

Lancashire County Council

Cabinet

Thursday, 1st December, 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 3 November 2022** (Pages 1 - 6)
- 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
Phillippa Williamson**

- 5. Corporate Performance Report - 2022/23 Quarter 2** (Pages 7 - 58)
- 6. Lancashire 2050** (Pages 59 - 96)



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

7. **Money Matters Quarter 2 Report 2022/23** (Pages 97 - 138)
8. **Procurement Report** (Pages 139 - 148)
9. **Submission of an Expression of Interest to the Youth Investment Fund** (Pages 149 - 154)
Please note that Appendix 'A' to this report is in Part II and appears as Item No. 26 on the Agenda.

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

10. **A601(M) Maintenance Project** (Pages 155 - 160)
Please note that Appendix 'A' to this report is in Part II and appears as Item No. 27 on the Agenda.
11. **Lancashire County Council (Various Roads, Burnley, Chorley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire and Wyre) (Revocations and Various Parking Restrictions 21-22 (No2)) Order 202*** (Pages 161 - 240)
12. **Moving Traffic Enforcement Powers** (Pages 241 - 252)
13. **Speed Indicator Devices - Updated Policy and Procedure** (Pages 253 - 264)
14. **Town2Turf Public Realm Transformation** (Pages 265 - 268)

The Cabinet Member for Adult Social Care - County Councillor Graham Gooch and The Cabinet Member for Children and Families - County Councillor Cosima Towneley

15. **Statutory Social Care Annual Report on Complaints and Customer Feedback 2021-2022** (Pages 269 - 298)

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

16. **Creation of Additional Special School Places at West Lancashire Community High School, Skelmersdale** (Pages 299 - 310)



The Cabinet Member for Environment and Climate Change - County Councillor Shaun Turner

17. **Lancashire County Council Environment and Climate Strategy** (Pages 311 - 340)

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

18. **Re-imagining the Harris - Harris Your Place** (Pages 341 - 344)

Matters for Information:

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

There were no urgent decisions taken since the last meeting of Cabinet.

20. **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.

21. **Date of Next Meeting**

The next meeting of Cabinet will be held on Thursday 19 January 2023 at 2.00pm at County Hall, Preston.

22. **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.

23. **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

24. **Disposal of the Former Skerton High School, Lancaster** (Pages 345 - 348)
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.
25. **Implementation Dates and Funding for the Migration to Oracle Cloud from the Current E-Business Suite Oracle Platform** (Pages 349 - 354)
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.
26. **Appendix 'A' of Item 9 - Submission of an Expression of Interest to the Youth Investment Fund** (Pages 355 - 358)
Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' 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.

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

27. **Appendix 'A' of Item 10 - A601(M) Maintenance Project** (Pages 359 - 362)
Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' 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

County Hall
Preston



5. Budget Report and Savings Proposals for 2023/24

Cabinet considered a report on the budget and savings proposals for 2023/24. It was noted that the county council had a net budget of £967m and in setting the budget for 2022/23 this included a contribution from reserves of c£19m to support the structural deficit with the budget.

The financial forecast reported to Cabinet in September, identified an estimated financial gap of £87.054m in 2023/24, rising to £159.678m by 2026/27 which reflected the financial pressures common across local government as a whole. The report highlighted savings proposals for consideration to be included in the overall 2023/24 budget, with more detailed information being provided in Appendix 'A' of the report. The savings were generally focused on areas which would reduce cost or generate additional income without impacting negatively on service quality.

There were also several cross cutting strategic targets that were included that would further support reducing the financial gap and improve the efficiency and effectiveness of the organisation.

It was also noted that Appendix 'A1' of the report was in Part II and appeared at Item No. 17 on the agenda.

Resolved: That

- i. The budget proposals as set out in Appendix 'A' of the report be approved, and officers be authorised to proceed with their implementation (subject to appropriate consultation where required and approval by Budget Full Council) and that the 2023/24 budget be based on these revenue decisions;
- ii. The reduced funding gap of £41.428m be noted, should the budget proposals be agreed covering the period 2023/24 to 2026/27 as set out in the revised financial outlook forecast for the council, in addition to a reduced funding gap for 2023/24 of £19.951m;
- iii. The approach to the strategic targets as set out in Section 3 of the report, be part of the 2023/24 budget and be included in the updated medium term financial strategy position; and
- iv. The methodology of allocating further savings targets across the county council with further proposals to be presented for approval at a future Cabinet meeting, be noted.

6. Procurement Report

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

- i. Provision of Food Distribution Network
- ii. Network refresh – provision of backbone dark fibre services
- iii. Lancashire Advocacy Hub and Lancashire Carers Advocacy Service
- iv. Construction Partnering Framework



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

- i. Provision of Food Distribution Network
- ii. Network refresh – provision of backbone dark fibre services
- iii. Lancashire Advocacy Hub and Lancashire Carers Advocacy Service
- iv. Construction Partnering Framework

7. County Councillor Use of Resources Protocol

Cabinet considered a report on the revised County Councillor Use of Resources Protocol. The Use of Resources Protocol provided guidance and support for Councillors in understanding what was and was not acceptable in the use of county council resources. The protocol had been reviewed by the Political Governance Working Group and a revised version was attached at Appendix 'A' of the report.

Resolved: That the Use of Resources Protocol for county councillors, as set out in Appendix 'A' of the report, be approved.

8. Tree Risk Management Procedure

Cabinet considered a report on the revised Tree Risk Management Procedure. It was noted that the current tree risk management procedure only considered trees on or near highways land and therefore did not cover trees on other county council land across the estate. The revised tree risk management procedure attached at Appendix 'A' of the report related to all trees which were on land owned by or vested in the county council. The revised procedure also set out the proposed inspection frequencies for all trees which were determined by risk zone and occupancy factors.

Resolved: That the adoption of the revised Tree Risk Management Procedure as set out at Appendix 'A' of the report, be approved.

9. Economic Development Strategy 2023-25

Cabinet considered a report on a new Economic Strategy for Lancashire County Council for 2023 to 2025.

The strategy followed similar strategies for Education and Health and was intended to be the first of three strategies coming forward to future Cabinet meetings from the Growth, Environment and Transport directorate, the latter two covering Environment and Transport respectively.

The strategy was intended to inform the work and delivery plans of the teams, with progress measured through an extended set of milestones and key performance indicators within departmental and corporate performance dashboards dealing particularly with the county council priority to deliver economic prosperity.

In presenting the report, the Cabinet thanked all the officers who produced the strategy.



Resolved: That the Economic Development Strategy 2023-25 as set out at Appendix 'A' of the report, be approved.

10. The Future of Queen Street Mill Museum and Helmshore Textile Mills Museum

Cabinet considered a report on the future of Queen Street Mill Museum and Helmshore Textile Mills Museum. The report set out three options for the future of the museums. These options were to proceed with the National Trust proposal, maintain the status quo or to enhance the in-house offer.

The Cabinet Working Group for Museums had discussed the three options and concluded that, in the current financial climate, option 3, to enhance the in-house offer, presented the greatest flexibility to the county council to manage the development of the museums within a 4-year business plan and a set of Key Performance Indicators.

The Cabinet Working Group for Museums also expressed a desire to maintain good relations with the National Trust for the future of the museums, even without a formal partnership agreement.

In presenting the report, the Cabinet thanked all the officers and members of the Cabinet Working Group for Museums for the work they had done.

Resolved: That

- i. Option '3' to enhance the in house offer at Queen Street Mills and Helmshore Textile Mills, as set out in the report, be approved;
- ii. Officers develop a comprehensive business plan and robust key performance indicators to assess the county council's progress against the plan; and
- iii. The National Trust be thanked for its support of the museums and that future opportunities to work closely with them on Lancashire's cultural and heritage offer be welcomed.

11. Establishing Additional Funds for Community Food Grants

Cabinet considered a report on establishing additional funds for Community Food Grants. It was noted that Cabinet had previously taken decisions in September and October 2022 to support Lancashire's residents to manage the rising cost of living. It was further noted that the public health team had received numerous applications for the community food grants scheme.

The report set out an approach to manage the demand for additional applications for food related schemes to support residents during the winter months.

Resolved: That

- i. An increase in the funding available from Lancashire County Council's 'Community Food Grant Scheme' to £250,000 for the year 2022/23, be approved; and



- ii. The Director of Public Health be authorised, in consultation with the Cabinet Member for Health and Wellbeing, to allocate these funds, using the existing application process administered by the community projects team, to respond to the increase in demand for community food projects.

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

It was noted that no urgent decisions had been taken by the Leader of the County Council and the relevant Cabinet Members, since the last meeting of Cabinet.

13. Urgent Business

There were no items of Urgent Business.

14. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday, 1 December 2022 at County Hall, Preston.

15. Notice of Intention to Conduct Business in Private

Cabinet noted the Notice of Intention to Conduct Business in Private and that no representations had been received.

16. Exclusion of Press and Public

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

17. Appendix 'A1' of Item 5 - Budget Report and Savings Proposals for 2023/24

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

Resolved: That, Appendix 'A1' of Item 5 - Budget Report and Savings Proposals for 2023/24, be noted.



18. Lease of Office Accommodation

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

Cabinet considered a report on the lease of office accommodation.

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

Angie Ridgwell
Chief Executive and Director
of Resources

County Hall
Preston



Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Strategy and Performance

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Delivering better services;
Protecting our environment;
Supporting economic growth;
Caring for the vulnerable;

Corporate Performance Report 2022-23 Quarter 2

(Appendices 'A' - 'C' refer)

Contact for further information:

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Brief Summary

This report covers quarter 2, 2022/23 and provides an overview of the key performance indicators to enable monitoring against the four priorities of the corporate strategy:

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

Recommendation

The Cabinet is asked to note and comment on the performance information set out in Appendices 'A' to 'C'.

Detail

In September 2022, Cabinet received the first corporate performance report based on the new suite of Key Performance Indicators. Further work has been undertaken since then to improve performance reporting. A Corporate Performance Dashboard

has been developed which enables further drill down into the Key Performance Indicators including definitions, trends and detailed commentary on performance. The format of the Key Performance Indicators commentary has also changed to clearly highlight areas needing improvement and the actions being taken, alongside demonstrating areas of good performance.

- Appendix 'A' provides an executive summary of performance across the council and within each directorate.
- Appendix 'B' provides detailed commentary on the Key Performance Indicators focusing where necessary on issues, causes and actions.
- Appendix 'C' provides a performance overview (a printed version of the online dashboard).

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Each Key Performance Indicator included in this report has commentary proportionate to current performance, including issues, causes and actions. Risks to achieving performance targets are clearly identified where appropriate.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Corporate Performance Report
Executive Summary
2022/23 Quarter 2

1. Introduction

The 2022/23 Q2 corporate performance report provides an update on performance across the 77 Key Performance Indicators (KPIs) which monitor progress towards achieving our four priorities: delivering better services, protecting the environment, supporting economic growth, and caring for the vulnerable.

Since the 2022/23 Q1 corporate performance report was presented to Cabinet on 8th September, a [corporate performance dashboard](#) has been developed. The KPIs for each priority are listed in an overview screen with access to a detailed screen for each KPI via a link. Instructions on the use of the dashboard are included within the dashboard.

Of the 77 KPIs in the dashboard 70 were 'RAG' rated: 41 (59%) as Green, 15 (21%) as Amber and 14 (20%) as Red. The development of the corporate performance dashboard provided the opportunity to review the thresholds for 'RAG' ratings, which has impacted on some KPI ratings between Q1 and Q2, meaning that direct comparison is not possible for this report.

The Chief Executive and each Executive Director has provided a summary of performance for their areas of responsibility in the following sections.

Angie Ridgwell – Chief Executive

Capacity remains a significant challenge for us, with national shortages in social workers, health practitioners and care workers as reported in the last quarter. We also have challenges recruiting to technical professions such as engineering, property and legal. However, while this is a challenge it also creates an opportunity to address some of the financial issues facing the sector. Work is ongoing to review every vacancy to establish if it is essential to fill. Equally where we have recruitment challenges, we are looking to see how our workforce can be appropriately trained to support business critical services.

Our work on reducing sickness continues to bear fruit. The average sickness absence per full time equivalent (FTE) has reduced by 9% to 3.05 days per FTE this quarter compared to 3.35 days in the same quarter last year, and long term sickness absence has reduced by almost 18% when comparing this quarter to the same quarter last year (from 2.45 days per FTE to 2.02). There have been some bumps along the way with increased covid absence, but this too is showing a decline.

Financial challenges remain and the in year trajectory overspend has reduced by over 50% during the current quarter to just under £8m, which is 0.84% of our net revenue budget. The biggest single pressure relates to Children's Services which continues to forecast an overspend reflecting the complexity of cases and increasing costs in the provider market. Officers remain committed to ensuring that overall, the organisation lives within its means and will continue to focus on driving down high cost agency staff and removing non business critical vacancies.



Significant progress has also been made to target the medium term financial position. This remains volatile where a number of factors that affect our forecast are outside of our control, such as interest rates, inflation and fuel costs. While challenging, the council remains in a relatively strong position financially and continues to navigate this space sensitively, recognising that our funding is supported by taxpayers who are all feeling the pinch.

We continue to see challenges to performance in early years provision of NHS and health visitor checks for young children and expectant mothers. Capacity is an underlying issue, and we are working with GPs and the wider NHS to build resilience and skills within the existing workforce, alongside recruitment. Cost of living is impacting the number of young people not in education, employment, or training with concerns about travel and other costs. Equally the fragility in the business sector is limiting the returns from the Boost and Rosebud programmes. Changes to the way we deliver adult social care, and personalising our services are seeing an increase in ambition which we are not yet quite meeting but we do expect the new models of delivery to yield positive returns early next year.

As always, there remain some exceptional performances. Highways' performance remains strong across all indicators and libraries continue to see increases in visits and book withdrawals – both physical and electronic. Care Quality Commission (CQC) ratings of our community based facilities is performing well, and we have a good record of adults with learning disabilities staying at home. Aligned to the reducing number of children being looked after driven by the family safeguarding model and a strong performance in the issuance of NoWcards, we are really helping people and families to maintain independence.

Louise Taylor, Executive Director of Adult Services and Health and Wellbeing

We have further refined the set of KPIs, which now directly align to the directorate's Service Plan. They continue to provide good insight into performance, support the preparation for inspection and care reform, and assist in the maintenance of budgetary control.

The measures have been developed with regard to the CIPFA (Chartered Institute of Public Finance and Accountancy) nearest neighbours and national and regional performance benchmarking indicators. This allows for more context driven comparisons of the performance, and further support with setting realistic and challenging targets for the directorate.

Five of our fifteen indicators are rated green, so are at or above target. Five are red and therefore improvement is required. Three are amber, meaning they are slightly below target. In two of our indicators, we are working to develop the data and benchmarking comparators, so they remain unpopulated for this quarter. Of our green indicators, there are some particularly high performers including, 'Proportion of



Registered Carers receiving formal support', which directly supports our key social care objective of 'Promoting independence and choice'.

In relation to the indicators 'requiring improvement', they have increased from three in Q1 to five in Q2, this is due to setting ambitious targets. Assessment timeliness, safeguarding outcomes, number of people in receipt of long-term support and two indicators for permanent admissions to residential care, all have improvement plans in place. Particularly close attention is being paid to the number of people waiting five days or more for an assessment with focussed activity and weekly reporting to bring the performance in line with our target.

Overall, we are on track to recover public health service delivery across a number of areas. Our health protection service is now fully established to prevent and control infections across the health and care system. Our winter plans include staff flu vaccination and supporting our residents with increasing cost of living. We are meeting all the national requirements in managing chemical, radiological and environmental hazards. The satisfaction levels of clients working with the trading standards service ranges from 94% to 100%. We are achieving the expected trajectory in supporting our residents to stop smoking, recovering from substance misuse and promoting contraception. We continue to move in the positive direction of travel with the number of NHS health checks being offered in the community venues across Lancashire, which will help identify and manage risk factors like smoking, obesity, diabetes and high blood pressure.

The performance of mandated visits by health visitors within 14 days of birth has declined to 925 (31%) in this quarter compared to 1481 (52.4%) in previous quarter due to vacancies and sickness absence. A range of mitigating actions, including prioritising vulnerable families and incentive schemes to recruit staff are being implemented and monitored. In addition, we are actively monitoring the recovery plan on a weekly basis and reviewing the service delivery to inform the design of the service model as part of our recommissioning programme scheduled during 2023/24. Victims of domestic abuse are taking longer to recover, and we are in the process of sourcing additional capacity to assist with the resettlement and prevention programme. We continue to support the white ribbon campaign to end violence against women across Lancashire.

Jacqui Old, Executive Director of Education and Children's Services

Overall, the Education and Children's Services directorate continues to perform well in many areas but there are significant in-year budget pressures driven largely by the costs of homes for children in our care and pressures on staffing. The directorate is taking action to reduce costs through a range of activity including robust decision making and challenge when high cost homes are sought, ensuring that the opportunities for children and young people to be placed in in-house foster care and residential homes are maximised and working with private fostering and residential



agencies to help ensure that a good range of offers are made in response to requests for homes made to the independent market. There is ongoing work to improve recruitment and retention and reduce dependency on agency social work staffing.

Headline annual figures for the percentage of parents getting one of their preferred school places, reported in Q1, are good, but mask the challenges relating to sufficiency of school places in some parts of the county, driven in part by unexpected levels of migration into Lancashire, particularly in Burnley and Pendle. Alongside the School Place Planning delivery programme agreed by Cabinet in October 2022, officers continue to work closely with schools to secure access to appropriate places and 50 additional places have now been confirmed as available for in year admissions at Unity College, Burnley.

Work has continued to ensure a high level of uptake of early years free funded education, and we are working proactively to ensure that funded places take up is a priority for all internal and external organisational partners and stakeholders. Key indicators for the library service continue to demonstrate good recovery following the removal of Covid restrictions with footfall continuing to grow, alongside increases in e-downloads.

Provisional data for Key Stage 2 and Key Stage 4 for 2021/22 indicates that results are not as good as we would wish, particularly at Key Stage 2. The school improvement team is working closely with schools to support improvement, using local data to offer targeted support.

There has been a small decrease in the percentage of young people in education, employment and training. However, young people have told us that they have experienced increased challenges in recent months due to the impact of cost of living and challenges in accessing affordable housing. Work continues with individual young people, and with partners, to secure options for them and to help ensure that performance continues to improve.

Our Early Help and Children's Social Care Services are continuing to perform well in the context of increases in demand and challenges in securing the right homes for children in Lancashire. Good practice is being shared across teams to help ensure that engagement from families is maintained and increased, new commissioning arrangements are helping to secure appropriate homes for young people in Lancashire, and there is continued close monitoring of the number of children who start to become looked after by the council through the Family Safeguarding approach.

Phil Green, Executive Director of Growth, Environment, Transport and Community Services

In addition to the corporate KPIs, the directorate is now utilising additional qualitative and quantitative insight to inform performance analysis by service area illustrated



using a 'RAG' rated 'speed dial' dashboard. This indicates that Growth, Environment and Transport is performing at 'good' across the majority of indicators as well as highlighting some key areas at average or below. Assessment of indicators categorised as 'under-performing' are included in the main report such as with regard to job creation measures.

This dashboard approach is also delivering a new performance assessment of the multi-£billion strategic development and infrastructure programme which analyses projects by budget, risk and progress towards agreed outcomes. The current assessment is a 64% overall performance rate which is 'amber' reflecting some excellent progress as well as challenges facing key projects including inflationary impacts in particular. The threshold for 'green' overall is set high at 80%. This is subject to further testing prior to being added to the corporate KPI suite potentially from Q3. Project assurance and spend is good to excellent. Planning and Environment indicators are good to excellent. The Government's launch of 'Investment Zones' has created additional pressure on service performance this quarter following work on the Levelling Up Fund Round 2 bids.

Estates' performance is good albeit with particular pressures this period linked to education property operations and the volume of compensation agreements for high profile schemes. Disposals are forecast to achieve the March 2023 capital receipts target. Aligned to the work of the council's company, Lancashire County Developments Ltd (LCDL), commercial business parks are performing well and continue to deliver development opportunities, attract business and increase the portfolio asset value.

High energy costs, inflation and on-going supply chain problems continue to impact the business community affecting start-ups recruitment and investment appetite. Job creation and business formation that is attributable to the Growth Hub (Boost), are improving however new jobs (11.4) remain below target for this point in the year to date and interventions are being actioned including contract reviews as described in the main body of the report.

Confidence in some sectors is seeing levels of interest in Rosebud loans recovering (45.6% of annual target) compared to Q1 and the pipeline forecast is strengthening, however investment appetite remains below anticipated, informing a review of the scope of the loans.

Design and construction performance including capital projects and contractor performance is at good to excellent. Highways' inspections and repairs are performing at excellent levels (in excess of 90% targets) however transport authority planning application response times are falling, impacted by hard-to-fill specialist workforce vacancies in this area. This has potential to impact on wider economic development projects in district areas if unresolved. Framework consultants are providing additional support and management are reviewing overall capacity and targeted recruitment with the corporate talent acquisition team.



