

Lancashire County Council

Cabinet

Thursday, 5th May, 2022 at 2.00 pm in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Agenda

Part I (Open to Press and Public)

No. Item

1. **Apologies for Absence**

2. **Disclosure of Pecuniary and Non-Pecuniary Interests**

Members are asked to consider any Pecuniary and Non-Pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.

3. **Minutes of the Meeting held on 7 April 2022** (Pages 1 - 8)

4. **Questions for Cabinet**

To answer any verbal questions and supplementary questions from a county councillor, about any matter which relates to any item under Part I on the agenda for this meeting under Standing Order C35(7).

To submit a question to Cabinet, click [here](#).

There will be a maximum of 30 minutes for the questions to be asked and answered.

Matters for Decision:

The Leader of the County Council - County Councillor Philippa Williamson

5. **Constitutional and Governance Updates** (Pages 9 - 30)

The Cabinet Member for Resources, HR and Property (Deputy Leader) - County Councillor Alan Vincent

6. **Procurement Report** (Pages 31 - 34)

7. **Changing Places Programme** (Pages 35 - 38)

The Cabinet Member for Highways and Transport - County Councillor Charles Edwards

8. **Addition of S106 Development Funding to the Capital Programme for Bus Stop Infrastructure Improvements in Longridge and along the Bus Route between Longridge and Preston** (Pages 39 - 42)
9. **Clifton Drive North Parking Restrictions** (Pages 43 - 56)
10. **Lancashire County Council (Various Roads, Chorley, Hyndburn, Pendle, Preston, West Lancashire) (Revocation, Prohibition of U-Turns, 7.5 tonne Weight Restriction, Prohibition of Driving and one way Traffic (21-22 No1) Order 202*** (Pages 57 - 96)

The Cabinet Member for Education and Skills - County Councillor Jayne Rear

11. **Expansion of Morecambe Road School, Lancaster and Development of Special Educational Needs Units** (Pages 97 - 102)

The Cabinet Member for Economic Development and Growth - County Councillor Aidy Riggott

12. **Lancashire Levelling Up Investment Fund** (Pages 103 - 108)

The Cabinet Member for Community and Cultural Services - County Councillor Peter Buckley

13. **Better Working Between Lancashire County Council and Parish and Town Councils: Parish & Town Council Charter 2022-2024** (Pages 109 - 122)

Matters for Information:

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

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

- [Facilities Management - Fees and Charges 2022/23](#)
- [Request for Waiver of Procurement Rules](#)

15. 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.

16. Date of Next Meeting

The next meeting of Cabinet will be held on Thursday 9 June 2022 at 2.00 pm at County Hall, Preston.

17. 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.

18. Exclusion of Press and Public

The Cabinet is asked to consider whether, under Section 100A(4) of the Local Government Act 1972, it considers that the public should be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part I of Schedule 12A to the Local Government Act 1972 as indicated against the heading to the item.

Part II (Not Open to Press and Public)

The Cabinet Member for Resources, HR and Property (Deputy Leader) - County Councillor Alan Vincent and The Cabinet Member for Children and Families - County Councillor Cosima Towneley

19. Award of a Block Contract

(Pages 123 - 128)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Angie Ridgwell
Chief Executive and Director of
Resources

County Hall
Preston

Lancashire County Council

Cabinet

Minutes of the Meeting held on Thursday, 7th April, 2022 at 2.00 pm in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Present:

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

Cabinet Members

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

County Councillors Azhar Ali OBE and Lorraine Beavers were also in attendance under the provisions of Standing Order No. C14(2).

1. Apologies for Absence

There were no apologies.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None

3. Minutes of the Meeting held on 3 March 2022

Resolved: That the minutes of the meeting held on 3 March 2022 be confirmed as a correct record and signed by the Chair.

4. Questions for Cabinet

There was one question received.

The question and response are attached to the minutes.

5. Procurement Report

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

- i. Supply and distribution of rock salt; and
- ii. Provision of Waste Transport Services at Lancashire's Household Waste Recycling Centres.

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

- i. Supply and distribution of rock salt; and
- ii. Provision of Waste Transport Services at Lancashire's Household Waste Recycling Centres.

6. Burnley Manchester Road Railway Station Access for All Improvements

Cabinet considered a report on the proposed upgrade to Burnley Manchester Road Railway Station following Burnley Borough Council's successful bid in the Levelling-Up Fund round 1 with Central Government. It was expected that the upgrade would create better connections between both platforms and the main station building and would increase accessibility to a wider range of destinations for a wider range of passengers.

It was noted that Appendix 'A' of the report was in Part II and appeared at Item No. 22 on the Agenda.

Resolved: That;

- i. Approval be given that the management of the project be led by Lancashire County Council subject to an agreement being reached with Burnley Borough Council in respect of roles and responsibilities, project governance, allocation of financial risk and liabilities and project over/underspends, where financial and programme risk lies with Burnley Borough Council;
- ii. Approval be given for a waiver of the county council's procurement rules as set out at paragraph 14.2 of Appendix R to the county council's constitution, to allow a direct award of a contract (a Development Services Agreement) to be made to Network Rail to enable Network Rail to deliver the project; and
- iii. The Director of Highways and Transport be authorised, in consultation with the Director of Corporate Services and Director of Finance, to agree and finalise the terms of the agreements with Burnley Borough Council and Network Rail.

7. County Road and Yew Tree Road, Ormskirk, Various Highway Measures Including Toucan Crossing and Prohibition of Driving

Cabinet considered a report outlining various proposals for County Road and Yew Tree Road, Ormskirk, designed to provide an improvement to travel by sustainable transport modes including walking and cycling. Consultation and formal advertising had taken place and a summary of objections received were contained within the report.

Resolved: That, the following proposals be approved (i) – (iv):

- i. Removal of footway status on Yew Tree Road and County Road, Ormskirk, pursuant to section 66(4) of the Highways Act 1980;
- ii. Construction of cycle tracks with right of way on foot on Yew Tree Road and County Road, pursuant to section 65(1) of the Highways Act 1980 and the reduction in width of the carriageway pursuant to s.75(1) of the Highways Act 1980;
- iii. The construction of a toucan crossing on County Road; and
- iv. Introduction of no waiting at any time, Yew Tree Road, lengths A and B.

And that the following proposals (v) and (vi) not be approved:

- v. Prohibition of driving, except pedal cycles, Yew Tree Road; and
- vi. No waiting at any time, Yew Tree Road, lengths C and D.

8. Enhanced Partnership Plan and Scheme with Local Bus Operators

Cabinet considered a report on the Enhanced Partnership Plan and Scheme with Local Bus Operators following the end of the consultation period that ran between 1 March 2022 and 17 March 2022 with all statutory consultees and wider stakeholders. It was noted that five responses from the statutory consultees and stakeholders had been received by the 17 March deadline. These were from the Competition and Markets Authority, the Lancaster Bus Users Group, Transport Focus, Fylde Borough Council and North Yorkshire County Council.

Resolved: That, the following be approved:

- i. The Making of the Enhanced Partnership Plan and Scheme, in accordance with s138G Transport Act 2000 without modifications, the Local Transport Authority having complied with s138F regarding preparation, notice and consultation;
- ii. That the Enhanced Partnership Plan and Scheme will be responsible for directing available funding from central government and elsewhere to deliver improvements to bus services and infrastructure in Lancashire to help achieve the ambition, objectives and targets in the county council's Bus Service Improvement Plan; and
- iii. That the mechanism by which the plan and scheme can be modified, following any future constructive comments, will be managed through the Enhanced Partnership governance structure and county council procedures.

9. Highways Decarbonisation Strategy

Cabinet considered a report on the Highways Decarbonisation Strategy. It was noted that the Highways Decarbonisation Strategy would support the county council's Corporate Priorities, in particular the need to protect our environment by putting in place a Strategy to achieve a realistic carbon reduction from highways maintenance and highway related activities.

In presenting the report, members expressed thanks to all the officers involved in producing the report.

Resolved: That, the Highways Decarbonisation Strategy as set out at Appendix 'A' of the report, be approved.

10. Lancashire County Council (Long Marsh Lane, Lancaster, Lancaster City) (Prohibition of Driving Except Cycles) Order 202*

Cabinet considered a report proposing to introduce a Traffic Regulation Order for a Prohibition of Driving for all motor vehicles on Long Marsh Lane, Lancaster, which was required as a road safety and amenity measure aimed at promoting walking and cycling on local roads around the Luneside East housing and regeneration site.

Resolved: That, the proposals to introduce a Traffic Regulation Order for a Prohibition of Driving for all motor vehicles on Long Marsh Lane, Lancaster as advertised and as shown on the plans attached at Appendices 'A' and 'B' of the report, be approved.

11. Lancashire County Council (Various Locations, Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancashire and Wyre) (Various Parking Restrictions 21-22 (NO1)) Order 202*

Cabinet considered a report proposing to make a Traffic Regulation Order to address safety concerns in relation to vehicles parking causing serious problems with regard to safe traffic movement and parking that was obstructing driver's sightlines, impeding access and egress at junctions and access to some businesses. Some of the measures were proposed to ensure access for emergency service vehicles, refuse collections and larger deliveries to properties.

The proposals looked to introduce new restrictions in the districts of Burnley, Chorley, Pendle, Preston, South Ribble, West Lancashire and Wyre whilst removing current restrictions that were no longer required and correcting inconsistencies with the current Order in the districts of Fylde, Pendle, Preston and South Ribble.

Resolved: That, the proposals for parking restrictions on the various lengths of road within the Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancashire and Wyre districts, as detailed within the report and as set out in the Modified Draft Order at Appendix 'A2' of the report, which included the removal of the proposals for Great George Street, Preston as previously advised in Appendix 'F' of the report and amendment to Mill Street, Padiham in Appendix 'B1' of the report, be approved.

12. Proposed 2022/23 Highway Maintenance New Start Capital Programme - Additional Resources

Cabinet considered a report recommending the apportionment of additional funding that has since been confirmed and is set out at Appendices 'A' and 'B' of the report to the proposed 2022/23 Highway Maintenance New Start Capital Programme. The report also requested approval of a number of detailed programmes of work relating to this funding set out at Appendices 'C' to 'G' of the report.

Resolved: That;

- i. Approval be given for the additional funding detailed in the report to be added to the Highway Block of the Capital Programme;
- ii. Approval be given for the proposed apportionment of the additional funding as detailed in the report and at Appendices 'A' and 'B' of the report;
- iii. Approval be given for the proposed additional 2022/23 New Starts Highway Maintenance programmes set out as projects at Appendices 'C' to 'G' of the report.
- iv. Approval be given for the Localised Deterioration Fund to be top sliced to create a £1,321,155 million contingency to allow flexibility to deal with any justifiable emerging issues identified with the proposed programme or at other locations; and
- v. The Director of Highways and Transport be authorised to approve and publish the proposed schemes/changes in consultation with the Cabinet Member for Highways and Transport.

13. Provision of a Bus Shelter at the Petre Arms, Whalley Road, Langho

Cabinet considered a report proposing a replacement bus shelter at the bus stop outside the Petre Arms on Whalley Road, Langho, BB6 8AB. The proposal followed requests from local bus users and local councillors and the report summarised the results of the consultation for the proposed bus shelter.

Resolved: That, the installation of a replacement bus shelter outside the Petre Arms, Whalley Road, Langho, BB6 8AB be approved.

14. Lancashire Safeguarding Adults Board Annual Report 2020-21

Cabinet received the draft Lancashire Safeguarding Adults Board Annual Report for 2020-21.

Resolved: That, the draft Lancashire Safeguarding Adults Board Annual Report for 2020-21 be noted.

15. Capital Strategy for Schools - Condition Led Capital Investment Programme 2022/23

Cabinet considered a report proposing for the allocation of schools' capital funding to address a further phase of high priority building condition repairs on Community, Voluntary Controlled and Maintained Schools in Lancashire.

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

Resolved: That;

- i. The proposed list of maintenance schemes in Lancashire schools, detailed at Appendix 'A' of the report, totalling £17.974m, as a further phase of high priority school repairs, subject to the grant settlement being £14.000m, the shortfall to be funded from the 2021/22 uncommitted allocation of £4.053m, be approved; and
- ii. The Executive Director for Education and Children's Services, in consultation with the Cabinet Member for Education and Skills, be authorised to approve any adjustments necessary once the final funding settlement is announced.

16. The Proposed Permanent Expansion of St Augustine's Roman Catholic High School, Billington, near Clitheroe

Cabinet considered a report proposing Permanent Expansion of St Augustine's Roman Catholic High School, Billington, near Clitheroe. The proposal was due to a rising secondary school population and increasing primary school population moving through to secondary schools.

It was noted that Appendix 'A' of the report was in Part II and appeared at Item No. 24 on the Agenda.

Resolved: That;

- i. A permanent increase in the admission number of St Augustine's Roman Catholic High School from 215 to 240 places from the academic year 2023/24, be approved; and
- ii. The capital expenditure detailed in Appendix 'A' of the report to provide additional accommodation and associated works at St Augustine's Roman Catholic High School, be approved.

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

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

18. Urgent Business

There were no items of Urgent Business.

19. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 5 May 2022 at County Hall, Preston.

20. 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.

21. Exclusion of Press and Public

Resolved: That under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following item of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part I of Schedule 12A to the Local Government Act 1972.

22. Appendix 'A' of Item 6 - Burnley Manchester Road Railway Station Access for All Improvements

Exempt information as defined in paragraph 3 of Part 1 of Schedule 12A in the Local Government Act 1972. Appendix 'A' contains information relating to the financial or business affairs of any particular person (including the authority holding the information). It is considered that in the circumstances of the case the public interest of maintaining the exemption outweighs the public interest in disclosing the information.

Resolved: That, Appendix 'A' of Item 6 - Burnley Manchester Road Railway Station Access for All Improvements, be noted.

23. Appendix 'A' of Item 15 - Capital Strategy for Schools - Condition Led Capital Investment Programme 2022/23

Exempt information as defined in paragraph 3 of Part 1 of Schedule 12A in the Local Government Act 1972. Appendix 'A' contains information relating to the financial or business affairs of any particular person (including the authority holding the information). It is considered that in the circumstances of the case the public interest of maintaining the exemption outweighs the public interest in disclosing the information.

Resolved: That, Appendix 'A' of Item 15 - Capital Strategy for Schools - Condition Led Capital Investment Programme 2022/23, be noted.

24. Appendix 'A' of Item 16 - The Proposed Permanent Expansion of St Augustine's Roman Catholic High School, Billington, near Clitheroe

Exempt information as defined in paragraph 3 of Part 1 of Schedule 12A in the Local Government Act 1972. Appendix 'A' contains information relating to the financial or business affairs of any particular person (including the authority holding the information). It is considered that in the circumstances of the case the public interest of maintaining the exemption outweighs the public interest in disclosing the information.

Resolved: That, Appendix 'A' of Item 16 - The Proposed Permanent Expansion of St Augustine's Roman Catholic High School, Billington, near Clitheroe, be noted.

Angie Ridgwell
Chief Executive and
Director of Resources

County Hall
Preston

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Legal and Democratic Services**Part I**Electoral Division affected:
None;**Corporate Priorities:**
Delivering better services;**Constitutional and Governance Updates**

(Appendices 'A' - 'D' refer)

Contact for further information:

Josh Mynott, Tel: (01772) 534580, Democratic and Member Services Manager,
josh.mynott@lancashire.gov.uk**Brief Summary**

Cabinet is asked to consider a number of proposals in relation to the council's governance and committee arrangements, in the following areas:

- Cabinet Portfolios
- Cabinet Committee on Performance Improvement
- Scrutiny
- Political Governance Working Group
- Local Member Grants
- Lead Members

Recommendation

Cabinet is asked to:

- (i) Approve the amendments to the Cabinet Member portfolio descriptions as set out at Appendix 'A'.
- (ii) Recommend that Full Council approves to amend the constitution to reflect the changes to the portfolio descriptions.
- (iii) Approve that the Cabinet Committee on Performance Improvement be disestablished.
- (iv) Recommend to Full Council the proposals for changes to the scrutiny function as set out in the report.

- (v) Approve that decisions on Local Member Grants may be made by the Monitoring Officer where the local member has an interest that prevents them taking the decision.
- (vi) Approve that any funds left over in the Local Member Grant budget at year end over the £200 that each member can carry forward be allocated to schemes or projects designed to support looked after children and care leavers, with details of these allocations to be reported to the Corporate Parenting Board.
- (vii) Approve that the position of "Lead Member for Highways" be retitled "Lead Member for Highways and Active Travel" and recommend that Full Council approve the necessary amendments to the constitution to reflect this.

Detail

Cabinet is asked to consider a range of proposals relating to the committees and decision making arrangements of the county council, specifically in relation to the following areas:

- Cabinet Portfolios
- Cabinet Committee on Performance Improvement
- Scrutiny
- Political Governance Working Group
- Local Member Grants
- Champions and Lead Members

Some of these are matters for Cabinet itself to determine, but others require Full Council approval. In these latter cases, Cabinet is asked to make a recommendation to Full Council to consider at the Annual General Meeting in May.

Cabinet Portfolios

The Scheme of Delegation to Cabinet Members sets out the areas of responsibility for each Cabinet portfolio. This is regularly reviewed to ensure that the descriptions of the portfolios and the areas covered remain relevant and up to date.

Attached at Appendix 'A' are the proposed updated responsibility areas. There are no changes to the portfolios themselves, only amendments to the descriptions. The portfolios have been ordered to reflect lines of accountability with the proposed new scrutiny committees, as outlined elsewhere in this report.

Cabinet is asked to approve the changes and ask Full Council to amend the constitution accordingly.

Cabinet Committee on Performance Improvement

The Cabinet Committee on Performance Improvement is a committee of the Cabinet with the remit to oversee the council's performance monitoring arrangements and influence and monitor progress against the corporate priorities.

Following the refresh of the corporate priorities, it is felt that these objectives would be better served by returning these functions to Cabinet itself, which would both give performance a higher profile and allow it to be considered by all Cabinet Members alongside financial and other information which is already regularly reported to Cabinet.

It is therefore proposed that the Cabinet Committee on Performance Improvement be disestablished, and its functions delivered by Cabinet.

Scrutiny

Amongst the recommendations in the Corporate Peer Challenge (the "Peer Review") undertaken in October 2021 was a suggestion that the council should:

"Review the Council's approach to Overview and Scrutiny. Look at how Overview and Scrutiny can have increased impact both in terms of policy development and accountability".

In addition, the recent Councillor survey sought views from councillors on scrutiny. Amongst the key issues identified were a need for better and more effective work planning, better engagement with Cabinet, and further training.

Cabinet is therefore now invited to consider a proposed new structure and approach to scrutiny and make recommendations to Full Council. The proposals include four service area base committees and the creation of a new "Management Board" to oversee the work and performance of scrutiny. The Chair of the Management Board will be drawn from the four chairs of the service area committees. This new position will not receive a Special Responsibility Allowance.

These proposals are intended to deliver a number of improvements, including:

1. To ensure scrutiny work planning is better structured and reflects the council's corporate priorities.
2. To make it clearer which committee is responsible for which service, function or issue.
3. To enhance engagement between Cabinet and Scrutiny.
4. To streamline the "Call In" process by giving responsibility for handling all Call Ins to the Management Board.
5. To raise the profile of scrutiny and ensure it is influencing decisions about services to the people of Lancashire.

Attached at Appendix 'B' is the proposed structure for scrutiny, showing the suggested membership and areas of responsibility for each committee.

As part of these proposals, it is proposed to disestablish two current working groups of scrutiny – the Budget Scrutiny Review Panel and the Member Development Working Group, with these functions being given instead to the Management Board.

Appendix 'C' is the proposed new Terms of Reference for the 5 committees.

Appendix 'D' is a Cabinet/Scrutiny protocol, setting out how the Cabinet and Scrutiny committees should engage with each other, and the responsibilities on either side. This is intended to add clarity to the arrangements as well as emphasising the intention to ensure that there is a positive and productive working relationship.

Discussions have been held with the Local Government Association about a bespoke training programme for county councillors and officers that could support this new approach, to be delivered over the summer.

Cabinet is asked to consider these proposals and recommend them to Full Council.

Political Governance Working Group

The Political Governance Working Group is a cross party working group established by Full Council. At present, it meets on an ad hoc basis. As part of these wider reforms, it is proposed that arrangements are made for this group to meet quarterly to be a forum for matters relating to the political management of the authority and for regular engagement between political groups and key officers.

Some of the feedback from the recent Councillor Survey indicates that there were areas for improvement in how the organisation can ensure that information and support provided for councillors is being well communicated and well used. Regular meetings of this forum will help to address this issue.

Cabinet is therefore asked to recommend this proposal to Full Council.

Local Member Grants

Local Member Grants were relaunched in January 2022, and have proved to be an effective and successful programme to help councillors support their local communities.

Two minor changes are proposed to the scheme for future years

1. Currently, where a Councillor has a pecuniary interest in a grant funding decision, the decision is made on their behalf by the Cabinet Member for Community and Cultural Services and the Leader of the Council. As the grants are generally relatively low value and non-controversial, it is proposed that authority to make these decisions instead be given to the Director of Corporate Services, as Monitoring Officer.

2. Councillors are currently able to "carry over" up to £200 at the end of the year if they have not been able to allocate their full grant. In some cases, and for a variety of reasons, Councillors will sometimes have more than that left in their budget, and

any left over above the £200 simply goes unallocated and is an underspend on the budget. In order to ensure that the full amount of money agreed by Full Council for the scheme is spent in line with the general objectives and in support of the corporate priorities, it is proposed that for this year and future years, any money held by councillors above the £200 they may carry over is allocated to schemes or projects to benefit Looked After Children and Care Leavers. Officers supporting these groups will be asked to identify appropriate uses for the funding, and this will be reported to the Corporate Parenting Board. The unspent amount this year is £6,375.

Cabinet is therefore asked to approve these two amendments to the scheme.

Lead Members

In 2021, the Independent Remuneration Panel recommended that, to increase transparency, consideration should be given to how the work of Lead Members could be better communicated and understood. To address this issue, it is proposed that Lead Members be asked to provide an Annual Report on their activities to Cabinet, and then to Full Council.

It is also proposed that, to better reflect the areas of responsibility, the role of Lead Member for Highways is re-titled "Lead Member for Highways and Active Travel".

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

The changes are intended to ensure that the council's governance arrangements remain robust. These arrangements ensure that the council continues to meet its statutory responsibilities in relation to scrutiny.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

Cabinet Responsibilities

Leader

Responsible for:

- Governance
- Legal
- Corporate Communications
- Corporate Strategy
- External Relations
- Performance
- Business Continuity

Cabinet Member for Resources, HR and Property (Deputy Leader)

Responsible for:

- Finance, Procurement and Treasury Management
- Property, Land and Buildings
- Asset and Facilities Management
- External Funding
- Human Resources
- Partnerships and Companies
- Member Support
- Appointments to Outside Bodies

Cabinet Member for Community and Cultural Services

Responsible for:

- Cultural Services including Libraries, Museums and Archives
- Community Safety and Domestic Abuse
- Equalities, Community Cohesion, Counter Terrorism and Prevent
- Refugee Integration and Welfare Rights
- Customer Access and Digital Services
- Registrations and Coroners Services
- Voluntary, Community and Faith Sector
- Parish and Town Councils

Cabinet Member for Environment and Climate Change

Responsible for:

- Climate Change
- Nature Recovery, Biodiversity and Environment Strategies
- Local Air Quality Management
- Waste Management and Recycling
- Flood Risk Management
- Rural affairs including the County Council Countryside Sites and Area of Outstanding Natural Beauty
- Public Rights of Way
- Planning, Archaeology and Development Control

Cabinet Member for Economic Development and Growth

Responsible for:

- Economic Development and Growth
- Levelling Up and Regional Affairs
- Strategic Investment, Major Projects and Infrastructure
- Economic Partnerships
- Place-Making and Regeneration
- Business Support and Collaboration
- Tourism and the Visitor Economy

Cabinet Member for Highways and Transport

Responsible for:

- Highways Asset Management
- Roads, Bridges/Structures, Street Lighting and Highway Drainage
- Network Management, Traffic Control Systems and Parking
- Traffic Safety Policy and Lancashire Road Safety Partnership
- Public Transport Policy including Transport for the North
- Local Transport Planning
- Active Travel

Cabinet Member for Children and Families

To act as the statutory Lead Member for Children's Services across children's social care and education services.

