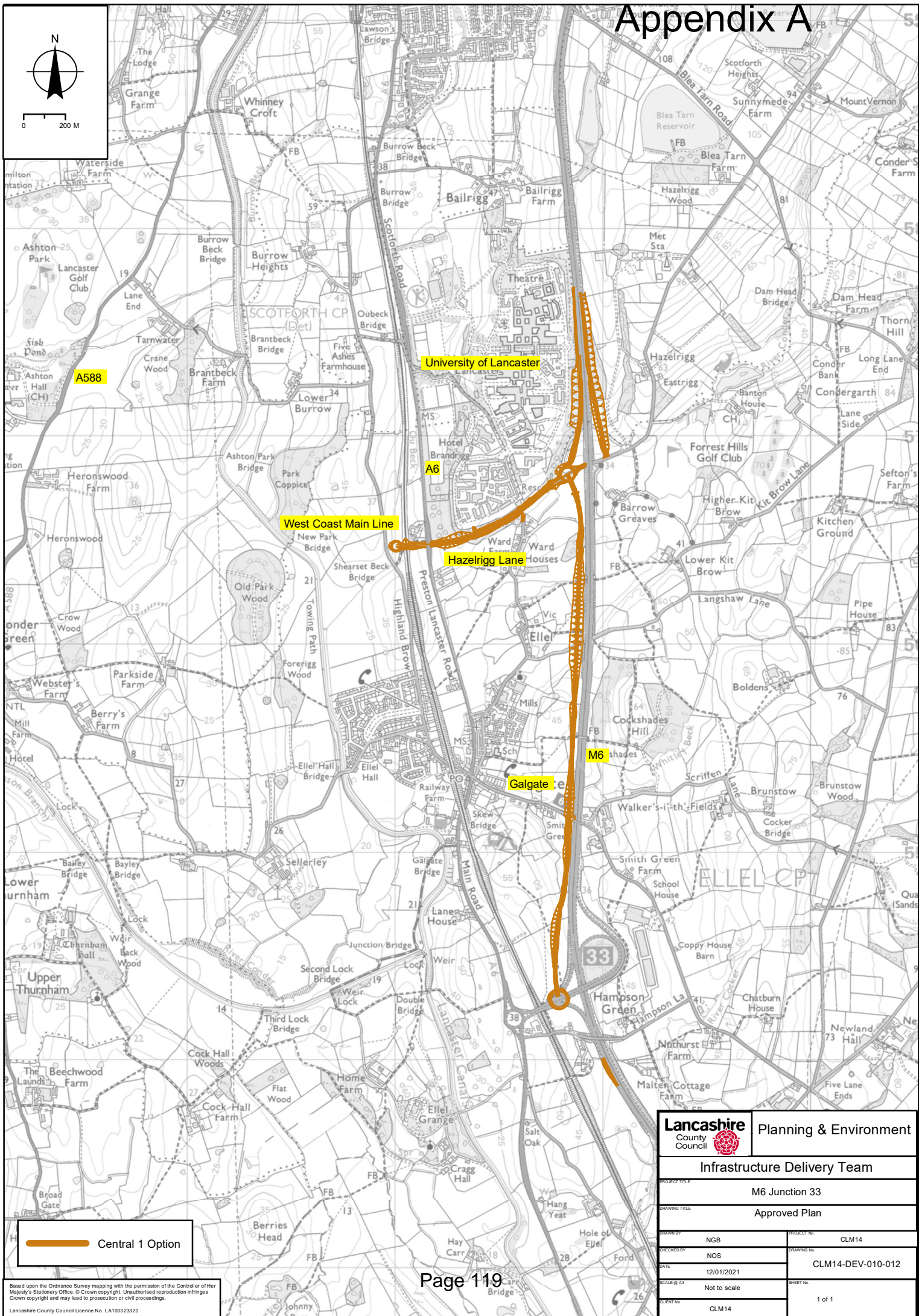
List of Background Papers


None

Reason for inclusion in Part II, if appropriate

N/A

Appendix A



Lancashire County Council				Planning & Environment	
Infrastructure Delivery Team					
PROJECT TITLE					
M6 Junction 33					
DRAWING TITLE					
Approved Plan					
DRAWN BY			PROJECT NO.		
NGB			CLM14		
CHECKED BY			DRAWING NO.		
NOS			CLM14-DEV-010-012		
DATE					
12/01/2021					
SCALE @ A3			SHEET No.		
Not to scale			1 of 1		
CLIENT No.					
CLM14					

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

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

Electoral Division affected:
Preston City;

Lancashire County Council (Bus Station Southern Access, Lord Street and Tithebarn Street, Preston, Preston City) (Suspension, Bus Only Street and Bus Gate) Experimental Order 2020
(Appendices 'A' - 'B' refer)

Contact for further information:

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Executive Summary

An Experimental Traffic Regulation Order was created to reduce vehicular traffic movements around the refurbished Preston Bus Station to improve the safety of pedestrians in the area and to prevent unauthorised vehicles from accessing the bus station apron. The Order will allow authorised vehicles to service off street properties that will be directly affected by the proposed changes, including the Guild Hall. This was considered necessary as the subway, that was available to cross the now redundant west bus station apron and Tithebarn Street, has now been closed and as a result there is an increase in the numbers of pedestrians crossing Tithebarn Street.

In addition to this the changes to the Preston Bus Station have included alterations to the accommodation of coaches and long distance bus services. The layout leaves a possible cut through for traffic of the coach station area. A bus gate has been introduced by the Experimental Traffic Regulation Order to prohibit this route for all traffic except buses, taxis and authorised vehicles.

Recommendation

Cabinet is asked to approve the making permanent of the Experimental Traffic Regulation Order for the bus only street on Tithebarn Street, Lord Street and Bus Gate on Lord's Walk as set out in the attached Order (Appendix 'A') and plan (Appendix 'B').

Background and Advice

The Experimental Traffic Regulation Order was introduced as part of the works to improve the city centre traffic flows following the improvements to both Preston Bus Station and Preston Markets. This work being mainly to support the traffic flows around the bus station whilst supporting sustainable public transport routes and removing the problems caused by vehicles using the route from Ring Way to Church Street as a cut through.

The refurbishment of the bus station has moved all the bus gates to the east of the station building with land that was previously used as the west apron being converted to a 'public space'. The subway below the west apron, crossing under Tithebarn Street which was available to passengers to access the station building has now been closed and this has resulted in a much higher number of pedestrians crossing the road.

The introduction of these restrictions will reduce the vehicular traffic movements on the southern end of Tithebarn Street to a minimum, thereby increasing pedestrian safety. By removing the 'cut through' permitted traffic will be controlled along Tithebarn Street allowing access to Church Street and Fishergate.

The alterations to the Preston Bus Station has formed a dedicated area that is a coach and long distance bus service station. The layout of this facility allows these services to enter the bus station from Lord's Walk and exit directly on to Lord Street. The result of this layout is that there is a route that some vehicles could use as a short cut to the city centre. Whilst such vehicles are cutting through the bus station they are also considered to be a danger to passengers boarding or alighting these services. Reports have indicated that a small number of drivers are incorrectly using this. The bus gate that is included in this Experimental Traffic Regulation Order allows the introduction of camera enforcement to effectively enforce this restriction.

Should they be approved, both the Bus Only Street and Bus Gate will be enforced by the use of cameras.

Consultations

As the Order was introduced as an experimental order the details were advertised in the local press not less than a week before the restrictions came into force and notices posted on site on 27 January 2020 and maintained on site until 31 July 2020. The notices requested that objections were made within six months of the order coming into force.

The period of advertising commenced prior to the national lock down on 23 March 2020 and the changes were in place over the period of the consultation. It is considered that the consultation has still been carried out effectively.

Objections

Over the consultation period two objections were received, one was from Preston City Council and the other from a local business. After the implications and the

information regarding the authorised vehicles procedure were clarified, Preston City Council withdrew their objection and so only one objection now remains.

The local business proprietor was concerned that the alterations are preventing customers with mobility issues from being able to access their business. There was an indication that a number of customers had chosen not to use their business as a result. The concerns regarding access extended to deliveries to the property along with vehicles used by trades' people undertaking maintenance on the building.

Engineers Response

The Objector was visited by an engineer working on the project to explain the situation with regard to the changes. It is correct that the changes have resulted in unauthorised vehicles not being able to pass in front of businesses south of the junction of Tithebarn Street with Old Vicarage. This prevents vehicles from using the taxi bay for disabled parking. This practice was not permitted prior to the present changes and therefore the introduction of the bus lane has not altered this.

As part of the overall works covering the city centre, changes have been made to the designation of parking places within the bus station car park to increase the provision of bays dedicated to disabled parking. The increased provision along with the formation of the public space that was formerly the west apron of the bus station means that there is disabled parking within 90 metres of the affected businesses, all of which can be accessed without stairs.

The changes will make the area more accessible for pedestrians and therefore the changes would improve overall access to the businesses that are directly affected by the introduction of the bus lane.

With regard to building maintenance and deliveries, the proprietor of the business will need to contact Parking Services to register the vehicles used for these purposes to be added to the list of exempt vehicles.

Implications:

This item has the following implications, as indicated:

Risk management

Should the current Experimental Traffic Regulation Order not be made permanent then the overall balance of the traffic management of the city centre will not be achieved. By not having a bus lane along Tithebarn Street a short cut will be opened up across the city centre. Over time this will attract a higher volume of vehicular traffic and result in safety issues for pedestrians accessing or egressing the Preston Bus Station along with increased traffic flows to Church Street and Fishergate.

The Experimental Traffic Regulation Order also allows the effective enforcement against vehicles taking the shortcut between Lord's Walk and Lord Street. Whilst vehicles are undertaking this route, the drivers potentially endanger passengers accessing or egressing the coach and long distance bus service.

If the Experimental Traffic Regulation Order is not made permanent the Order will expire on 27 July 2021, allowing all traffic to pass between Ring Way and Church Street and the use of the bus station to pass between Lord's Walk and Lord Street will not be able to be enforced by cameras.

Legal

A significant part of the formal consultation for this experiment was conducted during the COVID-19 pandemic, through a time where public movement was restricted. It is foreseeable that this will have resulted in a reduced 'visibility' of the proposal to those people likely to be affected by the restrictions. With that being said, the measures taken to bring attention to the proposal were considerable and the restrictions have now been in place for approximately 12 months. It is therefore considered that the public have had sufficient opportunity to be aware of the restrictions (and the associated consultation) and to see their effect 'in action' such that the consultation exercise has not been unduly compromised by the COVID-19 pandemic.

Financial

If the bus lane is not accepted the road signs and infrastructure that have been put in place will need to be removed and replaced with new signage. This will include the bus lane cameras that have been fitted to enforce the bus lane and bus gate which will need to be funded by the county council.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL

**(BUS STATION SOUTHERN ACCESS, LORD STREET AND TITHEBARN STREET, PRESTON,
PRESTON CITY) (REVOCATION, BUS ONLY STREET AND BUS GATE) EXPERIMENTAL
ORDER 2020**

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 9, 10(1) and 10(2) of the Road Traffic Regulation Act 1984, as amended ("the Act") and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order: -

1. Definitions and Interpretation

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

- a) **"Authorised Vehicle"** means a vehicle which has been authorised in writing by the Council for the purposes of this Order;
- b) **"Bus"** means motor vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver); and Local Buses not so constructed or adapted;
- c) **"Bus Gate"** means a short length of Bus Lane;
- d) **"Bus Only Street"** means a Bus Lane;
- e) **"Bus Lane"** means an area of road that may be used only by Buses (or a particular description of Bus), or only by buses (or a particular description of Bus) and some other class or classes of vehicular traffic as provided for in this Order and includes the terms Bus Gate and Bus Only Street;
- f) **"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;
- g) **"Council's Duly Authorised Officer"** means a person empowered in accordance with Section 10(2) of the Act;
- h) **"Local Bus"** means a Public Service Vehicle used for the provision of a Local Service not being an excursion or tour as defined in the Traffic Signs Regulations and General Directions 2016;
- i) **"Local Service"** has the meaning given in Section 2 of the Transport Act 1985;
- j) **"Pedal Cycle"** means a unicycle, bicycle, tricycle, or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as is to be treated as not being a motor vehicle for the purposes of the 1984 Act;
- k) **"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;
- l) **"Public Service Vehicle"** has the meaning given in Section 1 of the Public Passenger Vehicles Act 1981;
- m) **"Taxi"** means a vehicle licensed under Section 37 of the Town Police Clauses Act 1847;
- 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. Suspension

Those parts of the "The Borough of Preston (Central Area (No.2) Traffic Regulation Order 1992", as set out in Schedule 1 to this Order, are hereby suspended.

3. Bus Gate Except Authorised Vehicles

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 other than a Bus or Authorised Vehicle to be in the Bus Lane set out in Schedule 2 to this Order.

4. Bus Only Street Except Cycles, Taxis and Authorised Vehicles

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 other than a Bus, Pedal Cycle, Taxi or Authorised Vehicle, to be in the Bus Lane set out in Schedule 3 to this Order at any time.

NB in accordance with section 3(2) of the Act, the council is satisfied that for facilitating the passage of vehicular traffic on the road it is requisite that the provisions of section 3(1) of the Act should not apply to the restriction contained herein.

5. Exemptions

Nothing in Articles 3 and 4 of this Order shall render it unlawful to cause or permit any Vehicle to be in the Bus Lanes referred to therein for so long as may be necessary to enable:

- a) The liveried Vehicle to be used for fire brigade, ambulance or police purposes and whilst performing its statutory duties;
- b) the Vehicle to avoid an accident;
- c) 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;
- d) the Vehicle, if it cannot conveniently be used for such purpose in any other road to be used in connection the removal of any obstruction to traffic;
- e) A Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters to premises adjacent to the Bus Lane in accordance with the statutory provisions set out in the Postal Services Act 2000;
- f) The Vehicle, to be used for or in connection with:-
 - i) building, industrial or demolition operations in or on land adjacent to the Bus Lane or removals from land or buildings adjacent to the Bus Lane if the prior written consent of the Council has been received;
 - ii) the laying, erection, alteration or repair of a sewer, pipe or apparatus for the supply of water, gas, electricity or telecommunications apparatus in or on land adjacent to the Bus Lane; or
 - iii) the maintenance, improvement or reconstruction of the Bus Lane.

6. Miscellaneous

The prohibition 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.

7. Modification or Suspension of Order

The Council's Duly Authorised Officer may modify or suspend the operation of this Order or any provision of it if it appears to be:

- a) in the interests of the expeditious, convenient and safe movement of traffic;
- b) in the interests of providing suitable and adequate on-street parking facilities; or
- c) for preserving or improving the amenities of the area through which any road affected by the Order runs.

8. 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 Lancashire County Council and/or its Agents of a Penalty Charge Notice which shall be payable by such persons in accordance with the legislation.

9. Commencement of Order

This Order shall come into force on the 27th day of January 2020, will be in operation for an experimental period of up to eighteen months and may be cited as the "Lancashire County Council (Bus Station Southern Access, Lord Street And Tithebarn Street, Preston, Preston City) (Suspension, Bus Only Street And Bus Gate) Experimental Order 2020".

Dated this 15th day of January 2020.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the scheme of delegation to chief officers.

Authorised Signatory

Schedule 1 – Suspension

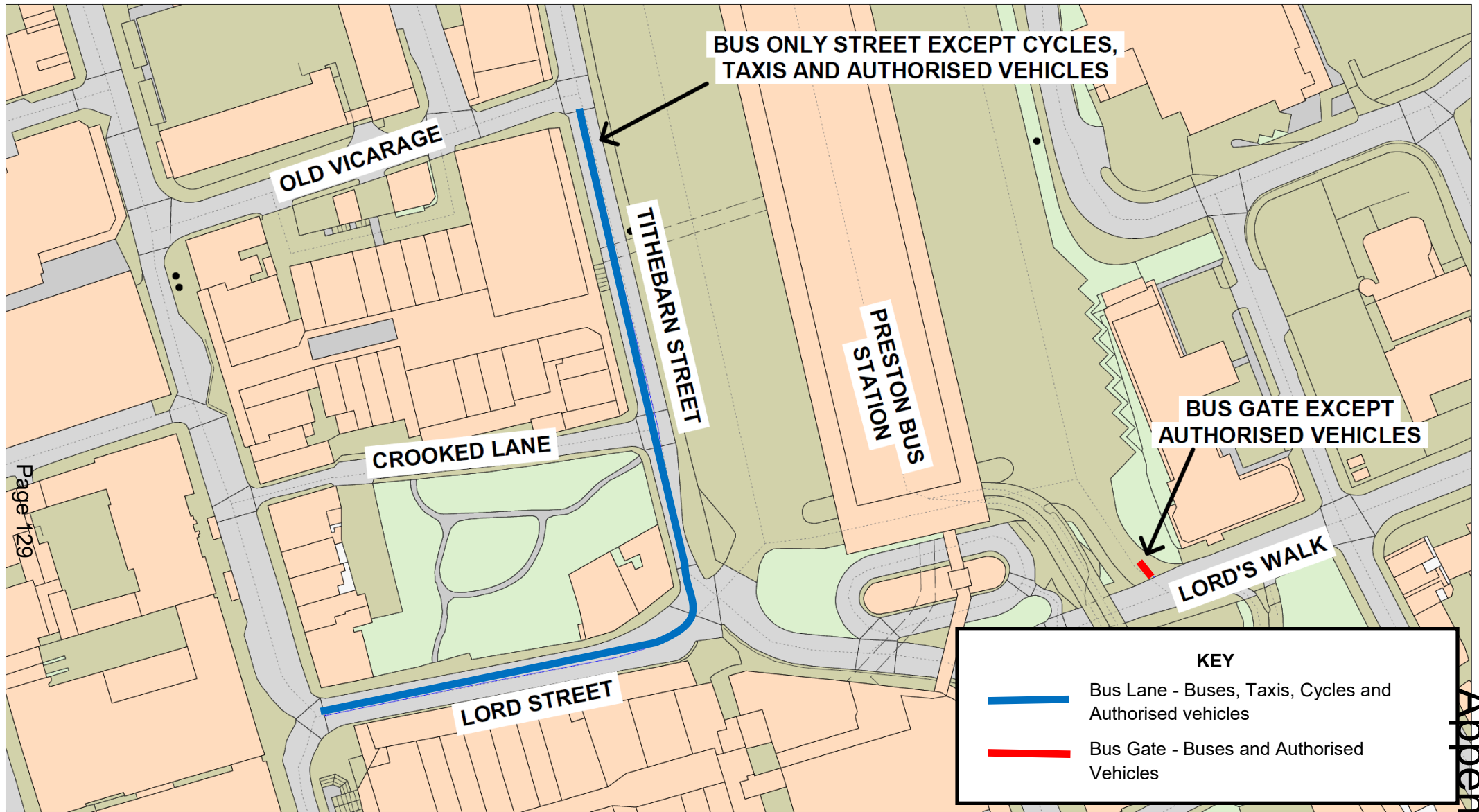
The Fifth Schedule insofar as it relates to 'Lord Street'.