Following pressures at the start of the school year, home to school transport provision has been managed with minimal delivery problems. Fleet service deliveries of new vehicles are delayed by national shortages which is also slowing acquisition of ultra-low emission vehicles. Supply chain delays for parts has also impacted on repair and maintenance targets. Despite the positive confirmation with regard to the Bus Service Improvement Plan award, delays to the Government's grant allocations may impact on our delivery programme.

Customer Access measures are at good to excellent for customer satisfaction (92.6% vs 90% target), automated interactions and other response times. A customer experience workstream is underway with expanded satisfaction surveys to continue the focus in this area. Calls answered at 85.4% is improving and above benchmarking but remains below our target reflecting current staffing turnover. Business process changes such as self-service and automation should improve performance in the longer term. Wait times and sickness remain areas where performance is average and therefore under review.

43% of skills pledge sign ups have already been achieved and the apprenticeship grants programme is underway following appointment of a project officer. Recruitment to support delivery of Skills Bootcamps has also been challenging impacting on September's profile but the forecast remains for performance to recover later in the year. Average benchmark achievement exceeds the annual target and national average. Contracts for the new 'Multiply' programme to improve adult numeracy skills are being put in place to enable delivery to commence on Year 1.

In waste, financial performance has been excellent, however fuel and energy prices are continuing to threaten the outlook. Operational performance of Lancashire Renewables remains strong and performance at Household Waste Recycling Centres is good with an improving outlook. Recruitment challenges and sickness performance remain at or below average and under review. Targeted intervention has recently resolved some absences to the overall benefit of forecast sickness performance.

Lesley Ottery – Interim Executive Director of Resources

The current position for revenue monitoring shows a forecast overspend of £7.989m, which is 0.84% of the county council's net budget. This is a significant improvement compared to the position reported in September where a £17.740m overspend was predicted. The overspend position in Education and Children's Social Care is due to increasing prices for care and the anticipated pay award. There remain other minor overspend variations on Highways and Transport, partly attributable to additional concessionary travel costs in Public and Integrated Transport, and Strategy and Performance. The overspend position is partially offset by underspends in Adult Social Care, Digital Services and Corporate Budgets relating to pension contributions. The improved position in Adult Social Care is due to additional income from Health.



Actions taken to improve sickness levels include weekly reviews of our absence data, targeting those services with trends and peaks early and providing support to prevent short term absence becoming long term. This is having an immediate impact. We have set clear performance targets at a service level, providing clear data dashboards and analytical support for services to help identify emerging problems. We are setting robust expectations for managers through the development of competency frameworks and providing targeted training and support to develop our capability and capacity to manage our teams well and support their wellbeing.

The change and improvement service has developed a draft integrated framework which links strategy and priorities, business planning, financial planning and performance reporting for discussion at the Strategic Improvement Board in November. A corporate change plan which supports prioritisation, resourcing, benefits planning and realisation, and governance is under development. All current change initiatives are being reviewed and prioritised for delivery.



Corporate Performance Report

KPI commentary




2022/23 Quarter 2

Introduction

This Quarter 2 2022/23 (Q2) report provides commentary on the Key Performance Indicators (KPIs) included in the [Corporate Performance Dashboard](#), including analysis and insight into performance and describing the action being taken to improve where necessary. It is presented in four sections aligned with the priorities of the council:

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

Throughout the report the rating (RAG status) for each KPI is shown within the tables as:

	Achieving the target/expected level of performance
	Slightly below desired level
	Requires improvement

The Corporate Performance Dashboard includes further information for each KPI, including:

- Latest performance summary
- Trend over time
- Detailed commentary on performance
- Definition
- Target and RAG thresholds
- Data sources

Instructions on using the Corporate Performance Dashboard are [here](#).





Delivering Better Services

This section reports on performance relating to the efficiency of our services in key areas and the council's use of resources.

Link to the Corporate Performance Dashboard: [Delivering Better Services Overview](#)

Percentage of parents receiving their preferred school places

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
Quartile 2	High	2022/23	% of parents who get one of three preferred school places (Primary)	98.60	✓	
Quartile 2	High	2022/23	% of parents who get one of three preferred school places (Secondary)	95.90	✓	

Performance remains on target and above benchmarks for pupils being offered one of their top three preferences at primary and secondary level with both in quartile two nationally. To achieve this:

- Publicity, including social media has reduced the number of late applications.
- Our website now shows levels of subscription for individual schools and maps of geographical priority areas.
- Officers attend open evenings for the most oversubscribed schools, and year 6 parent information sessions are held in the areas with the most pressure for places.

Issues/causes:



- Pressure for places has occurred where there have been unexpected levels of migration into Lancashire, particularly in Pendle, Burnley and Preston.
- More academies, free schools and faith schools, where governing bodies can determine how pupils are prioritised for places means that the published admission number can be decreased, despite objections.

Actions:

- The expansion of popular schools including Unity College (Burnley), Primet Academy (Colne) and Saints John Fisher & Thomas More RC High School (Colne). The number of places available for Year 7 pupils has been increased, as has the availability of places in higher year groups to accommodate in-year admissions.
- Consultations will be taking place in the Spring Term 2023 in respect of new primary schools and a secondary school in Preston.



Take up of free funded Early Years education

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
80%	High	2022 Summer term mid	% of 2 year old children eligible for free funded education	88.90	✓	
Maintain national quartile A	High	2022 Summer term mid	% of 3 and 4 year old children eligible for free funded education	97.90	✓	

Issues:

- Although take up of free funded education for 2 year olds has improved and good performance for 3 to 4 year olds continues, challenges remain.




Causes:

- Parents altered working patterns during the pandemic and flexibility with hybrid working has reduced requirements for an early years' provider.
- Some cultural groups utilise wider family rather than formal providers
- We need to improve the commitment of some external stakeholders to improve take up of funded places.

Actions:

- Geographic and demographic areas of focus are in place to increase take up where current levels are below the county or national average.
- Working with the Best Start in Life Board to ensure that take up of funded places is a priority for all stakeholders.
- A multi-agency action plan has been in place since Summer 2021 to help improve the take up of funded places. Actions delivered include:
 - Raising awareness/campaign to encourage families to take up the offer.
 - Developing resources/toolkits to help promote take up.
 - Information sharing with services to target known families where children are not accessing a place.

Use of Libraries

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
2022/23 2 Million Visits	High	2022/23 Q2	Number of visits to libraries (annual cumulative indicator)	571,743.00	✓	
2022/23 200,000	High	2022/23 Q2	Libraries – PNET sessions	67,213.00	✓	
2022/23 3,900,000	High	2022/23 Q2	Libraries - Physical issues & e- downloads combined	1,366,425.00	✓	

Issues/causes:

- Although the use of libraries and their facilities has increased steadily, visitor numbers have only reached around two thirds of pre-pandemic levels.
- Public Network (PNET) sessions are less than pre-pandemic but are increasing.
- Physical issues remain at c.78% of pre-pandemic levels.
- Causes include the move of the Harris Library, Preston into temporary premises and the shift from physical loans to borrowing e-books/audio plus renewing online.



Actions:

- All libraries are broadening the scope of the offer for example, adult learning, craft club, board games club, seated exercise, school visits, knit and natter.
- We now provide free Wi-Fi, improved broadband and Wi-Fi printing.
- Digital support is offered in libraries.
- E-resources are being promoted, including e-newspapers and e-magazines and use has grown significantly in the second quarter.

NoWcards Processing

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
OP 85%	High	2022 09	% of NoWcards processed and dispatched within 5 working days of receipt of initial application a) OP	100.00	✓	
DP 80%	High	2022 09	% of NoWcards processed and dispatched within 5 working days of receipt of initial application b) disabled	100.00	✓	
Renewals 90%	High	2022 09	% of NoWcards processed and dispatched within 5 working days of receipt of initial application c) Renewals	100.00	✓	

- Quarter 2 performance remains excellent and above target at 100%

Safety carriageway defects

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 4 hours (emergency) %	91.40	✓	
90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 2 working days (urgent) %	95.90	✓	
90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 5 working days (non-urgent) %	96.80	✓	
90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 10 working days (non-urgent) %	96.90	✓	
90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 20 working days (non-urgent) %	97.50	✓	

Good performance against all defect repair KPI's, to achieve this:

- Targeted additional training has been provided, including for the Customer Access Service.
- Emergency contact numbers have been re-published for all teams, which has helped reduce processing errors and improved the 4hr repair performance.
- The repair process for non-emergency repairs has been reviewed and improved, focusing on cost and time savings.

Issue:



- Defects numbers are starting to increase, which is expected during the Autumn/Winter period.

Action:

- Defect numbers will be closely monitored to understand and mitigate the impact on performance.



Lighting (lamp out) faults

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
90% Quarterly (2022/23)	High	2022/23 Q2	Non-Traffic Management (NTM) lamp-out faults repaired within 5 working days %	99.80	✓	
90% Quarterly (2022/23)	High	2022/23 Q2	Traffic Management (TM) lamp-out faults repaired within 20 working days %	100.00	✓	

Good performance in both non-traffic management and traffic management related lamp out faults, achieved by:

- Working with suppliers to ensure stocks are maintained where possible, enabling timely repairs to be carried out.


Issue:

- Autumn and winter brings an increase in reported lighting faults.

Action:


- Careful monitoring of impact on performance
- Continued close working with suppliers.

Highway's safety inspections

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
90% Quarterly (2022/23)	High	2022/23 Q2	Highways safety inspections on time %	98.90	✓	



- Good performance in relation to Highway Safety Inspections with Q2 seeing the service comfortably exceed the KPI's targets. This has been assisted by reduced vacancies in the team and operating closer to capacity.

Children with special educational needs/disabilities transported to school

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
99.5% Quarterly (2022/23)	High	2022 09	% of times that a child with SEND is successfully transported to school	99.94	✓	

- Performance is on target, with staff demonstrating flexibility and working well.

Customer access service

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
88.75% Quarterly (2022/23)	High	2022/23 Q2	% of calls presented to the Customer Access Service answered	85.40	!	
90% Quarterly (2022/23)	High	2022/23 Q2	Customer Access Service - Customer Satisfaction %	92.60	✓	

Issue:

- The performance of calls answered decreased in quarter 2 and is below target.





Causes:

- This is due to reduced staffing resource in the current financial year with further staff turnover affecting quarter 2.

Actions:

- Performance improved in the second half of the quarter as staff have been replaced and trained.
- We are reviewing services delivered through Customer Access, improving information and allowing more self-service.
- More automated services are being explored and new ways of working piloted to improve resolution rates. These are expected to bring longer term benefits rather than short term improvements.

NHS Health Checks

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
100% of the eligible population over a 5 year period	High	2022/23 Q1	Patients invited for an NHS Health Check (proportion of eligible population per year)	173.20	✓	
National ambition is 75%	High	2022/23 Q1	NHS Health Checks undertaken (proportion of eligible population per year)	35.60	✗	

Issue:

- All eligible residents were invited for a Health Check but only 35.6% received one.

Causes:



- The programme stood down nationally during Covid and restarted on 27th January 2022.
- Reduced capacity in General Practice/community providers to deliver due to Covid recovery.
- No relevant training has been provided to General Practice and pharmacy staff since 2020 due to Covid.

Actions:

- We are exploring how we can expand capacity as well as designing a training programme for all providers delivering NHS Health Checks, from various community venues including libraries and LCC buildings across the county. This will be rolled out in November 2022 to February 2023.
- The programme will also be delivered virtually as a refresher for those who have attended previous training.
- We are working with providers to increase uptake and develop community outreach models that will help reduce the variation in uptake. We are also working to improve the quality of the NHS Health Check offer.



Tobacco control

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
Targets to achieve 5% or more of the Lancashire smokers to set a quit date per year.	High	2022/23 Q1	Tobacco Control: Total persons setting a quit date %	88.10	!	
5% of smokers in Lancashire to set a 4 week quit date. Of those, 50% of those to quit.	High	2022/23 Q1	Tobacco control: Total persons successfully quit %	43.60	✓	

Issue:

- The number of smokers accessing the service has reduced compared to last year.






Causes:

- Less referrals during the pandemic – with only a telephone support service offered.
- Champix, a major GP prescribing option to treat tobacco addiction, has been removed from the national formulary. There were no referrals for Champix in Q1 2022/23 in comparison to 604 referrals in Q1 2021/22, which has therefore impacted on our overall referral rates.

Actions:

- We have focused on remobilising face to face community support this quarter.
- We are working with key partners to promote the revised service offer and increase uptake.
- We are implementing the national in-patient model to increase referrals from acute to community services.
- Promotional packs have been developed and distributed to GP practices where increased numbers of smokers have been identified.
- To mitigate the reduction in referrals due to Champix being removed from the national formulary, Nicotine Replacement Therapy will be promoted in accordance with national guidelines.
- A new electronic system will make referrals easier and provide outcomes information.

Health visiting service

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
National 95%	High	2022/23 Q2	PH 0-19: Mothers who received a first face to face antenatal contact with a health visitor at 28 weeks or above %	63.40	×	
National 95%	High	2022/23 Q2	PH 0-19: Infants that receive a face-to-face NBV within 14 days by a health visitor %	39.00	×	
National 95%	High	2022/23 Q2	PH 0-19: Infants who received a 6–8-week review by the time they turned 8 weeks %	79.00	!	
National 95%	High	2022/23 Q2	PH 0-19: Children who turned 12 months in the quarter who received a 12-month review, by the age of 12 months %	61.00	×	
National 95%	High	2022/23 Q2	PH 0-19: Children who received a 2-2 1/2-year review by the time they turned 2 1/2 %	54.00	×	



Issue:

- The national target of 95% is not being achieved across the service.



Causes:

- There are national issues affecting the health visiting workforce, with a high level of vacancies across the sector and increased staff sickness.
- We are experiencing the same issues, resulting in reduced capacity, which is affecting our ability to fulfil the mandated visits on time.

Actions:

- The service is prioritising targeted and specialist support to vulnerable families.
- New methods of recruitment and staff incentive schemes are being used.
- There is ongoing monitoring of sickness levels with a view to improve them.
- We are developing a better skills mix to address the staffing issues and are planning to integrate this service along with other children's services through the family hubs development programme.
- In addition, we are actively monitoring the recovery plan on a weekly basis and reviewing the service delivery to inform the design of the service model as part of our recommissioning programme scheduled during 2023/24.

Sexual health services

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
Upward trend	High	2022/23 Q1	Sexual Health: Number attending for contraception	4,687.00	✓	
45%	High	2022/23 Q1	Sexual Health: LARC is the main method of contraception %	70.80	✓	



Although both KPIs show a slight decline in performance and issues remain, the service is generally performing well with both KPIs on target.

Actions:

- We are working with our provider to support primary care settings to increase workforce capacity.
- To continue improving Long Acting Reversible Contraception (LARC) uptake we are working with our provider to support GP practices to increase their capacity for LARC provision.



Health and Safety in Lancashire's schools.

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
75%	High	2021/22	EOSV percentage buy in (75%+) by Academies across Lancashire	84.00	✓	
75%	High	2021/22	Service Level Agreement for all aspects of Health and Safety for Lancashire Schools	89.00	✓	

*EOSV = Educational off site visits

Positive feedback from customers regarding the value of the services, and continued buy in above target levels, provides confidence in the current arrangements and developments.

Issues:

- The current levels of buy in from schools and academies ensures a high level of engagement with LCC Health and Safety and Educational Off Site Visits, these levels of engagement may, of course, reduce with further academisation as schools may choose to provide the services for themselves as a collective.
- The Service Level Agreement (SLA) arrangements and engagement gives us confidence in the safety provisions put in place within schools (for day to day and off site teaching) and enables us to have oversight and provide collective learning, development and best practice to the (SLA) schools in Lancashire. To help complete the assurance, schools not buying into the services are requested to complete a statement of their compliance in relation to the health and safety arrangements; this would also be requested by any further schools coming out of the comprehensive SLA arrangements to help provide us with some assurance of safe provision.

Actions:

- Further promotion of the services Lancashire wide (and some out of county near neighbouring facilities).

Trading standards and scientific services

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status
Maintain all statutory returns and plans	Other		Trading Standards - Submission of compliant statutory performance returns to and production of plans for central government agencies & departments and requirements met - see link for RAG Status		
To protect Lancashire Consumers and maximise the level of detriment avoided.	Other	2021/22	Trading Standards -Estimate of Consumer detriment saved or prevented for Lancashire Consumers £	3,730,798.00	✓
Maintain and improve satisfaction rates	Other		Scientific Services - Customer and Client Satisfaction Survey- see link for RAG Status		

Trading standards has maintained compliant submissions of all required statutory returns. This has been achieved by:



- Engaging with relevant departments and agencies to ensure that we understand and deliver to their requirements.
- Identifying any changes to existing reporting requirements quickly and building them into the service data recording systems.

The KPI estimating the level of detriment which the service has saved consumers or helped them to avoid as a result of the service's activities is a new and developing KPI. We achieved this by:

- Responding to complaints and acting on intelligence.
- Taking timely enforcement or other action to deal with identified illegal or rogue practices.

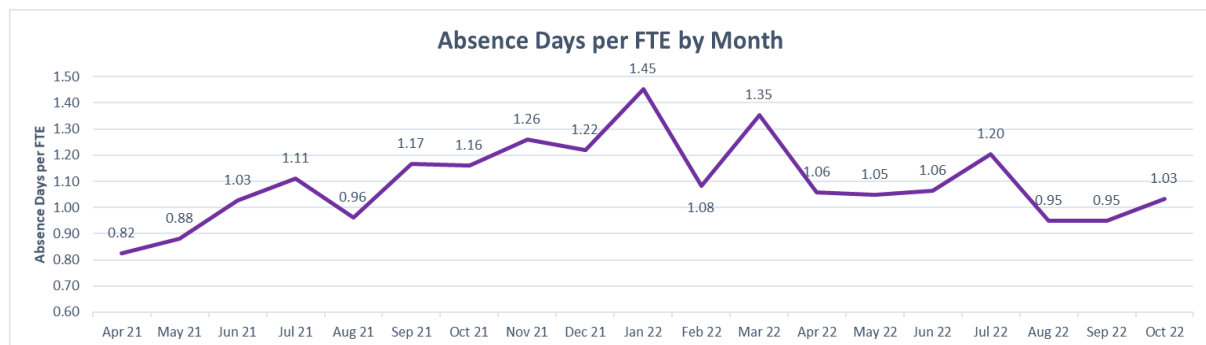
Scientific services have maintained or improved satisfaction rates where possible (with levels of satisfaction ranging from 94-100% across the range of questions).

Sickness absence in Lancashire County Council

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
4 Year Target of 8 absence days per FTE by 2025/26 Year End	Low	2022/23 Q2	Sickness Absence days per FTE	3.05	!	

75% of staff in quarter 2 had no sickness absence (9740 employees). This is a slight increase on 74% in quarter 1 and equates to 251 additional employees with no absence in quarter 2.

The graph below shows the trend in sickness absence since April 2021.



Issues:

- High sickness absence levels.
- High long-term absence.
- High mental health related absence (top reason for absence).

Causes:

- Inconsistent management action.
- Lack of performance targets.
- Limited monitoring of data and action planning.
- Impacts of COVID-19:




- Cessation of monitoring and resetting targets reduced the ability to assess performance improvement.
- Delays to treating pre-existing health conditions has extended sickness absence beyond what would have normally been expected.
- Reduced occupational health capacity due to absences resulted in delays in providing support to enable sickness absence outcomes.
- Mental health absence increased.

Actions:

- Performance targets have been reset to achieve a new council target of 8 days absence per FTE employee, this is a 4-year stretch goal to be achieved by 2025/26 to be in line with current comparators.
- Detailed data dashboards to determine actions and interventions are provided to all services on a monthly basis.
- Improving access to relevant comparator data.
- Services are expected to use the data dashboards to determine actions and interventions to improve outcomes and produce action plans.
- Corporate enabling support is in place through Human Resources, Business Intelligence, Public Health, Health and Safety and Learning and Development.
- Long term sickness absence is subject to weekly review. Long term sickness absence days per FTE have reduced by 17.8% for Q2 2022/23 when compared with the same period last year. The primary reduction has been in Mental Health. Recent weekly data analysis trends have shown a reduction in absences that are over 100 days with 62 closing.
- Improved wellbeing offer, through targeted intervention including access to an Employee Assistance Programme and service specific wellbeing actions through sickness absence data intelligence.

Budget Monitoring

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
0 Percent	Low	2022/23 Q2	% Revenue forecast outturn variance to budget	0.84	✗	

The 2022-23 revenue monitoring position as at Quarter 2 (Month 6) is a forecast overspend of £7.989m, which by way of context is 0.84% of the county council's net budget. This is a significant improvement compared to the position reported to cabinet at Q1 where a £17.740m overspend was predicted. The main reasons for improvement are additional income in Adult Services and a reduced overspend on placement costs in Children's Social Care. Further details are included in the Money Matters Report to Cabinet in December.





Protecting the Environment

This section reports on the work being undertaken to protect our environment, both by providing services to Lancashire's citizens and by improving the environment footprint of the council's services.

Link to the Corporate Performance Dashboard: [Protecting the environment overview](#)

Waste management

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
65% by 2035	High	2022/23 Q2	% of Waste Re-used, Recycled and Composted	43.00	!	
60% Quarterly (2022/23)	High	2022/23 Q2	% of Waste Re-used, Recycled or Composted at Household Waste Recycling Centres (Excluding Inert Waste)	61.20	!	