Responsible for:

- Early Help, Family Hubs and Start for Life
- Children's Social Care
- Fostering and Adoption Services
- Corporate Parenting
- Youth Justice Services
- Young People's Services and Engagement

Cabinet Member for Education and Skills

Responsible for:

- Early Years and Childcare Provision
- Pupil Place Planning, Welfare and Safeguarding Children
- Special Educational Needs and Disability
- School Performance
- School Transport
- School Governor Support
- Schools Condition and Capital Programme
- Further, Higher, Technical and Adult Education
- Lifetime Skills and Apprenticeships

Cabinet Member for Health and Wellbeing

Responsible for:

- Public Health
- Health and Wellbeing Strategy
- Health and Social Care Joint Strategic Needs Assessment
- The Lancashire Health and Wellbeing Board
- Emergency Preparedness, Health & Safety and Resilience
- Trading Standards and Scientific Services
- Healthwatch

Cabinet Member for Adult Social Care

Responsible for:

- Adult Social Care
- Working with NHS and other partners
- Safeguarding Adults and Quality Assurance
- Find, Develop and Commission Care
- Care Market Sustainability, Supply and Quality
- Care Services Delivery including In-house and Independent Provision

Scrutiny Management Board

- Chair – CON – to be drawn from amongst the Chairs of the four service scrutiny committees, Deputy – CON
- Membership – 12: 7C, 4L, 1 LD or G
- Functions: Oversee scrutiny; work planning; budget scrutiny ; Call Ins; Member Development; Approve working groups & Statutory Health Joint Committees
- Frequency of meetings: Quarterly

Health and Adult Services Scrutiny Committee

- Chair – CON
- Deputy – LAB (not Ldr or Dep. Ldr)
- 6-weekly meetings

Membership: 24

7C, 5L, 12 non-voting co-opteds (1 from each district council)

Functions:

- Statutory Health (Adult's and Children's)
- Adult Services
- Public Health

Health Scrutiny Steering Group

- Same Chair/Deputy as committee
- 6-weekly meetings
- Informal, to help manage committee's workload

Corporate Priority:

Caring for the Vulnerable

Children, Families and Skills Scrutiny Committee

- Chair – CON
- Deputy – LAB (not Ldr or Dep. Ldr)
- 6-weekly meetings

Membership: 23

11C, 4L, 1LD or G, 5 statutory voting co-opteds, 2 non-voting co-opteds (Youth Council)

Functions:

- Children's Social Care
- Children's Services
- Education and skills

Corporate Priority:

Caring for the Vulnerable

Environment, Economic Growth and Transport Scrutiny Committee

- Chair – CON
- Deputy – CON
- 6-weekly meetings

Membership: 12

7C, 4L, 1LD or G

Functions:

- Climate change
- Environment
- Highways and transport
- Economic development and growth

Corporate Priority:

Protecting our Environment and Supporting Economic Growth

Community, Cultural and Corporate Services Scrutiny Committee

- Chair – CON
- Deputy – CON
- 6-weekly meetings

Membership:12

7C, 5L

Functions:

- Cultural Services
- Community Services
- Crime and Disorder (Community Safety Partnership – statutory function)
- Corporate Services including: Communications, Digital Services, Customer Access Services, Facilities Management, Asset Management, Procurement and Democratic Services.

Corporate Priority:

Delivering Better Services

Overview and Scrutiny Committees

The county council has established the following Overview and Scrutiny Committees:

Committee	Responsibility	Membership	Meeting Frequency
Scrutiny Management Board	The overall management, coordination and monitoring of Overview and Scrutiny, to ensure the general effectiveness and development of the county council's Overview and Scrutiny Committees for the benefit of the people of Lancashire.	12 County Councillors, including the 4 Chairs of the other Overview and Scrutiny Committees	Quarterly
Health and Adult Services Scrutiny Committee	To review and scrutinise any matter relating to the planning, provision and operation of the health service in the area, and to review and scrutinise county council Adult Services and Public Health. Statutory responsibility for scrutiny of NHS proposals for a substantial development or variation relating to both adults and children's health in Lancashire.	12 County Councillors, plus 12 non-voting co-opted members nominated by the 12 district councils	Every six weeks
Children, Families and Skills Scrutiny Committee	To review and scrutinise county council's children's services functions and other matters affecting children, young people and families. To satisfy the statutory responsibilities related to education functions of a Children's Services Authority.	16 County Councillors, 5 voting co-opted members (comprising 3 church representatives and 2 parent governor representatives) who shall have voting rights in relation to any education functions which are the responsibility of the Cabinet, and two non-voting co-opted members representing the Youth Council	Every six weeks

Environment, Economic Growth, and Transport Scrutiny Committee	To review and scrutinise the work of the county council and external organisations on matters relating to the environment and climate change, economic development and growth, and highways and transport.	12 County Councillors	Every six weeks
Community, Cultural, and Corporate Services Scrutiny Committee	To review and scrutinise the work of the county council and external organisations on matters relating to community safety and cohesion, and county council support services.	12 County Councillors	Every six weeks

Scrutiny Management Board Terms of Reference

1. To consider matters relating to the general effectiveness and development of Overview and Scrutiny in the authority, including training for councillors and co-opted members.
2. To coordinate and agree the work programmes of all Overview and Scrutiny Committees, including consideration of any requests made by committee members and co-opted members, and to refer any forthcoming decisions or issues to the relevant Overview and Scrutiny Committee as appropriate.
3. To regularly liaise with Cabinet Members on Overview and Scrutiny matters, policy development, and potential areas of interest to ensure the work of Overview and Scrutiny supports the county council's corporate priorities.
4. To monitor actions and responses to the recommendations of Overview and Scrutiny Committees.
5. To report and make recommendations to the Full Council on the Overview and Scrutiny Committees' working arrangements, including an Overview and Scrutiny Annual Report at the Annual General Meeting.
6. To consider requests from the other Overview and Scrutiny Committees on the establishment of task groups, and to establish task groups, working groups, and panels as necessary.
7. To establish joint working arrangements with district councils and other neighbouring authorities, including discretionary and mandatory joint committees

to exercise the statutory function of joint health scrutiny committees under the NHS Act 2006.

8. To recommend the Full Council to co-opt persons with appropriate expertise to an Overview and Scrutiny Committee, without voting rights.
9. To review and scrutinise proposals made by the cabinet in relation to the county council's budget
10. To consider requests for "Call In" in accordance with the Procedural Standing Orders (Appendix C, Section E – Overview and Scrutiny of the Constitution).
11. To request a report by the Cabinet to Full Council where a decision which was not treated as being a key decision has been made, and an Overview and Scrutiny Committee is of the opinion that the decision should have been treated as a key decision.
12. To oversee wider member training and development arrangements and opportunities and make recommendations to the relevant Cabinet Member
13. To review decisions made, or other action taken, in connection with the discharge of any functions which are undertaken by the Cabinet collectively or, in the case of urgent decisions which cannot await a Cabinet meeting, by the Leader of the County Council (or in their absence the Deputy Leader) and the relevant Cabinet Members, or Cabinet committees.
14. To make reports or recommendations to the Full Council, the Cabinet, the Leader, Deputy Leader, or other Cabinet Members as necessary, or Cabinet committees with respect to the discharge of any functions which are undertaken by them or in respect of any functions which are not the responsibility of the Cabinet.
15. To hold general policy reviews and to assist in the development of future policies and strategies (whether requested by the Full Council or the Cabinet, individual Cabinet Members, Cabinet committees, or decided by the Overview and Scrutiny Committee itself) and, after consulting with any appropriate interested parties, to make recommendations to the Cabinet, individual Cabinet Members, Cabinet committees, Full Council, or external organisations as appropriate.
16. To invite to any meeting of the committee and permit to participate in discussion and debate, but not to vote, any person not a County Councillor or any external body whom the committee considers would assist it in carrying out its functions.
17. To require any Councillor, an Executive Director, or a senior officer nominated by them to attend any meeting of the committee to answer questions and discuss issues.

Health and Adult Services Scrutiny Committee

Areas of responsibility

- Adult Services
- Public Health
- Functions in relation to the Scrutiny of NHS services as set out in the NHS Act 2012

In relation to the above areas of work, the Committee's functions are as follows:

1. To review decisions made, or other action taken, in connection with the discharge of any functions which are undertaken by the Cabinet collectively or, in the case of urgent decisions which cannot await a Cabinet meeting, by the Leader of the County Council (or in their absence the Deputy Leader) and the relevant Cabinet Members, or Cabinet committees.
2. To make reports or recommendations to the Full Council, the Cabinet, the Leader, Deputy Leader, or other Cabinet Members as necessary, or Cabinet committees with respect to the discharge of any functions which are undertaken by them or in respect of any functions which are not the responsibility of the Cabinet.
3. To hold general policy reviews and to assist in the development of future policies and strategies (whether requested by the Full Council or the Cabinet, individual Cabinet Members, Cabinet committees, or decided by the Overview and Scrutiny Committee itself) and, after consulting with any appropriate interested parties, to make recommendations to the Cabinet, individual Cabinet Members, Cabinet committees, Full Council, or external organisations as appropriate.
4. To request the Scrutiny Management Board to establish task groups, working groups and panels as necessary.
5. To request the Scrutiny Management Board to establish, as necessary, joint working arrangements with district councils and other neighbouring authorities.
6. To invite to any meeting of the committee and permit to participate in discussion and debate, but not to vote, any person not a County Councillor or any external body whom the committee considers would assist it in carrying out its functions.
7. To require any Councillor, an Executive Director, or a senior officer nominated by them to attend any meeting of the committee to answer questions and discuss issues.
8. To scrutinise matters relating to Public Health and Adult Services delivered by the county council, the National Health Service (NHS), and other relevant partners (as set out in the portfolios for Health and Wellbeing, and Adult Social Care).

9. In reviewing any matter relating to the planning, provision, and operation of the health service in the area, to invite interested parties to comment on the matter and take account of relevant information available, particularly that provided by the Local Healthwatch.
10. In the case of contested NHS proposals for substantial service changes, to take steps to reach agreement with the NHS body.
11. In the case of contested NHS proposals for substantial service changes where agreement cannot be reached with the NHS, to refer the matter to the relevant Secretary of State.
12. To refer to the relevant Secretary of State any NHS proposal which the committee feels has been the subject of inadequate consultation.
13. To draw up a forward programme of health scrutiny in consultation with other local authorities, NHS partners, the Local Healthwatch, and other key stakeholders.
14. To acknowledge within 20 working days to referrals on relevant matters from the Local Healthwatch or Local Healthwatch contractor, and to keep the referrer informed of any action taken in relation to the matter.
15. To require responsible persons as defined in The Local Authority (Public Health, Health and Wellbeing Boards and Health Scrutiny) Regulations 2013 to provide information and to attend before the committee to answer questions
16. To invite the chairs, non-executive directors, and any officer of local NHS bodies to appear before the committee to answer questions or give evidence.
17. To establish and make arrangements for a Health Steering Group, the main purpose of which to be to manage the workload of the full committee more effectively in the light of the increasing number of changes to health services.

Children, Families and Skills Scrutiny Committee

Areas of responsibility

- Children's Social Care
- Children's Services
- Education and skills

In relation to the above areas of work, the Committee's functions are as follows:

1. To review decisions made, or other action taken, in connection with the discharge of any functions which are undertaken by the Cabinet collectively or, in the case of urgent decisions which cannot await a Cabinet meeting, by the Leader of the County Council (or in their absence the Deputy Leader) and the relevant Cabinet Members, or Cabinet committees.
2. To make reports or recommendations to the Full Council, the Cabinet, the Leader, Deputy Leader, or other Cabinet Members as necessary, or Cabinet committees with respect to the discharge of any functions which are undertaken by them or in respect of any functions which are not the responsibility of the Cabinet.
3. To hold general policy reviews and to assist in the development of future policies and strategies (whether requested by the Full Council or the Cabinet, individual Cabinet Members, Cabinet committees, or decided by the Overview and Scrutiny Committee itself) and, after consulting with any appropriate interested parties, to make recommendations to the Cabinet, individual Cabinet Members, Cabinet committees, Full Council, or external organisations as appropriate.
4. To request the Scrutiny Management Board to establish task groups, working groups and panels as necessary.
5. To request the Scrutiny Management Board to establish, as necessary, joint working arrangements with district councils and other neighbouring authorities.
6. To invite to any meeting of the committee and permit to participate in discussion and debate, but not to vote, any person not a County Councillor or any external body whom the committee considers would assist it in carrying out its functions.
7. To require any Councillor, an Executive Director, or a senior officer nominated by them to attend any meeting of the committee to answer questions and discuss issues.
8. To fulfil all the statutory functions of an Overview and Scrutiny Committee as they relate to education functions of a Children's Services Authority.

Environment, Economic Growth, and Transport Scrutiny Committee

Areas of responsibility

- Climate change
- Environment
- Highways and transport
- Economic development and growth

In relation to the above areas of work, the Committee's functions are as follows:

1. To review decisions made, or other action taken, in connection with the discharge of any functions which are undertaken by the Cabinet collectively or, in the case of urgent decisions which cannot await a Cabinet meeting, by the Leader of the County Council (or in their absence the Deputy Leader) and the relevant Cabinet Members, or Cabinet committees.
2. To make reports or recommendations to the Full Council, the Cabinet, the Leader, Deputy Leader, or other Cabinet Members as necessary, or Cabinet committees with respect to the discharge of any functions which are undertaken by them or in respect of any functions which are not the responsibility of the Cabinet.
3. To hold general policy reviews and to assist in the development of future policies and strategies (whether requested by the Full Council or the Cabinet, individual Cabinet Members, Cabinet committees, or decided by the Overview and Scrutiny Committee itself) and, after consulting with any appropriate interested parties, to make recommendations to the Cabinet, individual Cabinet Members, Cabinet committees, Full Council, or external organisations as appropriate.
4. To request the Scrutiny Management Board to establish task groups, working groups and panels as necessary.
5. To request the Scrutiny Management Board to establish, as necessary, joint working arrangements with district councils and other neighbouring authorities.
6. To invite to any meeting of the committee and permit to participate in discussion and debate, but not to vote, any person not a County Councillor or any external body whom the committee considers would assist it in carrying out its functions.
7. To require any Councillor, an Executive Director, or a senior officer nominated by them to attend any meeting of the committee to answer questions and discuss issues.
8. To review and scrutinise activities undertaken by authorities of flood risk management functions or coastal erosion risk management functions which may affect Lancashire.

Community, Cultural, and Corporate Services Scrutiny Committee

Areas of responsibility

- Cultural Services
- Community Services
- Crime and Disorder (Community Safety Partnership – statutory function)
- Corporate Services including: Communications, Digital Services, Customer Access Services, Facilities Management, Asset Management, Procurement and Democratic Services.

In relation to the above areas of work, the Committee's functions are as follows:

1. To review decisions made, or other action taken, in connection with the discharge of any functions which are undertaken by the Cabinet collectively or, in the case of urgent decisions which cannot await a Cabinet meeting, by the Leader of the County Council (or in their absence the Deputy Leader) and the relevant Cabinet Members, or Cabinet committees.
2. To make reports or recommendations to the Full Council, the Cabinet, the Leader, Deputy Leader, or other Cabinet Members as necessary, or Cabinet committees with respect to the discharge of any functions which are undertaken by them or in respect of any functions which are not the responsibility of the Cabinet.
3. To hold general policy reviews and to assist in the development of future policies and strategies (whether requested by the Full Council or the Cabinet, individual Cabinet Members, Cabinet committees, or decided by the Overview and Scrutiny Committee itself) and, after consulting with any appropriate interested parties, to make recommendations to the Cabinet, individual Cabinet Members, Cabinet committees, Full Council, or external organisations as appropriate.
4. To request the Scrutiny Management Board to establish task groups, working groups and panels as necessary.
5. To request the Scrutiny Management Board to establish, as necessary, joint working arrangements with district councils and other neighbouring authorities.
6. To invite to any meeting of the committee and permit to participate in discussion and debate, but not to vote, any person not a County Councillor or any external body whom the committee considers would assist it in carrying out its functions.
7. To require any Councillor, an Executive Director, or a senior officer nominated by them to attend any meeting of the committee to answer questions and discuss issues.
8. To review and scrutinise issues, services or activities carried out by external organisations including public bodies, Parish and Town Councils, the voluntary and private sectors, partnerships, and traded services which affect Lancashire or its residents.
9. To review and scrutinise the operation of the Crime and Disorder Reduction Partnership in Lancashire in accordance with the Police and Justice Act 2006 and make reports and recommendations to the responsible bodies as appropriate.
10. To co-opt additional members in accordance with the Police and Justice Act 2006 if required, and to determine whether those co-opted members should be voting or non-voting.

Cabinet Scrutiny Protocol

Introduction

Effective scrutiny relies not just on the work of Scrutiny members, but also on positive and constructive engagement with the Cabinet.

Objectives

1. To promote a strong organisational culture of mutual respect, trust, and openness between the Cabinet and Scrutiny members with a view to ensuring service improvements.
2. To enable Cabinet members Scrutiny members to fully understand their roles and responsibilities in relation to the scrutiny function and its powers.
3. To set out principles of engagement between Cabinet members and Scrutiny members including procedures to mitigate any differences of opinion and manage disagreement and debate.

Principles of engagement

The following principles of engagement highlight scrutiny's powers and sets out the expectations required of all parties in delivering an effective scrutiny function.

Cabinet members should:

1. Attend scrutiny meetings when required including special meetings (call-in) and work programming sessions to answer questions and discuss issues where required to do so (or in their absence, the relevant lead member).
2. Provide information including performance, financial and risk information where required to do so.
3. Recognise scrutiny's independent and non-partisan role
4. Ensure the Cabinet's priorities are communicated to scrutiny to inform work planning to ensure that it is adding value.
5. Keep scrutiny chairs and deputies and support officers informed of the outlines of major decisions as they are being developed, to allow for discussion of scrutiny's potential involvement in policy and strategy development.
6. Provide a clear written response to scrutiny recommendations within two months of receipt.

Scrutiny members including co-opted members should:

1. Engage with and support the scrutiny function and its priorities.
2. Take responsibility for their role by acting independently and in a non-partisan capacity.
3. Provide an environment conducive to effective scrutiny by setting and maintaining a strong culture of mutual respect.
4. Hold the Cabinet to account on decisions or other action taken.
5. Not view the call-in process as a party-political tool or as a substitute for early involvement in the decision-making process.

6. Work proactively to identify any potential contentious issues and plan how to manage them.
7. Amplify the voices and concerns of the people of Lancashire.
8. Assist in the development of work programmes in consultation with Cabinet members and officers.
9. Provide constructive challenge and not a de facto opposition to the Cabinet.
10. Share key findings, drafts of scrutiny reports and recommendations with Cabinet members and officers to ensure no surprises.

Compliance with the protocol and mediation

To support the wider aim of promoting a strong organisational culture with scrutiny and good governance, the oversight of compliance will be managed in the following ways:

1. Matters relating to compliance with the protocol and the scrutiny function's powers not being adhered to can be raised by any councillor and should be brought to the attention of the county council's Statutory Scrutiny Officer and Monitoring Officer for consideration and action.
2. Where disagreement or breakdown in relations occurs between scrutiny and the Cabinet, the scrutiny committee should refer the matter to the Chief Executive, Monitoring Officer, and the Statutory Scrutiny Officer together with the relevant scrutiny Chair and Cabinet member and the Leader of the Council to reach an agreement.

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Service - Procurement**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Delivering better services;**Procurement Report**
(Appendix 'A' refers)

Contact for further information:

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

In line with the county council's procurement rules, this report sets out a recommendation to approve the commencement of the procurement exercise for M55 Heyhouses surfacing.

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 exercise as set out in Appendix 'A'.

Detail

Appendix 'A' sets out the detail of the procurement exercise 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 council's procurement rules.

Consultations

The relevant head of service and key operational staff have been consulted in drawing up the proposals contained within this report.

Implications:

This item has the following implications, as indicated:

Financial

The estimated value of the contract 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 and additional funding will be required to be sought.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

<p>Procurement Title M55 Heyhouses Surfacing</p>			
<p>Procurement Option Open Tender Procedure compliant with the Public Contract Regulations 2015.</p>			
<p>New or Existing Provision This contract is part of the ongoing M55 to Heyhouses Link Road project. The works on this contract is for the surfacing phase of the project.</p>			
<p>Estimated Annual Contract Value and Funding Arrangements The value of the surfacing works is £1,800,000.00 (includes £200,000 contingency) which will be funded from the overall project budget which includes financing contributions from the following partners:-</p> <p>Department for Transport, Highways England, Getting Building fund administered by the Lancashire Enterprise Partnership (LEP), Lancashire County Council (LCC), Fylde Borough Council, & Kensington Developments Ltd.</p> <p>All the funding has been secured and is available for this project.</p>			
<p>Contract Duration The Contract for the Heyhouses Surfacing will be for an estimated period of 12 months (October 2022 – October 2023)</p>			
<p>Lotting No lotting</p>			
<p>Evaluation</p> <table border="1" data-bbox="207 1288 1385 1339"> <tr> <td>Quality: 20%</td> <td>Financial Criteria: 80%</td> </tr> </table> <p>The Contract will be established by evaluating contractors against the following criteria:</p> <p>Stage 1: The Supplier Questionnaire (based on PAS91) that will evaluate suppliers against the following criteria: mandatory and discretionary grounds, economic and financial standing, technical capability questions, relevant experience, Health and Safety and Quality Assurance. 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"> • 20% Quality (includes evaluation on quality, technical, and social value) • 80% Financial Criteria 		Quality: 20%	Financial Criteria: 80%
Quality: 20%	Financial Criteria: 80%		

Background

The M55 road scheme will improve access between Lytham St Annes and the M55, relieve congestion on smaller local roads, and support the commercial viability of local housing and business development sites.

The road will provide much better access between the M55 motorway and existing employment areas in Lytham and St Annes, with the improved link to the coast also supporting the Blackpool Airport Enterprise Zone and the area's vital leisure and tourism industry.

In addition, Wild Lane on the northern section will connect into existing bridleways and become a route for pedestrians, cyclists and equestrians.

The link road will connect the existing roundabout at Whitehills Road to the north with Heyhouses Lane near the Cypress Point development site to the south.

As part of the project there is a requirement to appoint a contractor to surface the M55/Heyhouse Link Road. Following the completion of a procurement procedure a single contractor will be appointed to undertake the works.

Contract Detail

The appointment will be made using an NEC4 Engineering and Construction Contract.

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Head of Asset Management**Part I**Electoral Division affected:
Lancaster Central;**Corporate Priorities:**
Caring for the vulnerable;**Changing Places Programme**

Contact for further information:

Martin Slater, Tel: (01772) 539717, Property Assets Officer,
martin.slater@lancashire.gov.uk**Brief Summary**

This report sets out a proposal to award a grant contribution of £50,000 to support the development of a Changing Places facility at Lancaster Train Station.

Recommendation

Cabinet is asked to:

- (i) Approve entering into a grant funding agreement with Avanti West Coast for the county council's contribution of £50,000 towards delivery of the project.
- (ii) Authorise the Director of Highways and Transport, in consultation with the Director of Corporate Services and Director of Finance, to agree and finalise the terms of the agreements with Avanti West Coast. The grant funding will be taken from the unallocated balance of the approved Changing Places programme.

Detail

Standard accessible toilets meet the needs of some disabled people but not all. There are over 230,000 people in the United Kingdom who need assistance to use the toilet or change continence pads, including people with profound and multiple learning disabilities, spinal injuries and people living with strokes. Without appropriate facilities carers find themselves in the unacceptable and undignified position of having to wait until they get home or having to change continence pads on public toilet floors.

Changing places are larger than standard toilets and have the right equipment including a changing bench and a hoist specifically designed to support disabled people who need assistance.

As part of its 2013/14 budget, the county council agreed a capital allocation of £481,000 to fund the installation of Changing Places facilities at locations throughout Lancashire.

Approval has previously been given for the county council to provide funding towards the installation of facilities in the following locations:

- Chorley Town Hall
- Victoria Park Pavilion, Nelson
- Accrington Bus Station
- Preston Mobility Centre (Chapel Yard)
- Pendle Care & Support (Stanley Villas)
- Preston Bus Station
- Ormskirk Bus Station
- Rawtenstall Bus Station (to be developed)

In partnership with Avanti West Coast Rail the public and integrated transport service has identified an opportunity to develop a Changing Places facility at Lancaster Train Station.

The station is a grade II listed structure located close to the city centre just to the west of the castle and has an annual footfall of over 2 million passengers per year. The facility will be developed by Avanti and located on platform 3 making it equally accessible for the public as well as rail passengers.

A Changing Places facility is also available on the opposite side of the city centre in The Cornerstone which is part of Lancaster Methodist Church although hours are limited to Monday to Saturday 10:00 – 15:00. The proposed facility at the train station would be available for 18 hours daily.

An appraisal has been undertaken by Avanti which has confirmed the feasibility of the proposal and given the anticipated costs of adapting a listed structure Avanti has approached the county council for financial assistance. The county council has previously contributed up to £50,000 for the provision of the facilities at the bus stations and it is proposed to award grant funding of this amount to Avanti in support of the Lancaster project.

Avanti has secured funding to meet the remaining costs associated with the project with their contribution being up to £150,000.

The county council's grant contribution of £50,000 will be subject to a grant funding agreement, including appropriate monitoring, reporting and clawback conditions.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Should the proposal not be approved Avanti will have insufficient funding to develop the proposed Changing Places facility. This will result in a lack of appropriate facilities for people with profound physical and personal care needs in this busy transport hub and more limited access in the city centre.

Property Asset Management

This is a financial grant only. The proposed Changing Places facility is within Lancaster Train Station and the county council does not have any property interest in it. The facility will be managed by Avanti and there will be no ongoing maintenance responsibility for the county council.