Schedule 2 - Bus Gate Except Authorised Vehicles

Bus station southern access, off Lord's Walk, Preston, from its junction with Lord's Walk for a distance of 5 metres in a north westerly direction.

Schedule 3 – Bus Only Street Except Cycles, Taxis and Authorised Vehicles

- a) Tithebarn Street, Preston, from its junction with Old Vicarage to its junction with Lord Street in a southerly direction.
- b) Lord Street, Preston, from its junction with Tithebarn Street to its junction with Lancaster Road in a south westerly direction.



Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

Report of the Head of Service - School Improvement**Part I**

Electoral Divisions affected:
(All Divisions);

Determination of Relevant Area for Consultation on Admission Arrangements for Lancashire Maintained Schools and Academies for Academic Years 2023/24, 2024/25 and 2025/26

(Appendix 'A' refers)

Contact for further information:

Debbie Ormerod, Tel: (01772) 531878, Access and Entitlement Manager, School Improvement Service

debbie.ormerod@lancashire.gov.uk

Executive Summary

The report provides details of the consultation within the County of Lancashire, representatives of the local Diocesan Church Education Authorities and the governing bodies of all Lancashire maintained schools, Free Schools and Academies on the establishing of the relevant area for consultation on admission arrangements. Further details are provided at Appendix 'A'.

The Authority proposed no changes, and no responses were received by the Local Authority to this consultation.

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

Recommendation

Cabinet is asked to agree that the definition of the relevant areas remains unchanged for the 2023/24, 2024/25 and 2025/26 school years.

Background and Advice

The School Standards and Framework Act 1998 introduced a statutory requirement for each admission authority in an area to consult widely before determining their admission arrangements. Consultees include all admission authorities in the relevant area. Regulations made under the Act provide that each Local Authority may establish a relevant area or areas, within which the consultation would take place.

The relevant areas established for the previous admissions round were as follows:

- a) The administrative district in which the school is situated;
- b) Any Voluntary Aided, Foundation School, Free School or Academy or neighbouring Local Authority which is outside the administrative district but which is within three miles for a secondary school or two miles for a primary school.

Relevant areas must be reviewed periodically and a consultation has recently taken place on the areas which should be defined for this purpose for the 2023/24, 2024/25 & 2025/26 admissions.

No responses were received by the Local Authority to this consultation.

Regulations require that each school that is its own admission authority must have a relevant area and that the area should include at least all primary and secondary schools within three miles of a secondary school and all primary schools within two miles of a primary school.

It is recommended that the definition of the County's relevant areas remains unchanged for these school years.

Consultations

Consultations have been held within the County, representatives of the local Diocesan Church/Education Authorities and the governing bodies of all Lancashire maintained schools and Academies.

Implications:

This item has the following implications, as indicated:

Risk management

If the Authority did not determine a relevant area then it would not be complying with statutory regulations.

Financial

There are no financial implications arising from this report.

List of Background Papers

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

DETERMINATION - RELEVANT AREA FOR LANCASHIRE SCHOOLS – CONSULTATION ON ADMISSION ARRANGEMENTS

Admissions Consultation for Academic Year 2023/24, 2024/25 and 2025/26

To: Governing Bodies of Own Admission Authority Schools

The relevant area for consultation on admission arrangements

Background

Regulations require each Local Authority (LA) to define a 'relevant area' in which admission authorities must consult annually on their proposed admission arrangements. The relevant area is determined after a consultation with local admission authorities and is reviewed periodically.

In recent years the relevant area for consultation with other admission authorities has been defined as the administrative district in which the school is located. In addition, any admission authority which was within three miles of a secondary school and two miles of a primary school was also included. This included schools near an administrative border, whether or not they were in another administrative district of Lancashire or within another local authority area.

Since 2004/05, the national consultation requirements on admission authorities have changed in one respect. Individual admission authorities – ie governors of own admission authority schools – are now required to consult not only other individual admission authorities and the LA but also the governors of individual community and controlled schools within the relevant area. This has increased considerably the number of copies of proposed and determined admission arrangements to be circulated.

Proposal

The LA is proposing that for the school years - **2023/24, 2024/25 and 2025/26** the current relevant area is retained.

The relevant area would therefore be:

- (a) the administrative district in which the school is situated;
- (b) include any schools or neighbouring LA which are outside the administrative district but within three miles for a secondary school and two miles for a primary school.

The reasons for proposing a retention of current relevant areas are as follows:

Schools within a district are easily identifiable by their school number. The LA undertakes the distribution of consultation documents for individual admission authorities via the Schools' Portal to all schools within a district. This limits costs to schools, both in postage and staff time. The increased requirement for consultation

with community and controlled schools only requires own admission authority schools to increase the numbers of copies provided to the LA.

Individual schools then have to arrange to circulate copies to a few extra district schools only when they are within either two or three miles as appropriate.

In previous consultations, a few schools have suggested more individualised consultation areas for particular schools or geographical areas. Some favoured the original three mile radius of each school. This would limit the number of copies to be circulated and would help focus the consultation on those most directly affected. It would also, however, require a complex statement of an individual area for each school. This would be more complex and time-consuming to administer; as each school would have to have its individual list of consultees. For secondary schools, whose admission area often extends to more than three miles, this could mean the fewer 'feeder' schools would be consulted.

For these reasons, the LA proposes that the current system of using the administrative district plus any additional schools within a two mile (primary) or three mile (secondary) radius is retained as the relevant area for consultation.

Action

If your Governing Body wishes to comment on the proposal, please email adm.consult@lancashire.gov.uk

Please include 'Relevant Area' in the subject line.

If you accept the proposal, you do not need to make any return.

Comments should be returned by **Monday 28 December 2020**.

Thank you for your assistance with this matter.

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

Report of the Head of Service - School Improvement**Part I**

Electoral Division affected:
(All Divisions);

Determination of Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools and Sixth Forms for the School Year 2022/2023

(Appendices 'A' to 'E' refer)

Contact for further information:

Debbie Ormerod, Tel: (01772) 531878, Access and Entitlement Manager

debbie.ormerod@lancashire.gov.uk;

Executive Summary

To determine the admission arrangements for community and voluntary controlled primary and secondary schools and sixth forms schools for the school year 2022/2023.

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

Recommendation

Cabinet is asked to:

- (i) Approve the admission numbers and admission arrangements for community and voluntary controlled primary schools, secondary schools and sixth forms for 2022/2023 as listed at Appendices 'A' 'B' 'C' and 'D'.
- (ii) Note the issues raised by Community and Voluntary Controlled Governing Bodies, and the Community, and approve the recommendations set out in response, as set out in Appendix 'E'.
- (iii) Approve the admission numbers and criteria for admission set out at Appendices 'A' and 'B', to constitute the Authority's admission arrangements for 2022/2023.

Background and Advice

The county council is the admissions authority for community and voluntary controlled schools. In accordance with Sections 88A-Q of the School Standards and Framework

Act 1998, as amended by the Education and Skills Act 2008 and regulations, the county council is required to consult widely about the proposed admission arrangements for schools where it is the admissions authority.

During Autumn Term 2020, the county council consulted with the governors of community and voluntary controlled schools on the proposed arrangements for admission to those schools for the 2022/2023 school year. The governors were invited to comment on the proposed admissions policy and admission number for their school. Further parties, including other admission authorities within the relevant area for each community and voluntary controlled school, were also consulted about these proposals. A full list of those consulted is included within this report.

The proposed admission numbers for community and voluntary controlled secondary schools, primary schools and sixth forms for the school year 2022/2023 are set out at Appendices 'A' to 'D'.

The responses from governors and the community, and comments from officers to the proposed admission arrangements and numbers for community and voluntary controlled secondary, sixth form and primary schools are set out at Appendix 'E'. This Appendix also summarises the recommendations of the Executive Director of Education and Children's Services.

Consultations

- Governors of community and voluntary controlled schools
- Governors of voluntary aided and foundation, free schools and academies
- Other Local Education Authorities adjoining Lancashire
- Diocesan and Church Authority colleagues
- Capital Development and Asset Management Team, School Place Planning Team
- Liaison and Compliance Team, Education and Children's Services
- Legal and Democratic Services
- Public

Six responses were received from the community in relation to the removal of Geographical Priority Areas at Longsands and Cottam Primary Schools.

Implications:

This item has the following implications, as indicated:

Risk management

If the admission arrangements are not determined by 28 February 2021, the Authority would not be complying with its statutory obligations.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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None		
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Reason for inclusion in Part II, if appropriate		
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N/A		
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**DETERMINED ADMISSION ARRANGEMENTS FOR
COMMUNITY AND VOLUNTARY CONTROLLED PRIMARY
SCHOOLS FOR 2022/2023**

IMPORTANT NOTE

Please note that the admission numbers for some schools may vary upwards upon determination to support the extra demand for school places in the area.

SCHOOL No.	NAME OF SCHOOL	DETERMINED ADMISSION No. 2022/2023
01001	Bowerham Community Primary and Nursery School	60
01002	Dallas Road Community Primary School	60
01003	Willow Lane Community Primary School	30
01011	Castle View Primary School	30
01012	Ryelands Primary & Nursery School	60
01015	Moorside Primary School	90
01018	Nether Kellet Community Primary School	15
01022	Quernmore Church of England Vol. Cont Primary School	15
01023	Tatham Fells Church of England Vol. Cont Primary School	8
01025	Caton Primary School	10
01027	Wray with Botton Primary School	7
01032	Warton Archbishop Hutton's Primary School	26
01044	Carnforth Community Primary School [previously North Road]	30
01049	Great Wood Primary School	60
01050	Torrisholme Community Primary School	60
01051	Morecambe Bay Community Primary School	45
01052	West End Primary School	30
01053	Sandylands Community Primary School	60
01054	Lancaster Road Primary School	90
01058	Trumacar Nursery and Community Primary School	45
01060	Westgate Primary School	90
01061	Morecambe and Heysham Grosvenor Park Primary School	45
01062	Mossgate Primary School	30
02001	Carr Head Primary School	30
02002	The Breck Primary School [Poulton-le-Fylde]	35
02003	Carleton Green Community Primary School	45
02008	Fleetwood Chaucer Community Primary School	45
02013	Larkholme Primary School	45
02014	Fleetwood Charles Saer Community Primary School	45
02016	Shakespeare Primary School	60
02018	Fleetwood Flakefleet Primary School	60
02019	Preesall Carter's Charity (VC) Primary School	30
02027	Stalmine Primary School	15
02030	Stanah Primary School	60
02031	Thornton Cleveleys Northfold Community Primary School	30
02033	Thornton Cleveleys Baines Endowed [Vol. Cont] Prim School	30
02035	Thornton Primary School	20
02036	Thornton Cleveleys Royles Brook Primary School	45

SCHOOL No.	NAME OF SCHOOL	DETERMINED ADMISSION No. 2022/2023
02038	Nateby Primary School	12
02039	Forton Primary School	15
02049	Garstang Community Primary School	30
02051	Staining Church of England VC Primary School	35
02052	Thornton Cleveleys Manor Beach Primary School	45
04036	Freckleton Strike Lane Primary School	30
04039	Kirkham and Wesham Primary School	30
04043	Weeton Primary School	30
04044	Lytham St Anne's Mayfield Primary School	30
04045	Clifton Primary School	35
04046	Lytham St Anne's Ansdell Primary School	35
04052	Lytham Hall Park Primary School	60
06002	Brookfield Community Primary School	27
06604	Deepdale Community Primary School	90
06005	Eldon Primary School	30
06008	Brockholes Wood Community Primary School	35
06009	Frenchwood Community Primary School	45
06010	Preston Grange Primary School	30
06011	Preston Greenlands Community Primary School	30
06012	Holme Slack Community Primary School	30
06014	Ingol Community Primary School	30
06016	Moor Nook Community Primary School	30
06019	Ribbleton Avenue Infant School	70
06020	Ribbleton Avenue Methodist Junior School	70
06021	The Roebuck School	45
06031	Preston St Stephen's Church of England Primary School [VC]	45
06033	Ashton Primary School	30
06035	Preston Fishwick Primary School	17
06037	Lea Community Primary School	30
06040	Catforth Primary School	13
06041	Sherwood Primary School	60
06042	Cottam Primary School	30
06050	Goosnargh Whitechapel Primary School	15
06055	Kennington Primary School	35
06057	Fulwood and Cadley Primary School	45
06058	Harris Primary School	30
06060	Queen's Drive Primary School	60
06062	Pool House Community Primary School	25
06064	Brabin's Endowed School [VC]	15
06071	Longsands Community Primary School	30
07005	Higher Walton Church of England Primary School [VC]	17
07007	Bamber Bridge St Aidan's Church of England Primary School [VC]	24
07009	Lostock Hall Community Primary School	60
07012	Walton-le-Dale Primary School	60
07013	Coupe Green Primary School	20
07015	Leyland St Andrew's Church of England Infant School [VC]	60

SCHOOL No.	NAME OF SCHOOL	DETERMINED ADMISSION No. 2022/2023
07016I	Leyland Methodist Infant School	70
07016J	Leyland Methodist Junior School	70
07019	Woodlea Junior School	65
07020	Lever House Primary School	45
07025	Seven Stars Primary School	30
07026	Moss Side Primary School	37
07029	Farington Primary School	30
07030	Longton Primary School	30
07037	Little Hoole Primary School	30
07040	Penwortham Middleforth Church of England Primary School [VC]	30
07041	Howick Church of England Primary School [VC]	15
07043	Penwortham Primary School	30
07044	Whitefield Primary School	60
07046	Kingsfold Primary School	30
07047	Penwortham Broad Oak Primary School	30
08001	Burscough Bridge St John's Church of England Prim School [VC]	30
08002	Burscough Bridge Methodist [Voluntary Controlled] Prim School	12
08004	Ormskirk Lathom Park Church of England Primary School [VC]	10
08006	Westhead Lathom St James' Church of England Primary School [VC]	15
08009	Ormskirk Asmall Primary School	20
08011	Ormskirk Church of England Primary School [VC]	60
08014	Ormskirk West End Primary School	30
08016	Burscough Village Primary School	30
08018	Bickerstaffe [Voluntary Controlled] Church of England School	15
08019	Aughton Town Green Primary School	50
08020	Aughton Christ Church C/E Vol Controlled Primary School	30
08021	Aughton St Michael's Church of England Primary School	30
08023	Holmeswood Methodist School	6
08024	Richard Durnings Endowed Primary School Bispham	15
08027	Scarisbrick St Mark's Church of England Primary School [VC]	15
08029	Pinfold Primary School, Scarisbrick	7
08033	Holland Moor Primary School, Skelmersdale	60
08034	Cobbs Brow School	40
08038	Skelmersdale Trinity C/E/Methodist Primary School [VC]	30
08040	Skelmersdale Crow Orchard Primary School	26
08043	Little Digmoor Primary School	20
08046	Hillside Community Primary School	30
08054	Delph Side Community Primary School	30
08063	Crawford Village Primary School	10
08064	Wrightington Mossy Lea Primary School	7
08071	Tarleton Community Primary School	30
08076	Banks Methodist Primary School [VC]	10
08077	Banks St Stephen's Church of England Primary School [VC]	30
08078	Brookfield Park Primary School	30
08079	Woodland Community Primary School	50
09002	Duke Street Primary School	50
09003	Highfield Community Primary School	30

SCHOOL No.	NAME OF SCHOOL	DETERMINED ADMISSION No. 2022/2023
09010	Gillibrand Primary School	30
09015	Buckshaw Primary School	30
09022	Adlington Primary School	20
09024	Lancaster Lane Community Primary School	30
09025	Clayton-le-Woods Manor Road Primary School	36
09026	Clayton-le-Woods Westwood Primary School	30
09028	Anderton Primary School	30
09031	Brindle Gregson Lane Primary School	30
09039	Coppull Primary School	45
09045	Euxton Primrose Hill Primary School	60
09050	Balshaw Lane Community Primary School	60
09052	Eccleston Primary School	30
09053	Clayton Brook Primary School	30
09062	Abbey Village Primary School	15
09063	Withnell Fold Primary School	14
11004	Accrington Huncoat Primary School	30
11005	Accrington Hyndburn Park Primary School	60
11013	Accrington St Peter's Church of England Primary School [VC]	30
11014	Accrington Spring Hill Primary School	60
11015	Accrington Woodnook Primary School	40
11018	Oswaldtwistle Hippings Methodist Primary School [VC]	30
11020	Oswaldtwistle St Andrew's Church of England Primary School [VC]	45
11024	Oswaldtwistle West End Primary School	30
11025	Oswaldtwistle Moor End Community Primary School	30
11029	Clayton-le-Moors Mount Pleasant Primary School	60
11042	Great Harwood Primary School	45
11045	Rishton Methodist School [VC]	30
11055	Clitheroe Brookside Primary School	30
11056	Clitheroe Edisford Primary School	30
11057	Clitheroe Pendle Primary School	50
11061	Gisburn Primary School	20
11064	Read St John's Church of England Primary School [VC]	30
11065	Sabden Primary School	15
11070	Barrow United Reformed Church Primary School [VC]	30
12001	Briercliffe Primary School	60
12002	Worsthorne Primary School	30
12005	Padiham Green Church of England Primary School [VC]	30
12006	Padiham Primary School	45
12011	Hapton Church of England/Methodist Primary School [VC]	18
12012	Barden Primary School	60
12013	Burnley Brunshaw Primary School	60
12020	Burnley Heasandford Primary School	90
12022	Burnley Ightenhill Primary School	60
12023	Burnley Lowerhouse Junior School	60
12025	Rosegrove Infant School	60
12035	Burnley Stoneyholme Community Primary School	60
12037	Burnley Whittlefield Primary School	30
12041	Rosewood Primary School	60

SCHOOL No.	NAME OF SCHOOL	DETERMINED ADMISSION No. 2022/2023
12042	Cherry Fold Community Primary School	60
12043	Burnley Springfield Community Primary School	30
13001	Bradley Primary School	60
13007	Lomeshaye Junior School	90
13010	Nelson Walverden Primary School	60
13011	Nelson Whitefield Infant School and Nursery Unit	90
13012	Marsden Community Primary School	60
13016	Barrowford School	60
13023	Roughlee Church of England Primary School [VC]	7
13024	Higham St John's Church of England Primary School [VC]	20
13030	Colne Park Primary School	60
13031	Colne Primet Primary School	30
13033	West Street Community Primary School	30
13034	Trawden Forest Primary School	30
13036	Reedley Primary School	60
13040	Barnoldswick Church of England VC Primary School	60
13041	Barnoldswick Coates Lane Primary School	30
13042	Barnoldswick Gisburn Road Community Primary School	30
13046	Kelbrook Primary School	15
13048	Salterforth Primary School	15
13049	Earby Springfield Primary School	30
14001	Bacup Britannia Community Primary School	30
14002	Bacup Thorn Primary School	45
14003	Northern Primary School	30
14005	Sharneyford Primary School	10
14008	Bacup St Saviours Community Primary School	15
14011	Bacup Holy Trinity Stacksteads C/E Primary School [VC]	35
14015	St Paul's Church of England Primary School, Rawtenstall [VC]	40
14018	St Mary's Rawtenstall Church of England Primary School [VC]	30
14019	Crawshawbooth Primary School	45
14022	Waterfoot Primary School	45
14024	Newchurch St Nicholas Church of England Primary School [VC]	30
14026	Balladen Community Primary School	30
14027	Water Primary School	20
14030	Broadway Primary School	30
14031	Helmshore Primary School	60
14038	Edenfield Church of England Primary School [VC]	25
14039	Stubbins Primary School, Ramsbottom	30
14040	St Bartholomew's Church of England Primary School [VC]	25
14042	Whitworth Tonacliffe Primary School	45

IMPORTANT NOTE

Please note that the admission numbers for some schools may vary upwards upon determination to support the extra demand for school places in the area.