Issues:

- The amount of recycling collected in the first five months of this year is down by 5,000 tonnes compared to the same period in 2021/22. Doorstep collected residual waste dropped by 6,040 tonnes over this period. This is in the context of total annual arisings of circa 100,000 tonnes of collected recycling and circa 300,000 tonnes of collected residual waste.
- The 65% target for the first KPI is taken from the Government's Resources and Waste Strategy 2018. Formal targets will follow from the Environment Act 2021 and were the focus of a government consultation earlier this year, the outcome of which has not yet been published.

Causes:

- Generally, waste arisings went up during the pandemic and have since been falling. The overall recycling rate, as a percentage of waste arising, has remained consistent.
- A reduction in performance was witnessed at Household Waste Recycling Centres (HWRC) in the last two years largely because staff were not able to engage with the public or handle waste items during the pandemic.
- The final HWRC recycling rate for Q1 was 60.4%. The average rate for July and August was 61.2% - September (& therefore Q2) figures are not due to be available until the end of November. The KPI is currently rated as Amber as we get a higher volume of garden waste in spring and summer therefore performance is likely to drop in subsequent months.


Actions

- On the 1st June 2022 a new contract commenced increasing Refuse Derived Fuel output from Thornton Waste Recovery Park from 65,000 tonnes to 75,000 tonnes per year, securing an outlet for this waste stream for the next 3 years.



- Earlier this year HWRC supervisors were given targets for the improvement of recycling performance and a number of measures put in place to support this.

Lancashire County Council's vehicle fleet

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
2% by end 2022/23, 5% by end 23/24, 15% by end 24/25 25% by end 25/26, 50% by end 30/31 and 100% by end 35/36	High	2022/23 Q2	% of LCC Vehicle Fleet that is Ultra-low Emission	1.60	!	

Issues:

- The very much higher capital purchase costs for Ultra Low Emission Vehicles (ULEV), particularly for minibuses and larger vehicles along with frequently very high costs in providing charging infrastructure is an important consideration.
- The limited availability in the market of cars, vans and all other vehicle types is affecting the fleet replacement programme and there are a greater number of vehicles that have been retained on hire.

Causes:

- Current market availability of vehicles and lead times.

Actions:

- The service continues to assess the opportunities to acquire ULEV vehicles and has received a number of new vehicles into the fleet recently. 12 electric cars and one van have been received in the six months to 31 October 2022.
- Consideration is being given to making permanent the arrangement that is in place for 2023/24 and 2024/25 whereby orders can be placed in advance of the current fiscal year.
- The roll-out of charging infrastructure will facilitate the practical introduction of more electric vehicles.





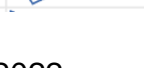


Supporting Economic Growth

This section reports on the council's activities to support new businesses, including the development of infrastructure and, recognising the importance of knowledge and skills development, educational attainment.

Link to the Corporate Performance Dashboard: [Supporting economic growth overview](#)

Educational attainment

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
To be agreed	High	2018/19	% Good Level of Development at Early Years Foundation Stage	69.2		
To be agreed	High	2021/22 Prov	% Expected Standard in Reading, Writing & Maths at Key Stage 2	56.0		
To be agreed	High	2018/19	% SEND Pupils Expected Standard in RWM at KS2	40.0		
To be agreed	High	2021/22 Prov	Pupils Average Attainment 8 Score at Key Stage 4	47.5		
To be agreed	High	2021/22 Prov	SEND Pupils Average Attainment 8 Score at Key Stage 4	33.3		

Published Data for Early years Foundation Stage will be available late November 2022

Key Stage 2 (years 3 to 6 in primary school)

Issue:

- Following two years of cancellations of assessments at Key Stage 2 during 2019/20 and 2020/21, provisional data has been published for 2021/22.
- Lancashire is ranked 110 of 150 authorities for the percentage of pupils reaching the expected standard in reading, writing and maths at KS2.
- The attainment gap between genders remains, with girls (59.9%) outperforming boys (51.6%).

Causes:

- Lancashire experienced a high impact from the COVID-19 Pandemic, with primary school absence rate being higher than the national averages. During 2020/21, there were 72 full closures of primary schools. Research by the DfE suggest pupils with higher attainment at KS2 and KS4 had lower levels of absence over the key stage compared to those with lower attainment.
- It is however worth noting that OFSTED outcomes from primary school inspections, after the pandemic have continued to be Good, highlighting the work that schools have done to provide high quality education and stability for children during such an unprecedented time.



Actions:

- Provision of a large range of courses/support sessions to schools covering all aspects of Key Stage 2 Attainment and Progress.
- Consultants working with schools over a period to improve outcomes.
- Lancashire Professional Development Service works with clusters of schools.
- Reviewing our offer and ensure we are offering training in those areas of locality that most need it.
- Providing support for schools in difficulty.
- Delivering Education Endowment Foundation work focused on children in the East of Lancashire where data shows highest need.
- Delivering a range of programmes, including several which focus on improving attainment by boys.

Key Stage 4**Issue:**

- This academic year saw the return of the summer exam series, after they had been cancelled in 2020 and 2021 due to the impact of the COVID-19 pandemic where alternative processes were set up to award grades. The 2021/22 results are not comparable to the previous two years.
- Provisional KS4 attainment 8 score data of 47.5 ranks Lancashire as 84 of 151 authorities compared to a score of 46.7 and ranking of 63 of 150 authorities for 2018/19.
- For the pupils with special educational needs or disabilities provisional KS4 attainment scores increased from being 32.5 in 2018/19 to 33.3 in 2021/22. However, Lancashire's ranking dropped to 93 of 151 authorities in 2021/22 from being 68 of 150 authorities for 2018/19.

Causes:

- The COVID-19 pandemic has had a substantial impact on Lancashire resulting in school or class closures, supply staff covering absent teaching staff. Data for secondary schools also shows that Lancashire has consistently higher rates of absence due to Covid than the national figures. A DfE White Paper says: "Children with no absence at key stage 4 are almost 2 times more likely to achieve 5 or more GCSEs than children who missed 10-15 percent of lessons"
- No schools were inspected during COVID-19, but following the Pandemic, initial inspections have showed that most schools have remained Good or Outstanding, suggesting a continued drive on school improvement through the pandemic.



Actions:

Delivering learning and collaboration opportunities for schools.



- Providing high quality training for governors to enable governing boards to robustly challenge and hold school leaders to account.
- Working closely with partners to ensure maintained schools receive the support they need to improve.
- Enhanced traded offer including consultancy in English, Maths and Science for mainstream, special and alternative provision settings.
- Close working with the Inclusion service in their development of the Alternative Provision strategy for all schools.
- Encouraging school to school support including facilitating the network for Outstanding schools and promoting funded offers from the DfE.
- Team Around the Schools and Settings – partner approach to improving outcomes for young people and children. Priority areas and focus pieces of work include attendance, exclusion, trauma informed practice.
- Education Recovery Group established during the pandemic and continuing to meet monthly, covering wider topics. This group provides feedback on the key areas needing support from us.

16/17-year-olds and care leavers in Employment Education or Training (EET).

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
Previous Target: 94.7% New service Target 94.9%	High	2022/23 Q2	% of Young People in Employment Education or Training	87.9	×	
Previous Target: 87.1% New Target: 91.2%	High	2022/23 Q2	% of Young People with SEND in Employment, Education or Training	76.9	×	
55%	High	2022/23 Q2	% of Care Leavers in Education, Employment or Training	50.1	!	

Issues:

16/17 year olds

- Compared to quarter 2 for 2021/22, performance has dipped for both measures.
- It is worth noting that there are more young people actually in employment education or training than reported in the same quarter last year (4.1% increase), but the increased cohort size means the KPI is reporting a lower percentage.

Care leavers

- At the end of September 2022, 303 of the 604 care leavers aged 18-20 were in Employment, Education or Training (EET), which, whilst showing improved performance is still below target.



Causes:**16/17 year olds**

- There has been a 4.4% increase (1,184) in the number of young people aged 16-17 in the cohort for this KPI, increasing workload at a time when resource capacity is an issue.
- Some educational establishments are yet to share the destinations data.
- EET figures do traditionally reduce over the summer period as young people complete college/university courses and are being supported to plan their next move.

Care leavers

- Young people who are care leavers have told us they are very anxious about ceasing benefit claims when starting work, particularly when the employment they are accessing, on zero hours contracts for example, don't pay enough to meet essential living costs.

Actions:**16/17 year olds**

- To increase staffing and resources capacity additional staff will be trained from December. This will provide additional resources in the new year.
- Improved engagement with relevant services will ensure more timely data sharing takes place going forward.

Care leavers

- Children's services run PACT meetings (Performance, Audit, Challenge and Track) to ensure performance is closely monitored across all service areas. Care Leavers in employment education or training EET will continue to be a regular focus of these meetings, with the Employment Support Team attending.
- We are working with Lancashire's colleges to support our young people to remain in college.
- EET is a focus at the Corporate Parenting Board, with a dedicated workstream.
- Individual pathway planning ensures education, employment and training opportunities are fully explored.

Supporting new businesses and business growth

Target	Good In	As of Date	Metric Name	Latest Value	RAG Status	Trends
5-year revised target is £8.77m covering circa 57 investments (July 2019 - June 2024).	High	2022/23 Q2	£ Number Rosebud Loans Provided to New or Existing Businesses	385000.0	!	
New contract target (Jan 22 to June 23) 681	High	2022/23 Q2	No of Jobs Created by Boost	11.4	×	
New contract target (Jan 22 to June 23) 103	High	2022/23 Q2	No of New Businesses Established by Boost	19.0	✓	



Issues:

- Against the current KPIs for our work around the council's economic prosperity we are still seeing a diminished appetite for investment via Rosebud and less new business starts and new jobs arising from business support activities.

Causes:

- The forecasted outturn for Rosebud this quarter was expected to be higher however continued economic uncertainty delayed some deals from progressing further. Nonetheless the total Rosebud investments so far this year have reached £887k across 8 deals.
- Start-up and job creation figures remain weak. We believe this is a result of a failure of delivery partners to adapt to new markets and realign their service after the pandemic. The new and re-commissioned delivery partners that we work with (new programme started in Jan 2022) have struggled to deliver the number of business-starts and business support interventions that we had forecast. We would have expected to see some uplift in new business start support as the pandemic has prompted a trend towards career change.

Actions:

- Current pipeline sits at £1.5m heading into the 3rd quarter. A longer-term review of the positioning of Rosebud was presented to Lancashire County Developments Limited (LCDL) Board in September and a task and finish group has been established to consider if and how the fund continues.
- The Business Growth Service is now in the process of terminating the contract for the organisation providing our pre-start business support and have asked for detailed recovery plans from the same contractor on post start-up and scale-up business support. We will seek to replace the service which has been terminated with a more effective, lower-cost solution, starting in the new year.



Caring for the vulnerable



This section includes performance about our adult social care services, support to children, young people and their families, and public health.

Link to the Corporate Performance Dashboard: [Caring for the vulnerable overview](#)

Adult Social Care Services

This section is divided into 4 areas to reflect the Service Plan for adult social care services: shaping the market, making the right impact, promoting independence and choice, and financial sustainability.

Shaping the market

Target	Good Is	As of Data	Metric Name	Latest Value	RAG Status	Trends
3.2-4.3	Low	2022/23 Q2	Number of New Requests received for support from New Clients, per % of population 18+	3.6	✓	
90	High	2022/23 Q2	% of CQC registered locations rated Good or Outstanding vs. Target - Community Based	96.8	✓	
90	High	2022/23 Q2	% of CQC registered locations rated Good or Outstanding vs. Target - Residential	81.9	!	

Number of New Requests for support from new clients per % population 18+

Issues:

- Requests for support from adult services are lower than that of comparator authorities, and this is based on the latest available comparator data from 2021/22.
- There has been a slight increase from last years' figure, but this is consistent with England and our comparator Local Authority averages.

Actions:

- We are further developing our understanding of our population needs through our Social Care reforms and Living Better Lives in Lancashire programmes, which support us to understand and offer a range of signposting options which vary according to where the service user lives.
- Our aim is to enhance and shape the market to enable people to find good quality, local support without needing to contact the council directly. We have set a target range of 3.2 (which was the best performing Local Authority) and 4.3 (which was the England average).



Care Quality Commission - Residential home & Community Based Services

Issues:

- We are currently below the target (81.9% against 90%) in relation to residential care homes rated as good or outstanding by the Care Quality Commission (CQC).
- Community-based services are currently well above target (96.75% against 90%).

Causes:

- Our home care framework requires commissioned community providers to be rated as good or outstanding at the onset of issuing the contract, this is the main reason why performance in this area is strong.
- In the care home sector, we will commission places from providers with differing CQC ratings – outstanding, good or occasionally requires improvement – based on an individual's choice. We have a strategy to improve care home ratings by supporting them to make improvements. Analysis from the quality team has highlighted common themes in relation to financial issues, lack of leadership and workforce issues which have been more acute following the pandemic. We are working to support providers to make the improvements in these areas.
- Of the 36 services directly provided by Lancashire County Council, 32 are graded as 'good' or 'outstanding'. None are 'inadequate' but four older people's residential homes are judged as 'requires improvement' and robust improvement plans are in place.

Actions:




- Regarding both residential homes and community-based services, we work very closely with providers to maintain and improve standards and ensure the delivery of quality services to our vulnerable citizens.
- With specific regard to residential homes, a recovery plan is in place to continue this support. However additional challenges are now facing the sector which include a significant loss of workforce and increased costs associated with the cost-of-living crisis. Some providers are making the difficult decision to exit the market.
- Robust improvement plans are in place, in readiness for the next inspections, for the 4 older people's residential homes provided by Lancashire County Council that are graded as 'requires improvement'.
- We are working with the NHS locally and nationally to support providers with the current challenges they face. This includes supporting providers with improvements and developing a longer-term plan ensuring that we only commission good quality care.



Size of Care Market Workforce

- This indicator is under review.

Making the right impact

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
66.2	High	2022/23 Q2	Making Safeguarding Personal - % of Section 42 Safeguarding enquiries where desired outcomes were asked for an expressed, where outcomes were Fully Achieved.	54.5	✗	
1294	Low	2022/23 Q2	Number of people waiting over 5 days for an Adult Social Care Assessment	1736.0	✗	
19.1	High	2021/22	Social Care-Related quality of life score	19.3	✓	

Making Safeguarding Personal - % of safeguarding enquiries where desired outcomes were asked for and expressed, where outcomes were fully achieved.

Issue:

- The 'Fully Achieved' performance has dropped since the last quarter (68.1% to 54.5%).

Causes:

- We have introduced different ways of working ensuring the principle of making safeguarding personal is embedded in practice and the individual only has to tell their story once. Whilst we are confident that this is happening in practice, the inputting of data needs to be more robust to ensure we meet the above set targets.

Actions:

- Managers continue to support staff with practice but will also robustly audit records and analyse the data to ensure we are on a trajectory to achieve the target

Number of People waiting over 5 days for an assessment

Issues:

- Ideally, no one who contacts Adults Social Care should wait more than 5 days for the start of a proportionate level of assessment.
- We have prioritised those waiting more than 6 months and have had success with this. As a consequence of this prioritisation, our reported 5 days target figure has moderately reduced from 1852 in Q1 2022/23 to 1736 Q2 2022/23. Although this demonstrates progress, further work is taking place to achieve the target.



Causes:

- More people are contacting Adult Social Care for an assessment and urgent support.
- Staffing capacity challenges have been experienced, particularly in services for older people and people with physical disabilities.

Actions:

- Targeted work continues to address the waiting lists for a social care assessment.
- Significant progress has been made around reducing the number of people waiting longer than 6 months for an assessment. This will allow us to more effectively focus on those waiting over five days for an assessment.
- Weekly reviews take place to closely monitor the performance. Teams are focussed on reducing the numbers as well as keeping length of time people have to wait down.
- Further work is underway to develop a measure which focuses on the timeliness of assessment completion, as this will be a complimentary indicator in terms of reporting on our overall responsiveness to people in need of support.
- Our timeline for achieving the target is end of the financial year 2022/23.

Adult Social Care Related Quality of Life survey

- This KPI helps to demonstrate that services provided by adult social care are supporting people to maintain their quality of life.
- It is an annual survey of people receiving services from adult social care in Lancashire, and in 2021/22 resulted in a quality-of-life score of 19.3.
- The latest national benchmarking figures are from 2019/20 (not updated due to the pandemic) and at that point the England average was 19.1 and the Northwest regional average was 19.2.

Actions:

- In addition to the survey, we are implementing an Adult Social Care Quality Assurance and Improvement Framework (scheduled from January 2023), which will collate service user data in two key areas:
 1. Improved health and well-being outcomes.
 2. Experience of the quality-of-service delivery.







Proportion of people waiting 28 Days or more for a package of care

- We are considering the timeframe of this indicator so this will reflect the service experienced by our users. At this stage we have not set a target, but it is clear



that 'good' will be low. We will look to provide data, with some historical trends, in the next report.

Promoting independence and choice

Target	Good is	As of Date	Metric Name	Latest Value	RAG Status	Trends
13.3	Low	2022/23 Q2	Permanent admissions to residential and nursing care homes per 100,000 population aged 18-64 during the year	15.4	✗	
637.6	Low	2022/23 Q2	Permanent admissions to residential and nursing care homes per 100,000 population aged 65+ during the year	686.1	✗	
75.3	High	2022/23 Q2	Proportion of Registered carers receiving formal support from the County Council (via carers direct payments)	92.5	✓	
1.69	Low	2022/23 Q2	Total number of people in receipt of long term support plus trend over time / per % population	1.8	✗	
90	High	2022/23 Q2	The Proportion of people aged 65 and over who were still at home 91 days after discharge from hospital into reablement/rehabilitation services %	87.2	!	
90	High	2022/23 Q2	The Proportion of adults with a learning disability who live in their own home or with their family %	92.4	✓	

Permanent admissions to residential and nursing care homes per 100,000 population aged 18-64 and aged 65+ during the year

Issues:

Adults 65+

- In this age band we have seen an increase from Q1 (677.91) to Q2 (686.13). Despite this increase we can see that this is lower than in previous years (2015-2019) which consistently ranged between 711 & 742.
- We aim to continue our overall downward trend and have set a target of 637.6, which we consider to be realistic when considering the challenges we often face with sourcing non-residential care, with cost-effective providers.

Adults 18-64

- In this age band there has been an increase from Q1(14.75) to Q2 (15.45), although it remains lower than in Q4 of 2021/22 (16.9), It is higher than the 20/21 comparator (nearest neighbour) average of 12.19.
- We have seen an increase in demand for mental health placements and for young people with complex needs.

Causes:

- Specialist staff shortages and lack of non-residential care provision can result in there being little alternative to support a discharge from hospital than a residential placement.
- Residential admissions slowed during the main part of pandemic but since the rate of admissions has started to increase.



Actions:

Several initiatives are in place with the intention of avoiding admissions and reducing the number of people in residential care across both age bands above. These include:

- Senior Management oversight at the Complex Case Forum
- Reviewing the intermediate care offer
- Commissioning of good quality housing with support for people
- Positive Ageing Trailblazer (to support short term placements following hospital admission with a home first approach). Early indications are the Trailblazer is having a positive impact.

Proportion of registered carers receiving formal support from the County Council

- We aim to maintain our current high levels of performance. Particularly worthy of note, is direct payments to carers have proved to be much more efficient and promote independence and choice.

Total number of people in receipt of long-term support per % of the population aged 18+**Issue:**

- We provide more people with long term support (per head of population) than our nearest neighbour authorities.

Causes:

- Insufficient focus on community and individual assets means that people are being drawn into the formal care system, who otherwise could have been dealt with through accessing universal and community services.
- Some people have waited too long for an assessment (particularly during the pandemic) and this means they developed more complex needs and therefore required formal support.

Action:

- The introduction of self-assessment and sign posting to community services and increasing our digital offer to promote self-reliance and independence.
- Backlogs have significantly reduced, and this will allow for earlier interventions and reduce long term needs. The backlog work is due to be completed in February 2023.
- The Living Better Lives in Lancashire Programme will gather momentum this Autumn/Winter and will support an improvement in our performance over time,



as we progressively promote increased independence by better use of community support.

The proportion of people aged 65 and over who were still at home 91 days after discharge from hospital into reablement/rehabilitation services

Issue:

- We aim to continue our comparatively high performance and move closer to the 90% target. However, this will prove challenging, as we will be increasingly working with service users with more complex needs.

Actions:

- Continued close monitoring of service user outcomes
- Significant work has been undertaken to improve the operational flow of the Reablement Service and improve the quality of provision to people to achieve better outcomes and promote their independence.
- A review of both the reablement service and the wider Intermediate Care provision continues to inform future operational delivery and the re-procurement of the service which is due by the end of 2022/23.

Proportion of adults with a learning disability who live in their own home or with their family

- We continue to be a top performer (when compared with our 'nearest neighbours') with an upward trajectory.

Actions:

- The work being undertaken to deliver on the 'Housing with Care and Support' Strategy 2018-25 has strengthened our approach to working with providers, developers and partners. This includes working closely with the district councils.