Financial

The unallocated balance of the Changing Places budget will be reduced to £208,000 of which £50,000 is earmarked for a facility at Rawtenstall Bus Station with the balance of £158,000 available for any projects identified in the future. The programme is funded by borrowing and the charge to the revenue account in relation to this project will be c £3,750 per annum over 20 years.

Equality and Cohesion

Should the proposal be approved, the provision of a Changing Places facility at Lancaster Train Station would contribute positively to the Public Sector Equality Duty's general aim of advancing equality of opportunity for people with protected characteristics and its associated aim of improving participation in public life. Those who need a Changing Places facility are amongst those in the disability protected characteristics group.

Legal

A grant funding agreement between the county council and Avanti West Coast will be agreed, which will facilitate the county council's financial contribution along with specifying the scheme outputs for Avanti West Coast to deliver.

In providing grant funding, the county council is required to give due consideration to subsidy control rules derived from the UK-EU Withdrawal Agreement, the UK-EU Trade and Co-operation Agreement, World Trade Organisation anti-subsidy rules and any other UK free trade agreement.

If approval is given to this proposal the county council will give due consideration to the rules of the subsidy control regimes detailed above, to ensure that the grant funding arrangement reached between the parties does not constitute provision by

the county council of an unlawful subsidy, or, in the event of a subsidy existing, that such is permitted under the subsidy control regime.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Service - Public and Integrated Transport**Part I**Electoral Division affected:
Longridge with Bowland;**Corporate Priorities:**
Delivering better services;**Addition of S106 Development Funding to the Capital Programme for Bus Stop Infrastructure Improvements in Longridge and along the Bus Route between Longridge and Preston**

Contact for further information:

Sarah Delaney, Tel: (01772) 534648, Transport Officer - Development & Projects,
sarah.delaney@lancashire.gov.uk**Brief Summary**

This report seeks approval to add £234,545 to the county council's 2022/23 Capital Programme from two developer contributions received through previously approved agreements under S106 of the Town and Country Planning Act 1990.

In accordance with the S106 agreements, the funding would be used to investigate, design, consult on and deliver improvements to bus stops in Longridge and along the Longridge – Grimsargh – Ribbleton – Preston bus route.

The full costs of the works will be met through the S106 contributions with design works first determining the full extent of the works that are deliverable within the funding limits.

Recommendation

Cabinet is asked to approve the addition of £234,545 from two S106 agreements to the Externally Funded schemes Block of the 2022/23 Capital programme.

Detail

On 29 October 2015 a section 106 Agreement was entered into between Ribble Valley Borough Council, Lancashire County Council, landowners and a developer in connection with a residential development on land East of Chipping Lane (planning application 3/2014/0764). The S106 agreement provides for a package of highway

and transport measures, including £180,000 for the "Longridge – Grimsargh – Ribbleton – Preston City centre public transport priority corridor". The public transport infrastructure contribution was to be released before the occupation of the 50th dwelling of the development and £180,000 was received by the county council in February 2020.

The scheme proposal is to assess, design, consult on and deliver improved bus stops along Berry Lane, King Street, Derby Road, Kestor Lane and Preston Road. The improvements would include upgrading the stops to be Equality Act 2010 compliant with raised kerbs, marked bus stop boxes to prevent vehicles parking at the stops, timetable information and, where advantageous and possible, high-quality shelters with seating and lighting. The possibility of providing real time passenger information infrastructure at key bus stops will also be assessed and included where feasible.

In this area there are at least 12 stops to be considered.

Whilst the S106 contribution could be used anywhere on the bus route between Longridge and Preston, public transport officers are of the view that the contribution would initially be best spent on improving bus stop infrastructure in Longridge. Bus patronage is more concentrated in the central area of Longridge and further along the bus route the stops between Ribbleton and Preston have already been improved to a standard required by the Equality Act 2010.

The development of designs and the cost of delivery of the bus stops in the central Longridge area will inform the scope of work. Should there be budget remaining once the Longridge stops are completed, officers will consider opportunities for upgrading key bus stops on the bus route between Longridge and Ribbleton to Equality Act 2010 standards, in particular in Grimsargh village centre.

A second section 106 agreement was entered into between Preston City Council, landowners and a developer in connection with Land at Whittingham Road (planning application 06/2016/0493). The S106 agreement includes £58,545.45 towards bus stops in the vicinity of the development. Preston City Council has received the payment from the developer and has transferred it over to the county council.

It is proposed that the funding from this S106 would be used to upgrade up to 5 bus stops close to the development on Derby Road and Kestor Lane.

The works proposed for both these S106 contributions would see the majority of stops in Longridge town centre upgraded to provide fully accessible, high-quality bus stop infrastructure. This is fully in line with the county council's Bus Service Improvement Plan 2021, which recognises the importance of bus infrastructure in encouraging bus use and promoting modal shift.

To enable officers to progress the works, £234,545 would be required to be added to the Externally Funded schemes Block of the 2022/23 Capital programme. The proposals will be fully funded by the developer S106 contributions with designs and work programmed only up to the funding limit set by these contributions.

Consultations

Ribble Valley Borough Council and Preston City Council, as the planning authorities, were party to the S106 agreements associated with the developments and are therefore aware of the scope of these works.

The schemes are at concept stage with release of the funding being required to develop designs and proposals. Formal consultation will be carried out as the scheme progresses and, if necessary, a separate Cabinet report submitted on the design proposals.

The local divisional county councillor has been informed of the proposals to start design works and will be fully consulted as the proposals progress through the design stages.

Longridge Town Council has independently contacted county council officers to request that some of the S106 funding from the Chipping Lane housing development be put towards improving a particular bus stop on Berry Lane.

Implications:

This item has the following implications, as indicated:

Risk management

Failure to make the appropriate additions to the Capital Programme would mean that the county council would be unable to utilise the agreed S106 planning contributions to deliver the bus service infrastructure improvements specified in the S106 agreements.

If the proposals detailed in this report were not implemented there would be less opportunity for safe and effective sustainable travel within the local area.

Financial

Contributions totalling £234,545 would be added to the Externally Funded schemes Block of the 2022/23 Capital programme.

The county council is at no financial risk from carrying out the design, construction and supervision of these works as it is fully funded by Section 106 monies.

As with all highway projects, appropriate controls will be in place through the scheme development and construction stages to ensure that costs are carefully monitored. The discrete package of work for each individual bus stop and the progressive nature of the scheme, moving on from one bus stop to the next, enables cost control and a clear cut off for scheme completion to ensure that the programme of works remains within the funding envelope and presents no financial risk to the county council or commitments to use its own resources, accordingly no provision is required in the revenue budget for any financing relating to this project.

List of Background Papers

Paper	Date	Contact/Tel
LCC's Bus Service Improvement Plan	October 2021	Andrew Varley/(01772) 533336
Reason for inclusion in Part II, if appropriate		
N/A		

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Design and Construction**Part I**

Electoral Division affected:
St Annes North;

Corporate Priorities:
Delivering better services;

Clifton Drive North Parking Restrictions

(Appendices 'A' and 'B' refer)

Contact for further information:

Warren Thackeray, Tel: (01772) 535844, Senior Highway Engineer,
warren.thackeray@lancashire.gov.uk

Brief Summary

This report considers the proposals to introduce Waiting and Loading restrictions on Clifton Drive North, St Annes, between Highbury Road West and Squires Gate Lane.

Consultation and formal advertising of these proposals together with a Police parking bay has been undertaken with a number of objections received.

Recommendation

Cabinet is asked to approve the making of the Order for the introduction of Loading and Waiting restrictions, in addition to a Police Vehicle Parking Bay, as shown in Appendix 'A'.

Detail

Further to earlier consultation on a red route proposal in July/August 2021, the decision was taken to defer any parking restrictions whilst alternative proposals and further consultation were undertaken.

Other elements associated with the Clifton Drive North scheme, including the introduction of a cycle track, additional refuge islands, reduction in speed limit and relocation of bus stops were considered and approved by Cabinet in October 2021.

Further consideration was given to concerns raised during the red route consultation, and revised restrictions have instead been proposed, that are less restrictive to road users where this is appropriate.

Proposed restrictions include Prohibition of Waiting and Loading/Unloading for the full west (sand dunes) side of Clifton Drive North between Highbury Road West and Squires Gate Lane. These restrictions are proposed to protect the newly constructed footway/cycle track and encourage uptake of the facilities by increasing safety.

Additionally, Prohibition of Waiting is proposed over the same length on the opposing (east) side of the carriageway, but Loading would be permitted. This provides a uniform restriction over the length, helping to protect junction access/egress, and reduce the current impact of parked vehicles over the east footway and southbound advisory cycle lane.

Further to this, a Police Vehicle Parking Bay is proposed at the request of Lancashire Police to aid speed enforcement. The proposed location provides space for free-flowing traffic to pass and does not require Police vehicles to impede the footway or cycle track.

In addition, a number of No Waiting Restrictions are proposed to three residential estates that front on to Clifton Drive. Valid concerns were raised in relation to the red route consultation, that parking displacement may cause safety issues within these estates. These restrictions will deter any possible displacement and will protect safe access/egress, where visibility may otherwise be impacted at junctions and bends.

Adverse comments are able to be addressed (Appendix 'B' refers) and Cabinet is asked to approve the making of the Order.

Consultation

Public consultation was undertaken in March 2022 where letters and plans were sent to over 900 properties, together with the formal advertising process.

A total of 36 letters and emails were received containing 18 objections and 16 letters of support. No concerns regarding the Police parking bay have been raised.

Additional to this, Lancashire Police had no concerns to raise.

Fylde Borough Council has raised an objection to proposals, and the council's comments have been summarised and addressed within Appendix 'B'.

A parking survey was carried out in August last year, with a further survey planned during Summer 2022. This will assess the effectiveness of the restrictions and inform any amendments that may be considered necessary to ensure the success of the scheme.

Responses to objections and adverse comments received are set out in Appendix 'B'.

Implications:

This item has the following implications, as indicated:

Risk management

If recommendations are not approved, then there is a long-term increased safety risk to road users, and newly constructed footway/cycle track facilities may see a reduction in usage or uptake.

Financial

The estimated cost of the proposed restrictions is approximately £3,000 and is included within the schemes approved in the 2022/23 capital programme funded by grants received.

Legal

Prohibition of Waiting and Loading restrictions are provided under the Road Traffic Regulation Act 1984. Section 1 sets out the reasons in which a traffic authority can 'make' a traffic regulation order. In this matter, clause 1, subclause (a), and (f) apply. Legal issues and other considerations are detailed in the report.

List of Background Papers

Paper	Date	Contact/Tel
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None

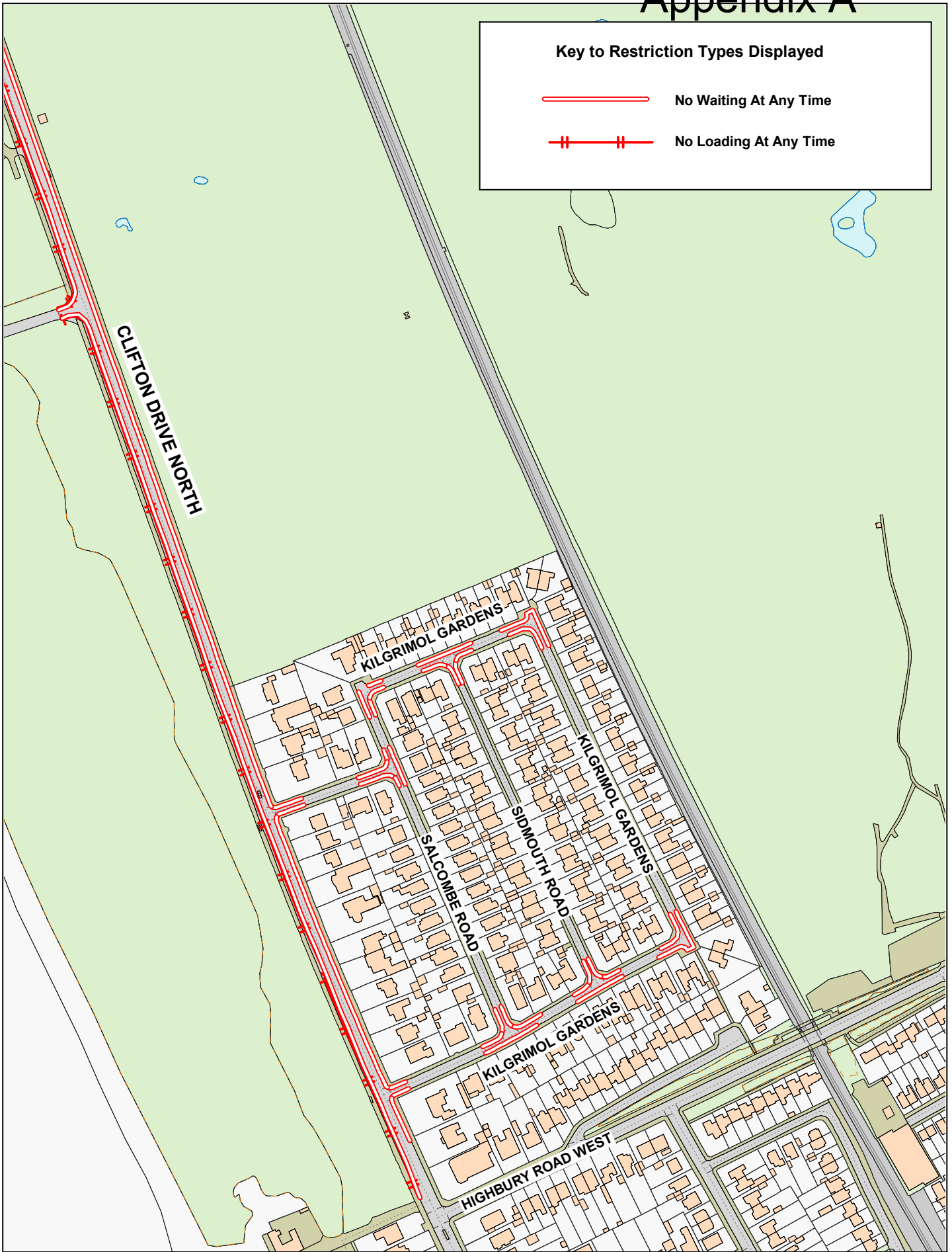
Reason for inclusion in Part II, if appropriate

N/A

Appendix A

Key to Restriction Types Displayed

 No Waiting At Any Time
 No Loading At Any Time



Lancashire
County Council



Clifton Drive North

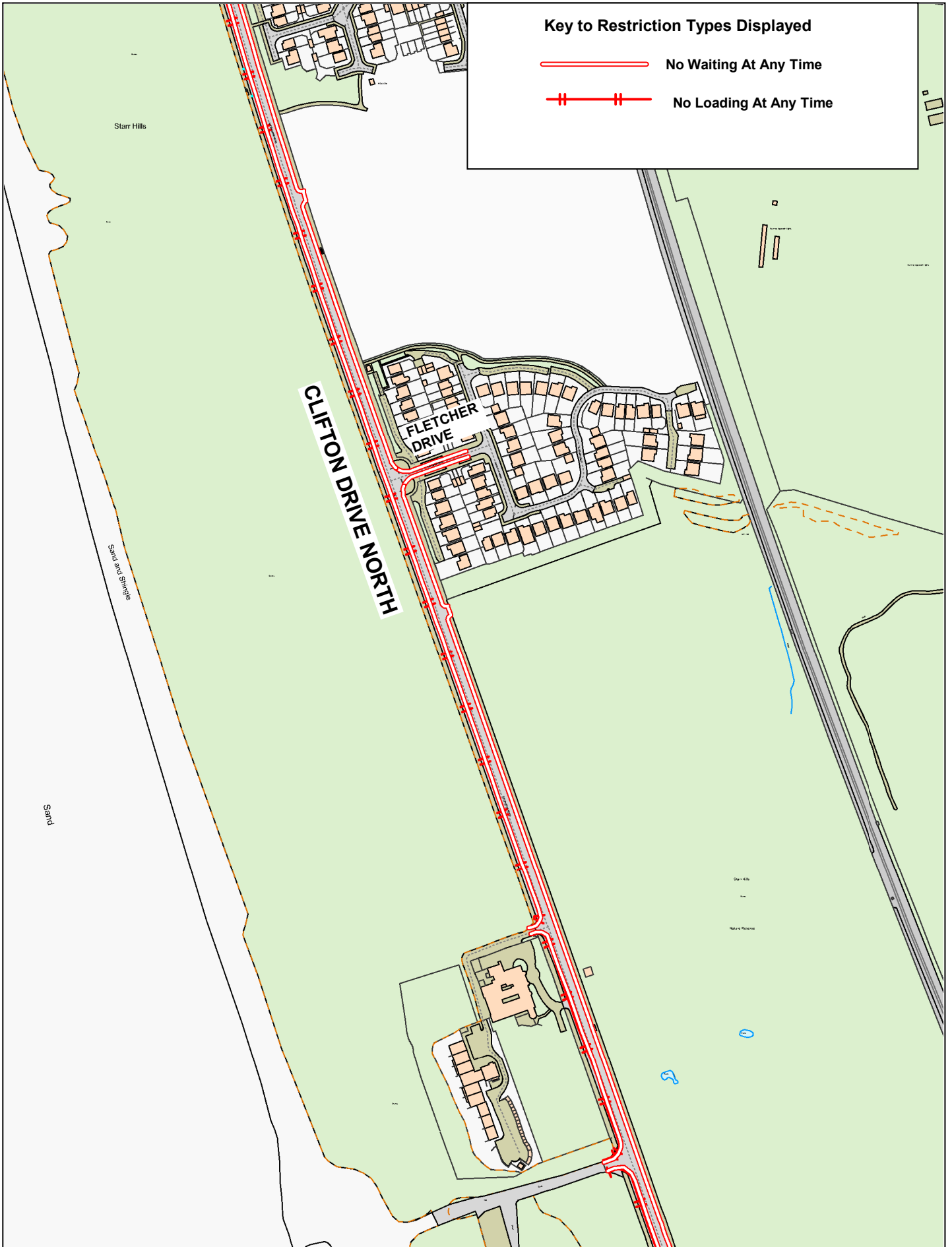
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Phil Durnell
Director of Highways
and Transportation



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



SCALE	1 : 3500
DATE	16/12/2021
DRAWING No.	C-21-22(11)-1
DRAWN BY	JC
	Scale with care as distortion may occur




Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Loading At Any Time

Lancashire
County Council



Clifton Drive North





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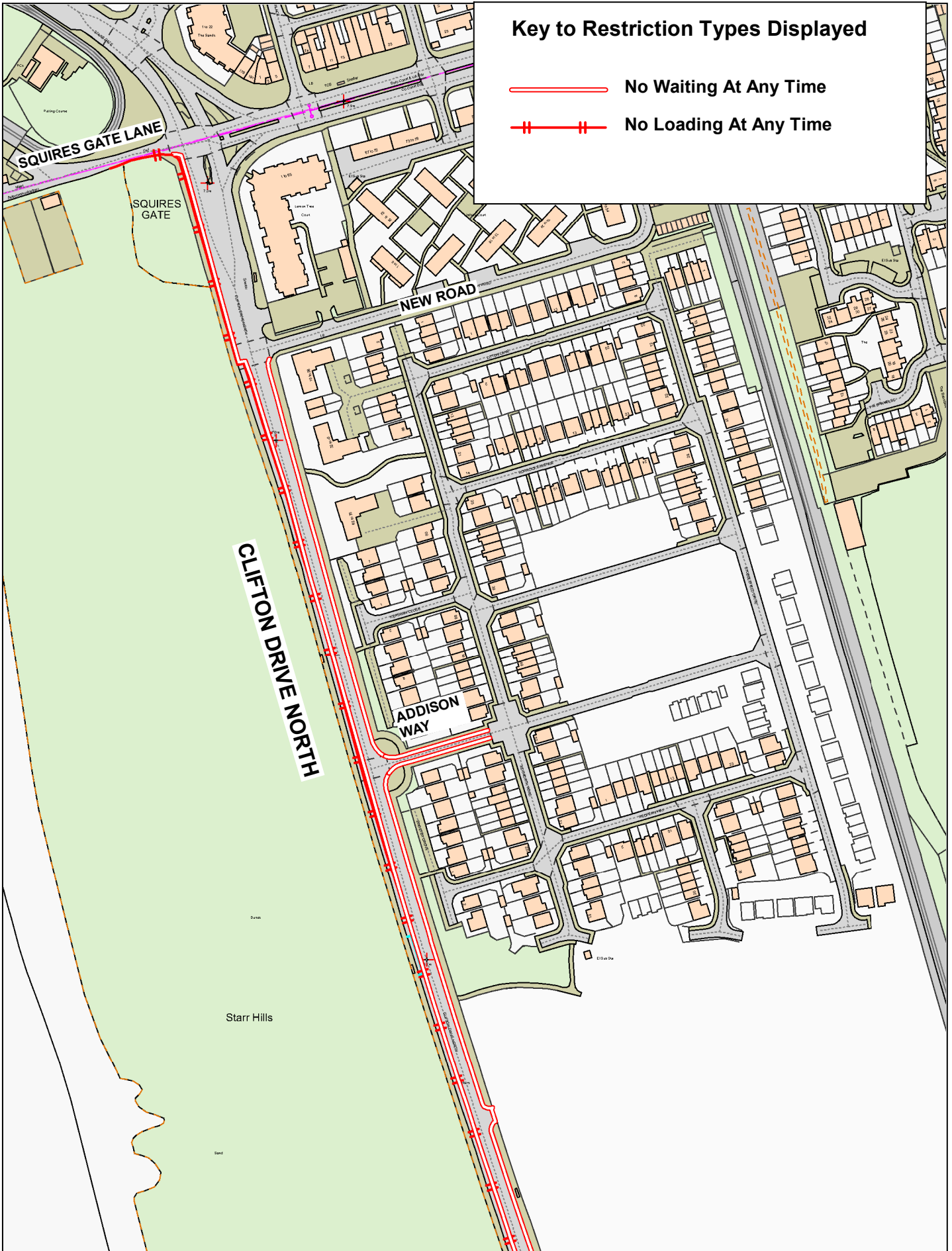
Phil Durnell
Director of Highways
and Transportation

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

SCALE	1 : 3500
DATE	16/12/2021
DRAWING No.	C-21-22(11)-2
DRAWN BY	JC
	Scale with care as distortion may occur

Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Loading At Any Time



Clifton Drive North

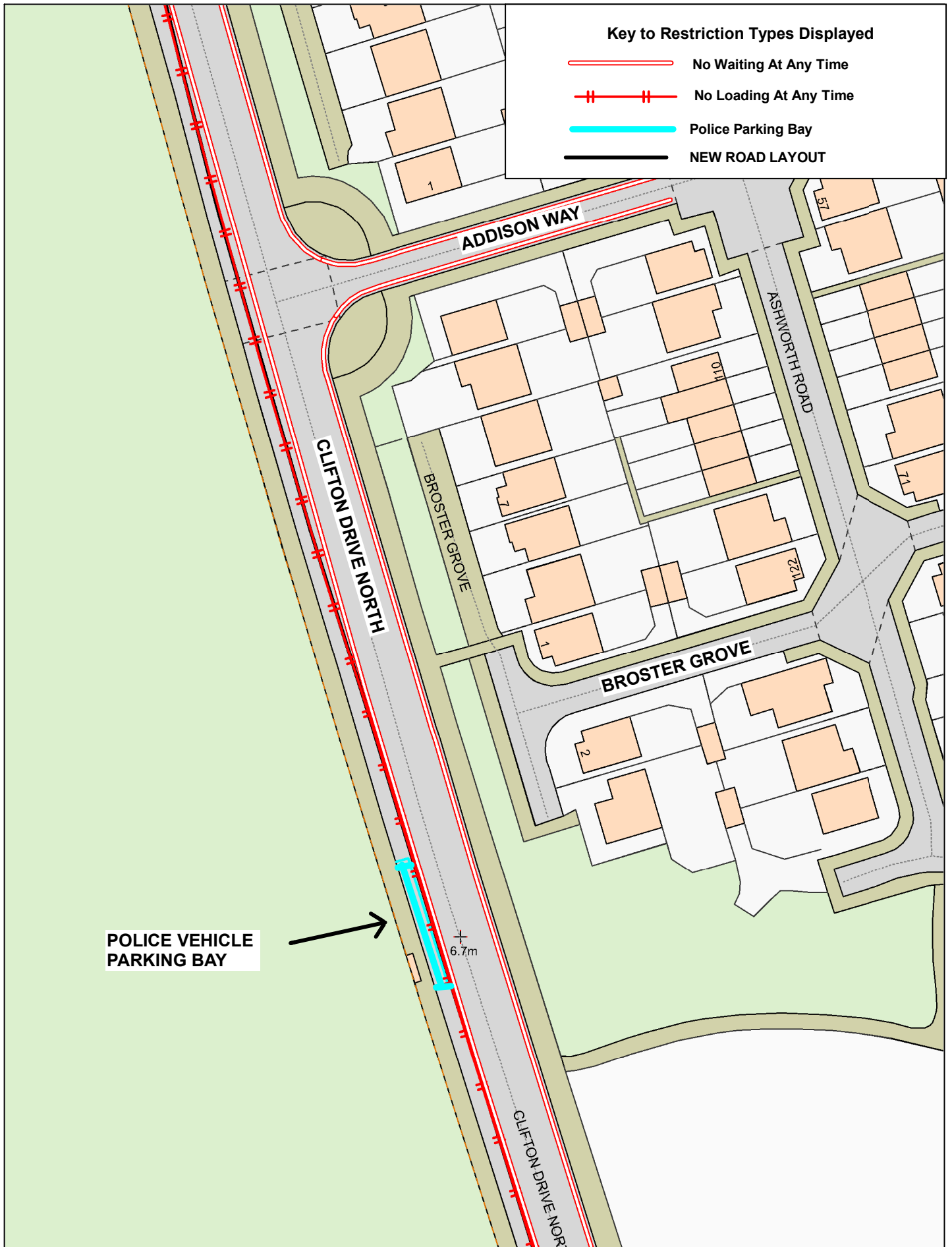


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SCALE	1 : 2500
DATE	16/12/2021
DRAWING No.	C-21-22(11)-3
DRAWN BY	JC
	Scale with care as distortion may occur



Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Loading At Any Time
-  Police Parking Bay
-  NEW ROAD LAYOUT

**POLICE VEHICLE
PARKING BAY**



6.7m

Lancashire
County Council



**Clifton Drive North,
Lytham St Annes**



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SCALE	1 : 750
DATE	20/12/2021
DRAWING No.	C-21-22(11)-4
DRAWN BY	JC
	Scale with care as distortion may occur

Appendix B

The following Appendix summarises objections / adverse comments relating to the Prohibition of Waiting, Loading and Unloading, and dedication of Police Vehicle Parking Place.