LANCASHIRE COUNTY COUNCIL

**DETERMINED ADMISSION NUMBERS FOR
COMMUNITY AND VOLUNTARY CONTROLLED
SECONDARY SCHOOLS & YEAR 12 PLACES – 2022/23**



IMPORTANT NOTE

Please note that the admission numbers for some schools may vary upon determination to support the extra demand for school places in the area.

SCHOOL No.	NAME OF SCHOOL	DETERMINED ADMISSION No. 2022/23
02101	Millfield Science and Performing Arts College	175
04115	Carr Hill High School	250
06103	Broughton High School	180
06104	Ashton Community Science College	160
06115	Longridge High School	165
07101	Balshaw's Church of England High School	185
07104	Wellfield High School	166
07107	Walton-le-Dale Arts College and High School	157
07111	Penwortham Girls' High School	155
08105	Up Holland High School	180
08115	Ormskirk School	250
11102	The Hollins Technology College	158
11105	Rhyddings Business and Enterprise School	130
11113	Ribblesdale High School	285
13110	Marsden Heights Community College	210
13111	Pendle Vale College	210
14101	Alder Grange School	145
14107	Whitworth Community High School	130
14109	Haslingden High School & Sixth Form	270

**DETERMINED ADMISSION NUMBERS FOR COMMUNITY AND VOLUNTARY
CONTROLLED
LANCASHIRE SIXTH FORM PLACES 2022/23**

SCHOOL No.	NAME OF SCHOOL	DETERMINED ADMISSION No. 2022/23
08115	The Sixth Form College At Ormskirk School	160
14101	Alder Grange School	150
14109	Haslingden High School & Sixth Form	150

RESPONSES TO THE CONSULTATION ON ADMISSION NUMBERS

Report to Cabinet Thursday 4th February 2021

Consultation also takes place with Community and Voluntary Controlled Governing Bodies, which were consulted on the Proposed Admission Numbers (PANs) for their schools for 2022/2023 school year. The requests of the governors and background information are provided below.

The PANs are set by reference to the school's net capacity. The net capacity assessment is a national measuring tool provided by the Department for Education.

In primary schools, the net capacity is calculated on the basis of the number and size of teaching spaces designated as 'class-bases'.

In secondary schools, it is based on the number, size and type of teaching spaces and the age range of the school.

The net capacity formula provides a maximum and minimum number of workplaces, to guide the setting of the admission number. The formula produces an indicated admission number [IAN]. It is permitted to set an admission number higher or lower than the indicated admission number.

School name	Penwortham Girls' High School	District	6
Current Admission Number	155		
Indicated Admission Number	155		
Proposed Admission Number	155		
Governors' Proposal	160		

Comments made by the School

We have been oversubscribed for a number of years and continue to see the demand for single sex education in this area. As the only non-selective non fee paying girls' school in Lancashire, we believe we offer unique opportunity for girls to be educated in a specialist environment, and our consistent outcomes are testament to our continued academic success.

We will be increasing the number of classrooms this year by 2 to offer more flexibility across the curriculum; we do currently have capacity for 32 students in most classrooms.

Our current Net Capacity Assessment shows 775 as this is our planned admission number, although the capacity based on teaching spaces is 808. Once the Net Capacity Assessment is adjusted to include the addition of two additional teaching spaces (61m² each) with 160 as planned admission number, our assessment shows we have capacity for 800 on roll. The capacity based on teaching spaces on this revised assessment actually shows as 853. We could admit 160 per year group as soon as approved.

Officer Comments

- This school sits within the South Ribble Secondary Planning Area and the pupil projections for this area indicate a significant surplus of places with 1,105 surplus places projected for 2022 and 1,078 surplus places projected in 2025.
- Focussing on the Penwortham part of this planning area shows that there have been surplus places in the Penwortham secondary schools in the last few years;
- Therefore, adding permanent places long term could contribute to the destabilisation of other schools in this planning area;

- Penwortham Girls School isn't the only single sex education non fee paying school in Lancashire, as there is Preston Muslim Girls School in neighbouring Preston Secondary Planning Area and within 3 miles of this school;
- The current forecasts show that in September 2022 there is a spike in the birth rate for one year only and then the numbers decline, even taking into account the housing and migration. Taking this spike into account the projected surplus places are still significant;

Recommendation

Due to the predicted number of surplus places in the South Ribble Planning Area, it is recommended that the Published Admission Number remains at 155 but is temporarily exceeded to 160 for the September 2022 intake.

School name	Caton Primary School	District	1
Current Admission Number	10		
Indicated Admission Number	10		
Proposed Admission Number	10		
Governors' Proposal	15		

Comments made by the School

- The previous PAN at Caton Community Primary School was 17 and the school was able to accommodate 125 pupils in the current building. Pupil numbers reduced over a period of many years due to unsettled staffing, parental discontent and two Ofsted judgements of Requires Improvement and governors reduced the PAN to 10.
- The school has the capacity to expand in terms of buildings with two additional classrooms, extensive grounds and a detached sports hall to accommodate the needs of many more pupils. There would be no additional capital costs to increasing the PAN.
- Lancashire's School Place Provision Strategy identifies Rural North Lancaster as one of the areas of increasing demand for places.
- Lancashire's strategy for additional places states that it aims to expand popular and successful schools. Caton Primary School now has a new staff team, a 'good' Ofsted judgement and a strong reputation. This has resulted in numbers on roll doubling within a two year period with 13 pupils now in Year 3 and 11 pupils in Year 5.
- LCC is committed to fair access and equality of opportunity, providing places for different sections of the community and providing diversity in school places. Caton Primary School is the only Community School (without a Religious Foundation) in the local area and it is over 5 miles from the nearest Community School in Lancaster. (That school is currently judged to be inadequate.)
- There is currently pressure on our neighbouring school Caton St Paul's which now has very large classes and recently was unable to take a pupil who has become our 11th pupil in Year 5.
- Additional homes have been built in Caton and these are not yet fully occupied and there is movement into the village. There are plans to build a housing development adjacent to Caton Primary School.

- Despite the fact that there is limited intake from the villages of Caton and Brookhouse, we are attracting pupils from Lancaster which is only ten minutes away and many from Halton which is only a five minute drive away and as Halton St Wilfrid's School is oversubscribed, we have attracted 17% of our intake from Halton.

Officer Comments

The school sits within the Caton Primary planning area(not the Rural North Planning Area as quoted by the school), in which the current forecast show there is not a need for additional places;

- The birth rate drops in Sept 2022 when the school want the changes to start from;
- There has been instability within this planning area and action has been taken by both Caton schools to assist Caton Primary School to stabilise;
- The Caton Primary Planning Area is an importer which means that a large proportion of pupils who live outside the planning area go to school in Caton Planning area. Therefore, increasing the number of places would not necessarily lead to additional places for local children;
- If a school is to permanently increase their PAN we would need to see a high demand for places and with high parental preference;

Recommendation

Due to the predicted number of surplus places in the Caton Primary Planning Area, it is recommended that the Published Admission Number (PAN) remains at 10 but consideration will be given to the PAN being exceeded if the school is oversubscribed.

School name	Brookfield Community Primary School	District	6
Current Admission Number	27		
Indicated Admission Number	27		
Proposed Admission Number	27		
Governors' Proposal	30		

Comments made by the School

LCC Capacity Assessment confirms that the school building is able to accommodate 30 pupils in each year group through a recent capacity assessment.

School staffing (1 teacher and 1 full time teaching assistant per class) supports an intake of 30 pupils as this provides sufficient opportunity to support and guide pupils and to support any individual needs.

Brookfield Community Primary School consistently operates a waiting list indicating that there is a demand for additional places within our learning community.

Increasing our intake would enable parents to exercise greater choice about the most appropriate setting for their child related to location; individual family circumstances; religion or cultural factors and would support family well-being.

Officer Comments

- The school sits within the Preston East Primary Planning Area where the current forecasts show the birth rates dropping.
- The pupil projections indicate that there is not currently a need for additional places in this Primary Planning Area and indicate a significant surplus, both in terms of intake for 2022 and future years.
- The projected surplus of places in the area for 2022 is 363 places.
- This surplus is projected to continue to increase, with September 2025 intake projected to be a surplus of 490 places.
- Adding additional places to an area that already has this many surplus places could contribute to destabilising neighbouring schools and there would be no guarantee that the school would attract the extra pupils;
- **However**, it is recognised that regularising the PAN to 30 would assist the management and organisation within the school and acknowledge that the school has been wanting to return to a 30 PAN profile for some years and

the school can now fit a PAN of 30 in the school within their existing accommodation.

Recommendation

It is recommended that the PAN is increased to 30. This will reduce the number of appeals and assist with planning, management and organisation within school.

School name	Ormskirk Asmall Primary School	District	8
Current Admission Number	20		
Indicated Admission Number	22		
Proposed Admission Number	20		
Governors' Proposal	25		

Comments made by the School

Our net capacity assessment is 157 – 175.

For several years our school had an admission number of 25. However in recent years we reduced this to 20.

Asmall Primary is a relatively small school which is an integral part of this local community. There is a high level of parental preference for our school, which remains over-subscribed with waiting lists / appeals each year. We have an onsite nursery but have not been able to offer places to some of these children over the past few years as our catchment area has reduced. Two years ago there were children who lived 0.2 miles away who needed to appeal. We are the nearest primary school for some of the children who are not allocated a place.

We have telephone calls regularly (most weeks) from prospective parents, asking for places for children across the school. We have to turn these away because all

but one of our classes are full. This term, again, we have had to turn away families who have moved into the area and now 'live on the doorstep' as our cohorts were full.

As the school budget is based on pupil numbers, a reduced intake of 20 has made setting the budgets increasingly difficult. Governors are concerned that our staffing is unsustainable moving forward. As our classes of 25 leave Year 6 and our new intakes of 20 arrive into Reception each summer, our total number of children on roll is reducing. This has meant that we have not been able to replace teaching assistants as they have left / retired. In order to further save funds, we have also reduced staff and hours in the school office. We now have a minimum number of support staff in school. The reduction in staff is having an impact on the management of the school as senior leaders are having to complete the tasks that previously would have been undertaken by office and support staff. Increasing our intake to 25 (as it was previously) enables us to have a more sustainable budget and to employ support staff for the children we have in school.

Local circumstances have changed. There is significant housing development within the town of Ormskirk, with new housing estates being built. New families are requesting to look around for school places next year.

The Governing Body has discussed this on several occasions over the past few years and would like to ask that consideration is given to our request to increase our intake from 20 to 25 as soon as this is possible.

Officer Comments

- The school's Net Capacity Assessment shows this school does have enough space for a PAN of 25, without any building work;
- The School sits within the Ormskirk Primary Planning area and then current forecasts show there is a continued drop in the birth rate in September 2022. It shows that with births, housing and migration, there is more than enough places in this planning area for September 2022.
- Creating additional places where they are not required, could destabilise other schools in this planning area, particularly those not as popular;
- The current forecasts show this Planning Area is an 'importer' which means that some pupils who are born and live outside Ormskirk Planning Area go to school in this planning area. Therefore any additional places may not actually provide places for local children;
- Therefore, we would object to this proposal to permanently increase the PAN from September 2022;
- However, the current forecasts show that births, housing and migration increase in September 2023. They show that additional places are still not required, but the amount of surplus has reduced. Therefore, once another

year of data has been collected, we would be happy to review the situation for September 2023 intake.

Recommendation

Due to the predicted number of surplus places in the Ormskirk Primary Planning Area, it is recommended that the Published Admission Number (PAN) remains at 20 but consideration will be given to the PAN being exceeded if the school is oversubscribed. A further request for 2023 would be considered, dependant on revised forecasts of the need for places.

School name	Duke Street Primary School	District	9
Current Admission Number	50		
Indicated Admission Number	52		
Proposed Admission Number	50		
Governors' Proposal	60		

Comments made by the School

N/A

Officer Comments

- The school has 14 classrooms but some of them are slightly smaller than ideal for classes of 30. However, they also have an IT room which is large enough at 50m² for 30 pupils.
- The current forecasts show there is not a current need for additional places in the Chorley Central Planning area, whilst surplus has been reducing, projections show this to be the position for the next five years.
- However, we are aware that the school has wanted to increase to a PAN of 60 for a number of years in order to regularise the PAN and assist in the management and organisation of the school.
- If the school can provide the accommodation to fit a PAN of 60 and they feel they can attract a PAN of 60, then we are not minded to object to the proposal;

- However, it must be noted that this would be on the proviso that the school requires no capital funding from LCC as there is not a need for additional places at present.

Recommendation

It is recommended that the PAN is increased to 60 as long as there is no requirement for capital funding.

Consultation also takes place with the Community, who were consulted on the proposed admission arrangements for Lancashire schools - 2022/23 school year. The responses received are provided below :~

In relation to the change of GPA for Longsands Primary School

Feedback received from the Community:

Lancashire County Council has invited people to submit their views and opinions on the matter of admission changes for applications to Longsands Community Primary School. I would like to put my views forward if I may.

I can appreciate that this is a very difficult task for the Council, especially if it has been set the way it is for a long time. I am not local to the area by birth, so do not know the set up/changes that have occurred over the years. Also, I will not be affected by these changes, as I have no young children due to start school.

However, I live in the Longsands area and I will see the impact it has on the community. Being Chair of the PTFA for the school, I have seen how parents and residents come together for events and provide a great support network for each other. I think this should be preserved as much as possible, especially after the unprecedented times we have experienced this year with the coronavirus.

From my understanding, the proposal is to remove the GPA criteria that the school has been operating under. This would reduce the number of criteria listed? However, there will be occasions where it will not be straight forward, and this is where I think the Council should come up with a particular process to show transparency and fairness in these particular cases. And it may help the appeals process to be shorter and less in number, especially if the initial process is seen to be based on 'common sense', so to speak.

For example, if there are parents applying in a high birth year, who live exactly the same distance from the school as each other, albeit in opposite directions, and who are out with the geographical catchment: one set of parents has a sibling

already at school, both work full time and they care for a very elderly relative who lives the other side of town. The other set of parents would like to have a school on the way to work. Who gets the place? Would it really be fair to put them in a 'draw'?

If there turns out to be more applicants than places, could the Council invite the parents not qualifying in the geographical boundary to fill in a form and state their case for getting a place as part of the application process? If it really has a great impact on them for the child getting a place, then the parents will take the time to put their case forward (you would hope). Do this before any appeals process and the allocation of places will be seen to be fairer, in my humble opinion.

I have seen first-hand how stressful it is for parents who have children in different schools, particularly if they are a drive and not just a walk away. This has a domino effect on people's lives. We need less stress and not more. It also means that the child/children may not have the best school experience if they are separated from their sibling(s). And this can have an effect on the community as a whole - people retreat to cope and the community spirit fragments.

Ironically, I think that the GPA criteria as listed should be applied to all schools under the Council, and just titled as the criteria for which you get a place at a primary school - the breakdown of how places are allocated appears to be simple, even and fair as far as they can be under the current GPA criteria.

Thank you for taking the time to read my views.

Feedback received from the Community:

I am writing to express my objection to the removal of the Geographical Priority Area in relation to Longsands Community Primary School for school year 2022/23 and in particular the potential impact on houses in the Teil Green estate. I should firstly say that my 2 children both attended Longsands between 2003 and 2011, which I believe may have predated the existing GPA, and so choice of primary school is no longer an issue for me. However I still remember the angst when applying for primary places in 2003 with the uncertainty of whether we would get a place at our "local" or Community primary school rather than having to travel significantly further to e.g. Kennington, Brookfield or Sherwood.

The existing GPA forms a natural geographical zone bounded area by main roads to the east and west and brooks to the north and south. It means neighbours on the same estate are more likely to be able to send their children to the same primary school and help feel a sense of community.

Existing GPA (green) and Longsands centred Radius of 0.75km (approximate)



Changing to an “as the crow flies” measure, after catering for siblings and special needs, would mean that a large number of houses on both sides of Watling Street Road (A on map) and also houses between Eastway and Fulwood Barracks (B) and even some “behind ASDA” (C) would gain priority over houses e.g. in the north east corner of the Teil Green estate (D) which are approx. 0.75km from Longsands. The houses adjacent to Watling Street Road (A) are generally closer to Brookfield Primary than to Longsands. Similarly, the houses between Eastway and the Barracks (B) are much closer to Kennington than those in Teil Green.

Another important factor is the true journey distance given the significant impact this makes. Whilst I agree that walking should be encouraged where practical, this isn't always the case. The driving distance from the north east of Teil Green to Longsands (using Google Maps) is 0.8km, very similar to the direct measurement whereas it is 2.5km to Brookfield, 3km to Saint Maria Goretti, 3.1km to Kennington and 3.5km to Sherwood. Similarly, driving or walking distance from houses in Areas A, B and C to Longsands are 1.8km, 1.7km and 3.5km respectively unless unlit and often muddy tracks are used. If children on Teil Green did not get places at Longsands because priority was given to those who, whilst closer as the crow flies to Longsands, also had other schools near to them, this would certainly increase unwanted road miles and rush hour traffic.

I encourage you to reconsider and to maintain the existing GPA for Longsands Community Primary.