Financial sustainability

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
530	Low	2022/23 Q2	£ Long Term Support Average Cost Per Person Per Week vs. Budget	533.8	!	

Long term support average cost per person per week

Issues:

- Although we are currently maintaining our expected performance, we are seeing an increase in the number of homecare packages sourced off framework due to capacity issues of providers on the current framework. These are usually at a higher cost than framework providers and will impact on budget.
- We are unable to increase the number of providers on the current framework due to procurement regulations.
- Pressures within the NHS, particularly discharge arrangements, are driving up the average costs. This is as a consequence of the NHS directly procuring care at a higher cost. This is one of the issues we are working closely with our NHS colleagues to address, and we are developing a pilot approach to joint commissioning with a number of providers.
- It is also unclear how the 'Fair Cost of Care' exercise and future uplifts will impact on cost.

Actions

- The Homecare Tender due to go out for procurement in March 2023 will address the issues relating to the current homecare framework.
- We are monitoring the position in relation to 'Fair Cost of Care' and are developing appropriate mitigating actions.

Children and families

Children and Families Wellbeing Service.

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
70	High	2022/23 Q2	% of children and young people who received targeted early help support from Children and Families Wellbeing service which successfully met their identified needs	62.0	!	

Issue:

- The percentage of children and young people who received targeted early help support which met their identified needs has improved slightly but remains under target.





Causes:

- An increase in complexity and higher support needs in the families we support following a realignment of thresholds.

Actions:

- New guidance is being provided to staff, along with a series of practice development workshops to introduce an engagement tool to support them with obtaining and maintaining consent and engagement with families at the Family Intensive Support level.
- We are analysing the cohort of records with a 'closure reason' of 'needs met' on the Early Help Module alongside other reports including re-referrals (which remain low) and the length of time a family is open to the service, to improve our understanding and performance as a whole.

Looked after children

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
80	High	2022/23 Q2	% of children looked after actually living in Lancashire	79.2	!	
Not Appropriate	Low	2022/23 Q2	Children becoming looked after (Rate and Number)	5.4	✓	

Percentage of children looked after who are actually living in Lancashire**Issue:**

- The proportion of looked after children living in Lancashire while improving, remains slightly below target.

Causes:

- Due to improved reporting mechanisms, some looked after children placed close to the Lancashire boundary are now classed as residing outside the boundary.
- Whilst the numbers of children looked after has decreased, more children are placed in children's homes, and it is a challenge to find appropriate homes in Lancashire for some of our most vulnerable children. Strong care planning, the reshaping of our in-house children's homes and proactive work with private providers aims to ensure that more children are able to live within Lancashire, where appropriate.

Actions:

- New commissioning arrangements focusing on local placements commenced in May 2022 and August 2022



- A replacement provider to our children's home block contract was appointed in May 2022 which increased the number of local placements. It is too early to measure the full impact yet.
- The Children in our Care service has focussed heavily on ensuring the stability process is well embedded to support with managing vulnerable homes and they have sufficient notice periods to enable placement finding as a contingency where appropriate.

Children becoming looked after

Issue:

- With 39 less children becoming looked after during quarter 2, the rate reduced from 7.0 per 10k in quarter 1 to 5.4 per 10k in quarter 2. This is below the national and North West region rates which is in line with expectations given our emphasis on preventative approaches including Family Safeguarding.

Causes:

- Family Safeguarding is set up to ensure that more children stay with their families where it is safe to do so. This involves multi-agency teams and motivational interviewing with group discussion, work is recorded via a workbook. This approach has reduced the number of children coming into care.

Actions:

- The service is reviewing recruitment and retention and workload in Family Safeguarding in order to ensure that we have fidelity to the model, we believe that stronger fidelity will result in fewer children entering care.
- The service are also developing our 'edge of care' services to prevent older teenagers in particular entering care

Domestic abuse

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
Not Appropriate	Not Appropri...	2022/23 Q2	Domestic Abuse Safe Accommodation: Referrals for service	262		
Not Appropriate	Not Appropri...	2022/23 Q2	Domestic Abuse Safe Accommodation: Families supported in safe accommodation %	46.2		
60 per year	High	2021/22	Domestic Abuse Perpetrator Programme: Referrals completed (inc partial completion) %	73.3	!	

Safe accommodation service

Issue:

- There is a fixed capacity within the system that demand currently exceeds.

Causes:

- Victims with complex needs take longer to recover, restricting capacity of the service.



- A lack of available housing creates blockages to move victims out of refuge, therefore restricting capacity.

Actions:

Strategically we are working to reduce demand for this provision and increase capacity within the service through:

- Developing other support options for domestic abuse victims in the community and investing in preventative support e.g., outreach.
- Supporting services to increase flowthrough through resettlement, therefore creating more available capacity.

Adult Perpetrator programme

There are no national targets for this KPI as it is a local voluntary programme aimed at heterosexual adult males, although we do set local targets accordingly.

Issue:

- The service is not currently able to meet the local annual target of 60 completers due to a 70% decrease in referrals (reduction from 154 in 2020/21 to 46 in 2021/22).

Causes:





- The impact of the Covid pandemic on the service.
- The successful introduction of the family safeguarding model within LCC which provides interventions directly for perpetrators has now led to a corresponding reduction in referrals from the family safeguarding team but which now offers an opportunity to develop referrals further from other services

Actions:

- To achieve our local target, a recovery plan has been developed with the service provider to increase referrals from other partners by raising awareness with a variety of statutory and voluntary organisations, including those engaged with the emerging Multi-Agency Risk Reduction Assessment Coordination approach to domestic abuse.
- We will conduct continual scrutiny of the service data to identify changes/trends earlier.
- We will obtain comparison information from across the country of those running similar perpetrator programmes to gain a better insight into the service.
- We continue to work closely with the commissioned services supporting domestic abuse victims to support the whole family and reduce harmful behaviours.



Substance misuse and alcohol

Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends
NDTMS (the national dataset) do not set a target/comparator for the top quartile LAs	High	2022/23 Q1	Substance Misuse and Alcohol: Proportion of all in treatment, who successfully completed treatment and did not re-present within 6 months: alcohol %	47.9	✓	
Top quartile range (comparator LAs) 6.67 – 11.92%	High	2022/23 Q1	Substance Misuse and Alcohol: Proportion of all in treatment, who successfully completed treatment and did not re-present within 6 months: opiates %	5.7	✓	
85	Low	2022/23 Q1	Substance Misuse and Alcohol: The estimated proportion of people in your area who are dependent on Alcohol not in the treatment system %	84.1	✓	
40	Low	2022/23 Q1	Substance Misuse and Alcohol: The estimated proportion of people in your area who are dependent on opiates, not in the treatment system %	40.4	✓	

Although the KPIs for this service are on or above target, the following issues are being monitored and actively actioned as they impact both the number of people in treatment and treatment outcomes.

Issue:

- Limited capacity in the treatment system coupled with a need to increase referrals from partners.

Causes:

- Increased complexity and poorer general health of people coming into treatment having an adverse impact on outcomes and capacity.
- Impacts from the Covid pandemic causing reduced capacity.

Actions:

- We submitted plans to the Office for Health Improvement and Disparities (OHID). Subsequently, OHID have allocated additional investment for Lancashire through the Supplemental Substance Misuse Treatment and Recovery Grant. In 2022/23 this amounts to £2,584,279.
- The plans will allow us to increase the quality of key working and case management by recruiting and training additional workers to reduce caseload sizes, enhance caseload segmentation approaches, increase clinical supervision, and provide training and development for new and existing staff.
- Our plans target individuals in underrepresented groups to bring them into treatment. We have developed dedicated interventions with partners in Primary care, hospital-based services, the criminal justice system, housing services and the recovery community.
- We are working with partners and our treatment and recovery services to rectify the situation whereby referrals from parts of the broader health and social care system have remained below expected levels. We have included the issues of referrals and engagement with partners as part of our submitted plans.
- The terms of the grant state that we must improve the treatment outcomes and increase the number of people in treatment by 20% (based on 2021/22 data) by 2025, phased over three years. In year one we need to draw in an additional 192 people into the treatment system.



Our Corporate Priorities 2021 - 2025



Our Vision

Here at Lancashire County Council we are helping you to make Lancashire the best place to live, work, visit and prosper.

Our Values

Supportive, Innovative, Respectful, Collaborative.

Our Partnerships

Through collaboration with partners and the sharing of ideas, assets, skills and knowledge, we will create a future for Lancashire that better meets all our needs.

Our Communities

We value local communities and will help them to provide care and support to their families, friends, neighbours and colleagues.

Our Accountability

We will ensure good governance, strong performance management, prudent financial control and transparent decision making for the taxpayer.

DELIVERING BETTER SERVICES

- Provide services that are effective, efficient and appropriate to local circumstances.
- Improve services by changing the way we do things.
- Help people and families live healthier lifestyles and enjoy a better quality of life.

CARING FOR THE VULNERABLE

- Protect, safeguard, support and enable the most vulnerable residents in our society.
- Challenge and reduce areas of inequality and provide opportunity for all.
- Ensure children of all abilities do well in our schools and colleges, gaining important skills and expertise for life.

PROTECTING OUR ENVIRONMENT

- Lead on environmental improvement schemes and renewable energy initiatives.
- Work with businesses and communities on flood prevention, decarbonisation projects and climate change resilience.
- Promote more recycling and better waste management.

SUPPORTING ECONOMIC GROWTH

- Develop and build effective infrastructure and transport networks, to help people and businesses connect and grow.
- Secure inward investment, to boost and level up the county.
- Invest in skills and innovation, to secure economic growth and maximise Lancashire's potential.

Our Corporate Priorities

No matter what our job at Lancashire County Council we are all working towards the same vision of making Lancashire the best place to live, work, visit and prosper. That's a big vision, so to help us deliver it, Cabinet have set four priorities which put the need to work with communities and develop productive partnerships at the heart of all we do.

Click on the links to explore the progress against these priorities:

[Delivering better services](#)

[Protecting our environment](#)

[Supporting economic growth](#)

[Caring for the vulnerable](#)

[Cabinet Member Portfolios](#)

[How to use - Dashboard Instructions](#)


NOTE: instructions on use of the online dashboard can be found on page 2 of this report, or online [here](#)

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Corporate Strategy Performance Dashboard - How to Use

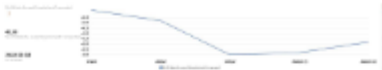
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Click on header links to browse between the priorities dashboard pages



Click on trend graphs to explore trends in detail




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Ref	Target	Good to	As of Date	Metric Name	Latest Value	RAG Status	Trends	
20ET001a	65% by 2035	High	2022/23 Q2	% of Waste Re-used, Recycled and Composted	43.00	!		Link
20ET001b	60% Quarterly (2022/23)	High	2022/23 Q2	% of Waste Re-used, Recycled or Composted at Household Waste Recycling Centres (Excluding Inert Waste)	61.20	!		Link
20ET002a	25% by 2025 50% by 2030 100% by	High	2022/23 Q2	% of LCC Vehicle Fleet that is Ultra-low Emission	1.60	✓		Link

Status of Indicator

- ✗ Requires Improvement
- ! Slightly below desired level
- ✓ Achieved

Click on the links to navigate to detailed pages for each indicators including trends, definitions, latest performance overviews



Details the targets as agreed with relevant services

Is low or high figure good?

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Ref	Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends	
1ECS001a	Quartile 2	High	2022/23	% of parents who get one of three preferred school places (Primary)	98.6	✓		Link
1ECS001b	Quartile 2	High	2022/23	% of parents who get one of three preferred school places (Secondary)	95.9	✓		Link
1ECS002a	80%	High	2022 Summer term mid	% of 2 year old children eligible for free funded education	88.9	✓		Link
1ECS002b	Maintain national quartile A	High	2022 Summer term mid	% of 3 and 4 year old children eligible for free funded education	97.9	✓		Link
1ECS003a	2022/23 2 Million Visits	High	2022/23 Q2	Number of visits to libraries (annual cumulative indicator)	571,743	✓		Link
1ECS003b	2022/23 200,000	High	2022/23 Q2	Libraries – PNET sessions	67,213	✓		Link
1ECS003c	2022/23 3,900,000	High	2022/23 Q2	Libraries - Physical issues & e- downloads combined	1,366,425	✓		Link
1GET001a	OP 85%	High	2022 09	% of NoWcards processed and dispatched within 5 working days of receipt of initial application a) OP	100.0	✓		Link
1GET001b	DP 80%	High	2022 09	% of NoWcards processed and dispatched within 5 working days of receipt of initial application b) disabled	100.0	✓		Link
1GET001c	Renewals 90%	High	2022 09	% of NoWcards processed and dispatched within 5 working days of receipt of initial application c) Renewals	100.0	✓		Link
1GET002a	90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 4 hours (emergency) %	91.4	✓		Link
1GET002b	90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 2 working days (urgent) %	95.9	✓		Link
1GET002c	90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 5 working days (non-urgent) %	96.8	✓		Link
1GET002d	90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 10 working days (non-urgent) %	96.9	✓		Link
1GET002e	90% Quarterly (2022/23)	High	2022/23 Q2	Safety carriageway defects repaired within 20 working days (non-urgent) %	97.5	✓		Link

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Ref	Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends	
1GET003a	90% Quarterly (2022/23)	High	2022/23 Q2	Non-Traffic Management (NTM) lamp-out faults repaired within 5 working days %	99.80	✓		Link
1GET003b	90% Quarterly (2022/23)	High	2022/23 Q2	Traffic Management (TM) lamp-out faults repaired within 20 working days %	100.00	✓		Link
1GET004a	90% Quarterly (2022/23)	High	2022/23 Q2	Highways safety inspections on time %	98.60	✓		Link
1GET005a	99.5% Quarterly (2022/23)	High	2022 09	% of times that a child with SEND is successfully transported to school	99.94	✓		Link
1GET006a	88.75% Quarterly (2022/23)	High	2022/23 Q2	% of calls presented to the Customer Access Service answered	85.40	!		Link
1GET006b	90% Quarterly (2022/23)	High	2022/23 Q2	Customer Access Service - Customer Satisfaction %	92.60	✓		Link
1PH001a	100% of the eligible population over a 5 year period	High	2022/23 Q1	Patients invited for an NHS Health Check (proportion of eligible population per year) %	173.20	✓		Link
1PH001b	National ambition is 75%	High	2022/23 Q1	NHS Health Checks undertaken (proportion of eligible population per year) %	35.60	✗		Link
1PH002a	Targets to achieve 5% or more of the Lancashire smokers to set a quit date per year.	High	2022/23 Q1	Tobacco Control: Total persons setting a quit date %	88.10	!		Link
1PH002b	5% of smokers in Lancashire to set a 4 week quit date. Of those, 50% of those to quit.	High	2022/23 Q1	Tobacco control: Total persons successfully quit %	43.60	✓		Link
1PH003a	National 95%	High	2022/23 Q2	PH 0-19: Mothers who received a first face to face antenatal contact with a health visitor at 28 weeks or above %	63.40	✗		Link
1PH003b	National 95%	High	2022/23 Q2	PH 0-19: Infants that receive a face-to-face NBV within 14 days by a health visitor %	39.00	✗		Link
1PH003c	National 95%	High	2022/23 Q2	PH 0-19: Infants who received a 6–8-week review by the time they turned 8 weeks %	79.00	!		Link
1PH003d	National 95%	High	2022/23 Q2	PH 0-19: Children who turned 12 months in the quarter who received a 12-month review, by the age of 12 months %	61.00	✗		Link
1PH003e	National 95%	High	2022/23 Q2	PH 0-19: Children who received a 2-2 1/2-year review by the time they turned 2 1/2 %	54.00	✗		Link

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Ref	Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends	
1PH004a	Upward trend	High	2022/23 Q1	Sexual Health: Number attending for contraception	4,687	✓		Link
1PH004b	45%	High	2022/23 Q1	Sexual Health: LARC is the main method of contraception %	70.80	✓		Link
1PH005a	3 year planning, review and amendment cycle governed, assessed and quality assured by HSE/EA or ONR as applicable	Not Appropriate		Control of Major Accident Hazards (COMAH 2015) and Radiation (Emergency & Public Information) Regulations (REPIR 2019) Report meetings with CoMAH Competent Authority (HSE/EA) and for REPIR (ONR); deadlines set out in statute. - see link for RAG Status				Link
1PH006a	75%	High	2021/22	EOSV percentage buy in (75%+) by Academies across Lancashire	84.00	✓		Link
1PH007a	75%	High	2021/22	Service Level Agreement for all aspects of Health and Safety for Lancashire Schools	89.00	✓		Link
1PH008a	Maintain all statutory returns and plans	Other		Trading Standards - Submission of compliant statutory performance returns to and production of plans for central government agencies & departments and requirements met - see link for RAG Status				Link
1PH008b	To protect Lancashire Consumers and maximise the level of detriment avoided.	Other	2021/22	Trading Standards -Estimate of Consumer detriment saved or prevented for Lancashire Consumers £	3,730,798.00	✓		Link
1PH009a	Maintain and improve satisfaction rates	Other		Scientific Services - Customer and Client Satisfaction Survey- see link for RAG Status				Link
1RES001a	0 Percent	Low	2022/23 Q2	% Revenue forecast outturn variance to budget	0.84	✗		Link
1RES002a	4 Year Target of 8 absence days per FTE by 2025/26 Year End	Low	2022/23 Q2	Sickness Absence days per FTE	3.05	!		Link

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Protecting the Environment Overview

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Ref	Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends	
2GET001a	65% by 2035	High	2022/23 Q2	% of Waste Re-used, Recycled and Composted	43.00	!		Link
2GET001b	60% Quarterly (2022/23)	High	2022/23 Q2	% of Waste Re-used, Recycled or Composted at Household Waste Recycling Centres (Excluding Inert Waste)	61.20	!		Link
2GET002a	2% by end 2022/23, 5% by end 23/24, 15% by end 24/25 25% by end 25/26, 50% by end 30/31 and 100% by end 35/36	High	2022/23 Q2	% of LCC Vehicle Fleet that is Ultra-low Emission	1.60	!		Link

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Supporting Economic Growth Overview

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Ref	Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends	
3ECS001a	To be agreed	High	2018/19	% Good Level of Development at Early Years Foundation Stage	69.2			Link
3ECS001b	To be agreed	High	2021/22 Prov	% Expected Standard in Reading, Writing & Maths at Key Stage 2	56.0			Link
3ECS001c	To be agreed	High	2018/19	% SEND Pupils Expected Standard in RWM at KS2	40.0			Link
3ECS001d	To be agreed	High	2021/22 Prov	Pupils Average Attainment 8 Score at Key Stage 4	47.5			Link
3ECS001e	To be agreed	High	2021/22 Prov	SEND Pupils Average Attainment 8 Score at Key Stage 4	33.3			Link
3ECS002a	Previous Target: 94.7% New service Target 94.9%	High	2022/23 Q2	% of Young People in Employment Education or Training	87.9	✗		Link
3ECS002b	Previous Target: 87.1% New Target: 91.2%	High	2022/23 Q2	% of Young People with SEND in Employment, Education or Training	76.9	✗		Link
3ECS003a	55%	High	2022/23 Q2	% of Care Leavers in Education, Employment or Training	50.1	!		Link
3GET001a	5-year revised target is £8.77m covering circa 57 investments (July 2019 - June 2024).	High	2022/23 Q2	£ Number Rosebud Loans Provided to New or Existing Businesses	385,000	!		Link
3GET002a	New contract target (Jan 22 to June 23) 681	High	2022/23 Q2	No of Jobs Created by Boost	11.4	✗		Link
3GET002b	New contract target (Jan 22 to June 23) 103	High	2022/23 Q2	No of New Businesses Established by Boost	19.0	✓		Link

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Ref	Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends	Link
4ASC001a	3.2-4.3	Low	2022/23 Q2	Number of New Requests received for support from New Clients, per % of population 18+	3.6	✓		Link
4ASC002a	90	High	2022/23 Q2	% of CQC registered locations rated Good or Outstanding vs. Target - Community Based	96.8	✓		Link
4ASC002b	90	High	2022/23 Q2	% of CQC registered locations rated Good or Outstanding vs. Target - Residential	81.9	!		Link
4ASC003a	66.2	High	2022/23 Q2	Making Safeguarding Personal - % of Section 42 Safeguarding enquiries where desired outcomes were asked for and expressed, where outcomes were Fully Achieved.	54.5	✗		Link
4ASC005a	1294	Low	2022/23 Q2	Number of people waiting over 5 days for an Adult Social Care Assessment	1736.0	✗		Link
4ASC006a	19.1	High	2021/22	Social Care-Related quality of life score	19.3	✓		Link
4ASC007a	13.3	Low	2022/23 Q2	Permanent admissions to residential and nursing care homes per 100,000 population aged 18-64 during the year	15.4	✗		Link
4ASC007b	637.6	Low	2022/23 Q2	Permanent admissions to residential and nursing care homes per 100,000 population aged 65+ during the year	686.1	✗		Link
4ASC008a	75.3	High	2022/23 Q2	Proportion of Registered carers receiving formal support from the County Council (via carers direct payments)	92.5	✓		Link
4ASC009a	1.69	Low	2022/23 Q2	Total number of people in receipt of long term support plus trend over time / per % population	1.8	✗		Link
4ASC010a	90	High	2022/23 Q2	The Proportion of people aged 65 and over who were still at home 91 days after discharge from hospital into reablement/rehabilitation services %	87.2	!		Link
4ASC011a	90	High	2022/23 Q2	The Proportion of adults with a learning disability who live in their own home or with their family %	92.4	✓		Link
4ASC012a	530	Low	2022/23 Q2	£ Long Term Support Average Cost Per Person Per Week vs. Budget	533.8	!		Link