A total of 36 consultees responded, 18 of which objected. 16 Consultees expressed their support, 10 of which raised concerns relevant to the proposals. 2 consultees retracted their objections after their concerns were addressed.

Consultation Responses:

Proposed restrictions to side road estates do not go far enough and additional restrictions such as residents parking zones / signs or further yellow markings should be included to prevent unsafe parking.

(11 responses raised similar objections)

Further to the proposed restrictions, a review was undertaken of junctions and bends within the Fletcher Drive / Addison Way estates, one of which is partially under construction, and both are unadopted. The road width in these locations is generally reduced to between 5 and 5.5m, has a high frequency of driveway accesses and looks too narrow to park in most cases without prohibiting access to residents or emergency services. Where vehicles do cause an obstruction, they can be towed by the Police, and where parked over a drop kerb, can receive a Penalty Charge Notice. It is considered that further restrictions may disadvantage residents on balance, where double yellow markings along the straight accesses to the estates may deter external visitors from entering the estates. Kilgrimol Gardens proposals include No Waiting restrictions on both accesses, all junctions, and bends, for a minimum of 10m. The rest of the estate has been left unrestricted to balance the needs of residents, where this may otherwise restrict parking unnecessarily. Monitoring will be undertaken in the summer months including an external parking survey, to help determine if proposed restrictions are adequate, or if further measures should be considered. Side road estates have been reviewed for eligibility of residential parking zones / permits; however, none met the Cabinet approved criteria as more than 50% have access to off road parking.

A 'red route' restriction would allow safer access / egress with side road estates by preventing most vehicles from Stopping along the length. Allowing Loading and Stopping on the residents' side (east), including blue badge holders for up to three hours, will prevent large vehicles including emergency services from passing due to the narrowing of the road to accommodate the new footway / cycle track. This will increase the potential for accidents.

(10 responses raised similar objections)

The proposals aim to balance the needs of multiple user groups, where a 'red route' may unnecessarily restrict Stopping and/or Loading along the route. The current

proposals provide more onerous restrictions than those existing, which are intermittent, and most are time limited and seasonal. Whilst the road has been narrowed, generally between 1.5-2m, most of this width is in place of the existing northbound advisory cycle lane. There remains 3m wide carriageway lanes in each direction, separated by a central hatching strip generally 2m wide, with the existing southbound advisory cycle lane to remain. Vehicles may enter the advisory cycle lane or central hatching strip when it is safe to do so, providing adequate width to pass stopped vehicles. The number of blue badge holders is not anticipated to be high due to accessibility issues for those with mobility impairments. Lancashire Police have responded to the consultation and have raised no concerns.

The restrictions may displace parking on to side road estates over the proposed length, causing inconvenience to residents, safety issues to road users and restricting access to emergency services. Visitors of the dunes / beach are unlikely to park in paid car parks, or alternative suitable on road parking, due to proximity.

(6 responses raised similar objections)

A series of protection measures in the form of No Waiting Restrictions form part of the proposals, to mitigate unsafe parking on the adjoining side road estates. This includes double yellow lines on entrance to Addison Way and Fletcher Drive estates, and double yellow lines to bends, junctions and accesses on the Kilgrimol Gardens estate. Alternative parking is available at the southern end of the scheme, with a paid car park that has capacity for 122 standard vehicles, 8 blue badge holders and coach parking. On street parking is also available along South, Inner and North Promenade, which is unrestricted on the west (beach side) for approximately 4.5km. This length also fronts on to Lytham St Annes Beach, parts of the sand dunes and has designated access points. Additionally, displaced visitors in this location may be more likely to spend money with local businesses, where no hospitality or retail businesses are visible along the proposed length. As Stopping restrictions are not proposed, vehicles will be able to drop groups off, and the location is more accessible to other modes of transport such as active travel. Lancashire Police have responded to the consultation and have raised no concerns.

Without a constant enforcement presence, restrictions will be ignored or abused, increasing the potential for accidents.

(5 responses raised similar objections)

The proposals will be enforced to levels required that would see success of the scheme. The availability to enforce is not an adequate reason against introducing proposals.

Adequate parking signage should be included to direct visitors to North Beach Car Park.

(3 responses raised similar objections)

Four parking signs are proposed along the length, near Kilgrimol Gardens, Fletcher Drive, Addison Way and New Road, pointing south. Two will include distance markers corresponding with the location of North Beach Car Park.

The accessibility, and subsequently the high amenity value of the beach and sand dunes could be affected due to parking restrictions over the full length.

(2 responses raised similar objections)

Alternative parking locations are being signposted as part of the cycle track works. Alternative parking for both the sand dunes and beach is available at North Beach Car Park, or on street parking along North Promenade, where formal access points are present, linking to the same length of beach and dunes. Additionally, accessibility has been improved for other modes of transport, namely walking and cycling.

Permitting blue badge holder parking on the east side for up to 3 hours seems illogical due to the restricted accessibility of the dunes to those with mobility impairments.

(2 responses raised similar objections)

No Waiting restrictions on the east side have not been specified with an allowance for Blue Badge Holders in mind, but is an exemption permitted by the Department for Transport on No Waiting Restrictions. Whilst No Loading restrictions would prohibit Blue Badge Holder parking, this is not considered to be necessary due to the additional carriageway width for southbound traffic.

The existing restrictions within Kilgrimol gardens are sufficient and proposals within the estate are excessive. The placement of double yellow lines within the Kilgrimol Gardens estate will prevent residents and / or their visitors from parking outside of their property.

(2 responses raised similar objections)

The proposed restrictions to junctions and bends are designed to mitigate safety issues by improving / maintaining visibility. Straight lengths around the estate have been left unrestricted to balance the needs of residents, where this may otherwise restrict parking unnecessarily. Monitoring will be undertaken in the summer months including an external parking survey, to help determine if proposed restrictions are adequate. All but one property within the Kilgrimol estate have off road parking availability for between 2-4 cars. If vehicles block access to residents by parking over

a drop kerb, they are liable to receive a Penalty Charge Notice, and should they cause an Obstruction, can be towed by the Police.

Proposed restrictions to Kilgrimol Gardens should prevent parking on one side of the road for the entire estate. Allowing parking on both sides may restrict access / egress from driveways and cause safety issues.

(1 response)

Parking is currently unrestricted on both sides of the estate (with exception of the entrances) where carriageway width is generally a minimum of 6m. The proposed restrictions to junctions and bends are designed to mitigate safety issues by improving / maintaining visibility. Straight lengths around the estate have been left unrestricted to balance the needs of residents, where this may otherwise restrict parking unnecessarily. Monitoring will be undertaken in the summer months including an external parking survey, to help determine if proposed restrictions are adequate, or if further measures should be considered.

The proposed restrictions may displace parking on to Highbury Road West and Seaton Crescent causing safety issues and restricting access to residents.

(1 response)

Parking / safety concerns have not been observed on these two roads to date, though not included in initial monitoring due to being outside the immediate scheme extents. This will be included in upcoming monitoring and further consideration to measures given if required.

Yellow line restrictions are already present on Fletcher Drive and Addison Way but have little effect.

(1 response)

The existing No Waiting markings on Fletcher Drive and Addison Way have been installed by the Developer and are therefore unenforceable by the County Council at this time. As a result, their effectiveness is likely to have decreased over time. These proposals incorporate these existing lengths so that they can be enforced by the Council.

No Loading restrictions should be included on the east side of the road, north of the last property, to increase the safety when entering Fletcher Drive or Addison Way.

(1 response)

No Loading proposals have not been included as described due to the additional carriageway width available to southbound traffic, where Clifton Drive North has good

visibility due to being straight and flat. Advertised restrictions propose to mitigate safety concerns, by increasing the level of restrictions that are currently in place (No Waiting) to apply 24/7 and for the full length, in addition to formalising the Developer laid No Waiting marks on the junctions with the estates. The number of vehicles genuinely loading or stopped on the east of Clifton Drive is expected to be much lower than those currently parking, thereby improving on current visibility levels. These locations will be included in upcoming monitoring of parking, where No Loading restrictions to the estate's visibility splays could be considered if justified.

The no loading proposal should be on the east side of the carriageway (residential) instead of the west (beach and dunes) to prevent blue badge holders or loading vehicles restricting access or visibility to side road estates. No loading on the west side is unnecessary as there are no fronting properties.

(1 response)

A Prohibition of Loading is proposed on the west side to protect the new footway / cycle track facilities and help to improve uptake by increasing safety perception. Loading has not been proposed on the east side as there is sufficient width for vehicles to load without obstructing passage of traffic due to the additional width of the advisory cycle lane. Whilst loading vehicles may continue to impose on the advisory cycle lane, there is a new, segregated two-way facility on the opposite side of the road. It is also noted that the existing restrictions allow far more vehicles to park along the length than the proposed No Waiting restrictions.

Sand from the dunes will cover double yellow lines and restrict the authority's ability to enforce them.

(1 response)

The Councils Parking Enforcement team are satisfied that they will be able to adequately enforce proposals despite the risk of blown sand.

The proposed restrictions are unnecessary, and the road has functioned well under existing restrictions for many years.

(1 response)

Between New Road and Kilgrimol Gardens, 13 collisions have been reported to the Police from June 2017 to September 2021, 7 of which were slight and 6 were serious. The proposed restrictions are recommended to protect pedestrians and cyclists and further encourage uptake of the newly constructed facility. Existing restrictions are intermittent and time limited and/or seasonal, allowing vehicles to present as a hazard to the most vulnerable user categories.

Restrictions will prevent local users who are unable to travel on foot from visiting the beach as they will be unable to park. Allowance for Stopping to pick up or drop off passengers does not resolve this as there is nowhere in proximity for the driver to park.

(1 response)

Alternative parking locations are being signposted as part of the cycle track works. Alternative parking for both the sand dunes and beach is available at North Beach Car Park, or on street parking along North Promenade, with formalised access from these locations to the dunes and beach.

Proposed restrictions will prevent volunteers and their equipment from accessing the dunes and limit their ability to maintain them.

(1 response)

Loading is permitted on the East side of the carriageway, where volunteers or contractors are permitted to unload. A layby is present immediately north of New Road, and Fylde Borough Council have their own access point to the Beach located at New Thursby Care Home. Additionally, Fylde Borough Council own North Beach Car Park, and could dispensate parking charge to enable their volunteers to park for free

Proposed restrictions will reduce access for staff and volunteers at the Nature Reserve building, including contractors when required to carry out work.

(1 response)

The building is currently located opposite the New Thursby Care Home, immediately outside of the Highway Boundary, where seasonal No Waiting restrictions are currently in place. Alternative parking is available at North Beach Car Park and North Promenade, and accessibility to other modes of transport has been improved. There is also an exemption to the proposed restrictions that will enable contractors to park if undertaking building works. Further to this, contractors are permitted to book road space and implement traffic management or temporarily dispensate restrictions, with authorisation from the Council.

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

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

Electoral Divisions affected:
 Accrington North; Brierfield &
 Nelson West; Chorley Rural
 East; Nelson East; Pendle
 Rural; Preston City; West
 Lancashire East; West
 Lancashire West;

Corporate Priorities:
 Delivering better services;

Lancashire County Council (Various Roads, Chorley, Hyndburn, Pendle, Preston, West Lancashire) (Revocation, Prohibition of U-Turns, 7.5 tonne Weight Restriction, Prohibition of Driving and one way Traffic (21-22 No1) Order 202*

(Appendices 'A1' to 'G' refer)

Contact for further information:

Tracey Price, Tel: (01772) 538098, Highway Regulation - Highways and Transportation, tracey.price@lancashire.gov.uk

Brief Summary

Following investigations and formal public consultation it is proposed to make an order to introduce a new Prohibition of Driving along a short section of Moss Lane, Whittle-le-Woods, also the revoking and reintroduction of a number of orders with anomalies in the districts of Hyndburn, Pendle, and West Lancashire to allow for effective enforcement by the Police.

The order further removes restrictions that are no longer required due to duplication of orders or where an order is still in place that is not indicated on site in the districts of Pendle, Preston, and West Lancashire.

This is deemed to be a Key Decision and the provisions of Standing Order C20 have been complied with. Compliance with Standing Orders C19 was impracticable due to the report being originally due to be considered by Cabinet in June but, in order to allow the necessary legal procedures to take place and for the works to commence as soon as possible, the report will now be considered by Cabinet in May. At the time of publication, the proposals were not included in the statutory notification of forthcoming key decisions for May as it was not clear at that time if the report could be brought forward.

Recommendation

Cabinet is asked to approve the proposals for restrictions on the various lengths of road within the Chorley, Hyndburn, Pendle, Preston, and West Lancashire districts, as detailed within this report and as set out in the Modified Draft Order at Appendix 'A2', which includes the amendment to the wording of Article 9 and small sections within both the Metropolitan District of Sefton and the Metropolitan District of St Helens.

Detail

It is proposed to introduce a Prohibition of Driving except for access to the Electricity North West infrastructure on a short section of Moss Lane, Whittle-le-Woods to prohibit unnecessary vehicle movements associated with antisocial behaviour.

The proposal further removes restrictions that are no longer required on Regent Road, Nelson; Lord's Walk, Preston; A570 Ormskirk Road, Bickerstaffe; and Ormskirk Old Road, Bickerstaffe.

In addition to the introduction of restrictions the proposal looks to revoke and reinstate a number of orders within Hyndburn, Pendle, and West Lancashire where anomalies have been highlighted within the current orders. The proposal will formalise the existing restrictions as signed on site to allow for effective enforcement by the police, with no material change to the either the restriction or any exemptions.

Consultations

Formal consultation was carried out between 8 February 2022 and 11 March 2022, this was advertised in the local press and notices were displayed on site. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Objections

As a result of the consultation, a number of responses were received to the proposals in Chorley, Pendle, and West Lancashire.

The comments were regarding the items in the proposed order as follows along with the engineer's comments as they are relevant.

CHORLEY

Moss Lane, Whittle-Le-Woods – Appendix 'B' – Drawing No.M-21-22(1)/KP-CH1)

"Following receipt of complaints in relation to vehicle movements associated with antisocial behaviour along this short section of road, traffic officers propose to introduce a Prohibition of Driving except for access to the Electricity North West infrastructure".

Correspondence Supporting the Proposals

Three responses were received supporting the proposals on the grounds that it would be of benefit to neighbouring properties which have reported antisocial behaviour, fly tipping and criminal activity in this part of the highway.

Correspondence querying pedestrian and vehicle access

One response was received from a local resident whose land boundary backs onto Moss Lane querying the pedestrian and vehicle access as they require this to access their land. In addition, they have granted planning permission for two bungalows in this area and intend to utilise this access road throughout the construction period to minimise disruption to the residents of Spring Crescent cul-de-sac.

A further response from the local county councillor was received on behalf of the resident querying vehicle access and whether any form of key to access private land would be required.

Officers Comments

The officer contacted the land owner to ascertain what access was required and has agreed that a key can be provided to allow access to his land as permitted by the proposed restriction of 'except for access'.

E-mail confirmation was sent to the land owner who has responded confirming that they are satisfied with the arrangement.

After considering objections submitted and the comments, officers recommend the proposed measures are implemented as advertised.

PENDLE

Albert Road; Albert Square; Ellis Street; Frank Street, Barnoldswick – Appendix 'D' – Drawing No.M-21-22(1)/MH-PE1

"The purpose of these proposals are to formalise the existing one-way traffic roads as signed on site for these roads and to formalise the existing prohibition of driving as signed on Albert Road".

Objections

A local business owner on Albert Road and Pendle Borough Council along with West Craven Area Committee and Barnoldswick Town Council raised concerns that local businesses operating on Albert Road would be unable to schedule deliveries or pick-ups to come before 10am and after 4pm stating that limiting the loading/unloading for premises on Albert Road to outside the hours of 10am to 4pm was not practicable for the businesses that operated there and felt it unreasonable.

Although members of Pendle Borough Council, West Craven Area Committee and Barnoldswick Council acknowledged there are problems with vehicles accessing onto Albert Road, they objected to the proposals on the following reasons:

- This area of Barnoldswick has just seen street furniture removed and a lot of money spent on rationalising street signage to improve the appearance of the Town Centre. Concerns have been raised that the introduction of this Traffic Regulation Order will require new poles and signs that would adversely affect the appearance of the area and could impact kerbside parking.
- There is no record of any accidents/injuries in this area and believe that traffic would be better managed once the new light weight bollards have been installed as part of the Town Square Scheme on Albert Road at Ellis Street

and Frank Street ends of the sett paved section which would allow deliveries and access to businesses, whilst restricting other vehicular use.

It was also suggested the length of Albert Road between Ellis Street and Frank Street had been 'stopped up' when the Town Square was created back in 1990 and ceased to be a highway. Therefore, it is believed that the introduction of the Prohibition of Driving and one-way traffic on this section would not apply.

Officers Comments

The aim of these proposals is to revoke the current orders in the area and replace them with provisions that reflect what is currently signed on site. As these restrictions are already in place there will be no further poles and signs required except for the replacement of a sign that has been incorrectly removed sometime between April 2009 and September 2018. This sign confirms the provision of the pedestrianised area introduced on 3 September 1990 when the public area was established following the demolition of the former co-op building. Without this sign the pedestrianised area would be unenforceable.

The prohibition of driving on Albert Road is proposed on the section between Ellis Street and Frank Street that is on the northwest side of the public area. This is currently signed on site and this proposal makes no change to any of the current restrictions in the area with access continuing to be maintained on the route from Fernlea Avenue to Newtown via Albert Road, Ellis Street, Albert Square, Frank Street and Albert Road.

The one-way order on Albert Road was introduced on 1 February 1972 and is still in place. This proposal covers the full length of Albert Road from its junction with Fernlea Avenue to Newtown. It is considered that it is important that this provision is maintained, especially when the area is, for the day time period, a pedestrianised area and to have vehicles turning or reversing within this area would be a danger to vulnerable highway users.

The only addition to the current provisions is the proposal for a one-way order on Albert Square that is on the southeast side of the public area between Ellis Street and Frank Street where the road is currently signed as a one-way street, however there is no order in place to allow for enforcement.

The comments are acknowledged with regards to Albert Road from Ellis Street to Frank Street being "Stopped Up", however, although the area is now being maintained by Pendle Borough Council the county council's records still confirm this as highway with public access.

It is feasible that the confusion regarding the area being 'stopped up' has occurred as at the time when the Town Square was created in 1990 the council also introduced a 'Pedestrianised Area' on that length of road. However, this is very different to the road being stopped up and no longer available for public access.

Section 1 of the Road Traffic Regulation Act 1984 allow us to make a Traffic Regulation Order in a 'road'. Section 142 of the act defines a road as:

"road"—

(a) in England and Wales, means any length of highway or of any other road to which the public has access, and includes bridges over which a road passes, and

(b) in Scotland, has the same meaning as in the Roads (Scotland) Act 1984:

As the road is still a highway then it can be subject to traffic regulation orders. The pedestrian area between 10am and 4pm with the provision for loading and unloading of goods outside of that time is currently in place and this proposal does not change this.

Following a site meeting with representatives from Barnoldswick Town Council, The West Craven Area Committee, and a divisional county councillor for the area it has been agreed to undertake a review of the moving orders within the area following completion of this order.

In addition, agreement has been given to erect the replacement signs and removal of the no entry sign on Albert Road and Frank Street to the existing ornate lighting column rather than having any additional posts.

In light of the above the objections were removed with agreement that the introduction of this order should be allowed to progress.

Although a response was sent to the local business owner explaining that the proposals make no change to the current provisions in the area, no further response has been received.

Correspondence querying exact proposals

In addition to the objections, a response was received from the local county councillor for the area requesting clarification of proposals as residents had raised concerns regarding access for residents of Ellis Street along with general access to the Disabled parking bays, Electric Vehicle charging points and the Library car park.

Officers Comments

The officer contacted the local county councillor to discuss the extents of the proposals. During this conversation it became apparent that there was some confusion regarding implementing new restrictions within the area. The officer explained that the extent of the measures being proposed did not make any changes to the current provisions in the area. Subsequently the local county councillor has confirmed that they have no objection to these proposals.

After considering objections submitted and the comments, officers recommend the proposed measures are implemented as advertised.

Regent Street, Nelson – Appendix 'D' – Drawing No.M-21-22(1)/MW-PE3

"The purpose of this proposal is to rectify an anomaly within the current order where it refers to Regent Road in the title and Regent Street in the schedules with no proposed changes to the restriction itself or its extent".

Correspondence querying exact proposals

Correspondence was received from the local county councillor querying the clarification of the proposals for Regent Street/Reedyford Road Nelson prior to making any comments.

Officers Comments

A copy of the Statement of Reasons for the proposal was provided explaining the one-way traffic on Regent Street was due to an anomaly in the current order where

the title of the order referred to Regent Road whereas the schedule in the order referred to Regent Street and that the revocation of the Prohibition of Driving was being revoked as it was no longer required as part of the network since the introduction of the one-way traffic order in 2014, however the order for this had not previously been revoked.

No further response has been received.

After considering objections submitted and the comments, officers recommend the proposed measures are implemented as advertised.

WEST LANCASHIRE

Barrow Nook Lane; Ben Lane; Church Road; Coach Road; Hall Lane; Hurst Lane; Intake Lane; Moss Lane; New Way; Sineacre Lane; Stockley Crescent, Bickerstaffe – Stopgate Lane, Simonswood – Lodge Lane, Rainford – Appendix 'F' – Drawing No.M-21-22(1)/KP-WL1

"Following problems with enforcement of the weight restriction covering these roads it was discovered that there is an error in the wording that, under certain circumstances allowed vehicles above the weight of 7.5 tonnes to pass through the area without need for access to off street properties.

The purpose of this proposal is to revoke the present restriction and reintroduce the measures with the correct wording to allow full enforcement with no change to the current access for businesses and residents of the affected roads".

Objections

A total of 10 objections and 2 responses with comments were received regarding the proposal to redefine the weight restriction.

The objections to the 7.5t weight restriction proposal are not against the weight restriction but against the wording within Article 9 of the order which is believed to be contrary to the purpose of Article 4 and introduces ambiguity.

Article 4 is to prevent, except for access, vehicles of more than 7.5 tonnes entering or proceeding along the roads in Schedule 3. Article 9 states that Article 4 does not prevent a vehicle from using the roads 'if it cannot be conveniently used for such purpose in any other road' and then lists:

"a) building, industrial or demolition operations" amongst other reasons.

The objectors believe that the above exemption to the weight restriction as set out in Article 9 implies that any HGV carrying out building, industrial or demolition operations is legally allowed to utilise these roads as a short-cut through the weight limit if it is inconvenient for the HGV to use another road.

In their assessment, it is considered that as many, if not all of the HGVs that currently abuse the weight limit when accessing the Simonswood industrial estates are engaged in these types of activities, including waste management work. Therefore, due to the wording of Article 9 HGV drivers visiting roads outside of those in the proposed order would be able to argue that it is not "convenient" for them to use any other road.

In light of the above, the concerns are that the order will be unenforceable and would allow for the weight limited road to continue to be used for a short-cut, as this is by definition more convenient.

One of the objectors also felt that the inclusion of different areas and types of restrictions in the same order made it more difficult to understand what provisions apply to which road. Therefore, suggested that it would be better if the weight restriction had been proposed as separate order for clarity.