Officer comments

Recommendation

The GPA for Longsands Primary School was introduced for the September 2011 intake. It is considered that the GPA is no longer fit for purpose and that it would be simpler for parents if places were allocated using a straight line measure. This

has been discussed and supported by the head teacher and members of the Governing Body. It is therefore recommended that the GPA is removed for Longsands Primary School.

In relation to the change of GPA for Cottam Primary School

Feedback received from the Community: I wish to state my disagreement with the proposal to remove GPA@s relating to Cottam Primary School and in particular the right of siblings to join their older brothers and sisters already at the School.

My reason for disagreeing with this proposal is the difficulties this will cause having to take children to different schools probably for the same time plus the problems that will be caused by having different holidays etc. In addition this is not an environmental solution as it will require duplicate travel arrangements and the use of additional car journeys.

Can you also advise when benefit is being achieved by changing this "rule" which has served Schools well for many generations for the simple reason it simplifies child care?

This will impact upon us as a couple and I provide child care for our Grandchildren, one who currently attends Cottam Primary, and his sister who is now at risk of not attending the same school.

Feedback received from the Community: I am in support of Cottam Primary being removed having it's GPA status removed from 2022. I believe that siblings should take priority over locality, and that this should also be taken into consideration for 2021. As the area is being over developed people who were previously in the catchment area who live within 15minutes walk of the school would potentially miss out on places to families moving into the new builds. I feel this would have a much bigger impact on families who already have siblings at the school, who would be facing a logistical nightmare of trying to get children to different schools before work in the morning, or having to move a settled child to another school. I do feel that the longer term issue of over development needs addressing with further primary and secondary schools being required to meet the educational needs of the area.

Feedback received from the Community: I would like to comment on the proposed admission policy as I do not think the changes in relation to GPA's are fair. I was wondering how a GPA is identified, and why locality is prioritised over

siblings in these areas. This potentially puts working parents in an extremely difficult predicament as they may have to either try and manage a logistical nightmare of dropping their children off at different schools, or have to move a child who has been previously settled and happy at the school.

The changes that have been made in relation to the catchment area at Cottam Primary mean that children who live within a 15minute walking distance of the school, who have siblings already in attendance, are unlikely to get a place. I believe this is due to overdevelopment of the area without the infrastructure such as additional schools to support this. I am aware this has not been supported by the school either.

Feedback received from the Governing Body of Cottam Primary School

Following our Governors meeting, I write to confirm that our Governors agreed that the removal of the GPA for Cottam Primary School from 2022/3 best serves the school community.

Officer comments

Recommendation

The GPA for Cottam Primary School was introduced for the September 2011 intake. It is considered that the GPA is no longer fit for purpose and that it would be simpler for parents if places were allocated using a straight line measure. This has been discussed and supported by the head teacher and members of the Governing Body. It is therefore recommended that the GPA is removed for Cottam Primary School.

DETERMINED ADMISSION ARRANGEMENTS FOR COMMUNITY AND VOLUNTARY CONTROLLED PRIMARY SCHOOLS FOR 2022/2023

ALL DISTRICTS

The purpose of the admission arrangements is to ensure that all school places for maintained schools are allocated and offered in an open and fair way. Lancashire County Council (LCC) must comply with the School Admissions Code, published by the Department for Education [DfE], which has 'a force of law'. When a school is oversubscribed, ie, it has more applicants than places available, a policy is required to allocate and offer places in an open and fair way, in line with the School Admissions Code. Listed below is the policy and associated procedures used by LCC when allocating places for Community and Voluntary Controlled Schools. The supplementary notes and Geographical Priority Areas [GPAs] which form part of the admission arrangements make it clear to parents how and why places are allocated in a fair, clear and objective way :~

DETERMINED ADMISSIONS POLICY FOR COMMUNITY AND VOLUNTARY CONTROLLED PRIMARY SCHOOLS - 2022/2023

The determined policy for admission to community and voluntary controlled primary schools for 2022/2023 is listed below:-

An admission number will be published showing the maximum number of pupils that the school will admit in the Autumn Term 2022. Parents are given the opportunity to express three preferences for a primary school. Published criteria are used to decide which children should be offered the available places. In primary schools, an equal preference scheme is operated to comply with the Schools Admission Code, whereby three parental preferences are given equal status and are considered equally against the admissions criteria. If a school is oversubscribed, the following criteria will be applied in priority order:

Primary Schools

When a school is oversubscribed on parental preferences, then the following priorities apply in order:

1. Looked after children and those who have been previously looked after, [including those legally adopted from overseas] (see note x below), then
2. Children for whom the Local Authority accepts that there are exceptional medical social or welfare reasons which are directly relevant to the school concerned (see note (i) below), then
3. Children with older brothers and sisters attending the school when the younger child will start, (see note (iii) below), then
4. Remaining places are allocated according to where a child lives. Those living nearest to the preferred school by a straight line (radial) measure will have priority, (see note (v) below).

When a primary school with a GPA is oversubscribed the following priorities will be applied in order:

1. Looked after children and those who have been previously looked after, including those from overseas (see note (x) below), then
2. Children for whom the Local Authority accepts that there are exceptional medical, social or welfare reasons which are directly relevant to the school concerned. (See note (i) below) then
3. Children living within the school's geographical priority area with older brothers or sisters attending the school when the younger child will start, (see note iii below).
4. Children living within the school's geographical priority area, then
5. Children living outside the school's geographical priority area with older brothers or sisters still attending the school when the younger child will start (See note (iii) below) then
6. Children living outside the school's Geographical Priority Area (see note (iv) below).

GPA's relate to:~

Mayfield Primary School, Lytham
Moss Side Primary School
Eidsford Community Primary School
Crawshawbooth Primary School
Waterfoot Primary School

**This consultation is seeking the removal of the GPA's for
Cottam Primary School
Longsands Primary School**

Notes

- (i) The medical, social and welfare criterion will consider issues relevant to the child and/or the family. This category may include children without an EHC Plan/Statement who have special needs.
- (ii) As required by law, all children with a Statement of Special Educational Needs/Education, Health and Care Plan naming a school will be admitted before the application of the over-subscription criteria. Children who have a Statement for Special Needs/EHC Plan will have their applications considered separately.
- (iii) Brothers and sisters includes full brothers and sisters, step children, half brothers and sisters, fostered and adopted children living with the same family at the same address; and full brothers and sisters living at different addresses.
- (iv) The distance criterion will be used as the tie breaker if there is oversubscription within any of the admission criteria; it is a straight line (radial) measure.**

If the Local Authority is unable to distinguish between applicants using the published criteria (eg. Siblings, those living the same distance from home to school, or families residing in the same block of flats) places will be offered via a random draw.

The distance measure is a straight line measurement (radial) between the applicant's home address points and the address point of the school (co-ordinates provided by ordnance survey data).

- (v) A child's permanent address is the one where he/she normally lives and sleeps and goes to school from. Proof of residency may be requested at any time throughout the admissions process, (including after a child has accessed a school place).
- (vi) The Local Authority will keep waiting lists for all Lancashire primary schools until 31 August 2022. These are kept in priority order using the school's published admission criteria. From 1 September 2022, waiting lists will be transferred to and retained by individual admission authorities (the Local authority for community and voluntary controlled schools and own admission authority schools will each retain their own list). To comply with the School Admissions Code the waiting lists must be retained until at least 31 December 2022.
- (vii) Children will not normally be able to start school other than at the beginning of the term unless they have moved into the area or there are exceptional circumstances.
- (viii) Applications for school places which are received late will not necessarily be dealt with at the same time as those received by the set deadline. The reasons for a late application may be requested and where these are not exceptional the relevant admission criteria will be initially applied to all others received on time. The late application will be dealt with after this process.

Application forms received after the published closing date, will only be considered at that time if the following conditions apply:

- (a) if the number of preferences received for the school is below the published admission number or:
- (b) there are extenuating circumstances justifying a late application.

These may include:

- (a) parents moving into the County after the closing date;
- (b) parent/carer illness which required hospitalisation for the major part of the period between the publication of the composite prospectus and the closing date for applications.
- (ix) Where a child lives with one parent for part of the week and another for the rest of the week only one address will be accepted for a school admission application. This will normally be the one where the child wakes up for the majority of school days (Monday to Friday).
- (x) the highest priority **must** be given to looked after children and children who were previously looked after, but ceased to be so because they were adopted (or became subject to a residence order, child arrangement orders or special guardianship order). Further references to previously looked

after children in the Code means children who were adopted (or subject to residence orders, child arrangement orders or special guardianship orders) immediately following having been looked after. This includes children who are legally adopted from overseas. Relevant, legal documents must be provided to evidence the adoption.

Shared Care Arrangements

When a child lives with one parent for part of the week and another for the rest of the week only one address will be accepted for a school admission application. This will normally be the one where the child wakes up for the majority of school days (Monday to Friday). Proof of residence may be requested at any time throughout the admissions process.

In the cases where a child lives with parents who have shared responsibility and the child's time is split equally between two homes, the address of the parent who receives child benefit will normally be used. The Local Authority reserves the right to request further proof, in order to establish the home address, as fit the individual circumstances.

Where agreement cannot be reached:~

Where shared care arrangements are in place, and parents/carers of the child submit two separate applications for different schools, the Local Authority requires parents to resolve matters between themselves, taking legal advice if necessary, and inform the Local Authority which application should be processed. The Local Authority will not become involved in private disputes.

The Local Authority has an obligation to process an application that has been submitted and signed by a parent with parental responsibility. We will consider the living arrangements and apply the shared care arrangement rules.

If there are any challenges to which address is to be used as a child's residency, individual admission authorities will be consulted. In cases where parents are separated and both have retained joint responsibility, the application will be accepted from the parent who is in receipt of the child benefit and with whom the child primarily resides.

Where shared care arrangements are in place it may be necessary to establish the permanent home address for the child. In certain circumstances parent/carers will be asked to write to the Local Authority stating the number of days each week the child spends with them. The Local Authority may ask for evidence of which parent/carer was in receipt of child benefit at the point of application. If the parent/carer is not in receipt of child benefit, the Local Authority will ask for proof of benefit award notices; Tax Credit Award Notices and child's registered address with the GP at the point of application. If the child's home address cannot be verified the Local Authority reserves the right to request further documentary evidence to support any claim of permanent home address.

The Local Authority cannot release information or intervene where disputes or disagreements arise between parents in relation to any DETERMINED or submitted application for a school place.

We can only process applications from one address. If your child lives at another address from you or with another parent/carer from Monday to Friday, please provide the Parental Responsibility Order or Residence/Child Arrangements Order for the person the child lives with.

Further evidence can include:~

- *a copy of a court order;*
- *a letter from a solicitor setting out the arrangements;*
- *a joint statutory declaration (prepared by a Commissioner for Oath);*
- *a tax credit award notice (TC602) for current year.*

Moving House

If you are about to move house, please contact the Area Education Office with your new address so that letters which are sent to you do not go astray. If you have already exchanged contracts on a house or have evidence of a confirmed offer of tenancy, you can ask for your child's application to be considered from the new address. It is required that a family does not just own a property, in a particular location, but that they are actually resident in the property. Evidence of your/the child's residency in the new property will be required.

We can't accept a temporary address if you still possess a property that was previously used as a home address.

If you make a permanent house move after applying, but before allocation procedures have been undertaken, you must contact the Area Education Office. You may be able to change your preferences if you are changing address to a more distant property and the allocation will be based on the new address. We normally require two forms of evidence to confirm a house move. It may on occasions be necessary to request additional documentation, depending upon individual circumstances.

Documents accepted to evidence a house move:~

Proof of purchase or tenancy agreement
Evidence of disposal of previous property
Council Tax document, evidencing the end of residency in previous home.
Council Tax document, evidencing the residency within your new home.

Other forms of evidence may also be accepted at the discretion of the County Council to cover individual circumstances.

If you move temporarily during the admissions process you must also discuss the matter with the Area Education Office. Temporary addresses are rarely accepted for admission purposes.

If you are moving to another area of Lancashire, details of schools in the area can be obtained from any Area Education Office. Admission Authorities will check address details and may randomly sample applications.

You must contact the Area Education Office if there are any changes in your child's living arrangements during the application and allocation of places period.

Places offered for Lancashire schools may be subsequently withdrawn where misleading or inaccurate information has been discovered.

Applications from abroad (and other areas of the UK)

It is no longer required that families must be physically resident in Lancashire (or nearby) in order to apply within the annual intake processes.

Where families relocate or return to an address in Lancashire after a statutory closing date but during the allocation period (ahead of finalisation of offers) then there will be considered as a late application. Appropriate evidence must be provided of ownership and date of relocation and residence at that address.

Please note that late entry to the annual intake processes will not be possible after the statutory closing dates unless an exception is agreed by the Local Authority and / or the admission authority.

The Authority has a duty to co-ordinate admission arrangements for all Lancashire maintained schools. The Authority will ensure that all Lancashire parents whose children will attend a reception class receive the offer of primary school place on the agreed date.

Geographical Priority Areas – Primary Schools

Geographical Priority Area for the North Area of Lancashire:~

Mayfield Primary School, Lytham St Annes - Geographical Priority Area (GPA) – introduced for the 2017 Admissions round

Building work has commenced on a new housing development on the ex Pontin's site on the A584 which borders Blackpool authority (the A5230 - Squires Gate Lane and Blackpool Airport).

This is located within Lancashire but is situated on the border with Blackpool. The new properties will be situated near to Blackpool primary and secondary schools and academies. They are already located within the FY8 area so are in the Geographical Priority Area (GPA) for Lytham St Annes Technology & Performing Arts College.

There are 443 dwellings planned on this site. The pupil yield from these will depend on the type of housing which is developed and is expected to be between 75 and 168 across the primary age range. Blackpool Authority do have primary place capacity for this new development.

The properties will, however, be some distance from the nearest Lancashire primary school. It is intended, therefore, to introduce a GPA for Mayfield Primary School in St Annes in order to give these Lancashire families some increased priority for admission.

Geographical Priority Areas (GPAs) for South Lancashire Primary Schools – Introduced in the 2011/12 Admissions round

The area bounded by Southport Road (A581), Moor Road (B5249), the Preston to Ormskirk railway line, Dunkirk Lane, Longmeanygate, Schleswig Way (B5253) and Leyland Lane

This consultation is proposing the removal of the following GPAs:~

LONGSANDS CP SCHOOL – the area north of Sandy Brook, east of Eastway (B6241), south of Savick Brook and west of the M6 motorway.

COTTAM CP SCHOOL – the area north of the Lancaster Canal, east of Sidegreaves Lane, south of Hoyles Lane and west of Tom Benson Way (B6241).

Geographical Priority Areas (GPAs) for East Lancashire Primary Schools

Edisford Community Primary School [introduced in 2015/16 admissions round]

Those resident in the Low Moor area (bordered by Edisford Road to the south and the River Ribble to the west and north) as far as houses on and adjacent to Riverside and Low Moor Farm.

GPAs were adopted for Crawshawbooth Community Primary School and Waterfoot Community Primary School and introduced in 2014/15 admissions round.

CRAWSHAWBOOTH COMMUNITY PRIMARY SCHOOL

Crawshawbooth Community Primary School

From the north end of the Clowbridge reservoir heading south and taking in the Dunnockshaw, Loveclough, Goodshaw Fold, Goodshaw Chapel and Goodshaw areas (and surrounding farm houses). The cut off points at the south end of the area will be Lord Street and its houses and Forest Bank Road (both off the A682). The line will run East down the middle of Forest bank Road and across the top of Short Clough reservoir

The confirmation, this GPA includes Higher Nutshaw Farm, Dunnockshaw.

WATERFOOT COMMUNITY PRIMARY SCHOOL

Waterfoot Community Primary School

Lower and Higher Boarsgreave in the south taking in houses and settlement adjacent to Cowpe Road running north to the point where the River Irwell meets Bacup Road in Waterfoot.

Families with children living within the stipulated GPA would have prior consideration for a place at the relevant school under criterion 4 – ahead of other applicants under criterion 4 with children living outside of the GPA.

Transfer between Lancashire Infant and Junior Schools

Infant to Junior School Transfers (Year 2 to Year 3) and In Year Admissions

In Lancashire there are five infant and five junior schools which are legally separate organisations (each has its own Governing Body) but which, in pairs, have close links.

These are:-

- Ribbleton Avenue Infants and Ribbleton Avenue Juniors (Preston)
- Leyland Methodist Infants and Leyland Methodist Juniors (South Ribble)
- Leyland St Andrew's CE Infants and Woodlea Juniors (South Ribble)
- Rosegrove Infants and Lowerhouse Juniors (Burnley)
- Whitefield Infants and Lomeshaye Juniors (Pendle)

Historically children in Year 2 at each infant school have transferred to Year 3 at the associated junior school. It is anticipated that this will continue. The School admissions Code does state however that:-

"Some schools give priority to siblings of pupils attending another state funded school with which they have close links. Where this is the case this priority must be set out clearly in the arrangements".

The current determined admission arrangements for all Lancashire's community and voluntary controlled schools prioritise admission as follows:-

1. Looked after children and those who were previously looked after, including those legally adopted from overseas.
2. Exceptional medical, social and welfare reasons directly relevant to the school concerned
3. Children who will have older brothers and sisters attending the school when the younger child applies
4. Distance - a straight line (radial) measure

These criteria do not explicitly refer to the schools named above in terms of applying the sibling test across the full age range (reception to Year 5 for September reception admissions; reception to Year 5 for all Year 2 to Year 3 transfers and reception to Year 6 for all in year admissions). Clarity is important in relation to the close links between each pair of infant and junior schools.

It is determined therefore to add statements to the determined admission arrangements for Lancashire's community and voluntary controlled schools to confirm that:-

"For Lancashire infant and junior schools which have close links (the schools will be named in information for parents) the sibling criterion for admission will be applied in relation to children on roll at either school (as appropriate) in relation to annual intakes and in year admissions"

"For Year 3 admissions at Lancashire junior schools parents with children on roll in Year 2 at any school may apply for Year 3 places (by 15 January in the year of the intended transfer). Similarly new to area families are able to apply for Year 3 places at the junior schools."

It is expected that predominantly the current situation for Year 2 to Year 3 transfers will continue. The Local Authority will however implement and manage a formal admission round for transfers if a situation develops where there are more Year 3 applicants than available places.

Officer comment: *prior to formal consultation about firming up the admission policy for infant and junior schools and clarifying the information for parents a letter was sent to all of the head teachers*

concerned. This alerted them to the forthcoming consultation and gave the opportunity for informal views ahead of any changes. There were some informal enquiries by telephone about the need for the change but no formal objections or concerns have been received. In view of admission number mismatches for two pairs of these schools, and probable increased place demand in the future, it is essential that Lancashire provides absolute clarity about infant and junior admissions and transfers. This will ensure that the requirements of the School Admissions Code and associated legislation are met and that all schools and applicants have clear information about how admissions procedures operate.