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Delivering better services

Protecting the Environment

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Caring for the Vulnerable 1 of 2

Ref	Target	Good Is	As of Date	Metric Name	Latest Value	RAG Status	Trends	
4ECS001a	70	High	2022/23 Q2	% of children and young people who received targeted early help support from Children and Families Wellbeing service which successfully met their identified needs	62.0	!		Link
4ECS002a	80	High	2022/23 Q2	% of children looked after actually living in Lancashire	79.2	!		Link
4ECS003a	Not Appropriate	Low	2022/23 Q2	Children becoming looked after (Rate and Number)	5.4	✓		Link
4PH001a	Not Appropriate	Not Appropri...	2022/23 Q2	Domestic Abuse Safe Accommodation: Referrals for service	262			Link
4PH001b	Not Appropriate	Not Appropri...	2022/23 Q2	Domestic Abuse Safe Accommodation: Families supported in safe accommodation %	46.2			Link
4PH002a	60 per year	High	2021/22	Domestic Abuse Perpetrator Programme: Referrals completed (inc partial completion) %	73.3	!		Link
4PH003a	NDTMS (the national dataset) do not set a target/comparator for the top quartile LAs	High	2022/23 Q1	Substance Misuse and Alcohol: Proportion of all in treatment, who successfully completed treatment and did not re-present within 6 months: alcohol %	47.9	✓		Link
4PH003b	Top quartile range (comparator LAs) 6.67 – 11.92%	High	2022/23 Q1	Substance Misuse and Alcohol: Proportion of all in treatment, who successfully completed treatment and did not re-present within 6 months: opiates %	5.7	✓		Link
4PH004a	85	Low	2022/23 Q1	Substance Misuse and Alcohol: The estimated proportion of people in your area who are dependent on Alcohol not in the treatment system %	84.1	✓		Link
4PH004b	40	Low	2022/23 Q1	Substance Misuse and Alcohol: The estimated proportion of people in your area who are dependent on opiates, not in the treatment system %	40.4	✓		Link

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Leader

County Councillor Philippa Williamson

Responsible for:

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

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

County Councillor Alan Vincent

Responsible for:

- Asset and Facilities Management
- Property, Land and Buildings
- Finance, Procurement and Treasury Management
- External Funding
- Business Continuity, Emergency Preparedness, Health & Safety and Resilience
- Human Resources
- Partnerships and Companies
- Member Support
- Appointments to Outside Bodies

Cabinet Member for Adult Social Care

County Councillor Graham Gooch

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

Cabinet Member for Children and Families

County Councillor Cosima Towneley

Responsible for:

- Children's Social Care
- Fostering and Adoption Services
- Corporate Parenting
- Young People's Services and Engagement

Cabinet Members' Areas of Responsibility

Cabinet Member for Community and Cultural Services

County Councillor Peter Buckley

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
- Youth Justice Services

Cabinet Member for Economic Development and Growth

County Councillor Aidy Riggott

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 Education and Skills

County Councillor Jayne Rear

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 Environment and Climate Change

County Councillor Shaun Turner

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 Health and Wellbeing

County Councillor Michael Green

Responsible for:

- Public Health
- Health and Wellbeing Strategy
- Health and Social Care Joint Strategic Needs Assessment
- The Lancashire Health and Wellbeing Board
- Trading Standards and Scientific Services
- Healthwatch
- Early Years, Family Hubs and Start for Life

Cabinet Member for Highways and Transport

County Councillor Charles Edwards

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

For further information relating to performance reported in this dashboard, please contact:

Mike Kirby, Director of Strategy and Performance
mike.kirby@lancashire.gov.uk

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Executive Director of Growth, Environment & Transport

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Delivering better services;
Protecting our environment;
Supporting economic growth;
Caring for the vulnerable;

Lancashire 2050

(Appendix 'A' refers)

Contact for further information:

Julia Goldsworthy, Tel: 07813 648227, Director of Devolution and Lancashire Plan,
julia.goldsworthy@lancashire.gov.uk

Brief Summary

This report presents progress made since January 2022, when the county council, together with Lancashire's 14 District and Unitary Councils considered and supported the proposal to develop a long-term Strategic Plan for Lancashire. It sets out the general principles and high-level priorities contained in a strategic framework for Lancashire, known as "Lancashire 2050". This report also sets out the continuing commitment to ensure that there continue to be opportunities for all the partner authorities to contribute to and influence thematic plans, including identifying specific schemes and activities.

Recommendation

Cabinet is asked to:

- (i) Endorse the outline Lancashire 2050 strategic framework (Appendix 'A') as the strategic framework that will guide further development of shared detailed priorities and actions with partners and stakeholders across the whole of Lancashire.
- (ii) Agree that the Leader of the Council continues to work with Lancashire Leaders in line with the principles already agreed by Full Council in January 2022

including that the Leader will make representations to that forum on any matters arising from Cabinet's consideration of this report.

1. Introduction

- 1.1 With a robust evidence base and utilising the strong local knowledge of elected representatives, Leaders have been considering collective priorities and developing a shared vision and ambition for the future of Lancashire, looking ahead to 2050 to recover, grow and decarbonise the economy, improving the place and the life opportunities of its people. The plans to achieve this will not only realise opportunities for Lancashire and UK plc but in doing so, will help address many structural inequalities and support levelling up across the County.
- 1.2 It is considered that a County the size and complexity of Lancashire should have a shared strategic framework. Lancashire 2050 will also enable any engagement with central government to be placed within a strategic context. In doing so, working collaboratively, Lancashire Leaders agree the time is right for Lancashire to move forward together with a collective voice to make the case for more powers and investment for the whole of Lancashire, and to strengthen local collaborative decision making.
- 1.3 Leaders have identified that the work is now at a stage where it is important to secure the engagement and support of all elected members and are each determining their own process for considering the Lancashire 2050 strategic framework and securing commitment within their own authorities.
- 1.4 This report covers:
- (i) **Lancashire 2050**, which sets out the headline themes to be included in a long-term strategic framework and ambition for Lancashire.
 - (ii) **Oversight, performance management and monitoring**, which sets out information about the proposed approach to overseeing the long-term plan.
- 1.5 By setting out shared priorities and ambitions, Lancashire 2050 will help Lancashire authorities prepare for and respond to opportunities that will help them achieve their shared ambitions and goals.

2. Developing a Lancashire 2050 Strategic Framework

- 2.1 The original conception of this strategic framework was to develop Lancashire 2050 alongside plans to enter devolution negotiations with government. However, the policy context has changed substantially since the start of the year. The publication of the Levelling Up White Paper in February 2022 set out a proposed devolution framework, to be enacted through the Levelling Up and Regeneration Bill. Following the recent changes in government, we await clarity on the ongoing policy direction and timeframes.

- 2.2 Nevertheless, it is considered important for Lancashire to set its own long-term vision and strategic framework. By continuing to press ahead with the development of Lancashire 2050 in this context, Lancashire is collectively taking action to insulate against ongoing policy uncertainty and to take best advantage of emerging opportunities. While councils will continue to decide which of these emerging opportunities will best suit their own priorities on a case by case basis, the Lancashire 2050 strategic framework provides an additional tool, that not only helps inform this judgement, but also boosts the credibility of Lancashire's collective engagement with government.
- 2.3 Significant work has taken place across Lancashire to gather evidence that will shape an overarching vision, ambition, and strategic framework for the whole of Lancashire. This work has helped inform the scale of ambition and the development of robust key priorities, together with the delivery and oversight principles described in this report.
- 2.4 Over the past several months all Lancashire Leaders across our fifteen councils, have been further considering and refining our approach, with a singular vision to make Lancashire *"a place where every single person can live their best life."*
- 2.5 Once adopted, Lancashire's overarching strategic plan will be forward looking and take a long-term view, setting the vision and ambition over a 20-30 year period. As a result, development of actions to deliver the framework will also need to include short to medium term milestones on the journey to achieving the long-term vision.
- 2.6 To do this, we are clear it requires our collective efforts and must be shaped by our residents, communities and partners.
- 2.7 Lancashire 2050 is our strategic framework that sets out our shared vision, ambition and strategic priority areas. In doing so, it will also ensure:
- Lancashire competes better for its share of national resources and investment
 - Lancashire's public, private and voluntary sectors collaborate better to maximise the best use of our resources
 - Lancashire has a strong and clear voice and can respond innovatively to new opportunities and challenges
 - Lancashire has rich, meaningful and strategic dialogue with central government about the future of our County.
- 2.8 Our strategic framework for achieving the vision is organised around 8 priority areas. While focussed, this framework allows flexibility to adapt to changing local and global trends, policy mandates and place needs.
- 2.9 Our priorities have been created in such a way that they are accessible and easy to understand. The priorities are presented visually in a way that allows them to stand alone and be easily understood.

- 2.10 Within partner organisations, the priorities aim to give clarity and structure for staff to understand how their roles and responsibilities contribute to key priorities and ambitions and provide a focus for teams to develop service plans and work programmes that support them.
- 2.11 They also enable key partners, stakeholders, business and industry associates to be clear about the collective ambitions, which will aid the alignment of aims and facilitate collaborative work to deliver high quality, best value services that meet the needs of Lancashire's residents.
- 2.12 Developing the strategic framework and priorities this way also ensures more integrated policy development to tackle cross cutting opportunities such as skills, health and the environment.

3. Oversight, performance management and monitoring

- 3.1 In January and February 2022, Councils agreed governance structures for delivering the strategic plan priorities, designed with two aims in mind:
- to create the best arrangements to deliver the priorities within the strategic plan
 - to ensure decisions are made democratically and with all partners having an equal voice.
- 3.2 Additionally, Councils endorsed a set of core principles to guide the progression of Lancashire 2050, which have been put in practice through the Lancashire Leaders Forum. It is proposed that the future strategic and delivery oversight of Lancashire 2050 continues to be taken forward through this group.
- 3.3 In addition, to ensure maximum transparency and participation of partners, it's proposed that twice yearly, the Lancashire Leaders Forum meets with wider partners from across the County to:
- Agree and update shared strategic priorities
 - Consider an annual shared "State of Lancashire" evidence base developed and presented by an independent Data Observatory
 - Review delivery performance against Lancashire 2050 aims and priorities
 - Agree collaborative actions / contributions required to achieve shared priorities.
- 3.4 Thematic priority areas will be overseen by Portfolio Leads (nominations to be agreed on an annual basis), supported by nominated Chief Executive leads for each thematic priority.
- 3.5 Where Lancashire-wide arrangements already exist (such as for example on Transport and Skills), these forums will develop and take forward Lancashire 2050 thematic priorities and actions. Where necessary, additional thematic sub-group arrangements will be established to support action planning and delivery.

3.6 The group will continue to be chaired by Lancashire County Council, with any decisions made on a consensual basis.

4. Resource and financial implications

4.1 None in this report. As progress is made in developing priority theme action plans, consideration will need to be given by Leaders and councils on how best to resource any cross-Lancashire activities that go beyond existing business as usual. With support from finance officers, Local Authorities may need to continue to consider the fairest ways for each partner authority and other stakeholders to contribute. However, any such proposals will be subject to future decisions and are not within scope of the recommendations in this report.

4.2 There are no legal Implications in this report. As with current arrangements, the proposed governance approach is consistent with a non statutory approach.

5. Next Steps

5.1 For Lancashire to move forward with a strong collective voice, the engagement and support of all councils is extremely important in setting and agreeing a strategic framework for the whole County. This support will give Leaders a mandate to collectively move forward on the issues set out in this report, and to engage with government, public and private sector partners to secure the best possible future for Lancashire and the people that live here.

6. Consultations

6.1 The Lancashire 2050 strategic framework has been informed by a wide ranging evidence base. Directorates and specialists across Lancashire's 15 Local Authorities, together with a number of key partners and existing thematic forums have supported the development of the strategic framework and will lead development of the next stages of action planning, performance metrics and monitoring across each of the thematic priority areas.

List of Background Papers

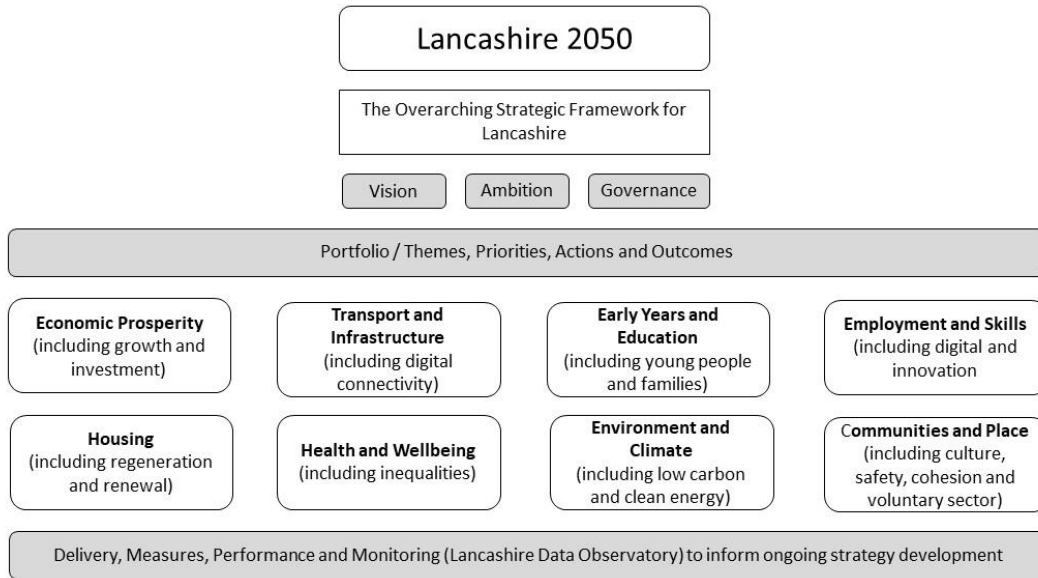
Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

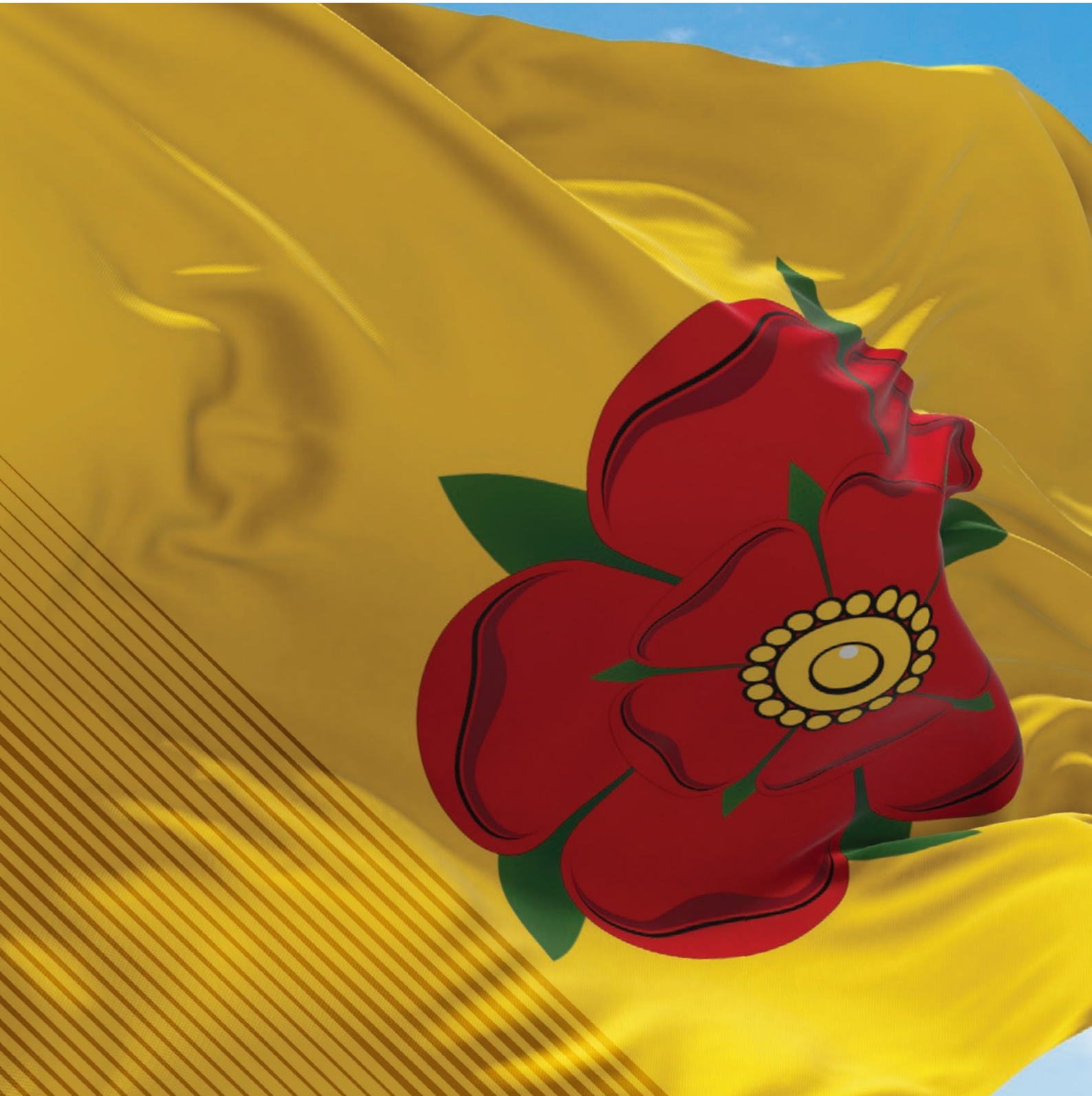
Diagram 1: Scope



LANCASHIRE

2050

A strategic framework for Lancashire



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Our strategic framework	10
Our priority areas	12
Making it happen	28

Lancashire 2050 is about bringing people together with a shared vision, shared ambition, shared goals and shared priorities.



It's about the future of our county and its people. Initiated by Lancashire's 15 councils, but involving everyone with a stake in our county's success, it sets out the areas where we can work together to help our county thrive.

It is both bold and strategic, creating a framework so that:

- Lancashire competes better for its share of national resources and investment.
- Lancashire's public, private and voluntary sectors collaborate better to maximise the best use of our resources.
- Lancashire has a strong and clear voice that responds innovatively to new opportunities and challenges.
- Lancashire has rich, meaningful and strategic dialogue with central government about the future of our county.



"A thriving Lancashire remains one of the pre-requisites to a successful economy in the North of England"

This is Lancashire

We're proud of Lancashire. It's a place of amazing beauty, talented people, diverse communities and world-leading businesses. We're proud of our history, but always looking to the future. We're proud of what we have to offer for living, learning, investing and succeeding.

With a population of 1.5m people, our 54,000 businesses generate 637,000 jobs across a range of important and future-facing sectors from manufacturing and tourism to cyber, digital and low carbon.

This thriving £34bn economy is home to globally leading firms and the 4th largest aerospace cluster in the world.

We're proud of where we've come from, where we are, and where we're heading.

We're proud to say: we are Lancashire.



Image courtesy of Currie & Taylor



6 Clitheroe

Our vision

Lancashire: a place where every single person can live their best life





Our ambition

Our ambition is for Lancashire to be seen across the world as the best place to make a home, raise a family, develop a career, do business and grow old.

A place made up of communities everyone is proud of, that celebrates our sense of place, heritage and natural environment.

A place where we always look to the future.

Our plan

Our plan for achieving our vision is organised around eight priority areas.

We have created a framework for action that will help us focus on the things that are most important, as well as respond to changing local and global trends, policy mandates and place needs.

It will mean Lancashire can speak with one voice when championing our needs in government.



Wallace and Gromit statue, Preston



St Annes Beach Huts

Our priorities will help Lancashire:



Economic prosperity

Succeed as a globally-recognised, competitive and sustainable economy, distinguished by its quality of life, connectivity and access to opportunities.



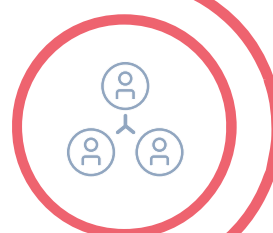
Early years and education

Support all our children so they are ready to learn, achieve, and can access opportunity.



Transport and infrastructure

Become better-connected and accessible, with infrastructure that links opportunities to need, and travel choices that are safe, inclusive, affordable and low carbon.



Employment and skills

Support people to develop skills throughout their lives and attract business to the county because of our high skilled workforce.



Environment and climate

Meet our low carbon ambitions, promote clean energy and enhance our rich natural environment.



Health and wellbeing

Improve health, life chances and independence, so residents can live healthy lives and access quality care when they need it.