In addition to the objections regarding the wording of the order comments were received stating that there was an error in Order in relation to Schedule 3 item b) on the grounds that Coach Road should read from its junction with Hall Lane to its junction with Ben Lane and not from its junction with Barrow Nook Lane to its junction with Ben Lane.

Responses with Comments

A response was received stating that there is already adequate access from A580 through to the Simonswood Industrial estate via the Perimeter Roads around the industrial estate that does not impact any housing at all, therefore believes that the 'except for access' in the order is not applicable.

The response also notes the following:

- HGVs already readily exceed the speed limit, speeding around corners though Barrow Nook and have knocked a lamppost over causing damage to a resident's car. Raising concern that as there are many walkers in the area there is a serious accident waiting to happen.
- That the proposal for a medical waste incinerator will increase the traffic considerably, which could be considered hazardous and in the event of an accident have significant impact on the environment.
- That there is an impact on house prices, stating that people move here to be semi-rural, not to have HGV's driven by on a regular basis from the early morning.
- That roads are not really built for HGV access and that they cause major deterioration to the roads stating that there are already a number of potholes on these routes.

A further response was received from Simonswood Parish Council expressing concern that the proposal included Hall Lane, Bickerstaffe, however not Hall Lane, Simonswood or Simonswood Lane, Bickerstaffe.

Officers Comments

Wording of Articles 9 and 10

The purpose of Article 9 is to exempt vehicles over 7.5 tonnes that are undertaking building, industrial or demolition operations on or adjacent to the roads covered by the weight restriction only and not to allow for vehicles to utilise the roads as a short-cut to other roads or premises regardless of their business. Without this exemption repair of sewers, main pipes, or apparatus along with resurfacing works would not be able to take place on the roads within the weight limit.

Article 10 is a standard 'except for access' exemption where businesses and residential properties are within the area to allow vehicles over 7.5 tonnes access to land or property along the roads. Without this exemption deliveries of larger equipment would not be able to take place to residential properties or businesses within the roads covered by the weight restriction.

The council's legal team has re-considered the exemption and acknowledge that the word 'conveniently' in Article 9 is open to interpretation and may be misconstrued. Therefore, the wording of the exemption has been modified. This modification has also been agreed by the Police in relation to carrying out enforcement and prosecuting through the courts.

Reasons for Countywide Orders

To ensure that that county council works at its most efficient with regard to both costs and officer time, work that is not financed by outside sources, is batched into the three types of orders, Parking Orders, Speed Limit Orders and Moving Orders.

The county council will raise a countywide order for each of the different types of restriction once the number of requests have reached a level that the process becomes financially viable to continue.

The proposed order is for moving restrictions covering some weight restrictions alongside prohibition of U turns, prohibition of driving and one-way traffic, divided into separate Articles and Schedule items.

Failing to group the orders will increase the workload on the officers and the cost of processing the orders especially the cost of advertising in the local press resulting in the council's ability to keep the Traffic Regulation Orders in line with local needs.

Road Names and Described restriction lengths

The comments suggesting that the start and end points of Coach Road proposed in Schedule 3 Item b) are incorrect as it should read from its junction with Barrow Nook Lane to Ben Lane and not its junction with Hall Lane to Ben Lane is noted.

However, Coach Road runs from its junction with Moss Lane/Sineacre Lane, past its junction with Coach Road continuing north westerly to its junction with Hall Lane as defined by the National Street Gazetteer. Therefore, it is considered that the description in the proposed order is correct.

Planning Application

In relation to the proposed Medical Waste Incineration Plan the access point to this is outside the present weight limit restriction. This will also be the case with the proposed order that is a rewrite of the current provisions in a format that will aid the enforcement of the conditions.

As the access to the new provision is not within the restriction then it would be an offence for drivers of HGVs in excess of 7.5 tonnes to access the site via Barrow Nook or any of the roads included in this proposed order other than Stopgate Lane west of the commencement of the restriction.

The progression of this order would ease the enforcement of the provisions and aid compliance with the weight restriction.

Hall Lane, Simonswood and Simonswood Lane, Bickerstaffe

The purpose of this proposal is to revoke the existing order which set out the roads that were subject to the restrictions by using a description of a designated area boundary rather than identifying individual roads. Unfortunately, due to changes within the boundary area the police have advised that the order is potentially not sufficiently accurate and therefore this proposal is to revoke the original order and to reintroduce the current restriction by identifying each individual road. As Hall Lane, Simonswood and Simonswood Lane, Bickerstaffe were not included in the original order they have not been included within these proposals.

Simonswood Parish Council has identified that there is a problem with the signage on these roads, however this would require a correct and full investigation from the area engineers with a view to making a new order. This has been passed to the area engineer for separate investigation.

After considering objections submitted and the comments, officers recommend the proposed measures are implemented as advertised with modification to the exemptions in Article 9.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2022/23 highways budget for new signs and lines at an estimated cost of £10,000.

Risk management

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

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

ROAD TRAFFIC REGULATION ACT 1984LANCASHIRE COUNTY COUNCIL(VARIOUS ROADS, CHORLEY, HYNDBURN, PENDLE, PRESTON AND WEST LANCASHIRE)
(REVOCATION, PROHIBITION OF U-TURNS, 7.5 TONNE WEIGHT RESTRICTION, PROHIBITION
OF DRIVING AND ONE WAY TRAFFIC (21-22 NO1) ORDER 202*

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 1, 2 and 4 and 92 of and Part IV of Schedule 9 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:

"**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. Revocation

- a) Those parts of the "Lancashire County Council (Broad Street, Stanworth Road, Nelson, Pendle Borough) (One-Way Traffic) Order 2008", as set out in Schedule 1a to this Order, are hereby revoked.
- b) Those parts of "The Borough of Pendle (Various Street, Barnoldswick,) (Prohibition of Driving and One Way Traffic) Order 1990", as set out in Schedule 1b to this Order, are hereby revoked.
- c) Those parts of the "he Borough of Hyndburn (Various Roads) (Prohibition and Restriction of Waiting) (Prohibition of U-Turn) (One-Way Traffic) Order 1988", as set out in Schedule 1c to this Order, are hereby revoked.
- d) Those parts of the "The County of the West Riding or Yorkshire (Various Roads at Barnoldswick) (Prohibition and Restriction of Waiting and One-Way) Order 1971", as set out in Schedule 1d to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Back Scotland Road and Regent Road Nelson, Pendle Borough) (Part Revocation and One Way Traffic) Order 2014", as set out in Schedule 1e to this Order, are hereby revoked.
- f) Those parts of "The Borough of Pendle (Urban Safety Project Area A) (Prohibition of Waiting, Prohibition of Driving and Prohibition of Right Turn and Revocation) Order 1984", as set out in Schedule 1f to this Order, are hereby revoked.
- g) The "The Lancashire County Council (B5243 Moss Road, Halsall, West Lancashire District and Birkdale, Southport, Sefton, Metropolitan Borough) (Weight Restriction) Order 1989" is hereby revoked in full.
- h) The "Lancashire County Council (Various Roads in the Bickerstaffe and Rainford Area, West Lancashire District) (Weight Restriction) Order 2003" is hereby revoked in full.
- i) The "Preston (Improvement of Lord's Walk and Percy Street) Roads Restriction Order (No.2) 1969" is hereby revoked in full.
- j) The "he Lancashire County Council (Ormskirk Old Road, Bickerstaffe, West Lancashire District) (Prohibition of Driving) Order 1988" is hereby revoked in full.

3. Prohibition of U-Turn

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle to make a U -Turn manoeuvre in the lengths of road as set out in Schedule 2 to this Order.

4. 7.5 Tonne Weight Restriction (Except Access)

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, the weight of which exceeds 7.5 tonnes, to enter or proceed along the lengths of road as set out in Schedule 3 to this Order.

5. Prohibition of Driving Except Loading Between 4pm and Midnight and Midnight and 10am

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle to proceed in the length of road as set out in Schedule 4 to this Order, unless that Vehicle is engaged in the Loading or Unloading of goods between the hours of 4pm and Midnight and Midnight and 10am.

This prohibition includes an obstruction in accordance with Section 92 of the Road Traffic Regulation Act 1984.

6. Prohibition of Driving (Except Pedal Cycles and Access)

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle, other than a Pedal Cycle, to proceed along the length of road referred to in Schedule 5 to this Order.

This prohibition includes an obstruction in accordance with Section 92 of the Road Traffic Regulation Act 1984.

7. One Way Traffic Restriction

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle, to enter or proceed along the lengths of road set out in Schedule 6 to this Order, in any direction other than that specified.

8. General Exemptions

Nothing in Articles 3, 4, 5, 6 and 7 of this Order shall render it unlawful to cause or permit any Vehicle to travel along any part of the lengths of road referred to therein for so long as may be necessary to enable:

- a) the Vehicle to be used for fire brigade, ambulance or police purposes in pursuance of statutory powers or duties;
- b) the Vehicle to be used for the purposes of a local authority in pursuance of statutory powers or duties if it cannot conveniently be used for such purpose in any other road;
- c) 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.

9. Exemptions to Articles 4, 5 and 6

Nothing in Articles 4, 5 and 6 of this Order shall render it unlawful to cause or permit any Vehicle to travel along any part of the lengths of road referred to therein for so long as may be necessary to enable the Vehicle, if it cannot conveniently be used for such purpose in any other road to be used in connection with any of the following:-

- a) building, industrial or demolition operations;
- b) the maintenance, improvement or reconstruction of the said lengths of roads;
- c) the laying, erection, alteration or repair in or in land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus or the exercise of any other statutory power or duty for the maintenance and supply of gas, water or electricity or of any telecommunications system as defined in Section 4 of the Telecommunications Act 1984.

10. Exemptions to Articles 4 and 6

Nothing in Articles 4 and 6 of this Order shall render it unlawful to cause or permit any Vehicle to travel along any part of the lengths of road referred to therein for so long as may be necessary to enable the Vehicle to gain access to land or premises situated on or adjacent to the road.

11. Miscellaneous

The prohibitions 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.

12. Commencement of Order

This Order shall come into force on the ***** 202* and may be cited as the "Lancashire County Council (Various Roads, Chorley, Hyndburn, Pendle, Preston And West Lancashire) (Revocation, Prohibition Of U-Turns, 7.5 Tonne Weight Restriction, Prohibition Of Driving And One Way Traffic (21-22 No1) Order 202*".

Dated this ** day of ***** 202*.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the Scheme of Delegation to Chief Officers **OR** following a decision made on the ** day of ** 202* by The Cabinet

Authorised Signatory

Schedule 1a – Revocations

Items 1. and 2. Of Article 1.

Schedule 1b – Revocations

- a) Schedule 1.
- b) The following from Schedule 2;
 - i. Ellis Street, Barnoldswick, from its junction with Albert Road and Back Albert Road (South) Prohibited direction north westerly;
 - ii. Frank Street, Barnoldswick, from its junction with Albert Road and Back Albert Road (South) Prohibited direction south easterly.

Schedule 1c – Revocations

Insofar as it relates to No U Turns in Hyndburn Road, and Dunkenhalgh Way, Church, either carriageways at the junction with Manor Place and Henry Street.

Schedule 1d – Revocations

Schedule 4.

Schedule 1e – Revocations

Item ii of Schedule 2.

Schedule 1f – Revocations

Insofar as it relates to the prohibition of driving in Regent Street in Article 8.

Schedule 2 – Prohibition of U-Turn

- a) Dunkenhalgh Way, Church, on the southbound carriageway of Dunkenhalgh Way (north of its junction with Manor Place) turning into the northbound carriageway of Dunkenhalgh Way.
- b) Hyndburn Road, Church, on the northbound carriageway of Hyndburn Road (south of its junction with Henry Street) turning into the southbound carriageway of Hyndburn Road.

Schedule 3 – 7.5 Tonne Weight Restriction (Except Access)

- a) Ben Lane, Bickerstaffe, the entire length.
- b) Coach Road, Bickerstaffe, from its junction with Barrow Nook Lane to its junction with Ben Lane.
- c) Barrow Nook Lane, Bickerstaffe, the entire length.
- d) Intake Lane, Bickerstaffe, the entire length.
- e) Church Road, Bickerstaffe, the entire length.
- f) Hall Lane, Bickerstaffe, the entire length.
- g) New Way, Bickerstaffe, the entire length.
- h) Hursts Lane, Bickerstaffe, the entire length.
- i) Stockley Crescent, Bickerstaffe, the entire length.
- j) Daisy Way, Halsall, the entire length.
- k) Moss Gardens, Halsall, the entire length.
- l) Moss Road, Halsall, from its junction with Birkdale Cop to its junction with Stamford Road.
- m) Poppy Close, Halsall, the entire length.
- n) Stopgate Lane, Simonswood, from a point 4.5 metres east of its junction with the Centreline of Sidings Lane in a north easterly direction to its centreline junction with Sineacre Lane.
- o) Sineacre Lane, Bickerstaffe, the entire length.
- p) Moss Lane, Bickerstaffe, the entire length.
- q) Stamford Road, Birkdale, from its junction with Moss Road, Halsall to its junction with Guildford Road, Birkdale.
- r) Meres Way, Birkdale, the entire length.
- s) Lodge Lane, Rainford, the entire length.

Schedule 4 – Prohibition of Driving Except Loading 4pm – Midnight and Midnight – 10am

Albert Road, Barnoldswick, between its junction with Ellis Street and junction with Frank Street.

Schedule 5 – Prohibition of Driving (Except Pedal Cycles and Access)

Moss Lane, Whittle-le-Woods, from a point 16 metres north east of its junction with the centreline of Spring Crescent for a distance of 69 metres in an easterly direction.

Schedule 6 – One Way Traffic

- a) Frank Street, Barnoldswick, from its junction with Albert Square to its junction with Albert Road in a north westerly direction;
- b) Broad Street, Nelson, from its junction with Hibson Road to a point 24 metres south of the centreline of Broadway in a north-westerly direction;
- c) Hibson Road, Nelson, from its junction with Stanworth Road to its junction with Broad Street in a north-easterly direction;
- d) Stanworth Road, Nelson, from a point 75 metres east of the centreline of Rigby Street in an easterly direction to its junction with Hibson Road;
- e) Regent Street, Nelson, from its junction with Reedyford Road for a distance of 55 metres in a south westerly direction;
- f) Albert Road, Barnoldswick, from its junction with Fernlea Avenue to its junction with Newtown in a south westerly direction;
- g) Ellis Street, Barnoldswick, from its junction with Albert Road to its junction with Albert Square in a south easterly direction;
- h) Albert Square, Barnoldswick, from its junction with Ellis Street to its junction with Frank Street in a south westerly direction.

ROAD TRAFFIC REGULATION ACT 1984LANCASHIRE COUNTY COUNCIL(VARIOUS ROADS, CHORLEY, HYNDBURN, PENDLE, PRESTON AND WEST LANCASHIRE)
(REVOCATION, PROHIBITION OF U-TURNS, 7.5 TONNE WEIGHT RESTRICTION, PROHIBITION
OF DRIVING AND ONE WAY TRAFFIC (21-22 NO1) ORDER 202*

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 1, 2 and 4 and 92 of and Part IV of Schedule 9 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:

"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. Revocation

- a) Those parts of the "Lancashire County Council (Broad Street, Stanworth Road, Nelson, Pendle Borough) (One-Way Traffic) Order 2008", as set out in Schedule 1a to this Order, are hereby revoked.
- b) Those parts of "The Borough of Pendle (Various Street, Barnoldswick,) (Prohibition of Driving and One Way Traffic) Order 1990", as set out in Schedule 1b to this Order, are hereby revoked.
- c) Those parts of the "The Borough of Hyndburn (Various Roads) (Prohibition and Restriction of Waiting) (Prohibition of U-Turn) (One-Way Traffic) Order 1988", as set out in Schedule 1c to this Order, are hereby revoked.
- d) Those parts of the "The County of the West Riding or Yorkshire (Various Roads at Barnoldswick) (Prohibition and Restriction of Waiting and One-Way) Order 1971", as set out in Schedule 1d to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Back Scotland Road and Regent Road Nelson, Pendle Borough) (Part Revocation and One Way Traffic) Order 2014", as set out in Schedule 1e to this Order, are hereby revoked.
- f) Those parts of "The Borough of Pendle (Urban Safety Project Area A) (Prohibition of Waiting, Prohibition of Driving and Prohibition of Right Turn and Revocation) Order 1984", as set out in Schedule 1f to this Order, are hereby revoked.
- g) The "The Lancashire County Council (B5243 Moss Road, Halsall, West Lancashire District and Birkdale, Southport, Sefton, Metropolitan Borough) (Weight Restriction) Order 1989" is hereby revoked in full.
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- j) The "The Lancashire County Council (Ormskirk Old Road, Bickerstaffe, West Lancashire District) (Prohibition of Driving) Order 1988" is hereby revoked in full.

3. Prohibition of U-Turn

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle to make a U -Turn manoeuvre in the lengths of road as set out in Schedule 2 to this Order.

4. 7.5 Tonne Weight Restriction (Except Access)

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, the weight of which exceeds 7.5 tonnes, to enter or proceed along the lengths of road as set out in Schedule 3 to this Order.

5. Prohibition of Driving Except Loading Between 4pm and Midnight and Midnight and 10am

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle to proceed in the length of road as set out in Schedule 4 to this Order, unless that Vehicle is engaged in the Loading or Unloading of goods between the hours of 4pm and Midnight and Midnight and 10am.

This prohibition includes an obstruction in accordance with Section 92 of the Road Traffic Regulation Act 1984.

6. Prohibition of Driving (Except Pedal Cycles and Access)

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle, other than a Pedal Cycle, to proceed along the length of road referred to in Schedule 5 to this Order.

This prohibition includes an obstruction in accordance with Section 92 of the Road Traffic Regulation Act 1984.

7. One Way Traffic Restriction

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any Vehicle, to enter or proceed along the lengths of road set out in Schedule 6 to this Order, in any direction other than that specified.

8. General Exemptions

Nothing in Articles 3, 4, 5, 6 and 7 of this Order shall render it unlawful to cause or permit any Vehicle to travel along any part of the lengths of road referred to therein for so long as may be necessary to enable:

- a) the Vehicle to be used for fire brigade, ambulance or police purposes in pursuance of statutory powers or duties;
- b) the Vehicle to be used for the purposes of a local authority in pursuance of statutory powers or duties if it cannot conveniently be used for such purpose in any other road;
- c) 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.

9. Exemptions to Articles 4, 5 and 6

Nothing in Articles 4, 5 and 6 of this Order shall render it unlawful to cause or permit any Vehicle to travel along any part of the lengths of road referred to therein for so long as may be necessary if the vehicle is being used in the connection with the carrying out, or on premises situated on or adjacent to that length of road, of any of the following operations namely:

- a) building, industrial or demolition operations;
- b) the maintenance, improvement or reconstruction of the said lengths of roads;
- c) the laying, erection, alteration or repair in or in land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus or the exercise of any other statutory power or duty for the maintenance and supply of gas, water or electricity or of any telecommunications system as defined in Section 4 of the Telecommunications Act 1984.

10. Exemptions to Articles 4 and 6

Nothing in Articles 4 and 6 of this Order shall render it unlawful to cause or permit any Vehicle to travel along any part of the lengths of road referred to therein for so long as may be necessary to enable the Vehicle to gain access to land or premises situated on or adjacent to the road.

11. Miscellaneous

The prohibitions 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.

12. Commencement of Order

This Order shall come into force on the ***** 202* and may be cited as the "Lancashire County Council (Various Roads, Chorley, Hyndburn, Pendle, Preston And West Lancashire) (Revocation, Prohibition Of U-Turns, 7.5 Tonne Weight Restriction, Prohibition Of Driving And One Way Traffic (21-22 No1) Order 202*".

Dated this ** day of ***** 202*.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the Scheme of Delegation to Chief Officers **OR** following a decision made on the ** day of ** 202* by The Cabinet

Authorised Signatory

Schedule 1a – Revocations

Items 1. and 2. Of Article 1.

Schedule 1b – Revocations

- a) Schedule 1.
- b) The following from Schedule 2;
 - i. Ellis Street, Barnoldswick, from its junction with Albert Road and Back Albert Road (South) Prohibited direction north westerly;
 - ii. Frank Street, Barnoldswick, from its junction with Albert Road and Back Albert Road (South) Prohibited direction south easterly.

Schedule 1c – Revocations

Insofar as it relates to No U Turns in Hyndburn Road, and Dunkenhalgh Way, Church, either carriageways at the junction with Manor Place and Henry Street.

Schedule 1d – Revocations

Schedule 4.

Schedule 1e – Revocations

Item ii of Schedule 2.

Schedule 1f – Revocations

Insofar as it relates to the prohibition of driving in Regent Street in Article 8.

Schedule 2 – Prohibition of U-Turn

- a) Dunkenhalgh Way, Church, on the southbound carriageway of Dunkenhalgh Way (north of its junction with Manor Place) turning into the northbound carriageway of Dunkenhalgh Way.
- b) Hyndburn Road, Church, on the northbound carriageway of Hyndburn Road (south of its junction with Henry Street) turning into the southbound carriageway of Hyndburn Road.

Schedule 3 – 7.5 Tonne Weight Restriction (Except Access)

- a) Ben Lane, Bickerstaffe, the entire length.
- b) Coach Road, Bickerstaffe, from its junction with Barrow Nook Lane to its junction with Ben Lane.
- c) Barrow Nook Lane, Bickerstaffe, the entire length.
- d) Intake Lane, Bickerstaffe, the entire length.
- e) Church Road, Bickerstaffe, the entire length.
- f) Hall Lane, Bickerstaffe, the entire length.
- g) New Way, Bickerstaffe, the entire length.
- h) Hursts Lane, Bickerstaffe, the entire length.
- i) Stockley Crescent, Bickerstaffe, the entire length.
- j) Daisy Way, Halsall, the entire length.
- k) Moss Gardens, Halsall, the entire length.
- l) Moss Road, Halsall, from its junction with Birkdale Cop to its junction with Stamford Road.
- m) Poppy Close, Halsall, the entire length.
- n) Stopgate Lane, Simonswood, from a point 4.5 metres east of its junction with the Centreline of Sidings Lane in a north easterly direction to its centreline junction with Sineacre Lane.
- o) Sineacre Lane, Bickerstaffe, the entire length.
- p) Moss Lane, Bickerstaffe, the entire length.
- q) Stamford Road, Birkdale, from its junction with Moss Road, Halsall to its junction with Guildford Road, Birkdale.
- r) Meres Way, Birkdale, the entire length.
- s) Lodge Lane, Rainford, the entire length.

Schedule 4 – Prohibition of Driving Except Loading 4pm – Midnight and Midnight – 10am

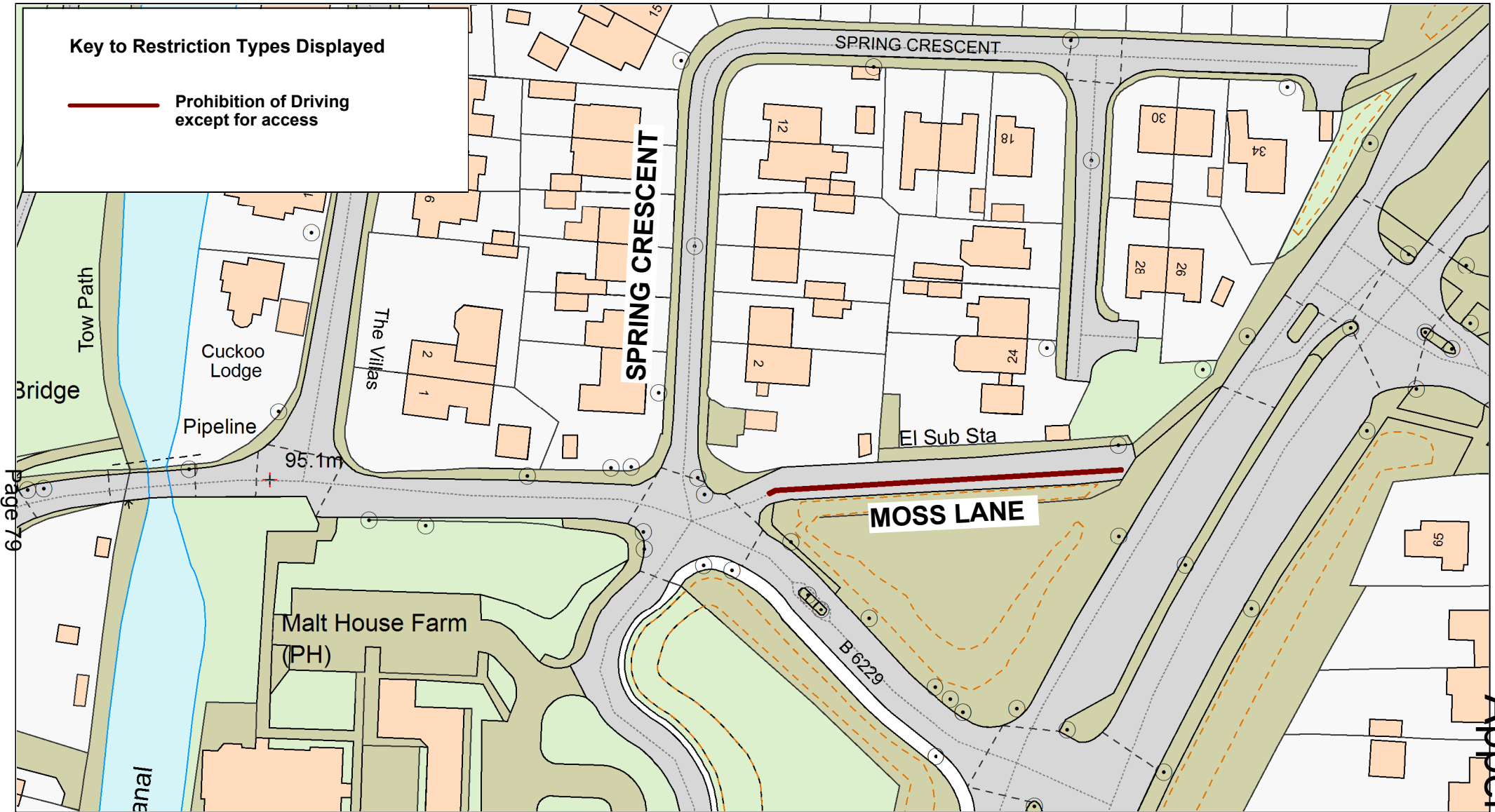
Albert Road, Barnoldswick, between its junction with Ellis Street and junction with Frank Street.