Summer born children - Deferring or delaying school entry

Background

The Department for Education has produced guidance '*Advice on the Admission of Summer Born Children (December 2014)*'. The guidance is non-statutory and has been produced to help local authorities, admission authorities and parents understand the framework within which admission authorities must operate, and to dispel some of the myths that appear to have arisen around the admission of summer born children.

It should be read in conjunction with the statutory document, the Department for Education, 'School Admissions Code' which was published in December 2014.

The Schools Minister, Nick Gibb, wrote an open letter in September 2015 which referred to government plans to amend the School Admissions Code so that all summer born children can begin school after their fifth birthday and be placed into a reception class. As yet, there has not been a consultation on the legislative changes that would be needed to amend the School Admissions Code. Lancashire County Council is therefore still adhering to the statutory requirements of the December 2014 Code.

When will my child reach statutory school age?

Children must be receiving full-time education by the start of the term following their fifth birthday.

- For children born between 1 September and 31 December, they reach compulsory school age on 31 December and must be receiving full-time education at the start of the spring term (i.e. after the Christmas holidays, in January).
- For children born between 1 January and 31 March, they reach compulsory school age on 31 March and must be receiving full-time education by the start of the summer term (i.e. after the Easter holidays, in March or April).
- For children born between 1 April and 31 August, they reach compulsory school age on 31 August and must be receiving full-time education at the start of the new school year (i.e. after the summer holidays, in September).

Delayed admission to Reception

Parents of non-compulsory age children [four year olds] are entitled to inform the Admission Authority of their intention for their child to embark on a pattern of part-time attendance or deferment if that best suits the needs of their child.

In Lancashire, we provide for the admission of all children in the September following their fourth birthday. Parents of non-compulsory school age children (four year olds) may choose a pattern of part-time attendance or deferment if that best suits the needs of their child. Parents will be offered the opportunity for their child to:

- Start Year R (Reception) in September on a full-time basis from their first day of attendance or on a part-time basis up to the point of reaching compulsory school age.
- Defer the date their child is admitted to the school until later in the school year but not beyond the point at which they reach compulsory school age and not beyond the beginning of the summer term of the school year for which the offer of the school place was made.

Deferred admission to Reception

Parents who are considering deferring their child's entry to school should be aware that teachers are skilled in differentiating the curriculum to meet a diverse range of needs. Parents are encouraged to visit the schools they are thinking of applying for, where staff will be able to explain the provision on offer to children in Reception class, how it is tailored to meet the needs of individual pupils and how the needs of each pupil will continue to be met as they move up through school.

Where a parent wishes to defer their child's admission until the following school year, parents are encouraged to make requests to defer in good time before the closing date for the normal admission round. Parents will need to provide the detailed reasons to enable their request to be given proper consideration and are encouraged to include any supporting evidence from relevant professionals. Please complete the County Council's application form '*Application for a Lancashire school place for summer born children*'.

Parents submitting a request for admission out of the normal age group are required to also make an application for a place in their child's normal age group at the same time. If the application to defer is made by the national closing date for applications the admission authority will ensure that the parent receives the response to their request before the primary school national offer day.

All summer born requests for deferred admission will be considered by the individual admissions authority of each preferred school. Where requests are made for differing admission authorities, the request must be sent to the local authority that will co-ordinate the request and the decisions made. If a joint agreement cannot be reached then the decision to defer admission will only stand for any named school that agreed the request.

When considering a request for deferred admission for a community or voluntary controlled school the following factors will be considered:

- any delayed social, emotional or physical development which may be affecting the child's readiness for school (supported by a relevant professional);
- premature birth and the fact that the child may have naturally fallen into a lower age group if they had been born on their expected date of birth;
- any medical incapacity, if this has prevented access to early years provision.
- any significant learning or special educational needs (supported by a relevant professional);
- the views of the head teacher of the preferred school (s)
- parental views

It will not be sufficient for the parent to provide personal views and opinions and /or to refer to national research. The request should demonstrate why it would be in a child's interest to be admitted to reception following their fifth birthday, rather than year one.

Making a decision in the child's best interests

The Local Authority will share information provided on the application form with the admission authorities and head teachers of the school(s) parents have expressed a preference for. They will not however be informed of the order of preferences. These admission authorities and head teachers will then come to a decision as to whether they support the request for deferred entry. Where necessary, reports will be requested from the child's nursery. The final decision will be for the admission authority to make.

The Local Authority will then write to parent/carers to confirm the result of these decisions.

If the request to defer admission is approved, the application for the normal age group can be withdrawn. A new application will need to be submitted the following autumn as part of the main admission round for the following year.

If the request to defer admission is refused, you will need to decide whether to accept the offer of a place for the normal age group, or to refuse it and make an in-year application for admission to Year 1 for the September following the child's fifth birthday.

Places are not held open for children who defer entry, so parent/carers must then reapply for a school place the following year for a place in Reception alongside children who are one school year younger.

Additional factors for consideration

Parents/carers should be aware that as the number of applications and preferences, and even the number of available places, may differ from year to year, that a deferral does not mean a place at the same school can be allocated one year later or provide any additional priority for a place.

Once a child has been admitted to a school it is for the head teacher to decide how best to educate them. The head teacher may consider that it would be appropriate for a child who has been admitted out of their normal age group to be moved to their normal age group. Any decision to move a child to a different age group would be based on educational reasons and in consultation with the parents.

For any child not being educated in the year group in which their chronological age falls there may be complications if a change of school is required or a move to another local authority. It will be for the admission authority of any receiving school to decide whether to admit the child out of their normal age group. This also applies at the time of transfer from primary to secondary school.

Any child who remains a year below their chronological age group will no longer be of compulsory school age during Year 11 of secondary school and therefore will be able to leave school before completing examinations.

There is no formal right to appeal a decision made by the admission authority. However, for schools where the LA is admission authority, a parent may request a review of the decision made.

LANCASHIRE COUNTY COUNCIL



DETERMINED ADMISSION ARRANGEMENTS FOR COMMUNITY AND VOLUNTARY CONTROLLED SECONDARY SCHOOLS FOR 2022/23

ALL DISTRICTS

The purpose of the admission arrangements is to ensure that all school places for maintained schools are allocated and offered in an open and fair way. LCC must comply with the School Admissions Code, published by the Department for Education [DfE], which has 'a force of law'. When a school is oversubscribed, ie, it has more applicants than places available, it needs a policy to allocate and offer places in an open and fair way, in line with the School Admissions Code. Listed below is the policy and associated procedures used by Lancashire County Council when allocating places for Community and Voluntary Controlled Schools. The supplementary notes and Geographical Priority Areas [GPA] which form part of the admission arrangements make it clear to parents how and why places are allocated in a fair, clear and objective way.

Towards the end of the report, the admission arrangements for the Community and Voluntary Controlled Sixth Forms are provided :~

SECONDARY

An admission number will be published showing the maximum number of pupils that the school will admit in the Autumn Term 2022. Parents are given the opportunity to express three preferences for a secondary school. Published criteria are used to decide which children should be offered the available places. In secondary schools an equal preference system operates, whereby the three parental preferences are given equal status. Each preference will be considered equally against the admissions criteria.

When a secondary school is oversubscribed the following priorities apply in order:

1. Looked after children and those who have been previously looked after, [including those legally adopted from overseas] (see note (x) below), then
2. Children for whom the Local Authority accepts that there are exceptional medical, social or welfare reasons which are directly relevant to the school concerned. (See note (i) below) then
3. Children living within the school's geographical priority area with older brothers or sisters attending the school when the younger child will start, (see note iii below).
4. Children living within the school's geographical priority area, then
5. Children living outside the school's geographical priority area with older brothers or sisters still attending the school when the younger child will start (See note (iii) below) then
6. Children living outside the school's Geographical Priority Area (see note (iv) below).

Notes

- (i) The medical, social and welfare criterion will consider issues relevant to the child and/or the family. This category may include children **without** a Statement or Education, Health and Care Plan (EHCP) who have special needs.

- (ii) As required by law, all children with a Statement of Special Educational Needs/EHC Plan naming a school will be admitted before the application of the over-subscription criteria. Children who have a Statement of special needs/EHC Plan have their applications considered separately.
- (iii) Brothers and sisters includes full brothers and sisters, step children, half brothers and sisters, fostered and adopted children living with the same family at the same address; and full brothers and sisters living at different addresses. The priority does not apply to siblings whose brothers and sisters transferred into a sixth form at 16+.
- (iv) **The distance criterion will be used as the tie breaker if there is oversubscription within any of the admission criteria; it is a straight line (radial) measure.**

If the Local Authority is unable to distinguish between applicants using the published criteria (eg. Siblings, those living the same distance from home to school, or families residing in the same block of flats) places will be offered via a random draw.

The distance measure is a straight line measurement (radial) between the applicant's home address points and the address point of the school (co-ordinates provided by ordnance survey data).

- (v) A child's permanent address is the one where he/she normally lives and sleeps and goes to school from. Proof of residence may be requested at any time throughout the admission process, (including after a child has accessed a school place).
- (vi) The Local Authority will keep waiting lists for all Lancashire primary schools until 31 August 2022. These are kept in priority order using the school's published admission criteria.
- (vii) From 1 September 2022, waiting lists will be transferred to and retained by individual admission authorities (the Local authority for community and voluntary controlled schools and own admission authority schools will each retain their own list). To comply with the School Admissions Code the waiting lists must be retained until at least 31 December 2022.
- (viii) Children will not normally be able to start school other than at the beginning of the term unless they have moved into the area or there are exceptional circumstances.
- (ix) Applications for school places which are received late will not necessarily be dealt with at the same time as those received by the set deadline. The reasons for a late application may be requested and where these are not exceptional the relevant admission criteria will be initially applied to all others received on time. The late application will be dealt with after this process.

Application forms received after the published closing date, will only be considered at that time if the following conditions apply:

- (a) if the number of preferences received for the school is below the published admission number or:
- (b) there are extenuating circumstances justifying a late application.

These may include:

- (a) parents moving into the County after the closing date;

- (b) parent/carer illness which required hospitalisation for the major part of the period between the publication of the composite prospectus and the closing date for applications.
- (x) Where a child lives with one parent for part of the week and another for the rest of the week only one address will be accepted for a school admission application. This will normally be the one where the child wakes up for the majority of school days (Monday to Friday). Proof of residence may be requested at any time throughout the admissions process.
- (xi) the highest priority **must** be given to looked after children and children who were previously looked after, but ceased to be so because they were adopted (or became subject to a residence order, child arrangement orders or special guardianship order). Further references to previously looked after children in the Code means children who were adopted (or subject to residence orders, child arrangement orders or special guardianship orders) immediately following having been looked after. This includes children who are legally adopted from overseas. Relevant, legal documents must be provided to evidence the adoption.

Shared Care Arrangements

When a child lives with one parent for part of the week and another for the rest of the week only one address will be accepted for a school admission application. This will normally be the one where the child wakes up for the majority of school days (Monday to Friday). Proof of residence may be requested at any time throughout the admissions process.

In the cases where a child lives with parents who have shared responsibility and the child's time is split equally between two homes, the address of the parent who receives child benefit will normally be used. The Local Authority reserves the right to request further proof, in order to establish the home address, as fit the individual circumstances.

Where agreement cannot be reached:~

Where shared care arrangements are in place, and parents/carers of the child submit two separate applications for different schools, the Local Authority requires parents to resolve matters between themselves, taking legal advice if necessary, and inform the Local Authority which application should be processed. The Local Authority will not become involved in private disputes.

The Local Authority has an obligation to process an application that has been submitted and signed by a parent with parental responsibility. We will consider the living arrangements and apply the shared care arrangement rules.

If there are any challenges to which address is to be used as a child's residency, individual admission authorities will be consulted. In cases where parents are separated and both have retained joint responsibility, the application will be accepted from the parent who is in receipt of the child benefit and with whom the child primarily resides.

Where shared care arrangements are in place it may be necessary to establish the permanent home address for the child. In certain circumstances parent/carers will be asked to write to the Local Authority stating the number of days each week the child spends with them. The Local Authority may ask for evidence of which parent/carer was in receipt of child benefit at the point of application. If the parent/carer is not in receipt of child benefit, the Local Authority will ask for proof of benefit award notices; Tax Credit Award Notices and child's registered address with the GP at the point of application. If the child's home address cannot be verified the Local Authority reserves

the right to request further documentary evidence to support any claim of permanent home address.

The Local Authority cannot release information or intervene where disputes or disagreements arise between parents in relation to any DETERMINED or submitted application for a school place.

We can only process applications from one address. If your child lives at another address from you or with another parent/carer from Monday to Friday, please provide the Parental Responsibility Order or Residence/Child Arrangements Order for the person the child lives with.

Further evidence can include:~

- *a copy of a court order;*
- *a letter from a solicitor setting out the arrangements;*
- *a joint statutory declaration (prepared by a Commissioner for Oath);*
- *a tax credit award notice (TC602) for current year.*

Moving House

If you are about to move house, please contact the Area Education Office with your new address so that letters which are sent to you do not go astray. If you have already exchanged contracts on a house or have evidence of a confirmed offer of tenancy, you can ask for your child's application to be considered from the new address. It is required that a family does not just own a property, in a particular location, but that they are actually resident in the property. Evidence of your/the child's residency in the new property will be required.

We can't accept a temporary address if you still possess a property that was previously used as a home address.

If you make a permanent house move after applying, but before allocation procedures have been undertaken, you must contact the Area Education Office. You may be able to change your preferences if you are changing address to a more distant property and the allocation will be based on the new address. We normally require two forms of evidence to confirm a house move. It may on occasions be necessary to request additional documentation, depending upon individual circumstances.

Documents accepted to evidence a house move:~

Proof of purchase or tenancy agreement
Evidence of disposal of previous property
Council Tax document, evidencing the end of residency in previous home.
Council Tax document, evidencing the residency within your new home.

Other forms of evidence may also be accepted at the discretion of the County Council to cover individual circumstances.

If you move temporarily during the admissions process you must also discuss the matter with the Area Education Office. Temporary addresses are rarely accepted for admission purposes.

If you are moving to another area of Lancashire, details of schools in the area can be obtained from any Area Education Office. Admission Authorities will check address details and may randomly sample applications.

You must contact the Area Education Office if there are any changes in your child's living arrangements during the application and allocation of places period.

Places offered for Lancashire schools may be subsequently withdrawn where misleading or inaccurate information has been discovered.

Applications from abroad (and other areas of the UK)

It is no longer required that families must be physically resident in Lancashire (or nearby) in order to apply within the annual intake processes.

Where families relocate or return to an address in Lancashire after a statutory closing date but during the allocation period (ahead of finalisation of offers) then there will be considered as a late application. Appropriate evidence must be provided of ownership and date of relocation and residence at that address.

Please note that late entry to the annual intake processes will not be possible after the statutory closing dates unless an exception is agreed by the Local Authority and / or the admission authority.

The Authority has a duty to co-ordinate admission arrangements for all Lancashire maintained schools. The Authority will ensure that all Lancashire parents whose children are transferring to Year 7, receive the offer of one secondary school place on the agreed date.

Geographical Priority Areas - Secondary

North Lancashire Schools

GEOGRAPHICAL PRIORITY AREAS NORTH LANCASHIRE AREA

(For clarity - where reference is made to parishes, these refer to civil parishes not ecclesiastical parishes.)

Lancaster Secondary Schools

The Local Authority is no longer the admission authority for any school in Lancaster.

Wyre Secondary School

Millfield Science and Performing Arts College (02/101)

Fleetwood, Thornton Cleveleys (part*) and the Parish of Hambleton (shared with Hodgson and Baines).

* The cut off point being the Blackpool Borough boundary.

Fylde Secondary School

Carr Hill High School

The Geographical Priority Area is situated in Little Marton, bordering the A583 and adjacent to junction 4 of the M55. Although the majority of this site is within Lancashire the timetable for approval and development of housing is not within Lancashire County Council's control.

The Lancashire part of Whyndyke Farm housing development site is already included within the GPA for Lytham St Annes High School - though there have never been residential properties on site from which parents could apply. This is a foundation school and the governing body is responsible for admissions.

The intention for the future is to retain the Whyndyke Farm site within the GPA for Lytham St Annes High School and to also add this to the GPA for Carr Hill High School.

Parishes of Weeton with Preese, Greenhalgh with Thistleton, Medlar with Wesham, Treales Roseacre and Wharles, Kirkham, Ribby with Wrea, Bryning with Warton, Freckleton and Newton with Clifton and Whyndyke Farm.

SOUTH LANCASHIRE SCHOOLS

(Please note that where reference is made to parishes, these refer to civil parishes not ecclesiastical parishes.)

DISTRICT 6 - Preston

ASHTON COMMUNITY SCIENCE COLLEGE

Parishes of Ingol & Tanterton, Lea and Preston*

*The Broadgate area bounded by the Preston dock branch railway line, the West Coast Main Line (railway Line), the Penwortham Parish boundary (River Ribble) and Guild Way is not included.

BROUGHTON HIGH SCHOOL

Parishes of Barton, Broughton, Inskip with Sowerby, Lea (part of*), Preston (part of**) and Woodplumpton

Inskip with Sowerby is in both Broughton and Garstang Community Academy's Geographical Priority Areas.

*The area bounded by Lea Lane, Sidgreaves Lane, Hoyles Lane and the Woodplumpton parish boundary. *This area is shared with Ashton Community Science College's Geographical Priority Area.*

**The area bounded by the Woodplumpton parish boundary, the West Coast Main Line (railway line), and the B6241 (Lightfoot Lane/Tom Benson Way) in a westerly direction back to the Woodplumpton parish boundary. *This area is shared with Ashton Community Science College's Geographical Priority Area.*

LONGRIDGE HIGH SCHOOL

Parishes of Chipping, Dutton, Goosnargh, Grimsargh, Houghton, Hothersall, Longridge, Ribchester, Thornley with Wheatley and Whittingham

Ribchester is in both Longridge and Ribblesdale High School's Geographical Priority Areas.

DISTRICT 7 – SOUTH RIBBLE

BALSHAW'S CE HIGH SCHOOL

Parishes of Brindle (part of*), Clayton-le-Woods, Cuerden, Euxton (part of**) and Leyland (part of***)

*The part of the parish to the south of the M65 motorway

**The part of the parish to the north of the Chorley to Manchester railway line

***The area to the east of Worden Lane, St Andrews Way and Towngate. The area to the south of King Street and Leyland Way

PENWORTHAM GIRLS' HIGH SCHOOL

Parishes of Hutton, Little Hoole, Longton, Much Hoole, Penwortham and Preston (part of*)

*The Broadgate area bounded by the Preston dock branch railway line, the West Coast Main Line (railway Line), the Penwortham Parish boundary (River Ribble) and Guild Way.