Housing

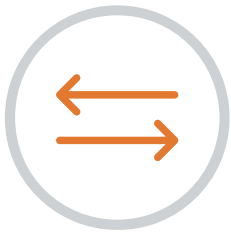
Deliver decent and affordable housing for every community. High quality housing will benefit existing residents, as well as attract and retain the people required to drive the economy over the long term.



Communities and place

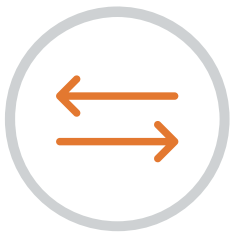
Build pride, belonging, and resilience in all our diverse communities and ensure people have a voice and stake in Lancashire's future.

Partners commit to:



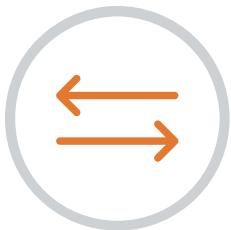
Working collaboratively

We will work collaboratively on our collective priorities, sharing ideas, assets, skills and knowledge.



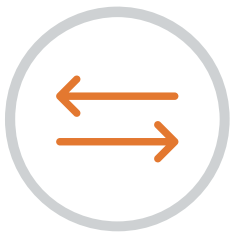
Cross cutting key themes

We will ensure our commitments to diversity and inclusion, reducing inequalities, children and families, climate, and improving quality of life are addressed in each of our priority themes.



Listening to residents

We will be active listeners in building our plans for Lancashire. Everyone will be able to contribute in shaping our shared future.



Being open and transparent

We will ensure decisions are made democratically and transparently, so residents can easily understand progress against our priorities.



The Atom, Wycoller Country Park



Fleetwood

We will be a globally-recognised, competitive and sustainable economy distinguished by its quality of life, connectivity and access to opportunities.

Theme priorities

- ▶ To realise the growth potential in our existing and emerging key sectors, particularly low carbon and renewables, and to attract increased investment.
- ▶ To ensure Lancashire has an outward-looking and connected economy that works for all.
- ▶ To build a pipeline of strategic development sites and infrastructure opportunities.
- ▶ To maximise the economic benefits of Lancashire's tourism offer and promote a diverse place with urban, coastal and rural economies.
- ▶ To encourage business as good employers.

What this will mean for our residents

- ▶ A thriving economy will enable Lancashire residents to access more and better jobs, drive employment growth, and increase wealth and independence.
- ▶ In turn, this will help improve the wider determinants of health, encourage social mobility and drive the get-up-and-go aspirations amongst our young people, giving each generation more control over their own futures.



Chorley





We will be better-connected and accessible, with infrastructure that links opportunities to need, and travel choices that are safe, inclusive, affordable and low carbon.

Theme priorities

- ▶ To connect the economic clusters and sectors of Lancashire and tackle isolation.
- ▶ To take a place-focused approach to transport and infrastructure, which ensures that provision is designed to allow places to flourish.
- ▶ To reduce the need to travel by providing fast reliable access to digital technology.
- ▶ To reduce carbon emissions in support of a net zero county.

What this will mean for our residents

- ▶ Residents and communities will be better connected to opportunities and experiences, including employment, leisure and services.
- ▶ There will be less reliance on carbon-based modes of transport, with significant reductions in carbon and other vehicle emissions.
- ▶ Infrastructure and employment sites will support a low-carbon and a modern and forward-looking economy.



We will meet our low carbon ambitions, promote clean energy, and enhance our natural environment.

Theme priorities

- ▶ To substantially reduce carbon emissions and energy demand, with our approach to housing and transport helping secure that transition.
- ▶ To increase energy generation from low carbon sources, including renewables.
- ▶ To improve the resilience of infrastructure, assets and services to climate change.
- ▶ To significantly grow the low carbon and environment sectors of Lancashire's economy.
- ▶ To retain our rich biodiversity and natural environment.

What this will mean for our residents

- ▶ We will have enhanced our natural environment, which will be enjoyed by more Lancashire residents.
- ▶ We will be a net zero county protecting our environment for future generations.
- ▶ Lancashire will be recognised as a place where low carbon businesses can invest and thrive, and people can live a low carbon lifestyle.



Singing Ringing Tree, Burnley





We will deliver decent and affordable housing for every community. High quality housing will benefit existing residents, as well as attract and retain the people required to drive the economy over the long term.

Theme priorities

- ▶ To improve and increase the availability of good quality housing – both on new sites and through existing stock.
- ▶ To link housing regeneration to economic and transport plans.
- ▶ To secure urban renewal by demolishing and replacing housing stock in some areas.
- ▶ To improve the attractiveness of the built environment of our communities.

What this will mean for our residents

- ▶ We will have higher quality homes and neighbourhoods across the county, that are more energy efficient, and better connected to opportunities through our transport infrastructure.
- ▶ We will help tackle concentrated deprivation and provide the housing choices to attract and retain workers in the economy. These actions will help relieve pressures on housing in more attractive locations.



We will support all our children so they are ready to learn, achieve, and can access opportunity.

Theme priorities

- ▶ To improve attainment for all children across the region, particularly in literacy and numeracy.
- ▶ To ensure vulnerable families get the help they need for their children to progress and achieve.
- ▶ To support vulnerable young people and families by removing barriers to learning and helping them access opportunity.
- ▶ To improve multi-agency working to make sure all our children have the best possible start in life.

What this will mean for our residents

- ▶ All our children and young people will be able to thrive in education throughout their childhood and develop the life skills they need to be happy and productive adults.
- ▶ Families will have access to appropriate support to ensure children are healthy, happy and developing well from birth.







We will support people to develop their skills throughout their lives and attract business to the county because of our highly skilled workforce.

Theme priorities

- ▶ To help young people make informed choices about their pathway into employment.
- ▶ To retain a higher percentage of local graduates and place them into graduate level jobs.
- ▶ To build a strong pipeline of skilled people at all levels entering the labour market to meet the needs of Lancashire businesses.
- ▶ To increase the proportion of adults in Lancashire achieving a Level 4 qualification or higher and improve access to tailored adult skills provision.
- ▶ To increase the employment rate to at least equal to any other region of the UK outside London and improve economic activity rates.

What this will mean for our residents

- ▶ People will have the opportunity to access good jobs and progress in their chosen career, without being held back by their skills or background.
- ▶ Lancashire will have amongst the highest skilled workforce in the country, ready to take advantage of a strong and growing regional economy.
- ▶ We will have a skills base that will support inward investment opportunities and create more good jobs.



We will improve health, life chances and independence, so residents can live healthy lives and access quality care when they need it.

Theme priorities

- ▶ To give our children the best start in life and support better choices.
- ▶ To improve quality of life and reduce health inequalities.
- ▶ To provide better opportunities to stay healthier for longer.
- ▶ To make sure public bodies properly join up their services to focus on Lancashire people's needs.

What this will mean for our residents

- ▶ Everyone in Lancashire can look forward to living longer, healthier lives, regardless of their backgrounds or where they live.
- ▶ Residents will be able to make an active contribution to our communities and our economy.
- ▶ Lancashire residents will be confident they can access more person / family centred services, enabling them to lead healthier and independent lives.



Thorn Crag, Trough of Bowland





We will build pride, belonging and resilience in all our diverse communities and ensure everyone has a voice and stake in their future.

Theme priorities

- ▶ To foster a sense of pride and belonging in all our communities.
- ▶ To better join up public services so they deliver what people and places need.
- ▶ To work with residents, businesses and the voluntary, community, faith and social enterprise sector, to build the vision for our communities.
- ▶ To foster safer and more resilient neighbourhoods.
- ▶ To work together across the public, private and voluntary sectors to help tackle the long-term causes and short-term impacts of poverty.

What this will mean for our residents

- ▶ Residents will feel pride in their place and will see the contribution their community makes to achieving the whole county's aspirations.
- ▶ Lancashire will be a place where public services, businesses, residents and community groups all work together to improve their communities.
- ▶ Our communities will thrive, and their distinctiveness and diversity celebrated.

How we will make it happen – our shared commitment to residents

As Local Authorities, this strategic framework represents our shared vision, priorities and intent. It will be endorsed through all our councils individually and will align with our own organisational plans.

But for this plan to work, every business, resident, community and public service has to have a stake in its success. That is why we commit to bringing together key partners to consider our plans, and we welcome the formal endorsement of this approach from many of them.

We will continue to work closely with a wide range of partners and engage closely with everyone as we develop the detail of our action plans.


With these priorities, we will make better decisions locally, we will make a more powerful case for extra tools, powers and resources to central government, and we will deliver on our shared ambitions.



Lancashire 2050



Blackpool Tower and Central Pier

A scenic view of a town in Lancashire, Lancashire, with a road in the foreground and a church spire in the distance. The image shows a lush green landscape with a road curving through it. In the background, a town is visible, featuring a prominent church spire. The sky is a clear, light blue.

“Together we are stronger
and Lancashire will be a
place where every single person
can live their best life”



LANCASHIRE 2050

Lancashire2050.co.uk



[@Lancashire2050](https://twitter.com/Lancashire2050)

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Chief Executive & Director of Resources

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
N/A

Money Matters Quarter 2 Report 2022/23

(Appendices 'A' and 'B' refer)

Contact for further information:

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Brief Summary

This report provides an update to Cabinet on the county council's 2022/23 revenue and capital financial position.

The effects of the COVID-19 pandemic are still evident in some services particularly relating to demand for Adults and Children's Social Care. There are also significant inflationary pressures resulting from a number of factors including the pandemic and the war in Ukraine.

On 17th November 2022, the Autumn Statement took place, with the Chancellor of the Exchequer providing details of both additions and reductions in funding for the local government sector overall and changes to costs, such as the National Living Wage. Whilst an initial assessment suggests that the impact of the funding changes announced in the statement should be positive overall for the 2023/24 budget position, there is uncertainty with regard to the actual impact on individual council funding allocations until further information is made available. The Local Government Finance Settlement confirming the actual 2023/24 funding allocations for individual councils is expected to be published in December 2022 and therefore the next revised medium-term financial strategy will be presented at the January Cabinet meeting.

In summary:

- (i) The 2022/23 revenue forecast outturn is £956.056m, representing a projected overspend of £7.989m (0.84%) of the agreed budget.
- (ii) The council is forecast to spend £172.135m of the £222.069m approved delivery programme. This represents a forecast variance underspend of £49.934m which represents 22.5% of the approved programme.

Recommendation

Cabinet is asked to:

- (i) **Note** the current forecast overspend of £7.989m on the revenue budget in 2022/23.
- (ii) **Note** the revised 2022/23 capital delivery programme of £222.069m and the forecast outturn of £172.135m primarily due to slippage of delivery to future years.

Detail

The detailed reports present the Quarter 2 position and are appended as follows:

- Appendix 'A' - the 2022/23 forecast revenue position.
- Appendix 'B' - the 2022/23 re-profiled capital delivery programme and forecast outturn.

2022/23 Revenue Position as at 30th September 2022 (Appendix 'A')

A revenue overspend is currently forecast at £7.989m and represents a variance of 0.84% against the overall revenue budget of £948.107m. This represents a significant improvement across all Directorates of almost £10m from the £17.7m overspend that had been forecast at Quarter 1 and reported to Cabinet in September. The improvement reflects services having undertaken detailed reviews of their cost drivers and identifying actions to reduce costs to work towards achieving a break-even position including tighter control of vacancy management. The focus will remain on reducing costs further in the second half of the year to address the remaining forecast overspend.

The price and demand pressure being experienced have led to an overspend being forecast at Quarter 2 with a risk that the current volatility in actual demand could lead to a significant variance from the current forecast as we move through the year. This is particularly highlighted in Children's Social Care with an overspend of c£10m forecast although this is an improvement of £2m from the position reported at Quarter 1. In adult services, whilst there are still pressures in terms of demand and cost of packages, these have been off set by some one-off savings particularly in relation to income.

The savings that have been agreed to date are being closely monitored. There is a combination of savings that were planned to be delivered in 2021/22 or earlier and

were delayed due to the pandemic, and the budgeted savings agreed to be reprofiled for 2022/23. As all restrictions have broadly been lifted and services return to providing services closer to the levels pre-pandemic, they are in a better position to monitor and deliver the savings that are built into the budget.

Capital delivery programme for 2022/23 (Appendix 'B')

A 2022/23 capital delivery programme of £208.263m was agreed at Full Council in February 2022. This delivery programme figure has been revisited and, following confirmation of the final 2021/22 slipped delivery figures, additions subsequently approved at cabinet re-profiling of the programme have increased the in-year programme to £222.069m. This figure will now form the basis of the capital programme monitoring throughout the financial year.

The forecast outturn as at September 2022 against this revised delivery plan of is £172.135m, giving an expected variance of -£49.934m. This is mainly due to later than anticipated starts on the corporate property programme and certain economic development projects.

Consultations

Proposals will be subject to appropriate consultation where required.

Implications:

Risk management

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

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

Demand

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

Legal

Matters referred to in this financial forecast will be subject to council consideration where appropriate.



List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Money Matters
The County Council's Revenue Financial
Position
2022/23 Quarter 2

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1. Summary Revenue Budget Monitoring Position as of 30th September 2022

Service Area	Net Budget	Net Forecast Outturn	Net Forecast Variance	Net Forecast Variance	Q1 Variance
	£m	£m	£m	%	£m
Adult Services and Health and Wellbeing	421.237	418.188	-3.049	-0.72%	3.758
Education and Children's Services	229.376	240.082	10.706	4.67%	12.753
Growth, Environment and Transport	158.488	159.283	0.795	0.50%	1.985
Resources	112.419	111.922	-0.497	-0.44%	1.064
Chief Executive Services	26.587	26.621	0.034	0.13%	-1.820
Grand Total	948.107	956.096	7.989	0.84%	17.740

2. Executive Summary

This report provides an update to Cabinet on the county council's forecast 2022/23 revenue financial position as at the end of September 2022. The forecast outturn for 2022/23 is outlined in the table above, with a £7.989m overspend forecast, which by way of context is 0.84% of the county council's net budget. This represents a significant improvement across all Directorates of almost £10m from the £17.7m overspend that had been forecast at Quarter 1 and reported to Cabinet in September. The improvement reflects services having undertaken detailed reviews of their cost drivers and identifying actions to reduce costs to work towards achieving a break-even position including tighter control of vacancy management. The focus will remain on reducing costs further in the second half of the year to address the remaining forecast overspend.

We are now experiencing an increased demand for services particularly around adult social care support for residents in their own homes and children's social care overall. We are still feeling the impact of the acute health sector whilst it attempts to return to business as usual, with again increased demand to free up hospital beds and offer alternative care solutions. Longer term, it is anticipated that we will see additional demand continuing across our Adults and Children's services, along with inflationary pressure from providers of care and also as a consequence of the implementation of the Fair Cost of Care nationally.

The price and demand pressure being experienced have led to an overspend being forecast at Quarter 2 with a risk that the current volatility in actual demand could lead to a significant variance from the current forecast as we move through the year. This is particularly highlighted in Children's Social Care with an overspend of c£10m forecast although this is an improvement of £2m from the position reported at Quarter 1. In adult services, whilst there are still pressures in terms of demand and cost of packages, these have been offset by some one-off savings particularly in relation to income.

During the last two financial years there were multiple grants awarded by the Government to local authorities to support them during the pandemic, these have largely come to an end. We were able to carry forward some Contain Outbreak



Management Fund grant for use to contain any further outbreaks and this is being closely monitored.

The savings that have been agreed to date are also closely monitored. There is a combination of savings that were planned to be delivered in 2021/22 or earlier and were delayed due to the pandemic, and the budgeted savings agreed to be reprofiled for 2022/23. As all restrictions have broadly been lifted and services return to providing services closer to the levels pre-pandemic, they are in a better position to monitor and deliver the savings that are built into the budget.

At November Cabinet, a further c£86m of additional savings proposals were agreed and strategic targets of £32m to help balance the budget over the medium-term financial period. Some of these savings form part of the 2022/23 budget monitoring position, as following a review of trends over the past five years it has been confirmed that some underspends are recurrent and will therefore be removed from the budget from 2023/24. In order to monitor the delivery of both those savings previously agreed and still to be delivered as well as the new package of savings to be agreed in setting the 2023/24 budget, each Directorate will have a Finance Monitoring Board. The purpose of the Boards are to challenge and monitor delivery of savings, in addition to removing barriers to delivery, as well as escalating any issues to ensure savings are delivered within their profiled timescales and earlier if possible.



3. Adult Services and Health and Wellbeing Directorate

Service Area	Net Budget	Net Forecast Outturn	Net Forecast Variance	Net Forecast Variance	Q1 Variance
	£m	£m	£m	%	£m
Disability Adults	2.946	5.414	2.468	83.77%	2.456
Residential Day Care Services for Older People	1.439	5.172	3.733	259.42%	3.613
Total Adult Care and Provider Services	4.385	10.586	6.201	141.41%	6.069
Social Care Services Adults	218.546	215.280	-3.266	-1.49%	-1.226
Learning Disabilities, Autism and Mental Health	193.103	187.113	-5.990	-3.10%	-1.600
Total Adult Community Social Care	411.649	402.393	-9.256	-2.25%	-2.826
Safeguarding, Quality and Improvement Services	7.044	7.048	0.004	0.06%	0.225
Total Safeguarding and Quality Improvement	7.044	7.048	0.004	0.06%	0.225
Policy, Information and Commissioning Age Well	1.000	0.982	-0.018	-1.80%	0.018
Policy, Information and Commissioning Live Well	0.951	0.936	-0.015	-1.58%	0.019
Total Adult Services and Health and Wellbeing	1.951	1.918	-0.033	-1.69%	0.037
Total Adults	425.029	421.945	-3.084	-0.73%	3.505
Public Health and Wellbeing	-67.272	-67.274	-0.002	0.00%	0.000
Health Equity Welfare and Partnerships	58.555	58.541	-0.014	-0.02%	0.040
Health Safety and Resilience	1.322	1.040	-0.282	-21.33%	-0.177
Trading Standards and Scientific Services	3.603	3.936	0.333	9.24%	0.390
Total Public Health	-3.792	-3.757	0.035	-0.92%	0.253
Total Adult Services and Health and Wellbeing	421.237	418.188	-3.049	-0.72%	3.758

The total net approved budget for Adult Services and Health and Wellbeing in 2022/23 is £421.237m. As at the end of September 2022, the service is forecast to underspend by £3.049m. This is an improvement of £6.807m compared to Quarter 1.



Adult Services – Forecast underspend £3.084m

The total 2022/23 budget for Adult Services is net expenditure of £425.029m. The forecasted outturn estimated as at the end of September 2022 is £421.945m resulting in an underspend of £3.084m equating to 0.73% of the total budget.

This position contains a mixture of both under and overspends, with the most significant pressure being the recently agreed pay award. As this pay award has been calculated on a flat rate per employee, the % uplift is greater for the grades that predominantly make up the majority of our care staff working in our care provider services and therefore the total pressure is significant at £5m.

The largest source of the positive variance to budget has been the greater success in recovery of income. As part of the Quarter 2 monitoring position, there is a significant increase in the level of income received across services, as most notably agreement was reached on a Continuing Health Care and joint funding case which resulted in £4.6m being received by the County Council from the NHS. Further work is taking place to review how costs are more appropriately shared with the NHS, other partners and service users where this is applicable.

We are also mindful that our cost predictions include the costs we have incurred to date over the summer and early autumn period, however we are now moving into the winter period when referral levels can be higher due to seasonal issues exacerbating pre-existing conditions in our most vulnerable residents and often influenced by the response of the NHS, mainly hospitals. In addition, a pressure is anticipated (and forecast) as we go through the winter months, as grant funding has ceased in relation to service users awaiting discharge from hospital.

There are a number of factors driving the costs within adult social care, some within our ability to control and some now starting to impact which are increasingly more difficult to influence. As noted below, staffing shortages due to recruitment and retention difficulties and high sickness levels across all services increases the reliance on agency workers and results in higher overall costs. We have recently agreed a directorate Workforce Strategy that will start to address such issues. In some service areas we are unable to use our framework providers, again mainly due to staffing pressures, which again increases costs as we turn to off framework providers which are at higher cost. We are embarking on a significant re-procurement exercise for our homecare framework and will be seeking to address this. General price and cost of living pressures are impacting on many of our providers. The Cost of Care (see below) exercise may address some of these issues but depending on the level of government grant funding this could further add to overall cost pressures.

Savings progress

Controllable costs include the delivery of pre-existing savings which have been unavoidably delayed due to the prioritisation of the Directorate's response to covid of which there are still ongoing issues especially for those living and working in care settings. The Directorate has a governance framework in place to ensure rigour and grip of the delivery of the £17m savings outstanding with £10.9m due to be delivered within this financial year. The forecast assumption at this stage is that 39% will be

delivered in this financial year, with plans in place to deliver the remaining 61%. In some instances, COVID-19 has exposed changes that are now required to some of the previously agreed savings programme to ensure that adult services can deliver to its original target.

Through reviewing service budgets and processes the service has put forward c£50m of additional savings to be delivered from 2023/24, subject to approval at Full Council in February. The savings have been identified and will be delivered against a background of challenge for the service of growing needs of an ageing and increasingly disabled (physical and emotional) adult population as identified by our Director of Public Health in his annual report and the precarious nature of the care market.