Schedule 5 – Prohibition of Driving (Except Pedal Cycles and Access)

Moss Lane, Whittle-le-Woods, from a point 16 metres north east of its junction with the centreline of Spring Crescent for a distance of 69 metres in an easterly direction.

Schedule 6 – One Way Traffic

- a) Frank Street, Barnoldswick, from its junction with Albert Square to its junction with Albert Road in a north westerly direction;
- b) Broad Street, Nelson, from its junction with Hibson Road to a point 24 metres south of the centreline of Broadway in a north-westerly direction;
- c) Hibson Road, Nelson, from its junction with Stanworth Road to its junction with Broad Street in a north-easterly direction;
- d) Stanworth Road, Nelson, from a point 75 metres east of the centreline of Rigby Street in an easterly direction to its junction with Hibson Road;
- e) Regent Street, Nelson, from its junction with Reedyford Road for a distance of 55 metres in a south westerly direction;
- f) Albert Road, Barnoldswick, from its junction with Fernlea Avenue to its junction with Newtown in a south westerly direction;
- g) Ellis Street, Barnoldswick, from its junction with Albert Road to its junction with Albert Square in a south easterly direction;
- h) Albert Square, Barnoldswick, from its junction with Ellis Street to its junction with Frank Street in a south westerly direction.



Key to Restriction Types Displayed

 Prohibition of Driving except for access

Page 79



**Moss Lane,
Whittle-le-Woods**

**Prohibition of driving
except for access**



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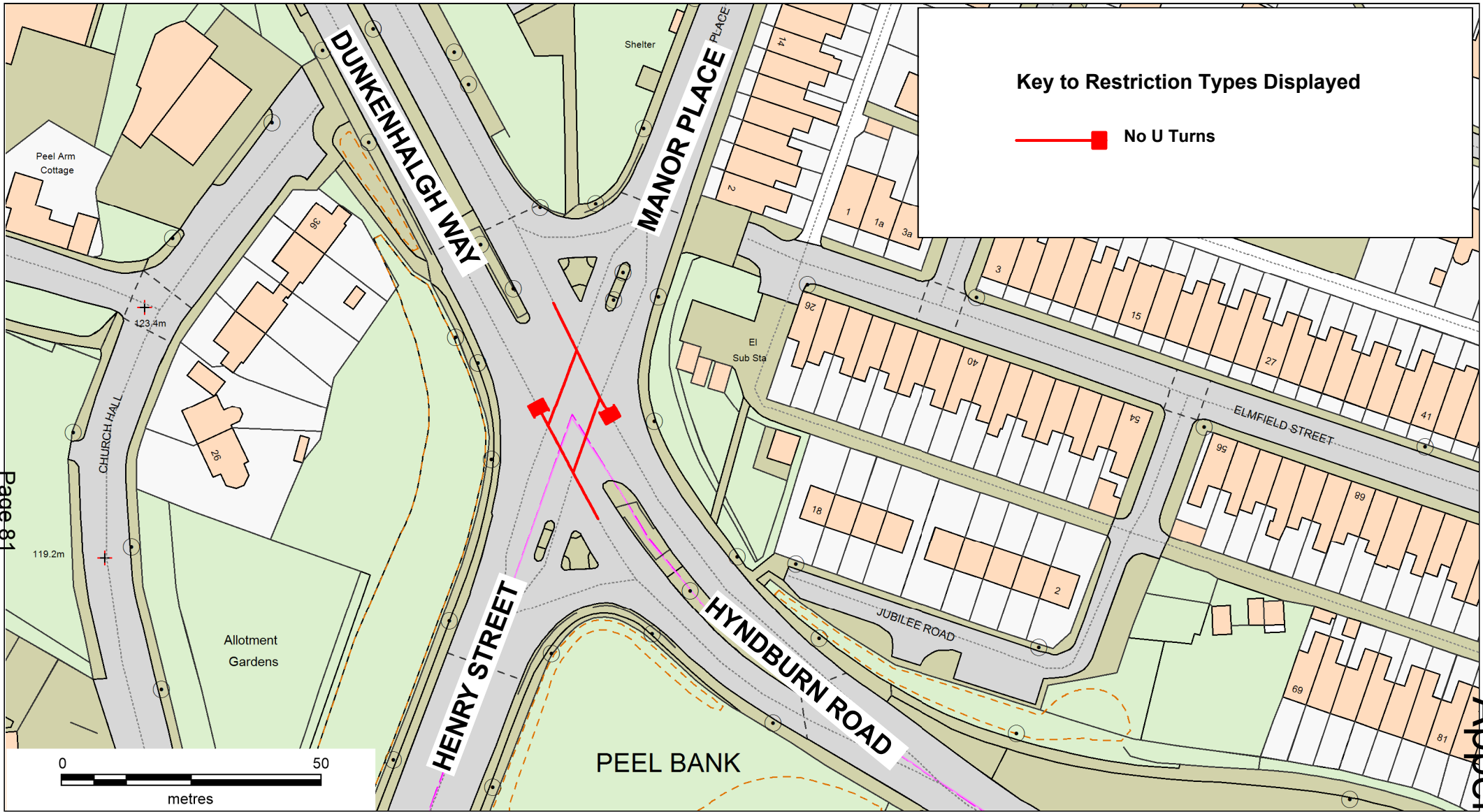
DRAWING No.

M-21-22(1)/KP-CH1

DRAWN BY

CHRIS NOLAN

Scale with care as distortion
may occur



**Dunkenhalgh Way -
Hyndburn Road**
No U-Turn Order



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DATE	22/10/2021
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Key to Restriction Types Displayed

>>>> One Way Traffic

— Prohibition of Driving except for loading/unloading 4pm-midnight and midnight-10am



One Way Traffic
 Albert Road; Albert Square; Ellis Street;;
 Frank Street, Barnoldswick

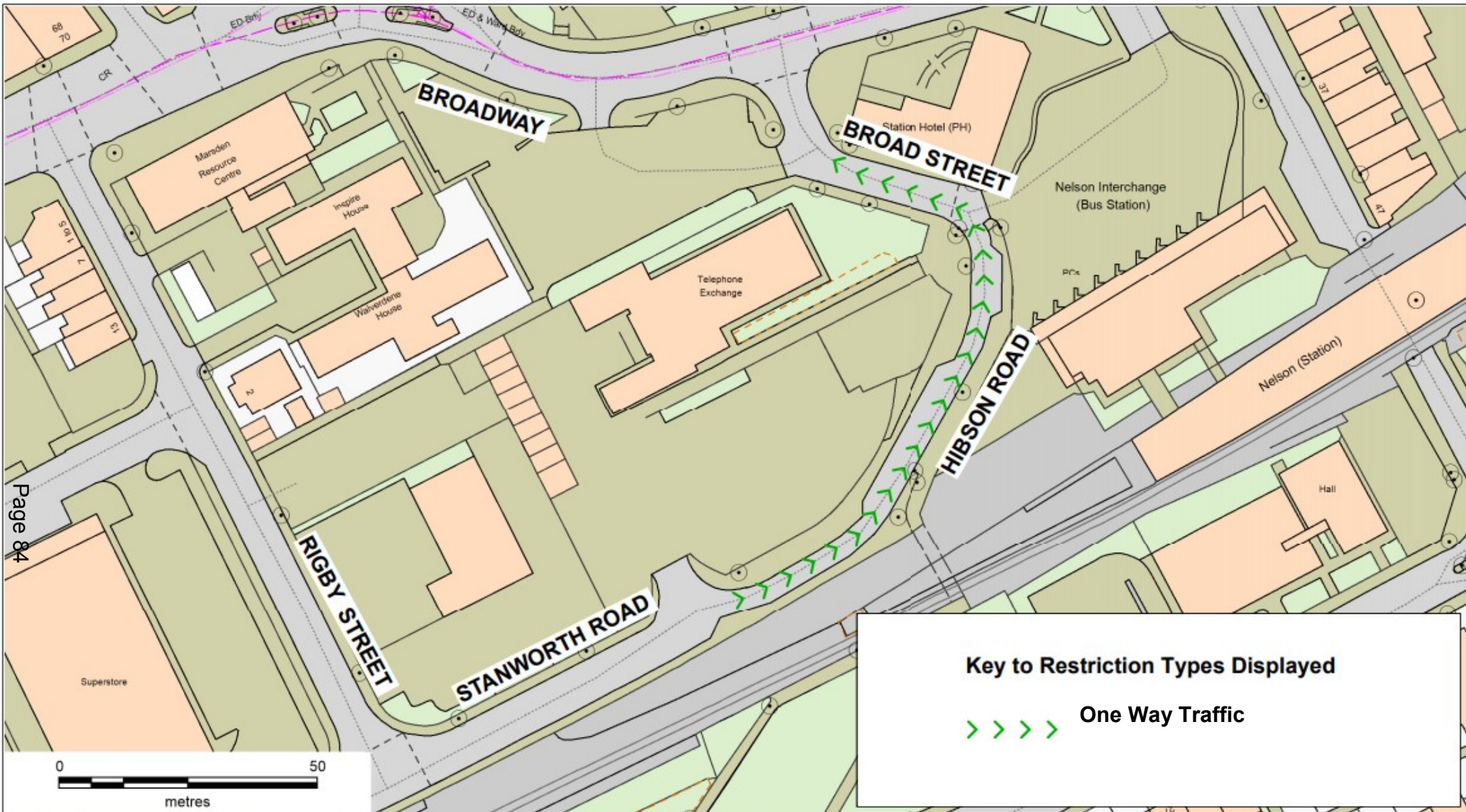
Prohibition of Driving
 Albert Road, Barnoldswick

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DATE	22/10/2021
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One Way Traffic

Stanworth Road;
Hibson Road;
Broad Street,
Nelson



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Key to Restriction Types Displayed


 One Way



Lancashire
County Council



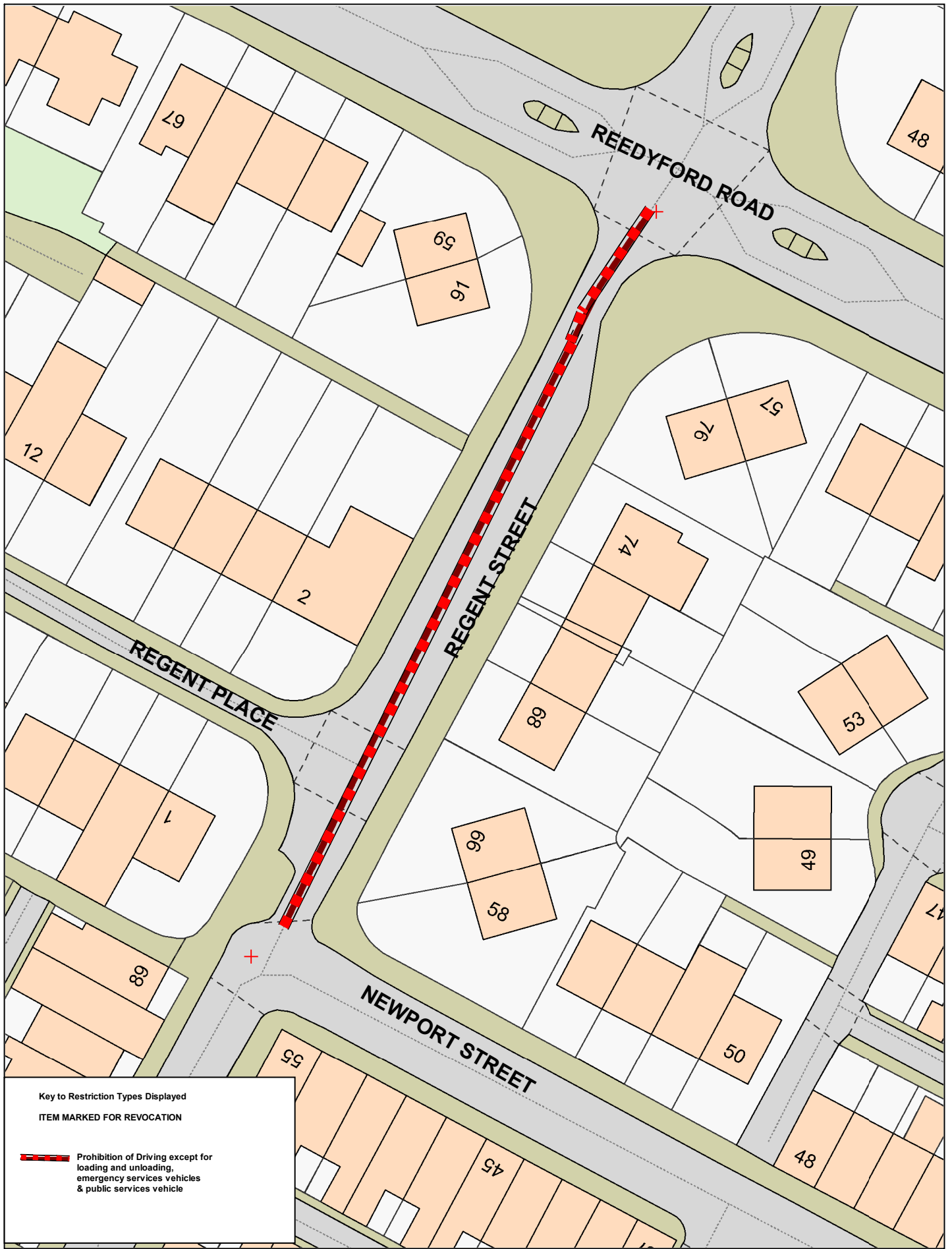
**Regent Street,
Nelson**

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Key to Restriction Types Displayed
ITEM MARKED FOR REVOCATION

 Prohibition of Driving except for loading and unloading, emergency services vehicles & public services vehicle



**Regent Street,
 Nelson**

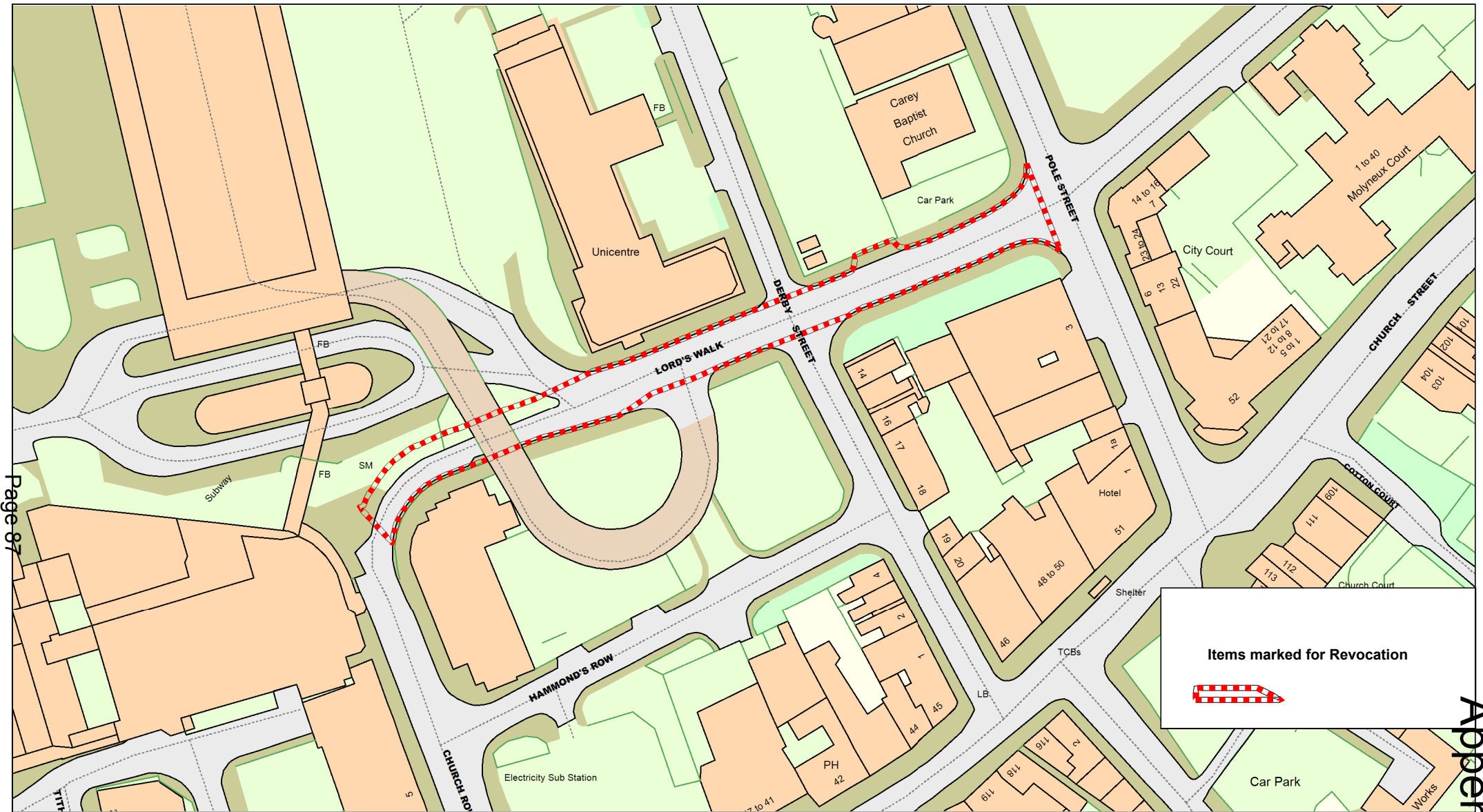


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**Lords Walk, Preston
Revocation of redundant
Prohibition of Driving**

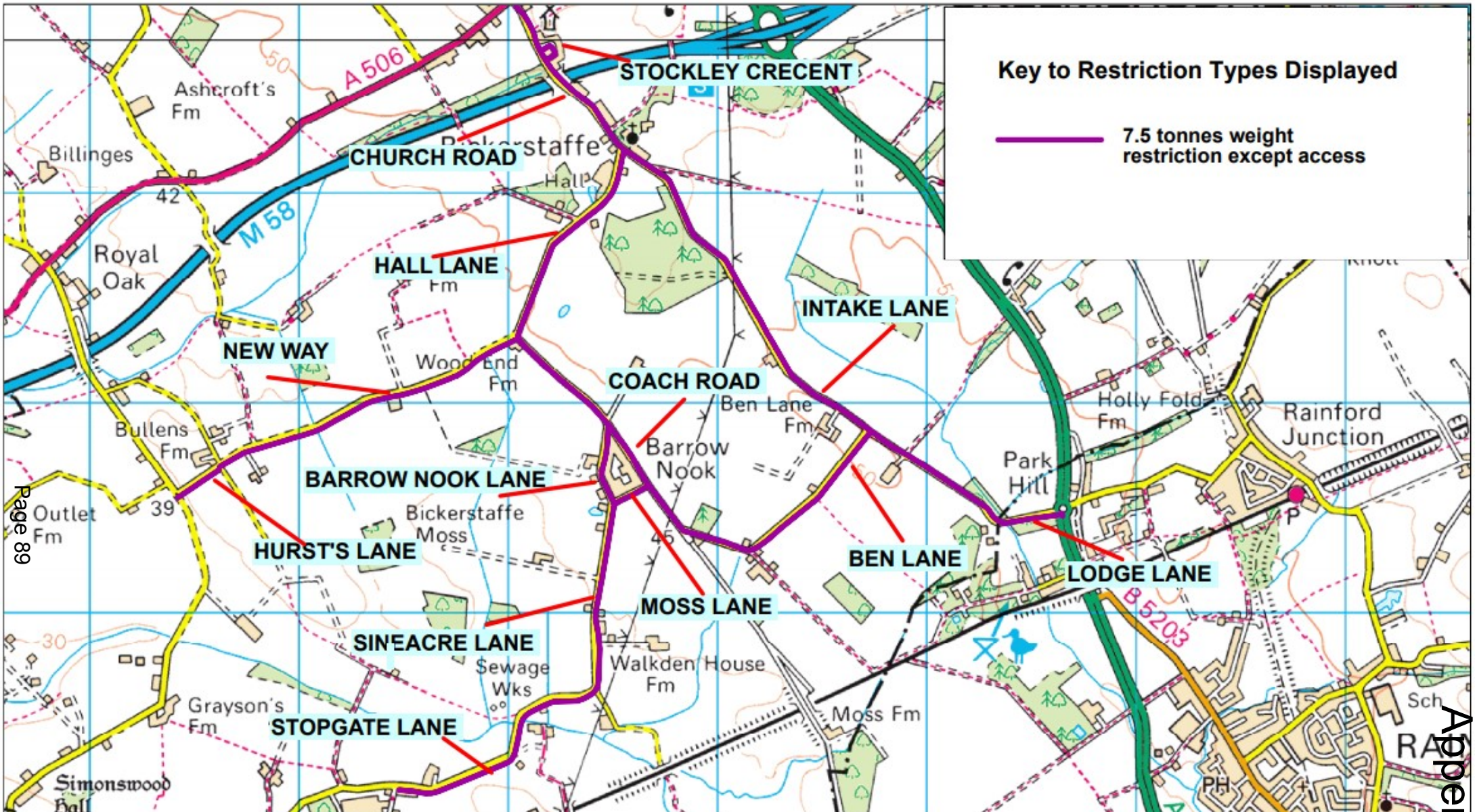


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Appendix F



Barrow Nook Lane; Ben Lane; Church Road; Coach Road, Hall Lane, Hurst Lane, Intake Lane, Moss Lane, New Way, Sineacre Lane, Stockley Crescent, Bickerstaffe

Stopgate Lane, Simonswood

Lodge Lane, Rainford

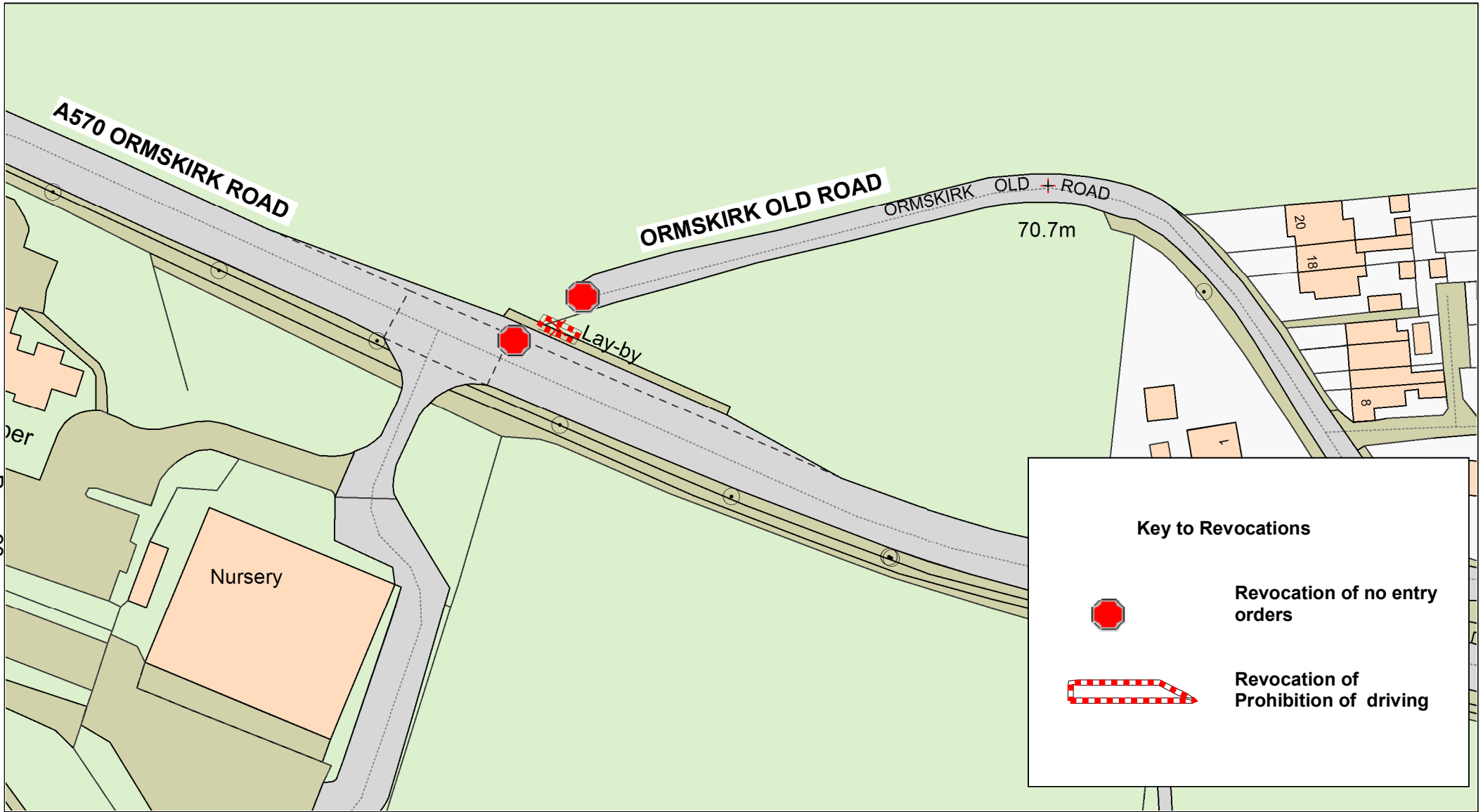
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DATE	04/11/2021
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**A570 Ormskirk Road
Revocation of Redundant
Traffic Regulation orders**