WALTON LE DALE HIGH SCHOOL

The Borough of South Ribble comprising the areas and parishes of Bamber Bridge (part of*), Cuerdale, Samlesbury and Walton-le-Dale (part of*)

The Borough of Chorley comprising the parishes of Brindle (part of**) and Hoghton

*The area of Bamber Bridge and Walton-le-Dale to the east of London Way

**The part of the parish to the north of the M65 motorway

WELLFIELD HIGH SCHOOL

Parishes of Farington (part of*), Leyland (part of**) and Ulnes Walton

*The area to the east of Wheelton Lane, Centurion Way and Stanifield Lane

**The area to the west of Worden Lane, St Andrews Way and Towngate. The area to the north of King Street and Leyland Way

DISTRICT 8 – WEST LANCASHIRE

ORMSKIRK SCHOOL

Parishes of Aughton, Bickerstaffe, Downholland, Great Altcar, Halsall, Lathom South (part of*), Ormskirk, Scarisbrick and Simonswood

*The part of the parish to the south of Spa Lane and to the west of Hall Lane

UP HOLLAND HIGH SCHOOL

Parishes of Dalton, Up Holland and Wrightington

DISTRICT 9 - CHORLEY

No Community/Voluntary Controlled schools

East Lancashire Schools

GEOGRAPHICAL PRIORITY AREAS

(Please note that where reference is made to parishes, these refer to civil parishes not ecclesiastical parishes.)

HYNDBURN COMMUNITY HIGH SCHOOLS

The Hollins Technology College - (11/102)

The above school's priority area is Accrington (South) including Baxenden and Huncoat.

Rhyddings Business and Enterprise School – (11/105)

The above school's priority area is Oswaldtwistle, including Belthorn and Knuzden, Church and Accrington (West).

RIBBLE VALLEY COMMUNITY HIGH SCHOOL

Ribblesdale High School - (11/113)

The above school's priority area is Clitheroe, Worston, Pendleton, Mearley, Whalley, Wiswell, Mitton, Read, Sabden, Simonstone, Aighton, Bailey and Chaigley, Billington, Dinckley, Balderstone, Clayton-le-Dale, Mellor, Osbaldeston, **parts of** Ramsgreave, Salesbury, Wilpshire, Barrow, Stoneyhurst, Brockhall Village, Hurst Green, Langho, Ribchester, Higham, Goldshaw Booth and Barley with Wheatley, [West of Barley Lane], Fence and Old Laund Booth.

PENDLE COMMUNITY HIGH SCHOOLS

Pendle Vale College – (13/111)

This area includes Barley Green, Higham, Fence, Wheatley Lane, Lomeshaye, Central Nelson and Barrowford.

The western perimeter of the area is the border with Ribble Valley from the centre of Barley Lane southwards and then eastwards between J12 and J13 of the M65. The perimeter then follows the M65 north eastwards past J13 to the end of the M65 J14. It turns south into White Walls Drive (A6068) and continues to the roundabout with Burnley Road (A56). From there it turns right into Burnley Road and turns left into Bott House Lane and immediately left into Hereford Road following the north side of the railway line. It then turns right going across country passing Bankfield House and Higher Knotts and emerging at The Nook. From The Nook it turns right into Southfield Lane and follows the centre of Southfield Lane. It then takes the left hand fork into Back Lane, where it crosses Shelfield Lane and then it takes the next right to Float Bridge. From Float Bridge it goes along Delves Lane following the centre of Delves Lane. It then turns left into Southfield Lane and immediately right into Barkerhouse Road following the centre of this road till it meets Leeds Road. It continues left into Leeds Road (A56) and it turns left again on to Holmes Street and immediately right on to Broadway (A682) and continues following the centre of Manchester Road (A682) to the roundabout with Churchill Way. It continues into Churchill Way and rejoins the boundary of the M65

at J12. It follows the boundary of the M65 westbound till it meets the Burnley boundary at Heald Wood, then follows the Burnley boundary where it meets with the Ribble Valley boundary and follows the Ribble Valley boundary until it arrives at Barley Lane.

ROSSENDALE COMMUNITY HIGH SCHOOLS

Alder Grange School – (14/101)

This school mainly services the area of RAWTENSTALL - Crawshawbooth, Constable Lee, Oakley, Hall Carr, Loveclough and Rawtenstall town centre, Goodshaw, Balladen, and Townsend Fold, together with the Hamlets of Dunnockshaw and Clowbridge. This includes the area known as Higher Nutshaw Farm.

Whitworth Community High School – (14/107)

This school mainly services the area of WHITWORTH - Whitworth, parts of Bacup, Broadley, Leavengreave, Shawforth.

Haslingden High School and Sixth Form – (14/109)

This school mainly services the area of HASLINGDEN - Haslingden, Helmshore, Rising Bridge, Edenfield, Stubbins, Turn, Chatterton and Strongstry.

COMMUNITY & VOLUNTARY CONTROLLED SIXTH FORM 2022/23

The criteria which are to be used to allocate Year 12 places when a community or controlled sixth form is oversubscribed are described below.

08115 – The Sixth Form College at Ormskirk School

Course	Requirement Basic
To study 4 AS Levels	At least 4 GCSEs at Grade B or above (or equivalent).
To study BTEC level 3	At least 5 GCSEs at Grade C or above (or equivalent).

14101 – Alder Grange School Sixth Form

Alder Grange is designed to cater for students from a wide range of abilities, offering a blend of courses mainly at level 3, and some level 2 including A level and BTEC. The fundamental admission requirement is a preparedness to sign, and to follow the Student Charter (a series of commitments regarding attendance, conduct, progress and success).

Specific course entry requirements will vary and be agreed at interview. These necessarily vary with the blend of courses applied for but in general:

Course	Requirement Basic
Level 2	Level 1 passes in appropriate subjects.
Level 3 BTEC	At least a grade 4 or equivalent in any related subject.
Level 3 AS	At least a grade 5 or equivalent in any subject studied (with the exception of Maths requiring a grade 6 and further Maths a grade 5)

14109 – Haslingden High School Sixth Form

General entry requirement for Level 3 courses: 5 GCSE subjects at grade 4 or higher, including English and Maths. Requirements vary from course to course and can be found on our website in the Course Information Booklet.

We also offer a Level 2 Post-16 Foundation Course in Business Administration and IT for students who do not achieve the Level 3 entry requirements. Successful completion of this course in Year 12 will allow students to move onto some of our Level 3 courses and spend a further two years with us.

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

Report of the Head of Service - School Improvement**Part I**

Electoral Divisions affected:
(All Divisions);

Co-ordinated Admissions Scheme 2022/2023 - Determination of the Qualifying Scheme

(Appendices 'A' and 'B' refer)

Contact for further information:

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Executive Summary

This report concerns the determination of the statutory scheme and the mandatory timetable for co-ordinating admissions for Lancashire's primary and secondary schools and academies for 2022/2023.

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

Recommendation

Cabinet is asked to:

- (i) Approve that the scheme listed at Appendix 'A', and its accompanying timetable in Appendix 'B', be adopted as the qualifying scheme for admissions to Lancashire primary and secondary schools and academies for 2022/2023; and
- (ii) Approve that the Executive Director of Education and Children's Services seeks to secure the adoption of the scheme by the governing body of each Lancashire voluntary aided and foundation school and academy, in order to inform the Secretary of State for Education that a scheme has been introduced in Lancashire.

Background and Advice

Every local authority is under a duty to formulate a scheme to co-ordinate the admission process for every state funded school in their area. The requirements for such a 'qualifying scheme' for the co-ordination of admission arrangements for the academic year 2013/14 onwards are set out in The School Admissions (Admission

Arrangements and Co-ordination of Admission Arrangements) (England) Regulations 2012. New free schools may be exempt from this scheme during the first year of their establishment.

A draft scheme and timetable for Lancashire schools and academies/free schools was circulated for consultation with schools and academies, governors, diocesan representatives and neighbouring authorities during Autumn Term 2020. These are attached at Appendices 'A' and 'B'.

The scheme for 2022/2023 maintains the focus on on-line applications being the principle means of applying for school places.

Every voluntary aided and foundation school and academy governing body in Lancashire will be asked to adopt the scheme during spring term 2021. Any participating free schools will also be asked to adopt the scheme.

The Secretary of State for Education must be informed that a scheme is in place. If a scheme is not adopted by all admission authorities then a scheme will be imposed by the Secretary of State.

Consultations

Consultations have been held with the governing bodies of all schools and academies in Lancashire, representatives of the local Diocesan Education Authorities and neighbouring authorities. One response was received to this consultation, from Star Academies which commented upon the clarity of the co-ordinated scheme. The necessary amendments were made to Appendix 'A'.

Implications:

This item has the following implications, as indicated:

Risk Management

The risk implications of this proposal have been considered.

Financial

The adoption of this scheme has no financial implications.

Legal

If a qualifying scheme is not adopted by the authority before 28 February 2021, a scheme will be imposed by the Secretary of State for Education.

List of Background Papers

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



CO-ORDINATED ADMISSION SCHEME FOR LANCASHIRE SCHOOLS AND ACADEMIES 2022/2023 SEPTEMBER 2022 INTAKES

1. Introduction

Lancashire's co-ordinated admission scheme provides a fair and transparent route for the consideration of parental preferences in accordance with legislation and the Department for Education (DFE) School Admissions Code.

The scheme allows parents of all pupils living within Lancashire to complete a single application expressing up to three preferences for admission to maintained schools, academies and free schools within Lancashire and, if they wish, to include those in neighbouring authority areas.

Following consideration of expressed preferences, the Local Authority (LA) will issue to parents living within Lancashire the offer of a single school or academy place. This will be for all admission authorities which are required to comply with the statutory co-ordinated scheme.

All preferences from parents will be considered equally and where more than one offer is possible *the priority order in which the parents expressed their preferences* will then be used to determine which single offer is made.

The scheme preserves the powers and responsibilities of individual admission authorities to determine and apply their published admissions policies. At the same time it enables decisions to be taken within a co-ordinated framework covering the whole County.

For the scheme to operate successfully it is important for all admission authorities to work together closely and to share information as required and as far as possible within the agreed timescales.

2. Applying for School Places

Lancashire's online admission application system is the main route for all applications for new Reception (primary) and Year 7 (secondary) places.

Paper copies of the prospectus and application form will not be routinely available. These will however be supplied on request in exceptional circumstances eg where there is no broadband link or for medical reasons.

Full versions of the prospectuses and application form can be viewed on the online application system and the Lancashire County Council website www.lancashire.gov.uk.

3. The Offer of a Place

The scheme will ensure that Lancashire parents only receive a single offer. The scheme also ensures that each parental preference is considered equally. Where multiple offers are possible the Local Authority (LA) will refer to the priority order of preferences identified by parents on their application. In these circumstances the school or academy at which there is an available place and which is the highest ranked priority on an application will be the confirmed offer.

Processing of Preference Forms

3.1 Stage 1 - Expression of preferences

In early Autumn Term each year the LA will provide flyers and information notices for schools to issue / include in communication with parents. These will refer prospective applicants to the online application system and to links and contacts for information and advice.

The parents of children who do not attend Lancashire primary schools or academies and those who reside outside of Lancashire's administrative boundaries will be able to access information and advice via the online application system and via the County Council website.

Admission information for parents will include:-

- a) Details of how the process is co-ordinated with all admission authorities within Lancashire and how that information is exchanged with neighbouring local authorities.
- b) A summary of the determined admission arrangements for all Lancashire maintained schools, academies and free schools.
- c) Information about the number of applicants received the previous year.
- d) Other admission information to help parents to make realistic preferences and to help them assess the likelihood of obtaining an offer for a preferred school or academy.
- e) Timescales for the primary and secondary admission processes and for the subsequent admission appeal schedule.

THE MAJORITY OF LANCASHIRE PARENTS USE LANCASHIRE'S ONLINE ADMISSION APPLICATION SYSTEM TO BE LEGALLY REGISTERED WITHIN THE ANNUAL PROCESS FOR PRIMARY AND SECONDARY INTAKES (SOME MAY STILL REQUEST PAPER APPLICATION FORMS).

Some schools and academies have a supplementary information form (SIF) which parents may complete. This allows that school or academy to apply particular criteria within its own published admission arrangements. The Lancashire County Council website www.lancashire.gov.uk/schools will provide standard downloadable SIFs for

Lancashire's voluntary aided primary schools and primary academies. Please note that secondary school SIFs are available directly from the school or academy.

Completion of a SIF is not a legal requirement – it is however necessary if parents applying for these schools and academies wish to have their application considered fully against the relevant admission criteria.

Lancashire resident parents must also fill in Lancashire's online (or paper) application for their children to be considered for Reception and year 7 places for each September. **Completion of only a SIF does not constitute registration within the annual admission process for primary or secondary intakes.**

Parents living outside of Lancashire can access the online system and the County Council web site for information and advice only. These parents **must** however apply for school places via their home local authority – even where they wish to express preferences for Lancashire schools and academies.

Lancashire resident parents will return applications online to the Local Authority. For those where paper forms are still required these can be returned to Area Pupil Access Teams (in Lancaster, Preston and Accrington) or to the child's primary school or academy if this is within Lancashire.

All applications must be returned by the national statutory closing dates

(See timetable.)

Parents who apply near to the closing date are encouraged to apply online. This is a secure system which provides email acknowledgement of receipt of an application and allows earlier email notification of the school offer.

3.2 Stage 2 – Circulating Preferences

Lancashire primary schools and academies must forward any paper applications received to the Area Pupil Access Team by the agreed date (see timetable).

Primary schools and academies must not forward applications or the details of these to any secondary schools or academies. Under no circumstances must primary schools provide the priority order of parental preferences to secondary schools or academies.

All preferences received will be transferred or inputted into the Lancashire admissions database. This will include all online applications and paper applications including those received individually or in bulk from out of area.

Voluntary aided and foundation schools, academies and free schools will be provided with details of all their applications. They will not be informed of their own establishment's priority order on each parent's application.

The Governing Bodies of voluntary aided and foundation schools, academies and free schools must consider and rank all received applications. Schools and academies which have a SIF must consider applications even where a SIF has not been completed (based upon the information which is available at that time).

If schools or academies chase SIFs which have not been provided with applications this must be for all applicants without a SIF and not only for selected cases.

If a SIF only has been completed then there can be no consideration for a place. Schools and academies should notify the Area Pupil Access Team where this has happened. Pupil Access must be made aware of these cases in order to make alternative offers later in the process.

By an agreed date (see timetable) the Local Authority will notify other admission authorities about all of their preferences. This notification will include straight line distance measures. Any additional or supplementary information provided by parents will also be provided. Lancashire will also exchange information with neighbouring local authorities (information exchanges will continue throughout the process as required).

At this time Lancashire also verifies the details of many applications eg in relation to children in care, special needs, siblings, addresses and claimed medical, social and welfare issues.

(Please note that the background accuracy checks and verifications and the provision of distance measures will only be provided to Lancashire academies and Free Schools which have bought into the admissions traded service).

Stage 3 – First Sort

By (see timetable) each Lancashire voluntary aided and foundation school, academy and free school will return to the Local Authority via the SPVaR System, which is accessed by the Schools' Portal, a ranked list of all applicants for places at that establishment.

By (see timetable) any admission authority which wishes to exceed its published admission number (PAN) for the forthcoming September intakes (reception or years 3, 7 or 10) must notify the Local Authority. This will allow time for effective co-ordination to occur and for the necessary system changes to be made.

It is necessary for every application to be ranked in priority order to accurately allocate places for all admission authorities (those from in and outside of Lancashire).

All Governing Bodies must therefore be aware that their own ranked list will be manipulated in accordance with the agreed equal preference admission scheme and each parent's priority order of preferences as stated on their application.

The Local Authority will:-

- a) Identify applications where more than a single offer would be possible and then refer back to that parent's preference priorities. The school or academy with an available place listed *highest in priority* by the parent will be the single offer.
- b) Identify where a first preference school or academy cannot be offered and ensure that the parents' other preferences are considered.

- c) Identify where none of a parent's preferences can be offered and ensure that an alternative offer is made. This will usually be the nearest suitable school or academy with an available place (straight line measure).
- d) Ensure that all non-first preference offers issued automatically refer parents to the appropriate reserve list and appeals information and documentation.

Stage 4 – Notification of Offers

By (see timetable) the Local Authority will provide all other admission authorities with details of those pupils who they originally wished to offer a place but who will receive an alternative offer.

All admission authorities will then need to revise their own ranked lists and submit an updated version to the Area Pupil Access Team.

A similar exchange of information and revision of offers lists will be undertaken with neighbouring local authorities.

This element of the process will continue to be repeated as required. This is necessary as initial changes often lead to others (and so on).

The Local Authority will send all other admission authorities their final offer lists by (see timetable). There will be some time to review these again and make changes if these are absolutely essential.

NO CHANGES TO OFFER LETTER WILL BE MADE AFTER (see timetable).

The Local Authority will issue offers for primary and secondary schools on the defined national statutory offer dates (see timetable). These will be electronic for all online applicants (around 95%) and by letter – 2nd class – for those who submitted paper forms.

Offers will be for Lancashire resident applicants only. Those resident outside of Lancashire will receive offers from their home local authority. Offers made on behalf of other admission authorities (voluntary aided and foundation schools, academies and free schools) will state that this is the case.

Online applicants will receive an email and also be able to view their school or academy offer on the statutory offer date / day. Letters issued 2nd class to those who applied on paper may arrive slightly later.

4. Late Applications

Applications received after the statutory closing dates (see timetable) may be made via the 'late' online admissions system or a paper form may be requested.

Applications received late must be receipted and / or date stamped. These will generally only be considered if the following apply:-

- (a) If the overall number of preferences received for a school or academy is below its published admission number or:

- (b) The school or academy is exceeding its published number to a defined limit and has notified the Local Authority in time for co-ordination to successfully occur (and if available places remain) or;
- (c) There are extenuating circumstances justifying a late application.

These may include:

- (i) Parents moving into the County or Country (see note 5) after the closing date;
- (ii) Parent / carer illness which required hospitalisation for the major part of the period between the issue of admissions information and the closing date for applications.

Individual parents will be responsible for providing evidence to support a late application within the admission process. The Local Authority will determine the appropriateness and strength of each case and there will be liaison with other admission authorities where this is necessary.

The Local Authority will therefore refer some late application cases (but not all) to other admission authorities.

IT IS NOT ANTICIPATED THAT ANY LATE APPLICATIONS WILL BE INCLUDED IN THE PROCESS AFTER PROVISIONAL OFFERS HAVE BEEN RANKED.