Pressure areas

Other controllable costs include the spend associated with our response to adults approaching the council for advice and support. Benchmarking data continues to show that when compared to other similar authorities we support a larger proportion of people and with higher packages of care. Authorities that perform better typically have a stronger preventative offer and make greater use of community provision as an alternative to formal packages of care. This has a benefit for the person as they can make better use of services based close to where they live, improving their ability to live independently at home, and reduces costs for the Council as community based provision tends to be less costly than formal care. The directorate had already agreed to progress a programme of change to bring us closer to some of what other councils have done on this, underpinned by a strengths-based practice approach. Unfortunately, this had been delayed due to COVID-19 but is now recommencing with closer monitoring. A key component of the change is to increase the uptake in direct payments as this affords the public a greater level of choice and control of how they manage and receive care.

Legislative Changes

Issues impacting on the budget which are increasingly difficult to control/manage include the Fair Cost of Care, an exercise all authorities are required to complete in readiness for social care reform in 2023. This is highly likely to illustrate that councils are not funding to a level acceptable to the care market impeding market sustainability. The next steps in the process are for feedback to be received on our evaluation and information provided as to the next steps in terms of the proposed reforms due to take effect from next year. As an Authority we have assumed that the funding provided will cover any extra cost pressures associated with the changes.

Older People services

The council continues to experience challenge in securing care in some parts of the county due to rurality for example and some types of care i.e., nursing home provision for elderly mentally ill. As a consequence, budget pressures are being experienced primarily in the cost of home care for all adults including older people and those with mental health or learning disability. We are also being approached to meet the increasing costs from providers arising due to increases in fuel and energy costs and expect to be under considerable pressure from the market to provide additional financial support. In some instances, due to staffing problems and cost pressures homecare providers are declining our business resulting in our reliance on



non-framework higher cost provision. The increased cost pressures across the directorate are over **£5.0m** in this financial year.

Younger Adults specific needs groups

The directorate is also facing significant increases in the numbers of young adults now transferring from children services with forecast costs £1.7m over budget at this stage and will in almost all circumstances be lifelong. We recognise more detailed analysis is required and requires a step change in the way the 2 directorates work together and with families and young people. There are increasing cost pressures within Children's services which are now impacting on Adult's services as the young people attain the age of 18 to 25 and transition over. This area has been included within the saving proposals put forward by the Directorate and includes additional staff within Adult services who can work with young people and their families well in advance of the young person turning 18 to plan, source, or develop with the market, the right care in the right place, to be ready at the right time.

In-House provision

The largest pressures that are forecast across the Directorate relate to in-house services, and most noticeably in the older peoples care homes. There are particular pressures in relation to staff costs, both in terms of the pay award (£3.9m) and also the necessity to employ agency workers to cover for staff absence. In addition, occupancy levels have not recovered post-pandemic and this is having a detrimental impact on income levels forecast to be achieved by the service (£2.5m).

Income generation

The ability at this point to report an underspend as a Directorate is largely due to one-off income recovery through sharing costs more equitably with the NHS for example on ensuring obligations are met toward Continuing Health Care. Work continues with the NHS to achieve better value for money by working together and where appropriate to pool budgets. As mentioned earlier in the report, at Quarter 2 there have been increases in income from a variety of sources, joint funding from the NHS, service user income and direct payment clawback. This will continue to be monitored and reported in future reports and forms part of next year's savings proposals as there is more work to do.

Public Health & Wellbeing

The total budget for Public Health & Wellbeing Services in 2022/23 is a net income budget of (£3.792m) as it includes the ring-fenced Public Health Grant of £72.216m. The overall directorate is forecasting an overspend at Quarter 2 of £0.035m.

As the Public Health Grant is ring-fenced any underspend on those services covered by the grant occurring in year will be transferred to the Public Health Grant Reserve to be re-invested into the service such as the Transformation Programme currently being developed and implemented.

The service has had to work in a very different way during the last two years to deliver the successful response to the demands of the pandemic in Lancashire with the change in approach leading to growth in the Public Health Grant Reserve balance. This fund is now available, not only to support transforming the Public

Health service, but also to investment into services across the Council that will have a positive impact on public health. A proposal totalling £14m has already been included in the recent Cabinet budget report.

Finance Outlook Beyond 2022/23

Any underspends within the service are mainly due to service and project delays due to the pandemic and continued COVID-19 infections and outbreaks across Lancashire together with staff working on COVID-19 contain management which has been funded by grant. Despite the level of forecast underspend in 2022/23, the current high rates of inflation will have a material impact on the cost of commissioned services and also internal costs from 2022/23 onwards.

Public Health and Wellbeing

The Public Health and Wellbeing budget is forecast to end the year underspent as the Contained Outbreak Management Fund (COMF) monies will be used to meet employee cost as appropriate. As per previous years, the cost centre shows a breakeven position as all unspent Public Health Grant will be transferred into the reserve.

Health Equity, Welfare & Partnership

A small underspend is reported for the service, please note that this includes a contribution to the Public Health Grant Reserve of c£3m for areas within the Health Equity, Welfare & Partnership service that are expected to underspend by the end of the year.

Health, Safety & Resilience

The forecast outturn position for 2022/23 is an underspend of £0.282m due to underspends forecast on staffing and service costs.

Trading Standards & Scientific Services

Trading Standards & Scientific Services forecasted year end position is an overspend of £0.333m due to pressures on income and staffing budgets. Some of the pressures experienced by the service are recurrent and will need to be addressed with changes made to ensure that the service operates within its agreed budget envelope.



4. Education and Children's Services Directorate

Service Area	Net Budget	Net Forecast Outturn	Net Forecast Variance	Net Forecast Variance	Q1 Variance
	£m	£m	£m	%	£m
Front Door Assessment and Adolescent Services	11.984	12.508	0.524	4.37%	0.052
Family Safeguarding	12.425	15.219	2.794	22.49%	1.362
Csc: Looked After Children and Leaving Care	98.487	104.554	6.067	6.16%	7.792
Fostering and Adoption Lancashire Blackpool and Residential Services	36.933	37.705	0.772	2.09%	1.459
Family Safeguarding Project	0.087	0.087	0.000	0.00%	0.000
Total Childrens Social Care	159.916	170.073	10.157	6.35%	10.665
Inclusion	23.470	23.910	0.440	1.87%	1.174
Children And Family Wellbeing Service	18.525	16.863	-1.662	-8.97%	-1.587
Cultural Services	11.275	11.687	0.412	3.65%	0.647
Education Improvement 0 - 11 Years	5.128	5.995	0.867	16.91%	1.264
Total Education and Skills	58.398	58.455	0.057	0.10%	1.498
Safeguarding Inspection and Audit	15.015	15.013	-0.002	-0.01%	0.138
Education and Childrens Services Central Costs	-5.901	-5.479	0.422	7.15%	0.422
Total Education and Childrens Services	9.114	9.534	0.420	4.61%	0.560
Policy Info Commission Start Well	1.948	2.020	0.072	3.70%	0.030
Total Policy Commissioning and Childrens Health	1.948	2.020	0.072	3.70%	0.030
Total Education and Children's Services	229.376	240.082	10.706	4.67%	12.753

The total net approved budget for Education and Children's Services (ECS) in 2022/23 is £229.376m. As at the end of September 2022, the service is forecast to overspend by £10.706m. This is a reduction in overspend of £2.047m compared to Quarter 1.

Overall, forecast overspends are mainly due to increases in placement costs over the last 12 months and in particular the number of children placed in agency residential accommodation and increases in the average cost of these placements, as well as under recovery of income across various services. Whilst these pressures are offset by underspends on staff due to vacancies and non-staff costs across several services, the staff forecast does include the recently agreed pay award of £1,925 on basic pay per FTE which is higher than what was budgeted for and the reduction to national insurance from November 2022.



Children's Social Care – Forecast overspend £10.157m

The largest areas of spend within the Children's Social Care Service are for residential and fostering placements for children in our care and social work teams, with activity cutting across a number of service areas which is forecast to overspend by c£6.700m.

Overall, there has been a decrease in the number of children looked after and on average the number of children entering care has fallen since September 2020 from 2,085 (excluding children with disabilities) to 1,859 in September 2022, a reduction of 226 (c11%) with most of this reduction occurring since January 2021.

The fall in numbers over this period is largely due to the impact of the implementation of Lancashire Family Safeguarding in February 2021 and the pandemic with a reduction in both referrals and new assessments started over the same period. Whilst there was some early delivery of Lancashire Family Safeguarding savings in 2021/22 the number of new entrants aged 0-12 has been above the level required to deliver recurring savings over the last 6 months and assuming they continue at this level an under delivery of savings of c£900,000 is expected in 2022/23. Forecast delivery of savings has improved since Quarter 1 following a decrease in numbers of children aged 0-12 entering care in the last 2 months.

Whilst the total number of children looked after has fallen the cost of agency residential placements has increased significantly since September 2021, in part due to an increase in the number of children placed in agency residential placements, following a fall from mid-2020/21, but largely due to an increase in the average cost of these placements.

The forecast at Quarter 2 has improved by c£2.400m since Quarter 1 largely as result of a decrease in children looked after in September 2022. However, the forecast for 2022/23 assumes that costs will continue to increase broadly in line with average monthly increases during the last 3 months which is lower than the average monthly increase over the last 12 months suggesting demand increases are slowing down.

Forecast overspends on social work and other teams including staff related costs of c£3.139m are in part due to the use of agency and managed service staff to fill vacant posts.

The budget for the Children's Social Care Service also covers other allowances, payments and assistance to families which are forecast to overspend by c£400,000 the most significant of which are detailed below.

- Regular payments and assistance to families is forecast to overspend by c£1.280m which is a c15% increase on spend in 2021/22.
- Leaving Care allowances are forecast to overspend by c£140,000.
- Special Guardianship Orders (SGO's) and Child arrangement orders (CAO's) are forecast to underspend by c£500,000 although there has been an

increase in spend of c£740,000 compared to 2021/22. Spend on SGO's continues to increase by c9% per annum as it has done in previous years.

- Forecast underspends of c£320,000 on staying put arrangements are broadly in line with 2021/22.
- Adoption allowances are forecast to underspend by c£210,000 with spend also broadly in line with 2021/22.

Education and Skills – Forecast overspend £0.057m

Children Family and Wellbeing Service (CFW) – Forecast underspend £1.662m

Forecast underspends of c£1.380m across the service relate to staff (vacancies) and c£285,000 to operational costs.

The county council will receive additional Supporting Families funding in 2022/23 of c£1.500m which is being used to recruit additional fixed term staff in CFW and in the Inclusion Service. They will provide targeted support and improve the outcomes for children and young people within communities following the pandemic, in particular for families experiencing domestic abuse and to meet emotional health/school readiness priorities.

The service is working systematically to fill both the current vacancies and the additional fixed term temporary posts. Vacancies were c16% at the end of 2020/21, c18% at the end of 2021/22 and are c5% at the end of September 2022, with recruitment activity continuing. The service expects vacancies to reduce over the coming months following the success of recent recruitment activity (subject to the criteria introduced to recruit to vacancies across the county council).

Education Improvement – Forecast overspend £0.867m

Forecast overspends of c£2.140m relate to under recovery of income across the service. This is due to some schools opting out of the advisory service offer and ongoing pressures on some income generating services including Governor Services and the Professional Development Service, with pressures on school budgets affecting buy-back of services.

The above overspends are partly offset by forecast underspends on staff costs of c£690,000 and on non-staff costs of c£580,000. A review of the service is currently being undertaken in light of the reduction of the number of schools currently buying into the service and competition from other organisations.

Inclusion – Forecast overspend £0.440m

Forecast overspends of c£1.110m relate to agency residential and fostering placements and family support. Spend on agency residential placements has increased in recent years beyond what has been reflected in the budget, with significant increases since March 2021. The forecast includes estimated health contributions of c£1.200m however of this a c£600,000 relates to 2021/22.



Specialist Teachers Service is forecast to underspend on staffing by c£500,000 due to vacancies across the service. This has a direct impact on income, with the forecast including an under recovery of income of c£440,000.

Further forecast underspends of c£530,000 relate to staffing across the service and c£60,000 to community equipment.

Cultural Services – Forecast overspend £0.412m

Forecast overspends of c£70,000 relate to staffing and are mainly due to the recent pay award offer, c£30,000 to non-staff costs and c£340,000 to under recovery of income across the service.

Education and Children's Services – Forecast overspend £0.492m

Education and Children's Services Central Costs – Overspend £0.422m

Forecast overspends relate to a loss of c£920,000 (c50%) of the School Monitoring & Brokering grant received from the Department for Education (DfE) offset by forecast underspends on Premature Retirement Costs (PRC) of c£500,000 which assumes a similar level of spend to that in 2021/22.



5. Growth, Environment and Transport Directorate

Service Area	Net Budget	Net Forecast Outturn	Net Forecast Variance	Net Forecast Variance	Q1 Variance
	£m	£m	£m	%	£m
Waste Management	71.720	71.241	-0.479	-0.67%	-0.546
Highways	16.476	15.298	-1.178	-7.15%	-0.072
Public and Integrated Transport	57.944	57.367	-0.577	-1.00%	-1.608
Design And Construction	-2.419	0.603	3.022	124.93%	3.282
Customer Access	3.085	3.506	0.421	13.65%	0.557
Total Highways and Transport	146.806	148.015	1.209	0.82%	1.613
Business Growth	0.733	1.276	0.543	74.08%	0.633
Strategic Development	6.909	6.209	-0.700	-10.13%	-0.137
LEP Coordination	0.090	0.090	0.000	0.00%	0.001
Estates	0.530	0.442	-0.088	-16.60%	0.000
Total Growth and Regeneration	8.262	8.017	-0.245	-2.97%	0.497
Planning And Environment	3.420	3.251	-0.169	-4.94%	-0.125
Total Environment and Planning	3.420	3.251	-0.169	-4.94%	0.869
Total Growth Environment and Transport	158.488	159.283	0.795	0.50%	2.482

Overall Position – Forecast overspend £0.795m

The annual budget for Growth, Environmental and Transport Department management team is £158.488m, the forecast position for 2022/23 as at Quarter 2 is an overspend of £0.795m.

Highways and Transport - Forecast overspend £1.209m

The total net approved budget for Highways and Transport in 2022/23 is £146.806m. As at the end of Quarter 1, the service is forecast to overspend by £1.209m.

Waste Management – Forecast underspend £0.479m

The service is currently expected to overachieve income projections from recyclable materials forecast by as much as £1.000m. Prices are volatile and whilst they remain significantly higher than budgeted for in 2021/22, there is a risk they do not remain at the same level. Consequently, the MTFs was not adjusted to reflect continued high prices in 2022/23. Based on current data the service does forecast another significant over recovery of income in 2022/23 although the market has seen some reductions in paper and card prices that are reflected in the forecast.

In addition, further underspends are now forecast due to the reduced costs of waste disposal. The service has seen a reduction in the amount of waste it is required to dispose of in the first 5 months of 2022/23 of almost 9,000 tonnes compared to the same period of 2021/22. The current forecast assumes that tonnages for the



remainder of this financial year will be the same as they were last year. The forecast underspend of c£400,000 from waste being diverted from landfill (to refuse derived fuel ('RDF')) is partly offset by the RDF costs being higher than originally assumed in the budget and also because minimum tonnages are built into the landfill contract, meaning the county council is still liable to pay the landfill gate fee for approximately 4,000 tonnes of waste.

Partly offsetting the above are forecast overspends of c£1.000m at the household waste recycling centres predominantly relating to increased maintenance requirements. Maintenance requirements at each site have been reviewed and the additional work required includes maintenance of skips, bottle banks and cabins and renewal of signs and road markings to ensure sites operate safely.

There are a number of other smaller offsetting variances across the service including overspends on the waste company operating costs due to increases in utility prices and underspends on green waste and legal costs.

Highways – Forecast underspend of £1.178m

A review undertaken shows a large forecast under recovery of income on parking and bus lane enforcement. Options to increase pay and display charging in high volume areas continue to be explored, as a previously agreed saving is still to be delivered. The bus lane enforcement income shortfall is due to less people triggering a fine through using bus lanes, as the bus lane restrictions have now been in place for a longer amount of time and awareness has increased. However, this is more than offset by expected over recovery of income from both utility companies and housing developers, which is reporting an increased level of income at Quarter 2 and is one of the main reasons for the improved position. A further underspend is forecast at Quarter 2 (c£0.5m) relating to overhead charges for capital works. These charges are based on the value of work delivered which in 2022/23 are expected to be greater than assumed when the budget was set.

As stated above these income streams are demand led and will be kept under review throughout the year. The remainder of the forecast relates to staffing and a combination of the impact of the recently agreed pay offer offset by some underspends particularly relating to school crossing patrols.

Public and Integrated Transport (PIT) – Forecast underspend £0.577m

There are several uncertainties within the service, the most significant being within home to school transport where c£1.800m of reprofiled savings are budgeted to be delivered in 2022/23 and increased fuel costs are expected to impact the cost of taxi and school bus contracts. Increased costs are estimated to be c£2.100m but will be dependent on contract price increases particularly in the new academic year from September 2022. However, a provision was made at the end of 2021/22 to cover the risk of increasing fuel prices and as such no variance is currently reported.

A further area of uncertainty is concessionary travel passenger numbers. Throughout the pandemic concessionary passenger numbers fell significantly and have been slower to increase than fare paying passenger numbers. Based on data from the early part of 2022/23 concessionary passengers are 80%-85% of numbers before the pandemic. In the past 2 years the county council reimbursed operators based on



pre-pandemic passenger numbers. Government advice has been subject to change in this area, but the latest guidance suggests either continuing to pay at pre-pandemic levels or tapering down support, but that if support is reduced the saving is used to fund additional bus services. The forecast is based on continuing to reimburse operators at pre-pandemic levels for the first 4 months of the financial year dropping to 90% (or on actuals if they grow to more than 90%) for the remainder of the year. The impact of this is a revenue underspend of c£1.500m and a transfer to reserves of c£1.000m to fund future spend on additional bus services.

The above underspends are partly offset by forecast overspends on fleet services of c£600,000, predominantly due to reduced income. Other factors impacting the service are a reduction in values of external work expected and an accounting change whereby any receipts for vehicle sales over £10,000 are reported as capital receipts in line with accounting rules whereas previously they were treated as revenue receipts in the Fleet Services budget. The latter is expected to result in overspends of c£200,000 and was adjusted for in the medium-term financial strategy at Quarter 1.

Bus stations are expected to overspend by c£400,000 due to departure charges not increasing in 2022/23 (and in previous years), although the impact of this could be mitigated by increases in numbers of departures and will be monitored throughout the year.

Design and Construction (D&C) – Forecast overspend £3.022m

Design and Construction property is forecast to overspend by c£2.7m of which c£790,000 relates to a review of costs previously recharged to the capital programme with the impact of the reduction in recharge being reflected in the updated medium term financial strategy at Quarter 1. The forecast overspend in the main relates to less fee income than budgeted being received. This is mainly due to the mix of projects the service have been commissioned to deliver and will be kept under review, with the potential for the forecast to improve dependent upon the work received.

Customer Access – Forecast overspend £0.421m

The forecast overspend is due to the service being unable to make the full staffing reductions required in line with budget reductions. An overspend on staffing has been required in order to deliver an acceptable level of service during 2022/23. Technical solutions are being explored in order to generate efficiencies and enable the service to be delivered at the lowest possible cost whilst retaining satisfactory service levels for customers. Longer term the service levels themselves may also need to be reviewed.

Growth and Regeneration – Forecast underspend of £0.245m

An overspend is forecast on Business Growth due to non-delivery of savings that were targeting generating additional income from the LCDL business parks and securing increased contributions from unitary and district council partners. These savings are £700,000 in 2022/23 and the forecast shows that efforts are being made to mitigate some of the non-delivery of savings with action taken across other areas of the service to reduce expenditure to ensure a breakeven position is achieved.



Environment and Planning – Forecast underspend of £0.169m

The forecast underspend relates to staffing costs.