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22/10/2021

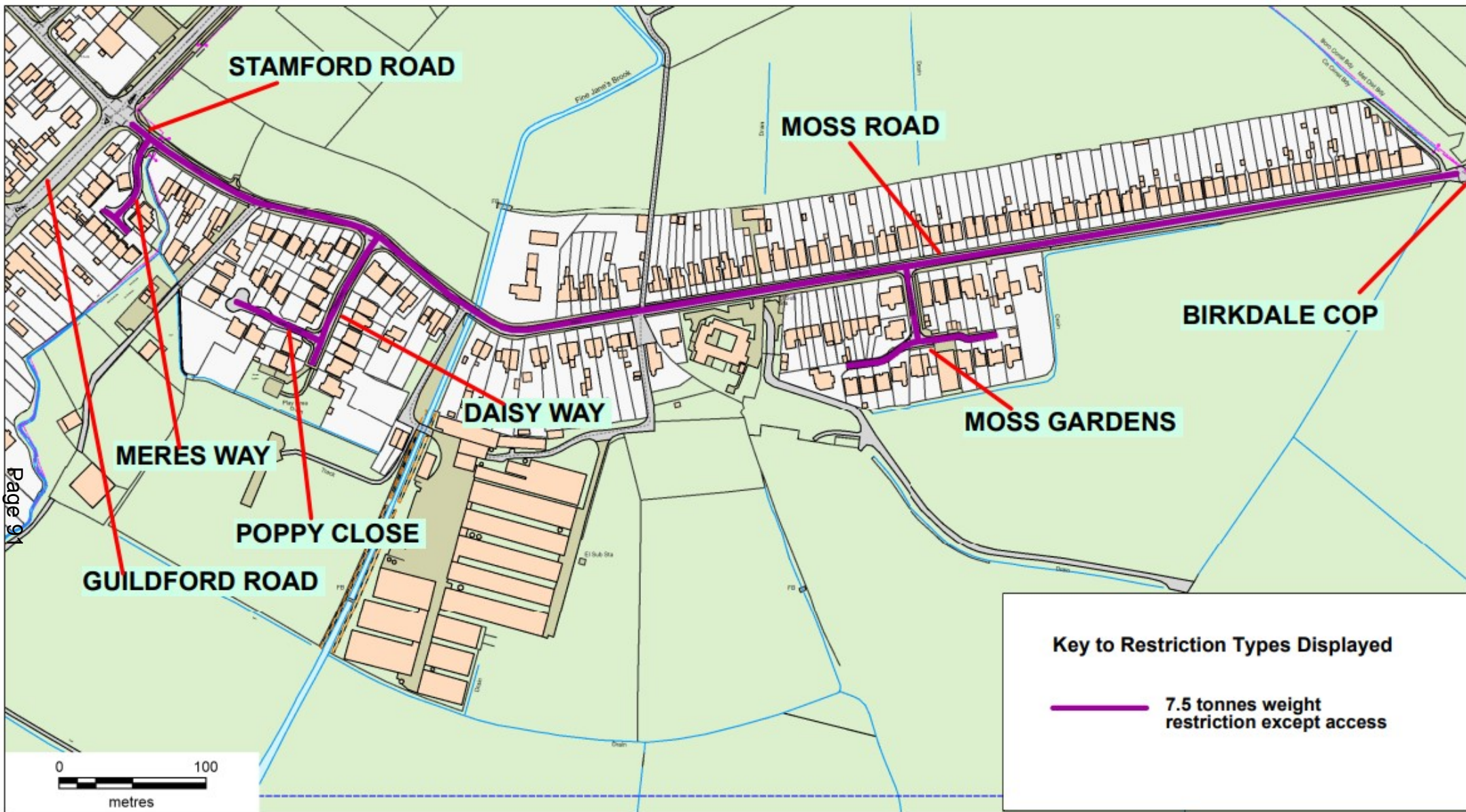
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M-21-22(1)/CN-WL2

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Chris Nolan

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Key to Restriction Types Displayed

——— 7.5 tonnes weight restriction except access




Moss Road; Moss Gardens; Daisy Way; Poppy Close, Halsall
 Stamford Road; Meres Way, Birkdale

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DATE	22/10/2021
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STATEMENT OF REASONS

Countywide – 21/22 MOVING No.1 Order

STATEMENT FOR OVERALL COUNTYWIDE MOVING ORDER

This proposed order covers Chorley, Hyndburn, Pendle, Preston and West Lancashire
for the following types of restrictions

- *New proposals in Chorley*
- *Revocations Only in Pendle, Preston and West Lancashire*
- *Rectifying Discrepancies with current Orders in Pendle and West Lancashire (including sections within both the Metropolitan District of Sefton and the Metropolitan District of St Helens).*
- *Formalisation of Existing Restrictions currently on site in Hyndburn and Pendle*

Reasons under Section 1 of the RTRA

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

STATEMENT OF REASONS BY PROPOSAL

1) Proposals for new restrictions

"The purpose of these proposals are to address safety concerns of vehicles parking on the highway in order to undertake antisocial behaviour."

Road Name	Engineers Statement of Reasons
CHORLEY	
Moss Lane, Whittle-le-Woods	<p>Following receipt of complaints in relation to vehicle movements associated with antisocial behaviour along this short section of road traffic officers propose to introduce a prohibition of Driving except for access to the Electricity North West infrastructure.</p> <p><i>"The purpose of this order is to prohibiting unnecessary vehicle movements associated with antisocial behaviour."</i></p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

2) Revocation Only

"The purpose of these proposals are to remove current restrictions that are no longer required".

Road Name	Engineers Statement of Reasons
Pendle	
Regent Street, Nelson	It has been noted that an order is still in place that is not indicated on the road and is no longer required as part of the road network since the introduction of the one-way traffic order back in 2014.
Preston	
Lord's Walk, Preston	It has been noted that an order is still in place that is not indicated on the road and is no longer required as part of the road network. Retention of the order does not legally allow access to or egress from the southern entrance to the Preston Bus Station.
West Lancashire	
A570 Ormskirk Road, Bickerstaffe Ormskirk Old Road, Bickerstaffe	Three orders are in place that prevent traffic from accessing and exiting from Ormskirk Old Road to and from A570 Ormskirk Road. As there is no longer any highway access at this point the restrictions are no longer required.

3) Proposals required to rectify discrepancies in the current orders and amendments to existing restrictions

"The purpose of these proposals are to clarify, simplify and tidy up a selection of orders that have been identified with discrepancies. The proposals seek to rectify the orders in relation to the restriction signs and markings with no change being proposed on site. Along with work to ensure the enforcement of an existing weight limit order that is necessary to maintain the safety of residents in the area. To be able to ensure the correct enforcement of the order it is necessary to include additional roads"

Road Name	Engineers Statement of Reasons
PENDLE	
Regent Street, Nelson	<p>The current order refers to Regent Road in the title and Regent Street in the schedules.</p> <p><i>"The purpose of this proposal is to rectify the anomaly within the current order with no proposed changes to the restriction itself or its extent, therefore drivers will not be subject to any change on site as a result of this order."</i></p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
WEST LANCASHIRE	
<ul style="list-style-type: none"> i. Barrow Nook Lane, Bickerstaffe ii. Ben Lane, Bikerstaffe iii. Church Road, Bikerstaffe iv. Coach Road, Bikerstaffe v. Hall Lane, Bikerstaffe 	Following problems with enforcement of the weight restriction covering these roads it was discovered that there is an error in the wording that, under certain circumstances allowed vehicles above the weight of 7.5 tonnes to pass through the area without need for access to off street properties.

<ul style="list-style-type: none"> vi. Hurst's Lane Bikerstaffe vii. Intake Lane, Bikerstaffe viii. Moss Lane, Bikerstaffe ix. New Way, Bikerstaffe x. Sineacre Lane, Bikerstaffe xi. Stockley Crescent, Bikerstaffe xii. Stopgate Lane, Bikerstaffe xiii. Moss Road, Halsall 	<p><i>"The purpose of this proposal is to revoke the present restriction and reintroduce the measures with the correct wording to allow full enforcement."</i></p>
<p>-----</p> <ul style="list-style-type: none"> i. Daisy Way, Halsall ii. Moss Gardens, Halsall iii. Poppy Close, Halsall 	<p><i>"Whilst reviewing the present order it was noted that 3 roads accessed of the route had been missed. Therefore, this proposal also includes these additional locations."</i></p>
<p><u>Roads within the Metropolitan District of St Helens</u></p> <ul style="list-style-type: none"> i. Lodge Lane, Rainford 	<p><i>"A small part of the current 17.5t weight restriction lies within the area of St Helens Metropolitan Borough Council who have confirmed their agreement to the County Council making the whole of the Order including the small part located within Rainford, St Helens."</i></p>
<p>-----</p> <p><u>Roads within the Metropolitan District of Sefton</u></p> <ul style="list-style-type: none"> i. Stanworth Way, Birkdale ii. Meres Way, Birkdale 	<p><i>"A small part of the current 17.5t weight restriction lies within the area of Sefton Metropolitan Borough Council who have confirmed their agreement to the County Council making the whole of the Order including the small part located within Birkdale, Southport."</i></p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; f) for preserving or improving the amenities of the area through which the road runs

4) Formalisation of existing Restrictions

"The purpose of these proposals are to formalise the current intended restrictions on site that are currently being misused to allow for effective enforcement. The proposals seek to clarify the restrictions on site with no material change to any access provisions."

Road Name	Engineers Statement of Reasons
HYNDBURN	
Dunkenhalgh Way, Church Hyndburn Road, Church	<p><i>"The purpose of this proposal is to formalise the existing 'No U-Turn' as signed on site to allow for effective enforcement by the police."</i></p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
PENDLE	
Albert Road, Barnoldswick	<p><i>"The purpose of these proposals are to formalise the existing prohibition of driving as signed on site to allow for effective enforcement by the police."</i></p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
PENDLE	
Albert Road, Barnoldswick Albert Square, Barnoldswick Ellis Street, Barnoldswick Frank Street, Barnoldswick Stanworth Road, Nelson Hibson Road, Nelson Broad Street, Nelson	<p><i>"The purpose of these proposals are to formalise the existing one-way traffic roads as signed on site to allow for effective enforcement by the police."</i></p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

e. Nolan

Signature:

Date: 5th November 2021

Print Name: Chris Nolan

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Service - Inclusion**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Delivering better services;**Expansion of Morecambe Road School, Lancaster and Development of Special Educational Needs Units**

Contact for further information:

Dr Sally Richardson, Tel: 07920086432, Head of Service - Inclusion

sally.richardson@lancashire.gov.uk**Brief Summary**

This report provides the outcomes of the informal consultation that has been carried out in relation to a proposal to expand Morecambe Road School, Lancaster. It is being proposed that this school expansion will be achieved through the creation of 34 additional places. 22 of these places would be based within the existing school site. The additional teaching space required would be achieved through building work commissioned and financed by the school, and 12 places would be based in a satellite provision at Lancaster and Morecambe College, which is located 0.3 miles away from Morecambe Road School. The separate 'satellite' provision would be operated as part of Morecambe Road School.

Morecambe Road School is a mixed special school for pupils with moderate learning difficulties. It is also being proposed to redesignate Morecambe Road School as a school which meets the needs of children and young people with generic learning difficulties.

This report also includes a proposal to seek expressions of interests, and initiate feasibility studies and the informal consultation process that would further support the development of SEN units in schools in different locations across the County.

Recommendation

Cabinet is asked to:

- (i) Consider the results of informal consultation to increase the number of special school places at Morecambe Road School by 22 places to 177 that will be created through the building of additional teaching space on the main

school site, and approve the publication of a statutory notice and the initiation of the formal consultation process required to make this prescribed alteration/significant change to Morecambe Road School.

- (ii) Consider the results of informal consultation to create another 12 special school places at Morecambe Road School to increase the overall number so places at the school to 189, subject to approval to (i) above. These 12 places will be created through the development of satellite provision on the site of Lancaster and Morecambe College and so approval is being sought for the publication of a statutory notice and the initiation of the formal consultation process required to make this prescribed alteration/significant change to Morecambe Road School.
- (iii) Consider the results of the informal consultation to change the designation of Morecambe Road School from one for pupils with moderate learning difficulties to one for pupils with generic learning difficulties, and approve the publication of a statutory notice and the initiation of the formal consultation process required to make this prescribed alteration/significant change to Morecambe Road School.
- (iv) Approve the initiation of a process to seek expressions of interest to further support the development of SEN units in schools in different locations across the County where this continues to be required.
- (v) Subject to approval of (iv) above, approve the initiation of the informal consultation process.

Detail

The SEND Sufficiency Strategy 2019-2024 was developed in response to the increase in demand for specialist provision for children and young people in particular areas across Lancashire, and within the context of increased pressure on the high needs block funding. The implementation of the SEND Sufficiency Strategy enables the county council to fulfil its statutory duties in relation to the provision for children and young people with special educational needs and disabilities.

The proposals in the report are consistent with the principles and priorities identified within the SEND Sufficiency Strategy, and a further review of SEND provision carried out in June 2021. This later review identified a particular demand for special school places for children and young people with learning difficulties in the Lancaster/Morecambe area. The proposals build on the Strategy because of the increased demand for education, health and care plans and special school places that has been evident in the last two years.

In September 2021, Cabinet gave approval to seek expressions of interest for the initiation of feasibility studies and an informal consultation process, to expand and increase the numbers of school places in satellite provision, at both primary and secondary level for children and young people with learning difficulties in the north area of Lancashire.

Morecambe Road School is a school for children and young people between the ages of three and 16 years with moderate learning difficulties. It has been identified as a good school by Ofsted since 2003. The school is over-subscribed.

Morecambe Road School has put forward three proposals for the development of the school. All three proposals would be classed as significant changes to the school and are therefore subject to a statutory process, to enable such changes to take place. The changes being proposed are listed below.

- 1) Increase the number of special school places by 22, which would be achieved through building work to increase the amount of teaching space available on the existing school site.
- 2) A further increase in the number of special school places by 12 which would be achieved through the development of satellite provision on the site of Lancaster and Morecambe College.

The above two proposals would result in an overall increase in pupil numbers of 34, to create a school population of 189.

- 3) Change the designation of the school from one for pupils with moderate learning difficulties to a school for pupils with generic learning difficulties.

There are steps that must be taken as part of the statutory process to instigate these changes, including a period of informal consultation followed by a formal period of representation/consultation and the publication of a statutory notice. This paper provides the outcomes of the informal consultation and seeks approval to move to the next stage of formal consultation.

School expansion

There is ongoing building work within the school site for expansion of the school to create an additional 22 places. This building work is being funded from within the resources available to the school and no additional capital funding is being sought for these works.

Development of satellite provision

The creation of a further 12 places would be through the development of a key stage 4 satellite provision at Lancaster and Morecambe College. It is anticipated the development of this satellite provision would build on and formalise existing arrangements between the school and college, and would better equip pupils with the knowledge, skills and experiences they need to prepare themselves for adulthood.

The satellite provision on the site of Lancaster and Morecambe College would be used to increase the number of special school places within Morecambe Road School. Pupils attending this provision would be able to use facilities and accommodation that is available on the college site. Any pupil placed in the satellite provision would be on the roll of Morecambe Road School and the school would be

responsible for the education of all children attending the satellite provision, and this would include for example the curriculum, staffing and all resources.

The Governing bodies of both settings are happy and supportive of the proposals. The Headteacher of Morecambe Road School, the Director for Personal Development and Welfare and the Principal at Lancaster and Morecambe College have met and discussed and agreed the proposal of the satellite provision. All policies and procedures are aligned with existing policies at Morecambe Road School. All pastoral and safeguarding responsibilities for the young people attending the satellite provision remain with Morecambe Road School.

Change in school designation

Morecambe Road School is currently designated as a school for children and young people with moderate learning difficulties. The type and level of severity of special needs for which Morecambe Road School makes provision, is no longer reflected in the current designation. It is therefore proposed that Morecambe Road School is redesignated as a school for children and young people with generic learning difficulties.

Informal consultation

The informal consultation with interested parties, including families, staff and the governing bodies of Morecambe Road School and Lancaster and Morecambe College continued until 1 April 2022. This period of consultation included meetings for families of the school on 11 and 31 March 2022 and the proposed changes were raised at a meeting with special school heads in the local area on 25 March 2022. The views of pupils have been collected separately within the school.

A total of 30 responses from the communities of both Morecambe Road School and Lancaster and Morecambe College were received in relation to the proposal to expand Morecambe Road School. 93% of respondents agreed with the proposal to expand Morecambe Road School. Concerns raised by families related primarily to the practical arrangements of operating the satellite provision and how this would affect individual pupils.

Other concerns raised by families of pupils already attending the school related to whether the expansion of the school would lead to an increase in class size. It should be noted that the purpose of the building work is to increase the number of classes and maintain pupil numbers within each at their existing levels.

It was reported by Morecambe Road School that pupils were excited by the additional opportunities that would be afforded them by the development of satellite provision at Lancaster and Morecambe College.

Concerns were raised about the change of designation of the school from moderate learning difficulties to generic learning difficulties, and the potential impact this might have on neighbouring special schools. Specifically, the concerns seemed to relate to whether this would result in neighbouring special schools being required to take pupils with more complex needs, potentially leading to a reduction in their class

sizes. It was suggested the reduction in the number of pupils within individual classes would result if children and young people with more complex needs required additional bulky equipment or more space in which to move. This might then affect the funding available to individual schools.

Information provided anecdotally by special school headteachers indicates the needs of pupils are becoming more complex across Lancashire, including those pupils in schools catering for moderate learning difficulties. The change of designation would therefore appear to be more consistent with the nature of pupils' special educational needs. It should be noted that in other parts of the county, special school designations have already moved towards that of generic learning difficulty. Decisions about where pupils are placed are made by the local authority and steps are being taken to improve the methodology for these decisions, to include a more centralised approach to ensure greater parity across areas and schools.

SEN units where feasibility studies/informal consultations have not started

Cabinet is being asked for approval to seek further expressions of interest, the initiation of feasibility studies and informal consultation where appropriate, so that it is possible to consider the development of SEN units, where appropriate, in the areas identified through the SEND Sufficiency Strategy.

This item has the following implications as indicated:

Risk management

The county council and partners across education, health and care are required to work together to plan for and meet the needs of children and young people who have special educational needs and disabilities, in line with the Special Educational Needs and Disabilities Code of Practice 2014.

If the decision was not to proceed with the proposals contained within the report, the risk would be insufficient special school places and increased costs for out of area provision. This proposal mitigates the risk of this and the county council failing in its duty to provide sufficient school places.

Financial

The expansion of Morecambe Road School requires no capital commitment from the capital programme.

High needs funding within the dedicated schools grant supports provision for children and young people with special educational needs and disabilities. This funding enables local authorities and education providers to meet their statutory duties under the Children and Families Act 2014.

The provisional allocation of high needs provision capital allowance from the Department for Education has been announced at £12.1m for 2022/23 together with the £400k capital funding provided by Cabinet in February 2022. This gives a funding programme of £12.5m from which a programme can be developed, following

consultations for suitable projects. The approval of the projects within the programme will be the subject of future reports to Cabinet.

Equality and Cohesion

The proposals impact the age (young person) and disability protected characteristics. Whilst it is anticipated that the proposals should be positive in terms of advancing equality of opportunity for these groups, an Equality Impact Assessment will be prepared following formal consultation, to reflect issues raised during the full consultation process.

Human Resources

If the expansion is approved and the satellite opened on the site of Lancaster and Morecambe College, staff may be required to move between the school site and the satellite. The distance between the two sites is 0.3 miles. It is not envisaged that this would be problematic for staff affected. Staff will be/have been consulted on the proposal so that any concerns raised can be addressed.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Strategic Development**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Supporting economic growth;**Lancashire Levelling Up Investment Fund**

Contact for further information:

Chris Dyson, Tel: (01772) 536641, Strategic Development Programme Manager
chris.dyson@lancashire.gov.uk**Brief Summary**

This report proposes the creation of a Lancashire Levelling Up Investment Fund of £5m. This bespoke fund will enable, accelerate, unlock and assist in the delivery of Lancashire's multi-£billion pipeline of major development projects and infrastructure programme, complementing the Government's Levelling Up White paper.

The Fund will principally support county council-led projects as well as those delivered in partnership with both public and private sector organisations focused on Lancashire's contribution to the levelling up agenda and the emerging vision and ambitions of "Lancashire 2050". The report also references the Lancashire Economic Recovery & Growth Fund and the opportunities for the proposed Lancashire Levelling Up Investment Fund to build upon the success of this programme.

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 allocation of up to £5m to fund a targeted programme as outlined in this report.
- (ii) Authorise the Executive Director of Growth, Environment, Transport and Community Services to finalise the programme and award funding to projects, in consultation with the Cabinet Member for Economic Development

and Growth, Director of Corporate Services and Director of Finance, and to enable the commissioning and procurement of further work as required and entering into legal/funding arrangements as required.

Detail

Cabinet is reminded of the successful £12.8m Lancashire Economic Recovery & Growth Fund, approved by Cabinet at its September 2020 meeting to support COVID-19 economic recovery as part of a response outlined in "Re-defining Lancashire: Our Approach to Recovery".

This pan-Lancashire fund was developed following the production of Lancashire's strategic response to the consequences of COVID-19 and the adverse effects upon the entire economic base across Lancashire. To facilitate this programme's delivery a process was undertaken to establish key funding criteria, to determine appraisal and approval mechanisms and to develop grant funding agreements for approved projects coupled with a monitoring and evaluation framework.

To date a comprehensive programme of projects has been identified and agreed, and funding is being allocated through the County Council's Growth, Environment and Planning Major Projects Steering Group and Board to invest in strategic/priority projects across Lancashire involving district and borough councils, that best support the objectives of this economic recovery funding.

The county council's financial support is already significantly benefitting Lancashire's economy and will continue to address the key project objectives of supporting the regeneration of our towns, cities and rural areas encouraging development and increased visitor numbers, whilst also supporting Lancashire's strong manufacturing base and unlocking capital investment and infrastructure projects.

The county council's support for economic recovery and growth has also been manifested in other strong, focused, and comprehensive interventions such as a re-focus of the Boost Business Lancashire support programme, the establishment of the Community Renewal Fund, the recently launched Urban Development Fund and a range of skills and employment related responses.

Purpose

A range of national, regional, and local responses to COVID-19 have been made to mitigate the economic impact of the pandemic, and following the relaxation of restrictions, economic functions are beginning to recover and adjust to new working ways and practices, albeit in the face of well-reported market pressures which continue to impact upon the UK's economy. The Government has previously launched its own Levelling Up Fund and earlier this year published the Levelling Up White Paper which focusses upon a range of pan-UK initiatives, opportunities and funding sources.

The county council is leading the facilitation of programmes, projects and initiatives stimulating local economic growth, supporting Lancashire's contribution to the levelling up agenda and the emerging vision and ambitions of "Lancashire 2050".

The Lancashire Levelling Up Investment Fund will therefore provide an ambitious push to drive forward growth through investment.

This economic accelerator is essential to assist and re-establish local growth aspirations and opportunities, and support the emerging, overarching vision/strategic plan as set out in the collective, long-term, ambition for "Lancashire 2050".

The county council has been engaged locally in shaping Lancashire's priorities and next steps will include the development of those principles in response to the Levelling Up White Paper. The county council's four corporate priorities, the emerging themes of "Lancashire 2050" and the initial scope of Our New Deal for a Greater Lancashire are all well aligned to the Government's twelve Levelling Up Missions. The initial scope of Our New Deal for a Greater Lancashire sets out four key themes within which a potential devolution deal might be framed: Economic, Growth and Investment; Transport, Connectivity and Infrastructure; Early Years, Education, Adult Skills and Employment; and Environment, Climate Change and Housing Quality.