For clarity, the final dates for inclusions into the rounds are:~

Secondary – 15 January in the relevant admissions round.

Primary – this will be 28 February in the relevant admissions round.

Applications received after the statutory offer dates (see timetable).

Any applications received for places after the offer date will be considered by the Local Authority as being late. Parents will apply for places using the County 'late' eform. If parents feel they have mitigating circumstances which justify the acceptance of a late application, the Local Authority will review the situation. The relevant admission authority may be consulted where this is felt to be necessary.

The eform will be in place until the end of August of that admissions round.

The LA will retain the responsibility for issuing offer letters to parents up to 31st December (for Reception and Year 7 places) in liaison with own admission authority schools and academies as required.

There is a requirement that after the September term starts, all Lancashire maintained schools, academies and free schools will liaise with the LA about any Reception and Year 7 offers which they make. This will allow closer monitoring of the overall availability of places across the County and facilitate dealing with new applications.

Late allocation changes (each year)

Offers are issued centrally (from County Hall). This requires the electronic transfer of information from each Area Pupil Access Team. Arrangements will be made to signpost or include other information with some offers (eg reserve lists, appeals and home to school transport).

It is not possible to make any amendments to the primary or secondary allocations in the 7 to 10 working days preceding these being issued (see timetable).

Waiting Lists (Reserve Lists)

For admission into Reception and Year 7, all admission authorities must retain waiting lists for one term into the new school year (up to 31st December).

Parents may express an interest in a pupil's name being added to a waiting list for a school / academy at any time. Names of pupils to be added to waiting lists will be collected by the LA and shared with other admission authorities. These are not restricted to those who applied initially for particular establishments – *any parents may access any reserve lists*. Parents can therefore have a place on a school / academy waiting list even if this was not one of their initial preferences.

The LA will compile reserve lists in the priority order of each school or academy admission arrangements (in liaison with individual admission authorities). The LA will issue any offers which can be made as a result of places becoming available (the number of offers for a school falling below the school's published admission number for the required year group or where places remain up to the published admission number).

The only legal offers up to 31st August will be from the LA. All parents may place children on school / academy waiting lists in the priority order of the relevant admission arrangements (irrespective of whether they originally applied for that school or academy or if they are new to area). Lists must not be held on a first come first served basis and neither must places be offered on this basis.

Any pupils who are subject to a Local Authority direction to admit or who are allocated in accordance with Fair Access Arrangements (as described within the School Admissions Code) must take precedence over others who are on any school or academy waiting list.

Individual admission authorities must continue to compile and manage waiting lists until 31 December*. Parents who want a pupil to be included on a school or academy list after this date must then contact that establishment direct to enquire about their particular arrangements and requirements.

*The Local Authority will provide this service for academies and free schools which buy into the traded admissions scheme.

5. Applications From Abroad (and other areas of the UK)

It is no longer required that families must be physically resident in Lancashire (or nearby) in order to apply within the annual intake processes.

Where families relocate or return to an address in Lancashire after a statutory closing date but during the allocation period (ahead of finalisation of offers) they will be

considered as a late application. Appropriate evidence must be provided of ownership or a lease / rental agreement and date of relocation and residence at that address.

The agreed timetable for co-ordination for the primary and secondary annual intake processes include agreed dates after which offers will not be amended.

Please note that late entry to the annual intake processes will not be possible after the statutory closing dates unless an exception is agreed by the Local Authority and / or the admission authority.

6. Annual Infant to Junior School Transfers (Year 2 to Year 3)

Some Lancashire infant and junior schools have close links and there is an established annual transfer from Year 2 in the infant school to Year 3 in the associated junior school.

Parents are informed in Lancashire's admissions information that places in Year 3 for annual intakes at this point are open to all applicants.

Where the number of Year 2 to Year 3 transfers / applications can be accommodated in the junior school then the overall process can be managed locally. If however a junior school wishes to exceed its published admission number in Year 3, or there is oversubscription requiring a formal admissions round and the application of determined criteria and tie break - then the Area Pupil Access Team must be informed. The timetable for co-ordination will apply.

Pupil Access Team
November 2020

**CO-ORDINATED ADMISSION SCHEME FOR
LANCASHIRE SCHOOLS AND ACADEMIES 2022/2023
SEPTEMBER 2022 INTAKES**



SECONDARY		PRIMARY	
DATE	ACTION	DATE	ACTION
1 September 2021	Online application system goes live and requests for paper forms / booklets accepted and considered	1 September 2021	Online application system goes live and requests for paper forms / booklets accepted and considered
31 October 2021	Closing date for applications (statutory)	15 January 2022	Closing date for applications (statutory)
8 November 2021	Secondary schools / academies to forward any paper applications to Area Pupil Access Teams	21 January 2022	Primary schools / academies to forward any paper applications to Area Pupil Access Teams
22 November 2021	Preferences information exchange with other Local Authorities	28 January 2022	Preferences information exchange with other Local Authorities
6 December 2021	Information to be exchanged with Own Admission Authority Schools	4 February 2022	Information to be exchanged with Own Admission Authority Schools

13 December 2021	Admission authority to confirm intention to exceed PAN with the LA	11 February 2022	Admission authority to confirm intention to exceed PAN with the LA
17 December 2021	Prioritised (ranked) lists back to the Local Authority	28 February 2022	No further address changes can be accepted.
15 January 2022	No further address changes can be accepted.	18 March 2022	Prioritised (ranked) lists back to the Local Authority
24 January 2022	Further exchange of lists with other admission authorities	25 March 2022	Further exchange of lists with other admission authorities
14 February 2022	No changes at all can be made to offer letters after this date	1 April 2022	No changes at all can be made to offer letters after this date
25 February 2022	Issue finalised offer lists to secondary schools / academies	16 April 2022	Issue finalised offer lists to primary schools / academies
1 March 2022	Issue offer letters/emails. (statutory date is 1st March or the next working day)	18 April 2022	Issue offer letters/emails. (statutory date or next working day)

The closing dates and offer dates are national statutory requirements. The dates of exchanges of information may on occasion vary slightly by agreement to take into account localised issues associated with workload and / or specific situations affecting a school / academy or a group of establishments. Occasionally delays may occur as neighbouring authorities will be working to different timetables.

Where a statutory offer date is on a weekend or public holiday Lancashire's online system will go live on the next working day.

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

Report of the Head of Service - School Improvement**Part I**

Electoral Division affected:
(All Divisions);

**Determination of Home to School Transport Policy -
Academic Year 2022/2023**

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

Lancashire County Council reviews the Home to School Transport policy on an annual basis. There are no changes to the determined policy for the academic year 2022/2023.

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 Home to School Transport Policy for the academic year 2022/2023 as set out at Appendix 'A'.

Background and Advice

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

Additionally, the county council is required to publish general arrangements and policies in respect of home to school travel for children of compulsory school age. The county council informs parents of entitlement to receive transport assistance by publishing a Home to School Transport Policy on the Lancashire County Council website and it is reviewed annually.

Statutory Entitlement

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

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

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

Additionally, the Department for Education's statutory guidance stipulates that transport arrangements should also be made for all children who cannot reasonably be expected to walk to their nearest suitable school, because the nature of the route is deemed unsafe to walk when accompanied by an adult.

Recent changes in the County Council's Home to School Transport Policy

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

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

To enable delivery of the service within a reduced budget envelope there have been a number of consultations, followed by significant changes to the home to school transport policy in recent years:

- In September 2011, the county council introduced a parental contribution towards the costs of providing transport assistance for any new pupils attending denominational schools, where the school was not the nearest geographically to the home address. To qualify for the denominational subsidy pupils had to meet the faith criteria for admission and live over the statutory walking distances. From September 2018, the county council removed subsidised discretionary denominational transport assistance for pupils attending faith schools. The denominational transport assistance will no longer be available for pupils starting secondary school in September 2022. However, there may be a small number of primary aged pupils who still qualify. In September 2015, the county council removed further discretionary elements of the policy. All new pupils starting at secondary schools – or over

the age of eight - are only given paid transport assistance if they attend their nearest school and live more than three miles away. When undertaking assessments, there is no longer any consideration of which Geographical Priority Area a pupil lives within and schools in neighbouring districts and local authorities are also considered.

Department for Education guidance suggests that any changes to policies should be phased-in, so that children who start under one set of transport arrangements continue to benefit from them until they conclude their education at that school or move to another school. All of the county council's policy changes have now been in place for 5 years, and therefore there should no longer be situations arising where an older pupil receives transport assistance but a younger sibling does not qualify.

Information about the availability of transport assistance

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

Consultations

It has not been necessary to consult on the Home to School Transport Policy 2022/2023 as there have been no changes.

Implications:

This item has the following implications, as indicated:

Risk management

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

List of Background Papers

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



HOME TO SCHOOL TRANSPORT POLICY 2022/2023 [MAINSTREAM]

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Home-to-School Transport Policy

1 What do the council have to provide by law?

1a Education acts

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

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

1b Walking distances

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

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

We measure the distances using the shortest suitable walking route.

1c Families who have a low income

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

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

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

Families qualify for low income, free transport if you are in receipt of one of the qualifying benefits for free school meals or the maximum amount of Working Tax Credit.

1d Parental preference

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

1e Special Educational Needs (SEN)

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

If there are spaces available on taxi contracts transporting pupils with SEN to school, it may be possible to purchase a season ticket for the duration of the contract.

1f Suitable Schools

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

1g How do we re-assess your claim?

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

2 What extra help can we provide?

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

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

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

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

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

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

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

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

Application form

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

3a Renewing travel passes

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

If you have been issued with a Gold pass, the bus pass will remain in use until the expiry date on the front of the pass. **It will not be renewed on an annual basis.** If your child loses or damages their travel pass, refer to section 7e.

Some children are subject to an annual re-assessment of their entitlement to receive assistance. This assessment is normally carried out during the summer term.

3b Timescales to apply for a travel pass

It normally takes us up to 10 working days from the date we receive your application to issue your child's pass. This is subject to us having been provided with the full information to assess your claim (it may take longer in busy periods, such as August and September). We recommend that you apply for your child's travel pass in plenty of time

before the start of the school year. If you don't, you may have to pay your child's travel fares and we may not be able to refund this money. We will only refund any travel fares you have to pay while you are waiting for your child's travel pass if we have caused the delay.

3c What happens if I move house?

If you move house, you need to notify the County Council as there will be a need to re-assess your application. If you were previously entitled and still remain entitled, the Council may need to amend your travel-pass.

4 How will you assess my claim?

4a The area your child lives in

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

4b Legal walking distances

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

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

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

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

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

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

4d Measuring the shortest route to the determined nearest school

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

For the 2022/23 round, it is possible that the Local Authority may be using a new measuring system. Should this be in place, the Ordnance Survey Address Point of your home address will be used.

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

4e Working out whether a place is available

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

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

4f Late applications

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

4g Schools that are not in Lancashire

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

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

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

- you meet the conditions relating to distance; and

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

4i If your child is nearly eight years old

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

4j Compulsory school age

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

Pre-school

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

4k Independent (private) schools

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

4l Unsuitable routes

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

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

4m Definition of 'home'

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

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

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

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

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

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

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

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

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

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

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

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

they have started their GCSE courses (normally Years 10 and 11). We will consider several things when we make our decision, such as:

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

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

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

4p Help for younger brothers and sisters

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

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

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

4q1 Brothers and sisters

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

4q2 Family links with a school

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

4q3 Financial circumstances

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

4q4 Single-sex or mixed schools

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

4q5 Selection tests

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

5 Faith Schools

From September 2018, the County Council has not provided any discretionary denominational transport assistance, for all pupils commencing at primary or secondary school. The removal of this assistance was phased-in so that children who started school under one set of transport arrangements would continue to benefit from them until they concluded their education at that school, or chose to move school or where there was a change of address.

From September 2022, there will be no discretionary denominational transport assistance available for secondary aged pupils. There may however be a small number of pupils in Years 5 & 6 who still receive assistance if parents pay a contributory charge.

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

6 What if I have a low income?

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

6a Secondary Schools

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

6b Faith Schools

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

6c Applying for a school place outside normal times

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

6d Applying for a school place within normal times

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

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

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

7 How do we provide free transport?

7a Travel passes

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

7b Travel times

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

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

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

7c Pick-up points

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

Parents are encouraged to check the bus stop or pick up point that their child is allocated to ensure that their child knows how to use transport to and from school safely.

7d Behaviour

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

7e Replacement passes

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

If you are in receipt of one of the qualifying benefits to receive Free School Meals, the cost of a replacement pass is £15.

If you wish to amend your child's travel pass to an alternative service, there may be a replacement charge.

7f Paying for replacement passes

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

7g Bus Pass Amendments

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

7h What if your child forgets their travel pass?

If your child forgets their travel pass they will have to pay their bus fare. We will not refund this money.

7i Bicycles

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

7j Motorbike or car allowances

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

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

7k If your child is not entitled but wishes to use LCC School Bus Services

The Council provides school bus services to transport children that have an entitlement to transport assistance. However, if there is a suitable bus service to your child's school, and if there is a seat available, your child may be able to travel by buying a season ticket or by paying a bus fare.

It is important to note that we cannot guarantee that a suitable school bus service will always be in operation. Additionally, we cannot guarantee that a school bus service will be available if your child is not eligible for free travel.

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

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

9 Can I appeal against your decision?

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

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

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

Your eligibility will initially be reconsidered by an officer of the Council, who was not involved in the original decision not to award transport for your child. The officer will review the original decision and any personal and/or family circumstances you believe should be considered. If transport is not awarded your appeal and evidence will then be considered by the Student Support Appeal Committee, whose decision is final.

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

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

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

Annex A

Home to School Transport Policy

UNSUITABLE ROUTES POLICY

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

The statutory mileage criteria are:

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

The County Council's assessment of the route will consider the following factors:

1 Alternative Routes

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

2 Accompanied by a suitable adult

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

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

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

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

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

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

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

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

4 Suitable Crossing Points

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

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

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

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

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

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

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

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

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

5 Roads without Footways

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

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

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

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

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

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

240m	11-20	16-30	21-40	26-50
300m	6-10	9-15	11-20	13-25
500m	1-5	1-8	1-10	1-12

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

Example: 4.5>5.5m road width

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

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

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

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

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

6 Pupils not attending their nearest schools

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

7 Accident Statistics

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

8 Re-imbursements and Unsuitable Routes

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

Annex B

HOME TO SCHOOL TRANSPORT POLICY

SPECIAL PUPIL CASES

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

Additional assistance may be granted in the following circumstance:

1 Medical Needs of the Pupil

1.1 Long Term Cases

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

Assistance will normally take the form of public transport provision unless the pupil is physically unable to access public transport.

The provision may also vary dependent on the time of the year.

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

1.2 Short Term Cases (Up to 12 weeks)

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

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

2 Looked After Children (LAC)

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

A separate policy is administered by the Children's Integrated Services Group to provide short term transport for LAC pupils who are not statutorily entitled to travel assistance.

3 Emergency Transport Arrangements for non LAC children

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

Transport assistance will normally take the form of provision on public transport unless the journey times exceed the County guidelines.

If transport is required beyond twelve weeks, then a review of the case by the County Transport Policy Officer will be undertaken.

4 Managed Transfers and In Year Fair Access Protocol Pupils

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

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

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

In exceptional circumstances where it is not possible due to the medical condition of one or both of the parents or carer for them to accompany a child to school and it is not possible to make suitable arrangements for a family member or friend to accompany a child to school, transport assistance will be considered. Assistance may be provided where it is felt by the County Council that some assistance should be given to ensure that the pupil travels to school safely and attends the school. Any such assistance is subject to satisfactory medical evidence being provided indicating the parental incapacity.

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

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

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

In the above cases, transport will be provided for up to a maximum of 12 weeks. Any extension of transport will be subject to a central review process by the County Transport Policy Officer.

6 Pupils under the jurisdiction of the Traveller Education Service

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

7 Pupils with special educational needs

A separate policy applies to pupils in this category.

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

Annex C

Transport to School on the Grounds of Religion or Belief

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

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

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

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

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

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

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

Annex D

Home to School Transport Policy for pupils attending secondary Pupil Referral Units

INTRODUCTION

The policy will be applied when considering how the secondary aged pupils, attending the 7 secondary Pupil Referral Units (PRUs) in Lancashire undertake the journey to school. It will only apply to those pupils attending places commissioned by the Local Authority, permanently excluded pupils and those approved by the Alternative Provision (AP) Officer who are new to area and referred by the Pupil Access Team.

The transport costs of pupils attending intervention places at the PRU will continue be paid for by the commissioning school. Pupils attending the PRUs for medical provision are not covered by the policy and current arrangements.

The policy recognises the statutory duty of the Local Authority to make full-time educational provision for permanently excluded pupils from Day 6 of the exclusion.

The policy will be reviewed annually.

ELIGIBILITY

Under section 508 (B) of the Education Act 1996, the Authority must provide transport assistance for pupils attending their nearest qualifying school where the distance between home and school is more than three miles. When assessing eligibility to receive transport assistance, the PRU will be the nearest qualifying school.

There is additional assistance available for pupils from low income families where the nearest qualifying school is over 2 miles from the pupil's home. This applies for pupils whose parents are on the qualifying benefits to receive free school meals or the maximum amount of Working Tax Credit.

DETERMINING SUITABLE TRANSPORT

Permanently Excluded Pupils:

At the PRU admission meeting, there will be a discussion with parents about how the pupil will undertake the journey to school. At this point, it is noted that the PRU may have limited background information in relation to the pupil and any risk factors associated with independent travel.

In deciding whether a taxi should be provided, consideration will be given to:

- Age and maturity of the child.
- Health and safety related issues, including risk to self or others.

- Accessibility of PRU on public transport.
- Length of journey.
- Vulnerability of pupil.
- Whether a child is physically able to walk the distance from home to school or from home to an agreed pick up point.
- Any special educational needs.

A taxi may initially be commissioned to ensure compliance with the statutory requirement that pupils are in Day 6 provision and to encourage regular attendance from the point of admission to the school.

Where a taxi has been provided and the pupil has been on roll for six weeks, a review will take place of whether the pupil would be able to undertake the journey to school with a travel pass. The assumption will be that a travel pass will be issued unless the pupil meets one of the criteria listed below.

Where it is deemed that a pupil can safely undertake the journey to school using public transport, a bus pass application will be completed with a passport size photograph and forwarded to the local Pupil Access Team to be processed.

If a taxi is still required a member of the PRU staff will complete an application form explaining why a bus pass is not suitable and provide additional supporting evidence, where appropriate.

Where a taxi is in place, transport arrangements will be reviewed on a termly basis by PRU staff to monitor costs, quality and safety.