In parallel, and to facilitate the above, the county council is pro-actively seeking to continue to deliver against a significant pipeline of major development and infrastructure projects as part of a comprehensive investment strategy comprising both public and private sector investment.

Proposed Lancashire Levelling Up Infrastructure Fund Project

The county council currently supports a multi-£billion pipeline of major development projects across the whole of Lancashire, including £10bn transport and digital infrastructure, £3.5bn local town and city regeneration plans, four enterprise zones and the £2bn of Strategic Development projects and activities. In addition, the Government has recently announced its £5bn National Cyber Force will be headquartered in the Samesbury area. Delivery, economic impact, and growth as well as the creation of employment and skills development opportunities are also the key drivers alongside the low carbon and wellbeing agenda. This development pipeline has the ability to expand with further investment potential being actively sought to grow the Lancashire economy.

The proposed £5m Lancashire Levelling Up Investment Fund will contribute to early interventions in developing and delivering the County Council's major development project pipeline through a range of project activity. In doing so it will support an ambitious economic growth programme, targeting investment in support of the 'levelling up' agenda through related development activity. It will potentially also be used to provide match-funding for other Levelling Up Fund projects in the county where there is strategic alignment to the County Council's programme of activity. Funding will also be critical in leveraging substantial public and private sector investment working across a range of partnerships and networks.

The Lancashire Levelling Up Investment Fund will therefore provide budgets and investment towards developing the existing and emerging project pipeline, as such enabling an accelerated delivery of activity aligned to the county council's major priorities and strategic objectives, for example, key transport infrastructure, utility, site preparation, environmental/sustainability, and Economic Development activities.

It is the intention that the funding parameters will remain flexible to facilitate delivery and to allow alignment with current and emerging Government policy, with potential support ranging from business case development, (e.g. feasibility studies, masterplans, etc.) to spend on direct interventions and investment (e.g. site delivery/ land acquisitions to unlock and facilitate the delivery of key sites, etc). The Fund will not be overly prescriptive and therefore will allow a flexible and holistic approach to facilitate growth opportunities. Governance will be established to focus upon quick and timely interventions whilst ensuring that clear approvals systems and necessary county council processes and approvals are in place.

Timescales, Delivery & Next Steps

Funding timeframes will be similar to the current Lancashire Economic Recovery and Growth Fund programme, with a target fund expenditure by March 2025. However this timeframe will be subject to flexibility depending upon, for example, development pipeline project requirements.

The Fund will be based upon previously well-rehearsed and diligent project development, management and approval processes, which will be simplified and streamlined, where relevant, to allow funds to be allocated efficiently. Authority is therefore requested for programme and project approval to be made by the Executive Director of Growth, Environment, Transport and Community Services to finalise the programme and award funding to projects, in consultation with the Cabinet Member for Economic Development and Growth, Director of Corporate Services and Director of Finance.

Monitoring and reporting mechanisms similar to those of the Lancashire Economic Recovery and Growth Fund programme will be retained and developed as required with updates being provided through the County Council's Growth, Environment and Planning Major Developments Steering Group and Board to the Executive Director of Growth, Environment and Transport and to the Corporate Management Team alongside Cabinet as required.

Communications

A comprehensive communications plan will be developed to ensure publicity milestones are clearly identified and programmed to promote the investment, the outcomes and benefits to Lancashire as a whole.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

A process of detailed due diligence will be undertaken on each project awarded grant funding. Suitable measures will be put in place to ensure surety of programme

and risk mitigation measures will need to be identified by applicants and as appropriate key items being monitored through current county council processes.

Legal

The legal services team will provide support in the provision of any grant funding agreements required; such agreements will include provisions relating to eligible expenditure, record keeping, monitoring and clawback in the event of default. Support will also be provided in the due diligence process, particularly in respect of subsidy control compliance.

Financial

The programme will be funded by the county council and will be monitored through the Major Projects Steering Group/Board.

All funding awarded under this programme will be subject to a suitable level of due diligence, to be identified and managed with input of the county council's financial management colleagues and, where required, depending upon project scope will be backed by appropriate agreements/processes in line with the county council's financial regulations.

List of Background Papers

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

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Service - Health Equity, Welfare and Partnerships**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Delivering better services;**Better Working Between Lancashire County Council and Parish and Town Councils: Parish & Town Council Charter 2022-2024**

(Appendix 'A' refers)

Contact for further information:

Alison Wilkins, Tel: (01772) 530574, Senior Public Health Practitioner,
alison.wilkins@lancashire.gov.uk**Brief Summary**

The Better Working Between Lancashire County Council and Parish and Town Councils: Parish & Town Council Charter 2022-2024 sets out the relationship between Lancashire County Council and Parish and Town Councils in Lancashire. The Charter has been revised, in conjunction with the Parish and Town Councils, and sets out the aim to work effectively together for the benefit of local people, whilst recognising respective responsibilities as autonomous democratically elected, statutory bodies.

Recommendation

Cabinet is asked to approve the Better Working Between Lancashire County Council and Parish and Town Councils: Parish and Town Councils Charter 2022 – 2024, as set out at Appendix 'A'.

Background

In 2008 Lancashire County Council published the first Town and Parish Council Charter, which was the result of joint working and discussions, and was aimed at developing more effective working relationships between these two levels of government. The charter was last updated in 2013. In 2021, work began on a thorough refresh of the charter, reflecting changes that had taken place in local government and wider society in the intervening period, and acknowledging the

developing relationship between Lancashire County Council and the Parish and Town Councils.

There are just over 200 Parish and Town Councils in Lancashire, representing both rural and urban areas of the County, with at least one Parish or Town Council in each of the 12 Districts. Lancashire County Council appoints a Parish Champion, currently County Councillor Paul Rigby, and Cabinet responsibility for Parish and Town Councils is included within the portfolio of the Cabinet Member for Community and Cultural Services, County Councillor Peter Buckley. Day to day communication with Parish and Town Councils is co-ordinated by the Partnership Development Team within Health Equity, Welfare & Partnerships and there is a dedicated email inbox parishcouncils@lancashire.gov.uk for receipt of general enquiries. The team produces twice yearly newsletters and organises the annual Lancashire Parish and Town Council Conference.

Parish and Town Councils in Lancashire are diverse in their geographical locations, size, budget, aspirations and socio-demographic factors. In their role as democratically accountable bodies, Parish and Town Councils offer a means of directly shaping the important decisions which affect their locality. They also offer a means of decentralising the provision of certain services and of revitalising local communities. Parish and Town Councils offer local knowledge and intelligence, links to community groups and other grass-roots organisations.

The Better Working Between Lancashire County Council and Parish and Town Councils: Parish & Town Council Charter 2022-2024 set out at Appendix 'A' is the result of experience and consultation with Parish and Town Councils in establishing better ways of working, and to confirm existing good practice. The document is not intended to be a service level agreement, and does not specify key performance indicators or list target response times as these will vary from service to service, and the urgency/importance of the issue raised. However, the Charter is intended as a high-level framework to promote better working between Lancashire County Council and the Parish and Town Councils across Lancashire.

The Charter sets out how Lancashire County Council and the Parish and Town Councils will work together under the headings of Improving Communication, Consulting with Others and Providing Access to Services. It also operates as a directory, providing details of key contacts within and outside Lancashire County Council, reflecting the request from Parish and Town Councils for such information.

The Charter covers the period 2022-2024 and is intended to be a live document, to be refreshed on a regular basis. Subject to the Charter being approved by Cabinet, Parish and Town Councils will also take it through their local decision making processes.

Consultations

In October 2021, an online survey was sent to all Parish and Town Councils, seeking their views under the broad headings of communication, consultation and collaboration. 91 responses were received, and these were analysed and summarised and helped to inform the developing Charter and the programme for the

November 2021 Parish and Town Council Conference. Time was allocated at the Conference, which was attended by over 50 delegates in person and a further 20 via Microsoft Teams, for workshop style discussions on the new Charter.

Representatives from the Parish and Town Councils were sought to form a Charter Working Group. The Working Group, comprising 15 representatives from the Parish and Town Councils, Lancashire Association of Local Councils, the Cabinet Member, Parish Champion, and county council officers met three times between December 2021 and February 2022 to work together on the content of the Charter.

An additional Parish and Town Council Conference, the 'Highways Special' was held on 19 March 2022 at which the draft Charter was endorsed. The Conference was attended by over 60 delegates in person, with a further 22 people attending via Zoom webinar.

Implications:

This item has the following implications, as indicated:

Risk management

There are no risk implications arising from this report.

Finance

There are no financial implications.

Legal

There are no legal implications.

List of Background Papers

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



Better Working Between Lancashire County Council and Parish and Town Councils

Parish & Town Council Charter 2022-2024

Communication • Consultation • Contacts

Foreword

Parish and Town Councils are an important part of local government and have a vital role in acting on behalf of the communities they represent. Lancashire County Council is committed to working with Parish and Town Councils across the County to connect with local communities, understand their needs and respond to their priorities. In turn, the local councils recognise the strategic role of Lancashire County Council and the equitable distribution of services.

This revised Charter has been developed in partnership with representatives of Parish and Town Councils in Lancashire and sets out how we will work together. I very much welcome this revised Charter and look forward to continuing to work closely with our local Councils over the coming period.

County Councillor Peter Buckley

Cabinet member for community and cultural services

February 2022

Introduction

We aim for Lancashire to be the best place to live, work, visit and prosper.

We want Lancashire to be the county people choose to create a home, raise their children, develop a career and grow old in. We are committed to developing and celebrating our diverse communities, heritage and landscape to create a strong sense of place that we can all be proud of.

This is reflected in our Corporate Priorities of Delivering better services; Protecting our environment; Supporting economic growth; and Caring for the vulnerable. It is further underpinned by our values of being Supportive, Innovative, Respectful and Collaborative.

Working across the three levels of local government in Lancashire

In Lancashire there are three levels of local government, namely the County Council, 12 District Councils and 212 Parished areas (represented by over 180 Parish Councils, 19 Town Councils and 1 Neighbourhood Council). Only half of Lancashire's residents are currently represented by a Parish or Town Council, with the remainder living in an Unparished area.

Generally, the County Council is responsible for the more strategic functions and services such as education and social care whereas the Districts Councils provide services such as household waste collection, environmental health and housing. Whilst some functions are shared between County and District, the County Council has the strategic role of achieving equitable, efficient and cost-effective distribution of services.

The Local Government Association has provided a useful overview of the different responsibilities between County and District Councils, and Unitary Councils such as our neighbours in Blackpool and Blackburn with Darwen. This report can be accessed [here](#). The Government have also produced a guide to help understand how councils work, which can be viewed [here](#).

Parish and Town Councils in Lancashire are very diverse in their geographical locations, size, budget, aspirations and socio-demographic factors. In their role as democratically accountable bodies, Parish and Town Councils offer a means of directly shaping the important decisions which affect their locality. They offer a means of decentralising the provision of certain services and of revitalising local communities. Parish and Town Councils offer local knowledge and intelligence, links to community groups and other grass-roots organisations.

The map at Appendix A illustrates the complex structure of local government in Lancashire showing Parished and Unparished areas within each of the 12 Districts.

About this Charter

This Charter sets out the relationship between Lancashire County Council and Parish and Town Councils in Lancashire. We aim to work effectively together for the benefit of local people, whilst recognising our respective responsibilities as autonomous democratically elected, statutory bodies.

The Charter is the result of experience and local consultation about establishing better ways of working and to confirm existing good practice. The document is not a service level agreement, nor does it specify key performance indicators or list target response times as these will vary from service to service and the severity of the issue raised. It is intended as a high-level framework for better working between Lancashire County Council and the Parish and Town Councils across Lancashire.

The relationship between individual Districts and the Parish and Town Councils that are located within their geographical boundary do not form part of this Charter, nor does the relationship between the County Council and each of the 12 District Councils. That is the subject of separate District liaison meetings and Lancashire Leaders' meetings which are outside the scope of this document.

How we will work better together:

1. Improving communication

Effective communication is the basis for any successful working relationship.

Lancashire County Council will:

- Nominate a County Councillor to serve as Parish and Town Council Champion, and an appointed County Council Cabinet Member. These elected members will lead on ways to sustain and improve effective partnership working and will have officer support from members of the Partnerships Development Team.
- Maintain an up-to-date list of Parish & Town Council Clerk contact details (contact name, email, phone & postal address).
- Provide clear details for Parish and Town Councils on how to report specific issues and service requests. (eg. [Report It](#) for highways issues).
- Respond to service requests and queries promptly in line with agreed corporate customer service standards, providing acknowledgement and regular updates as required. (eg. [response times for pothole repairs](#)).
- Encourage and support County Councillors to work closely with their local Parish / Town Council(s) and to be a link between the County Council and local council.
- Operate a dedicated email address (parishcouncils@lancashire.gov.uk) which will be monitored by officers, for queries about general matters that Parish and Town Councils may wish to raise, such as co-ordinating responses to Neighbourhood Plan consultations.

- Share relevant information directly with Parish and Town councils in a timely way by email on appropriate issues (eg. [Public Rights of Way](#)).
- Produce and issue two newsletters per year for Parish and Town Councils under the guidance of the Parish and Town Council Champion.
- Provide up to date communications on corporate and community matters via the Lancashire County Council Parish and Town Council website pages and via social media channels.
- Host an annual conference which will address themes determined collaboratively with Parish and Town Council representatives and Lancashire County Council. This will be attended by the Cabinet member and Parish and Town Council Champion and senior officers, who will offer the opportunity for direct discussions with representatives from local councils.
- Offer signposting to grant funding opportunities and other relevant service offers e.g. utility companies. This includes supporting access to the communities grant portal which can be accessed at [Lancashire County Council 4 Community](#).
- Make best use of the information technology available to promote quick and efficient communication.
- Hold all contact details in compliance with all relevant legislation and corporate policies (e.g. Information Governance policy, GDPR and Data Protection) as set out in the [LCC corporate privacy notice](#).

Parish & Town Councils will:

- Provide up-to-date contact details (contact name, corporate email, phone & postal address) and appropriate GDPR authorisation for the principal contact (usually the Clerk).
- Encourage Clerks to have access to a computer and dedicated email account.
- Assist and encourage Parish Councillors to have access to and use of electronic communication.
- Make best use of the available information technology to deliver communication with Lancashire County Council.
- Disseminate information and updates sent to the main contact to Parish and Town Councillors and across the local community as appropriate.
- Use a variety of appropriate methods to communicate and consult with their communities.
- Act as a conduit between the local community and Lancashire County Council enabling issues to be raised and responded to quickly.
- Report specific local issues to the relevant department(s) at Lancashire County Council in a timely manner using the contact details list in Appendix B.
- Use the dedicated email address (parishcouncils@lancashire.gov.uk) for queries about general matters that Parish and Town Councils may wish to raise.

- Keep their local County Councillor(s) informed about key parish/town issues and decisions and invite them to meetings.
- Provide their local County Councillor(s) with agendas and minutes of meetings (if requested).
- Use and locally promote the County Council's Customer Service Centre and website to resolve 'day-to-day' issues.

2. Consulting with others

It is essential that Lancashire County Council and Parish and Town Councils work together when making decisions to shape services and policies that affect our communities.

Lancashire County Council will:

- Engage with Parish and Town Councils on all issues that are likely to affect their area.
- Consult with Parish and Town Councils on issues and services that impact their residents and allowing sufficient time for an effective response.
- Work with the Lancashire Association of Local Councils (www.lalc.org.uk) and the Society of Local Council Clerks (www.slcc.co.uk) as representative organisations.
- Provide feedback to Parish and Town Councils on the outcomes of consultation in which they have been invited to participate.
- Whenever possible give at least six weeks to respond to formal consultations or set deadlines that consider parish meeting cycles.
- Make sure our service managers know of the need to consult Parish and Town Councils.

Parish & Town Councils will:

- Take responsibility for engaging with their local community on matters relevant to their area, involving as many people in the local community wherever possible in consultation responses.
- Wherever possible respond within consultation deadlines set by Lancashire County Council unless otherwise agreed.
- Recognise that the County Council frequently has limitations and constraints when working on consultations, most notably timescales that cannot be influenced.
- Consult the County Council and other Parish and Town Councils about decisions which affect those councils.
- Work with local District Councillor(s) and Councils where appropriate.
- Provide local knowledge of issues/concerns of the communities they serve.
- Recognise the strategic role of Lancashire County Council in tackling issues that look beyond individual Parish and Town Council boundaries.

3. Providing access to services

Parish and Town Councils are close to their communities and are best placed to understand their needs. Many are able to provide and operate some services and this can be developed through closer working. This will vary between Parish and Town Councils depending on capability, size, budget and demography but could include services such as public rights of way maintenance and Parish lengthsman services.

Lancashire County Council will:

- Recognise the key role of Parish and Town Councils in representing local communities and understanding and responding to local needs.
- Work with Lancashire Association of Local Councils to develop a toolkit and training for newly elected Parish and Town Councillors.
- Where appropriate, work with Parish and Town Councils on options for delegating services to individual local councils.
- Develop closer working relationships with District Councils at both an Officer and Councillor level and via the Lancashire Leaders' meetings.
- Work with Parish and Town Councils to support the health and wellbeing of their communities through health promotion, information sharing and environmental improvement schemes.

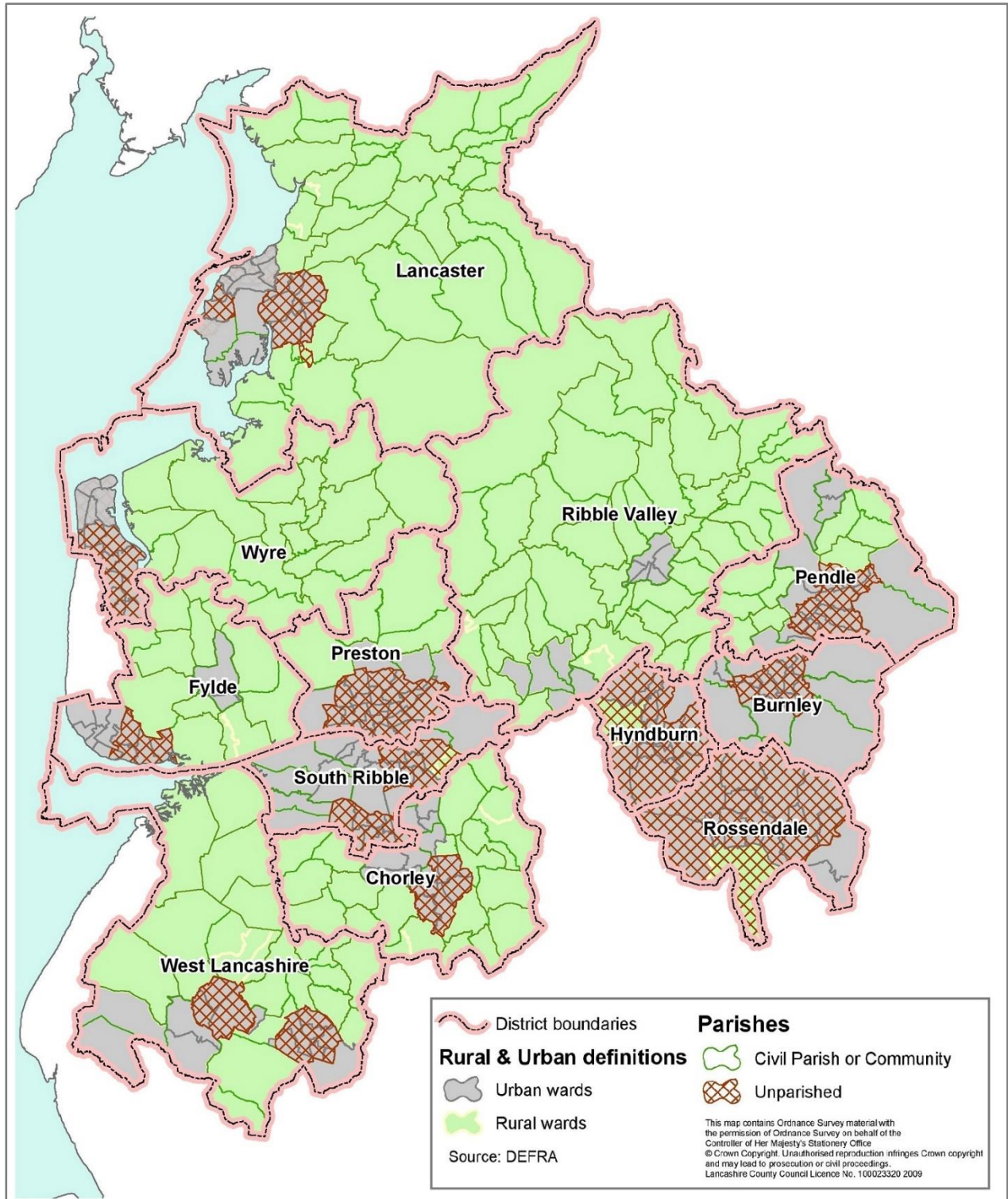
Parish & Town Councils will:

- Work with Lancashire County Council on options for delivering delegated services where appropriate.
- Identify training opportunities and needs regarding County Council services.
- Support grant funded projects to deliver improved services to their communities.
- Encourage cross-Parish Council working and collaboration possibly via local area committees.
- Promote and encourage their communities to support public health messages and environmental improvement initiatives.

4. Implementation, monitoring and review

Implementation of the Charter will be regularly monitored, and updates provided at the annual Parish and Town Council Conference. The Charter will be reviewed in 2024.

Parished and Unparished areas and Urban & Rural definitions



How to contact LCC

Contact Us webpage:

<https://www.lancashire.gov.uk/council/get-involved/contact/>

Parish and Town Council webpage:

<https://www.lancashire.gov.uk/parish-and-town-councils/>

Highways matters:

Report IT webpage: <https://www.lancashire.gov.uk/roads-parking-and-travel/report-it/>

Team mailbox: highwaysdistrictlead@lancashire.gov.uk

Send a compliment or comment or make a complaint to the Council:

<https://www.lancashire.gov.uk/council/get-involved/compliments-comments-complaints/>

List of County Councillors:

<https://council.lancashire.gov.uk/mgMemberIndex.aspx>

Parish and Town Council general enquiries email:

parishcouncils@lancashire.gov.uk

Useful LCC Phone Numbers

General Enquiries (Mon-Fri, 8am-5pm):

Email enquiries@lancashire.gov.uk

Telephone 0300 123 6701 Fax 01772 536 199

Lancashire County Council, PO Box 78 County Hall, Fishergate, Preston, PR1 8XJ

Out of hours emergency contact details:

Social care 0300 123 6722

Highways 101 (For LCC highways and police non-emergency calls)

Libraries:

Library service automated renewal line 0300 123 6704

Libraries 0300 123 6703

Schools:

School admissions and appeals 0300 123 6707

School transport 0300 123 6738

Highways, NoWcard and Blue Badges:

Highways 0300 123 6780

NoWcard 0300 123 6737

Blue Badges 0300 123 6736

Waste and Recycling:

Waste helpline 0300 123 6781

Births, deaths and marriages:

Registrars and certification service 0300 123 6705

Social care:

Social care 0300 123 6720 (8am-8pm)

Safeguarding adults 0300 123 6721

SEND information and advice 0300 123 6706

SMS text 07860 031294

Partner Organisations Emergency Phone Numbers

Gas leaks and major electricity hazards (e.g. overhead cables, pylons)

Gas: National Grid UK & Cadent 0800 111 999

Electricity: National Grid UK 0800 40 40 90

Personal gas & electricity issues (e.g. interruption of supply):

Contact your own supplier/s (British Gas, Electricity North West etc)

Powercut reporting 105

Water (e.g. bursts/leaks, flooding involving sewers, loss of supply):

United Utilities plc 0345 672 3723

Yorkshire Water plc 0345 124 2424

Environment Agency (e.g. pollution, flooding involving rivers/sea):

Working hours (Mon-Fri, 8am-6pm) 03708 506506

Out of hours 101 for police support & EA attendance

District Council Contact Details

Burnley Borough Council	01282 425011	www.burnley.gov.uk
Chorley Borough Council	01257 515151	www.chorley.gov.uk
Fylde Borough Council	01253 658658	www.fylde.gov.uk
Hyndburn Borough Council	01254 388111	www.hyndburnbc.gov.uk
Lancaster City Council	01524 582000	www.lancaster.gov.uk
Pendle Borough Council	01282 661661	www.pendle.gov.uk
Preston City Council	01772 906900	www.preston.gov.uk
Ribble Valley Borough Council	01200 425111	www.ribblevalley.gov.uk
Rossendale Borough Council	01706 217777	www.rossendale.gov.uk
South Ribble Borough Council	01772 625625	www.southribble.gov.uk
West Lancs Borough Council	01695 577177	www.westlancs.gov.uk
Wyre Borough Council	01253 891000	www.wyre.gov.uk

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