Travel passes will not be suitable for:

- Pupils whose journey to school on public transport would take over an hour.
- Pupils who would have to undertake more than one change of bus to undertake the journey to school.
- Pupils on high support.
- Pupils at risk of flight or CSE.
- Pupils who are defined as having severe emotional, social or behavioural difficulties for the period of their attendance at the PRU.

Commissioned Alternative Provision (AP) Pupils:

Prior to commissioning AP, a member of the Pupil Access Team will gather full background information, including the behavioural history, and any ongoing involvement of professionals.

As the vast majority of commissioned places are for pupils who will be attending Year 11 provision, a travel pass will normally be provided where the statutory distance requirements are met.

Report to the Cabinet

Meeting to be held on Thursday, 4 February 2021

Report of the Head of Service - Policy, Information and Commissioning (Live Well and Age Well)

Part I

Electoral Division affected: (All Divisions);
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Adult Social Care - Fees and Charges 2021/2022
(Appendix 'A' refers)

Contact for further information:

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Executive Summary

This report sets out the county council's proposed fee uplifts for adult social care services for 2021/22 and the increases in charges for service users, the financial impact of which have been reflected in the Medium Term Financial Strategy.

Appendix 'A' provides a schedule of the current rates and the proposed rates from 5 April 2021.

The Council has engaged with care providers and with partners in the Clinical Commissioning Groups and NHS Commissioning Support Unit in reaching the recommendations in this report.

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 following uplifts, with effect from 5 April 2021:

- (i) **Residential and nursing care**
Weekly Older Peoples approved residential care rates:

Nursing Standard	4.05%
Nursing Dementia	4.05%
Residential Standard	4.05%
Residential Higher	4.05%
Residential Dementia	4.05%

	Mental Health and Learning Disability Residential/Nursing	3.55%
	For self-funders living in the county council's in-house older peoples residential homes: 4.05%.	
(ii)	Homecare (all client groups)	
	Where care has been commissioned off-framework, an inflationary uplift of 4.06%.	
	Framework providers to receive 4.06% uplift on contract anniversary in November 2021	
(iii)	Supported Living	
	Waking Hour Rate	3.75%
	Sleep in Rate (per shift)	3.75%
(iv)	Extracare	
	Sheltered schemes with 24 hour domiciliary care – 4.06%	
	Other schemes to receive uplift of 4.06% on contract anniversary if no pre tendered rate applicable.	
(v)	Direct Payments	– 4.06%.
(vi)	Carers	– 2.18%.
(vii)	Shared Lives	– 2.18%.
(viii)	Day Care	– 3.45%.
(ix)	Respite and Individual Service Funds	– Uplift in line with the relevant service (e.g. homecare/residential care).
(x)	Charging Policy	– subject to financial assessment under the Care Act 2014, service users are charged the actual cost of residential, nursing and day care. For all other non-residential care, a standard rate is used. Subject to recommendations (i) to (ix) above being approved, it is proposed to increase the rate for all other non-residential care by 4.06%.

Background and Advice

Lancashire County Council commissions support from around 800 providers supporting approximately 35,000 carers and adults in community and residential based settings, at an annual cost of approximately £465 million which represents in excess of 40% of the Council's overall revenue budget.

On an annual basis, the council reviews its fees for adult social care services and the schedule of charges for those who use them. This report summarises the key issues

facing the sector over the next year, and makes recommendations for uplifts to fees paid to providers for 2021/22, and charges paid by service users.

The past year has seen an unprecedented challenge to the care sector, due to the ongoing effects of the COVID-19 pandemic. This has manifested itself in increased costs for providers in terms of staffing and, in some cases, reduced income due to reduced occupancy and attendance levels. The county council has provided financial support to the care market during these difficult times through the Financial Assistance Scheme (£9m+), administering the government Infection Control Grant (approximately £30m) and provision of personal protective equipment (approximately £6m). At the time of writing this report, it is hard to estimate the continuing impact of the pandemic on the care market in 2021/22, and if any additional funding will be available from central government.

However, the county council has been proactive in engaging with the care market to understand their challenges and financial pressures. All providers were invited to engage with us and the responses of those who took part are summarised in this report.

Lancashire County Council commission a number of packages of care that are jointly funded with our NHS Clinical Commissioning Groups. Recommended fees to providers in this report will also apply to those jointly funded care packages, and engagement has taken place with Clinical Commissioning Groups in finalising the recommendations contained in this report.

Uplifts

There are a number of cost pressures which we have taken account of in setting the level of uplifts.

The National Living Wage remains a significant element of any provider's overall cost pressures. However, whilst National Living Wage was expected to increase by more than 5%, in the Government's spending review in November 2020 a lower increase than anticipated of 2.1% was announced, rising from £8.72 to £8.91 per hour for people aged 23 years or older on 1 April 2021. There are smaller increases for those aged under 23.

The National Living Wage increase does not represent the only cost pressure involved in delivering services. Whilst labour costs constitute a significant component, there are other areas of providers' cost bases that are forecast to change.

The uplifts proposed are therefore weighted averages of National Living Wage, pension auto-enrolment, inflation for non-staffing related costs, and also include an element which acknowledges the additional costs and/or pressures providers may still be incurring in their response to COVID-19 in the next financial year.

Residential Care

Lancashire County Council commissions care from over 400 residential and nursing homes, and funds placements for over 4,800 people.

It is recommended that the weekly Older People's approved residential care rates are increased in line with the table below.

	2020/21 Fee	2021/22 Fee*	Increase
NURSING	£559.41	£582.07	4.05%
NURSING DEMENTIA	£660.77	£687.54	4.05%
RESIDENTIAL STANDARD	£487.73	£507.49	4.05%
RESIDENTIAL HIGHER	£553.83	£576.27	4.05%
RESIDENTIAL DEMENTIA	£595.07	£619.18	4.05%
<i>*The annual fund for room premiums remains available and the fee remains unchanged at £10 per room per week for all new placements. It is the Provider's responsibility to ensure that the room premium is applied for and set up at the time the placement in the compliant room is made. Should a provider make a retrospective claim for room premiums the maximum period the county council will backdate is the later of the compliant room placement start date or 3 months from the date the request is made.</i>			

For other client groups such as Mental Health and Learning Disability residential and nursing provision, a rate of 3.55% is proposed and, in turn, the standard fee level increased to £619.17 per week.

For self-funders living in the county council's in-house older peoples residential homes, it is proposed that fees increase by 4.05%.

Through the Healthier Lancashire and South Cumbria Partnership, the county council will be implementing a joint Health and Social Care service specification for older adults' residential and nursing care from 1 April 2021. The specification has been co-produced with residential and nursing providers and the proposed 2021/22 fee rates will be applicable. The service specification has been developed with the aim of simplifying care delivery across health and social care, meaning that the same service standards will be expected from commissioners, irrespective whether they are Local Authority or NHS.

The service specification also has the aim of reducing the time needed to spend on administrative tasks and consolidating reporting requirements, allowing more time to be spent with service users.

Homecare

Homecare is delivered by over 280 providers across Lancashire to more than 6,000 people.

Some providers are contracted through a pre-agreed "framework" contract, where their initial fees were agreed at the start of the contract in November 2017, along with the annual uplift each November up to November 2020.

Other providers are contracted for individual packages of care and described as "off framework". Fees are agreed with "off framework" providers at the start of the package of care and are then subject to an annual uplift. "Off framework" providers are used when "framework" providers are unable to meet demand.

Homecare On-Framework

It is proposed that an uplift of 4.06% is applied at the anniversary of the contract start date in November 2021, in line with off-framework Homecare.

Homecare Off-Framework

It is proposed that, where care has been commissioned off-framework, an inflationary uplift of 4.06% is applied.

Supported Living

Waking hours

It is recommended that all supported living rates are increased by 3.75%. This increases the approved rate to £16.64 per waking hour.

Sleep-in payments

It is recommended that sleep-in payments rates are increased by 3.75%. This increases the approved rate to £63.48 per sleep-in shift.

Extra Care

Lancashire County Council commissions 5 purpose built extra care and 8 sheltered housing schemes with 24 hour domiciliary care.

Purpose built extra care schemes

Tenders included Year 1 and Year 2 prices. It is recommended that an uplift of 4.06% is applied on the contract anniversary where no tendered rate is available. This is in line with off-framework home care.

Sheltered housing schemes with 24 hour domiciliary care

It is recommended that an uplift of 4.06% is applied in April 2021, in line with off-framework Homecare.

Carers

Lancashire County Council supports approximately 7,300 carers through a Personal Budget awarded as a Direct Payment, depending on the level of support ('higher' or 'lower') they require. The scheme was introduced in April 2015, and is intended to help people in their role as a carer, typically towards a relative or partner.

The proposal is to uplift the annual payments in line with National Living Wage (2.18%) to £249.62 lower rate and £368.99 for the higher rate.

Shared Lives

Shared Lives is a service provided by the council for adults with learning or physical disabilities and for older people. The service currently supports approximately 300 people. Care is family based and provided by individuals and families. Shared lives care is provided in a number of ways from a simple overnight or day support, a week stay with a family or a permanent placement.

The proposal is to uplift all Shared Lives carer fees by 2.18% in line with the National Living Wage increase. Shared Lives carers are individuals operating in their own homes, and therefore would not experience the cost pressures experienced by businesses with their premises and administrative overheads, hence the lower recommended uplift in fees.

Day Time Support

Lancashire County Council supports approximately 1,100 people, both older adults and people with a learning disability, through a variety of day time support services. Support is delivered in a variety of locations from traditional accommodation based services, through to outdoor activity centres by approximately 60 providers.

During 2018/19, the county council established an open list of pre-qualified service providers who were contracted to meet our quality standards, and prices were agreed with individual providers at that time and have remained the same to date. Services are delivered in a variety of different ways and can be paid for by the hour or by session.

It is proposed to uplift fees for all day providers by 3.45% on the next contract anniversary. Contract anniversaries will differ, depending on when the provider first contracted with the council on the approved list.

Individual Service Funds

Individual Service Funds are a way for adults to manage their Personal Budget to meet changing needs, in line with their social care plan. They are managed by approved care providers, on behalf of people, to purchase a range of care services.

It is recommended to uplift fees for Individual Service Funds in line with the relevant service being purchased with it (e.g. residential and supported living). Individual Service Funds will be uplifted in line with the rates detailed earlier in this report for those services.

Council Commissioned Respite/Short Breaks

Lancashire County Council provides support for carers to take a break from their caring responsibilities, or can support an individual through a short period of crisis, through its respite or short breaks services. These services can provide a place within a supported living setting or residential home for a short period of time.

It is recommended to uplift fees for Respite/Short Breaks in line with the relevant service being used. That would mean that residential respite and supported living respite will be uplifted in line with the rates detailed earlier in this report for those services.

Direct Payments

Direct payments allows people to receive a Personal Budget on a pre-payment card from the county council, to allow them to arrange and fund their own care needs. This can be by employing a personal assistant, or purchasing their own care direct from a registered care provider. More than 3,600 people receive Direct Payments.

It is recommended that an inflationary uplift of 4.06% is applied to all weekly Direct Payments.

Out of County Placements

In order to avoid distorting prices in neighbouring council areas, the uplifts described in this report will not be applied to placements made outside of the county council's borders.

Instead, the county council will honour the host authority uplifts, upon receipt of confirmation of the host authority uplift.

Packages Jointly Funded with Health

In cases where Lancashire County Council has been nominated as the lead commissioner for jointly funded packages, care services are paid according to the council's schedule of fees. The relevant clinical commissioning group is then invoiced for their agreed share of the package of care. The uplifts detailed above will apply to the whole care package and not just the county council share.

Charging Policy

Subject to the outcome of a detailed financial assessment under the Care Act 2014, which determines an individual's ability to pay, service users are charged up to the actual cost of residential, nursing and day care.

For all other non-residential care services (including Home Care, Supported Living and Direct Payments), the current maximum hourly charge of £13.71 will be uplifted to £14.27 (4.06% increase), effective from 5 April 2021. For non-residential care, the majority of service users are financially assessed either as 'nil charge payers' or their charge is capped at their calculated weekly net disposable income level where that is lower than the cost of their care.

This Charging Policy continues with the decision made by Cabinet in November 2017, to use a single charge rate for non-residential care, rather than the actual fees paid to service providers. The single charge rate has not been amended to reflect the last two uplifts to contractual fee rates paid to providers.

Consultations

The Council has engaged with care providers delivering care in Lancashire across the whole spectrum of care services. The engagement process and methodology was undertaken during November 2020.

Providers were advised that an engagement process would be undertaken at the Provider Webinar held on 30 October 2020. A cost survey template was sent to approximately 800 providers who hold county council contracts, asking for details of expected cost increases in 2021/22 and, in addition, the same providers were invited to a series of 6 online group sessions with commissioning staff to discuss their current and anticipated cost pressures.

Cost survey analysis

- Provider responses were used to form basis of required uplifts including Covid related costs.
- CPI inflation forecast for 2021 is 1.8%.
- Revised National Living Wage from April 2021 is £8.91 representing a 2.1% increase. At point of survey providers had assumed 5%.
- Provider responses averaged and moderated.
- Types of costs in different market areas vary in the proportion of the total costs of a service. For example, a residential provider has more premises related costs whilst a homecare provider has more employee related costs. This results in slightly different overall percentage increases in different market areas.

Cost survey results

Market Areas	National Living Wage at 2.1% and COVID related costs	Number of returns
Day Support	3.45%	3
Home Care	4.06%	5
Res & Nursing - Older people	4.05%	12
Res/Nursing – Learning Disability	3.55%	4
Supported Living	3.75%	7

Verbal feedback from Online Group Sessions with providers

- General appreciation of Lancashire County Council response to financial and other support during pandemic.
- Main cost increases expected to be staffing due to NLW increases.
- Residential and Nursing providers report reduced occupancy rates from 95%+ down to 80% and lower. Affecting ability to recoup fixed cost base.
- Day Support similarly affected with attendance levels much reduced.

- Home Care providers less affected by reduced demand but some instances where they have experienced it.
- Insurance costs mentioned by some providers as having significantly increased but relatively a small proportion of their total cost.
- Additional staffing required to manage social distancing, increased staffing costs.
- Additional management time due to requirements for Covid response, information and returns etc.
- Providers appreciative of the fee sessions and would welcome ongoing discussion forums with commissioners (the county council and NHS) to shape market going forward.

Implications:

This item has the following implications, as indicated:

Financial

The fee uplifts described in this report will cost approximately £12 million and, due to a change in the mix of services being used to support our service users, results in an additional cost pressure of £2.1 million per annum in the Adults Services budgets. This will be slightly offset by additional income from the uplifted charges of approximately £0.3m per annum. The additional pressure has been built into the Quarter 3 Medium Term Financial Strategy.

It should also be noted that the county council is currently forecasting to require structural reserve funding to support an overall funding gap in 2021/22. In addition, the council faces continued financial pressures over the period of the Medium Term Financial Strategy and will require further savings to be identified to offset this and other cost pressures.

Notwithstanding these pressures, the county council continues to increase fees to support Lancashire providers.

Legal

The Care Act 2014 places a duty on local authorities to promote the efficient and effective operation of the market for adult care and support as a whole.

The statutory guidance sets out that *"a local authority must not charge more than it costs to provide or arrange for the service, facility or resource"* the guidance also requires that charging must be *"Sustainable for local authorities in the long-term"*.

Fee uplifts proposed in this report have been set at a level that reflects current market conditions, including the impact of COVID-19, following a period of engagement with providers. The fee uplifts incorporate changes to the national living wage, in addition to other factors such as changes in employers' contribution rates for pension auto-enrolment and general inflation.

In order that the county council complies with its obligations under the Public Contracts Regulations 2015, fee uplifts shall be implemented in accordance with the relevant contractual provisions for each of the services.

Risk management

There would be a risk to the viability of individual providers and the overall sustainability of the care market in Lancashire if fee uplifts are not offered each year, to reflect both new and inflationary based cost pressures.

The county council has undertaken a thorough consultation exercise with a wide range of providers to inform the development of the fees proposed for 2021/22.

The county council, in making these recommendations, has made a thorough assessment of the comments received from providers and has also assessed the extent of other cost pressures on the care market at this time and in the coming year.

List of Background Papers

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate		
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N/A		
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LANCASHIRE COUNTY COUNCIL – ADULT SOCIAL CARE

TABLE OF FEES 2021/2022

	2020/21 Fee rate	% Uplift	2021/22 Fee rate	Effective from:
HOME CARE				
Home Care Off framework	Various rates	4.06%	Various rates	05/04/2021
Homecare Framework	Various rates	4.06%	Various rates	Nov 21 – Contract year 5
SUPPORTED LIVING				
Waking hour	£16.03	3.75%	£16.64	05/04/2021
Sleep-in	£61.18	3.75%	£63.48	05/04/2021
OLDER PEOPLE RES & NURSING				
Nursing - Standard	£559.41	4.05%	£582.07	05/04/2021
Nursing - Dementia	£660.77	4.05%	£687.54	05/04/2021
Residential - Standard	£487.73	4.05%	£507.49	05/04/2021
Residential - Higher	£553.83	4.05%	£576.27	05/04/2021
Residential - Dementia	£595.07	4.05%	£619.18	05/04/2021
Room premium	£10.00	0.00%	£10.00	05/04/2021
OTHER RES & NURSING				
Mental Health	Various rates	3.55%	Various rates	05/04/2021
Learning Disability	Various rates	3.55%	Various rates	05/04/2021
EXTRACARE				
Extracare	Various rates	4.06%	Various rates	Different schemes with differing rates. Uplift in line with contract anniversary.
Extracare (Sheltered Housing Based)	Various rates	4.06%	Various rates	05/04/2021
CARERS				
Annual - Lower	£244.29	2.18%	£249.62	05/04/2021
Annual - Higher	£361.12	2.18%	£368.99	05/04/2021
SHARED LIVES	Various rates	2.18%	Various rates	05/04/2021
DAY SERVICES				
Older People	Various rates	3.45%	Various rates	On contract anniversary

MH/LD	Various rates	3.45%	Various rates	05/04/2021
DIRECT PAYMENTS	Various – per allocated budget	4.06%	Various per allocated budget	05/04/2021
MENTAL HEALTH REHAB	Various rates	3.55%	Various rates	Nov 21 – contract year 5.
REABLEMENT	Various rates	4.06%	Various rates	Contract anniversary

Various rates

Where "various rates" is indicated:

Individual providers hold contracts with Lancashire County Council at different rates therefore these individual rates will be uplifted at the relevant percentage based on their current contract price. Unless indicated otherwise, these rates will be uplifted on the anniversary of their contract start date in the financial year 2021/22 (April – March).

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.
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