6. Resources Directorate

Service Area	Net Budget	Net Forecast Outturn	Net Forecast Variance	Net Forecast Variance	Q1 Variance
	£m	£m	£m	%	£m
Lancashire Pension Fund	-0.004	-0.006	-0.002	-50.00%	0.000
Exchequer Services	4.062	3.911	-0.151	-3.72%	-0.127
Financial Mgt Development and Schools	0.026	0.144	0.118	453.85%	0.094
Financial Management (Operational)	1.754	1.755	0.001	0.06%	0.050
Corporate Finance	8.405	8.169	-0.236	-2.81%	-0.180
Payroll Services	1.056	1.077	0.021	1.99%	0.024
Procurement	2.275	2.298	0.023	1.01%	0.036
Internal Audit	0.827	0.866	0.039	4.72%	0.039
Total Finance Services	18.401	18.214	-0.187	-1.02%	-0.064
Service Assurance	21.214	20.611	-0.603	-2.84%	-1.725
Digital Business Engagement	2.341	2.081	-0.260	-11.11%	0.148
Design and Implement	5.446	5.455	0.009	0.17%	0.018
Operate	3.689	3.655	-0.034	-0.92%	0.310
Architecture	1.111	0.957	-0.154	-13.86%	-0.106
Data	0.000	0.000	0.000	#DIV/0!	-0.186
Total Digital Service	33.801	32.759	-1.042	-3.08%	-1.541
Facilities Management	23.040	24.555	1.515	6.58%	2.062
Asset Management	9.164	8.626	-0.538	-5.87%	-0.144
Business Intelligence	1.502	1.485	-0.017	-1.13%	0.065
Total Strategy and Performance	33.706	34.666	0.960	2.85%	1.983
Coroners Service	2.441	2.568	0.127	5.20%	0.037
Legal Governance and Registrars	15.488	15.672	0.184	1.19%	0.726
Total Corporate Services	17.929	18.240	0.311	1.73%	0.763
Programme Office	1.222	1.108	-0.114	-9.33%	-0.079
Organisational Development	0.700	0.712	0.012	1.71%	0.000
Total Organisational Development and Change	1.922	1.820	-0.102	-5.31%	-0.079
Human Resources	2.320	2.090	-0.230	-9.91%	-0.014
Skills, Learning and Development	3.000	2.998	-0.002	-0.07%	0.000
Total People Services	5.320	5.088	-0.232	-4.36%	-0.014
Communications	1.340	1.135	-0.205	-15.30%	0.016
Total Communications	1.340	1.135	-0.205	-15.30%	0.016
Total Resources	112.419	111.922	-0.497	-0.44%	1.064



The budget for Resources Directorate is £112.419m, the current forecast position is an underspend of £0.497m, which is an improvement of c£1.6m compared to Quarter 1.

Finance Services – Forecast underspend £0.187m

Exchequer Services – Forecast underspend of £0.151m

The forecast position includes an underspend of £325,000 on employees, which is due to vacancies, employees opting out of the pension scheme and employees working in variable time arrangements. This underspend is offset by some pressures on supplies and services and income.

Financial Management (Development and Schools) – Forecast overspend £0.188m

The forecast overspend largely relates to staff costs.

Corporate Finance – Forecast underspend of £0.236m

The forecast underspend largely relates to staff costs.

Digital Services – Forecast underspend £1.042m

Forecast underspends of c£1.100m relate to staff costs and vacant posts offset by c£400,000 to cover the cost of contractors and commissioning work from external providers/consultants with the service continuing to experience difficulties recruiting staff. The forecast underspend is also further offset by forecast under recovery of income of c£200,000 due to fewer requests for chargeable one-off change projects as opposed to business-as-usual work.

Forecast underspends of c£400,000 relate to renewals (payments to third party suppliers for maintenance, support and licences), which is anticipated to be non-recurring. The cost of Microsoft 365 is expected to increase in 2023/24 following the rollout of further phases while the impact of over estimating inflation included in the budget for 2022/23 will be removed in the medium-term financial strategy from 2023/24.

Forecast underspends of c£100,000 relate to various other expenditure and income across Digital Services. The forecast assumes c£1.800m of reserves will be used for ICT refresh most of which relates to infrastructure refresh and c£300,000 of reserves will be used for the update or re-procurement of the LAS system in 2022/23.

Strategy and Performance – Forecast overspend £0.960m

Asset Management – Forecast Underspend £0.538m

This underspend relates to staffing as the service has a number of vacant posts that they are trying to recruit to.

An area of pressure within these services is related to street lighting energy, the revised price for energy will be known in October and is expected to increase by 66% resulting in overspends of c£800,000. However, we made a provision at the end



of 2021/22 to cover these additional costs so no variance to budget is reported in the forecast.

Facilities Management – Forecast Overspend £1.515m

The areas where there will likely be variation to budget in 2022/23 are the same as 2021/22, namely school catering, staff and civic catering and premises running costs including repairs and maintenance.

The most significant variance is school catering which is forecast to overspend by £1.012m predominantly due to a combination of increases in food prices, additional staffing costs and income not returning to pre-covid levels. This forecast is volatile and will be kept under review throughout the year. The service is actively looking at menus and food served in schools to try to minimise the impacts of rising food and staffing costs.

Staff and civic catering is forecast to overspend by £150,000 due to lower sales as a result of a significant number of staff continuing to predominantly work from home. In September there has been an increase in footfall, and it is possible should that trend continue for the remainder of the year this position may improve slightly.

A half yearly review of premises running costs including repairs and maintenance shows an overall forecast overspend of c£1.200m however £700,000 of that relates to the costs of electricity and gas where a provision was made at the end of 2021/22 to cover price increases so the variance to budget is £510,000. The impacts of the support package announced by central government for utility costs is still being interpreted but it is currently thought that we will not benefit from any support due to purchasing electricity and gas in advance when prices whilst much increased were not at as high a level as they are currently. The main reason for the overspend to budget is due to higher spend on repairs and maintenance as buildings had significantly less spent on them during the pandemic and now more faults are being identified.

Corporate Services – Forecast overspend £0.311m

Coroners Service – Forecast overspend £0.127m

An overspend is forecast on staff costs due to the pay award (Coroners have their own Joint Negotiating Committee for Coroners that determine their pay award), in addition to those staff impacted by the pay award for those staff covered by the National Joint Council.

There are overspends forecast of c£0.100m on supplies and services due to higher contract prices which the service through efficiencies has previously been able to cover. However, this option will no longer be viable going forward. There is also an anticipated increase cost of post-mortems and their associated costs due to the training of new coroner officers.

The overspends above are offset by additional income achieved by the service.



Legal, Governance and Registrars – Forecast Overspend £0.184m

Legal and Governance is forecast to overspend by £0.388m at Quarter 2. This is comprised of a number of variances, the largest being a forecast overspend on staffing predominantly due to the pay award and agency costs, offset by vacancies.

There are also underspends on legal fees of c£0.370m based on profiling of cases to date with an offsetting pressure of c£0.360m income, mainly in relation to litigation fees.

The Registrars Service is forecast to underspend by £0.204m. This is due to overachievement of income offset by an overspend in staffing due to the higher than budgeted pay award.

Organisational Development and Change – Forecast underspend £0.102m

The forecast underspend largely relates to staff costs.

People Services – Forecast underspend £0.232m

The forecast underspends relate to staff costs and income.

Communications Service – Forecast underspend £0.205m

The forecast underspend largely relates to staff costs.



7. Chief Executive Services

Service Area	Net Budget	Net Forecast Outturn	Net Forecast Variance	Net Forecast Variance	Q1 Variance
	£m	£m	£m	%	£m
Corporate Budgets - Pensions and Apprenticeship Levy	11.599	12.542	0.943	8.13%	-1.956
Corporate Budgets - Funding and Grants	-18.446	-18.446	0.000	0.00%	0.000
Corporate Budgets - Treasury Management	30.184	30.184	0.000	0.00%	0.000
Chief Executive Services	3.250	2.341	-0.909	-27.97%	0.136
Total Chief Executive Services	26.587	26.621	0.034	0.13%	-1.820

The budget for Chief Executive Services is £26.587m, the current forecast position is an overspend of £0.913m.

Corporate Budgets (Pensions & Apprenticeship Levy) – Forecast overspend of £0.943m.

The main reason for the movement and subsequent overspend is the inclusion of the amount owing (£2.9m) in relation to the pension prepayment for 2021/22. Whilst the Authority is making a saving as a result of the prepayment, the amount owed to the pension fund is because the prepayment was based on a lower estimated contribution level than actually needed with a top-up payment therefore being required.

The pressure noted above is offset by an underspend of c£2m on inherited pensions liabilities which are charged directly to Lancashire and not the pension fund.

Chief Executive Services – Forecast underspend of £0.909m

An underspend is forecast across the Chief Executive Services strategic budget of £0.9m.



Money Matters
The County Council's Capital Financial
Position
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Capital Programme Monitoring – September 2022

1. Introduction

In February 2022 an indicative Capital Delivery Programme of £208.263m was agreed with Cabinet. This delivery programme figure has been revisited and, following confirmation of the final 2021/22 slipped delivery figures, additions subsequently approved at cabinet re-profiling of the programme have increased the in-year programme to £222.069m. This figure will now form the basis of the capital programme monitoring throughout the financial year.

The delivery programme is shown in section 2 split by block. This is an ambitious delivery programme which has been agreed with service heads and corresponds to the additional monies requested through the February 2022 budget setting process. To achieve this high delivery plan, which is significantly higher than prior years actual delivery, it will require a substantial increase in the resource applied to delivery of the capital programme. Should this resource not be available then large slippage variances will likely be incurred.

The project and programme managers will be held accountable using the following actions:

- Detailed monitoring of the delivery programme throughout 2022/23 to ensure variances are reported to senior managers and cabinet in a timely manner and a robust level of challenge is provided to programme and project managers to ensure delivery remains on track.
- Monitoring of projects to measure the ongoing effect of price increases between project design and project delivery.
- Performance reports will be further developed to enable the capital board to undertake monitoring and challenge and escalate matters where required to the executive management team (EMT).



2. Delivery Programme

The current delivery programme was originally approved by Full Council in February 2022. It is made up of the Full Council 2022/23 budget, updated with subsequent cabinet decisions and programme manager reprofiling since June 2022, and an expected delivery amount for prior year schemes following the end of year report at March 2022. This will now form the basis of the monitoring reports for the year. The total delivery programme is £222.069m as set out in table 1 below:

Table 1 – 2022/23 Capital delivery programme by block

Service Area	Delivery Programme agreed Feb 22	Changes to planned delivery	Total Delivery Plan for Monitoring
	£m	£m	£m
Schools (including DFC)	25.738	1.372	27.110
Highways	50.258	-0.296	49.962
Transport	23.591	0.003	23.594
Externally Funded Schemes	1.804	0.213	2.017
Central Systems & ICT	5.187	8.802	13.989
Adult Social Care	16.000	1.255	17.255
Corporate - Property	20.211	2.074	22.285
Economic Development	42.526	-0.959	41.567
South Lancaster Growth Catalyst	3.258	1.570	4.828
Vehicles	4.441	-0.229	4.212
Transforming Cities Fund	15.250	0.000	15.250
Grand Total	208.263	13.806	222.069



An analysis of the changes to planned delivery are shown below

Service Area	Changes to planned delivery	Additional Approvals	Changes to 21/22 Slippage figure	Feb22 figures now slipped into 23/24	23/24+ figures brought back to JUN22 delivery plan	22/23 Prior year additional delivery
	£m	£m	£m	£m	£m	£m
Schools (including DFC)	1.372	4.494	0.884	-2.967	0.523	-1.562
Highways	-0.296		-0.296			
Transport	0.003		0.003			
Externally Funded Schemes	0.213	0.415	-0.159			-0.043
Central Systems & ICT	8.802	5.800	3.056	-0.054		
Adult Social Care	1.255	0.715	0.540			
Corporate - Property	2.074	2.202		-0.128		
Economic Development	-0.959		0.041	-1.000		
South Lancaster Growth Catalyst	1.570		1.570			
Vehicles	-0.229		-0.229			
Transforming Cities Fund	0.000					
Grand Total	13.806	13.626	5.410	-4.149	0.523	-1.605



3. Variance Analysis

The forecast outturn as at September 2022 against this revised delivery plan of £222.069m is £172.135m, giving an expected variance of -£49.934m. A breakdown of the variance at block level is shown in table 2 below.

Table 2 – Summary Capital Delivery Programme Position as at 30th September 2022

Service Area	Total delivery programme for 2022/23	Spend to 30 th September 2022	Total Forecast spend 2022/23	Forecast Variance as at Sept 22	Forecast Variance as at Jun 22
	£m	£m	£m	£m	£m
Schools (exc DFC)	24.772	8.340	24.539	-0.233	0.733
Schools DFC	2.338	0.000	2.338	0.000	0.000
Highways	49.962	24.261	52.275	2.313	0.000
Transport	23.594	7.820	17.805	-5.789	0.000
Externally Funded	2.017	0.435	1.465	-0.552	0.000
Central Systems & ICT	13.989	3.633	13.550	-0.439	-0.001
Adults Social Care	17.255	16.715	17.255	0.000	0.000
Corporate - Property	22.285	5.173	9.230	-13.055	-14.670
Economic Development	41.567	5.644	13.138	-28.429	-11.000
South Lancaster Growth Catalyst	4.828	1.094	4.828	0.000	0.000
Vehicles	4.212	1.921	4.212	0.000	0.000
Transforming Cities	15.250	2.728	11.500	-3.750	0.000
Totals	222.069	77.764	172.135	-49.934	-24.938

The total forecast spend for 2022/23 is £172.135m and funded from a combination of Borrowing (£62.446m), Grants (£107.670m) and Developer and 3rd Party Contributions (£2.019m).

Key items included within the variances are:

- Slipped delivery in the 3 year rolling program of operational buildings repairs and maintenance
- Slipped delivery for work on the Salmesbury Enterprise Zone



- Additional delivery in year on the replacement of Bowgreave Rise residential home.

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

Table 3 – Analysis of Forecast Variance

Service Area	Forecast Variance as at Sept 22	Underspends and potential underspends	Overspends and potential overspends	Slipped Delivery	Additional delivery
	£m	£m	£m	£m	£m
Schools (exc DFC)	-0.233	-0.155	0.000	-1.289	1.211
Schools DFC	0.000	0.000	0.000	0.000	0.000
Highways	2.313	0.000	2.313	0.000	0.000
Transport	-5.789	-0.070	0.000	-5.430	-0.289
Externally Funded	-0.552	-0.270	0.001	-0.283	0.000
Central Systems & ICT	-0.439	-0.439	0.000	0.000	0.000
Adults Social Care	0.000	0.000	0.000	0.000	0.000
Corporate - Property	-13.055	-0.299	0.001	-15.960	3.203
Economic Development	-28.429	0.000	0.000	-32.369	3.940
South Lancaster Growth Catalyst	0.000	0.000	0.000	0.000	0.000
Vehicles	0.000	0.000	0.000	0.000	0.000
Transforming Cities	-3.750	0.000	0.000	-3.750	0.000
Totals	-49.934	-1.233	2.315	-59.081	8.065



4. Detailed Narrative

The forecast variance as at September 2022 is -£49.934m. Further information relating to the variances at a block level are detailed below.

Schools (including Devolved Formula Capital (DFC))

The Schools capital programme (including DFC) has a 2022/23 delivery plan of £27.110m. Forecast outturn as at September 2022 is £26.877m, a variance of -£0.233m.

A summary of the programmes within the Schools block is given below.

Basic Need Programme

The purpose of the Basic Need programme is to increase school pupil places in targeted areas via grant funded school expansions or new school build projects.

A new primary school commissioned to be built at the former Higher Standen site in Clitheroe. A programme of work is now confirmed and is to begin on 3 October and expected to finish in summer 2023 for the 2023/24 school year. Following the tender process which has enabled a more accurate profiling of the budget across the two years of delivery we now anticipate £0.263m additional delivery this year than was estimated in June 2022. The overall scheme remains on budget overall. Other smaller additional deliver variances are report against a number of other projects totalling £0.243m.

The largest delivery risks relate to the projects scheduled to commence construction post Q2, especially over the winter months where inclement weather can hinder progress. School expansion projects at Primet Academy in Colne and SS John Fisher and Thomas More high school are new constructions for 2022/23. The Primet High expansion is now separated into 2 separate phases of work, with the first phase completed during the summer. The second phase of the project which includes the construction of the new block is due to be tendered and potential completion dates will be confirmed once a detailed construction plan is developed. As such, costs originally planned for 2022/23 have now slipped to 2023/24 causing -£1.071m slipped delivery. Other slipped delivery variances totalling -£0.081m are forecast across a number of projects.

The expansion at Tom Finney high school has continued into 2022/23 and was successfully completed in time for the autumn 2022 term and within budget, with a projected saving of -£0.138m against the delivery plan. The project to provide a special educational needs unit at Ashton Science college was also successfully completed over during the summer as planned and within budget. Savings are also forecast at the Haven of -£0.018m and other smaller savings totalling -£0.017m are forecast across a number of closing projects.

Further areas of increased pupil place demand have been identified and recently reported to Cabinet as part of the school planning delivery strategy for 2023 to 2025. These include both primary and secondary place additional pupil places in North and West Preston, Goosnargh and Grimsargh, the Ribble Valley and others. The areas



where additional places are needed will require a range of building projects and consultations to deliver. As such, in the coming months a number of preliminary studies will be undertaken to identify suitable sites ahead of statutory consultation processes.

Condition Programme

The condition programme delivers a variety of grant funded works to address priority condition issues at school buildings.

Work is planned and then undertaken when the work can be accommodated during periods of school closure at summer/autumn breaks/ spring. Planned delivery is liable to change once contractors are engaged and work timetables agreed or when projects get to site and unforeseen issues are exposed.

There is an additional delivery forecast of £0.711m due to works progressing well over the summer, which included a number of flat roof renewal projects which have been undertaken without delay, such as at West Lancashire high school (£0.264m), Lathom high school (£0.216m) and Ormskirk West End primary school (£0.175m) with further scheduling of works in October and February half terms adding to the additional delivery forecast. Where work is scheduled but contractors are not yet engaged on site remains a risk to forecast delivery, with unanticipated site issues occasioning deferral or delay to works in some cases. If works can't be completed as expected in the autumn break the forecast additional delivery will reduce.

Local Full Fibre Networks

Funding has been awarded from the Department for Digital, Culture, Media and Sport to a number of schools across the county that were identified as premises that would benefit from the installation of high speed fibre. The delivery plan for 2022/23 is £0.016m. This is fully spent.

Devolved Formula Capital (DFC)

The DFC programme is a grant funded programme for small to medium capital projects. It is allocated to schools on a formula basis by the DfE in order for schools to spend on capital projects within expenditure guidelines. The DFC 2022/23 delivery plan is £2.338m. No variance against budget is currently forecast.

Highways

The Highways capital programme has a 2022/23 delivery plan of £49.962m. Forecast outturn as at September 2022 is £52.275m, a variance of £2.313m.

Delivery of the highways programme is progressing well, in particular the drainage programme. However, the challenging economic environment and inflationary pressures has led to significant labour, plant, material, energy and fuel increases which are affecting the whole service. This is having a particularly large impact on bitumen availability and price, resulting in several programmes now forecasting overspends.

Following the significant overspend on structural defects last financial year a review has been carried out and new ways of workings introduced. As a direct result of this

the spend has reduced significantly in the last couple of months, at the end of quarter 2 spend is £5.970m. However, the impact of the fuel and bitumen price increases and the likelihood of increased numbers of defects during the winter period suggests that the forecast spend is likely to be £11.800m, an overspend of £1.800m. The situation is being kept under review. The drainage defect programme is also under pressure due to rising costs and the forecast is currently an overspend of £0.113m.

Within the street lighting column replacement programme, higher material costs for electrical components and steel have led to increases in the cost of columns. This has reduced the quantity of replacements highways can carry out this year and has led to works being suspended.

The budget to replace columns identified through the testing programme is under pressure with a high proportion of structural failures being identified. An overspend of £0.200m to replace the columns identified is forecast with management actions being identified to mitigate against any further pressures.

There is a risk of slippage in the footway and traffic signal programmes due to contractors programming the works for later in the financial year. The weather is also a risk, the uncertainty over weather forecasting means planning and budgeting for certain programmes is difficult, but it also impacts on road repairs as certain types of treatment can only be done within specific temperature ranges.

Transport

The Transport capital programme has a 2022/23 delivery plan of £23.594m. Forecast outturn as at September 2022 is £17.805m, a variance of -£5.789m.

A summary of delivery in the main programmes within the block is given below:

Ormskirk eastern gateway

A joint programme with West Lancs borough council (WLBC) to demolish the bus station building and create valuable open space in the town centre, the project is being funded in part by WLBC with external grants. As the design and tender process as well as funding arrangements with WLBC have been completed a more informed delivery timescale can now be profiled meaning that -£0.300m more of the expenditure may now slip into 2023/24. The invoicing for the WLBC contribution has already been agreed for the year to date as per the funding agreements and the scheme is forecast to be on budget overall over the multi-year programme.

Safer Roads Scheme

The remaining outstanding work in the programme is the installation of average speed cameras for which a tender has been accepted. Now the work plan has been agreed, there is more detailed knowledge of the spend required this year, so delivery is forecast to be £0.236m more than in the original delivery plan set in June for 2022/23. The remaining work is expected to take 12 months from commencement of installation at the sites with the remaining budget to meet final expenditure in 2023/24.



M55 Link Road

The M55 to Heyhouses link road will create a much improved connection between Lytham St Annes and the M55 motorway, relieving congestion on smaller local roads to support the development of housing and business opportunities. Construction commenced in June 2021 estimated to take 18 months. Delays encountered by the contractor undertaking this work have meant that LCC Highways staff are now expected to be on site from Mar-Dec 2023 rather than the initial Sept 2022 causing a slippage variance of -£1.500m.

Heysham

A delivery budget of £4.000m, supported by the Integrated Transport Grant, was agreed for 2022/23 to finalise land disputes caused by the length of time tribunals have taken to resolve. These delays are still ongoing and slippage of -£2.000m is forecast as a result though the full budget is still estimated to be required.

City Deal

The annual contribution towards the City Deal of £2.500m has been completed in quarter 2 to correspond to the agreed delivery budget, this is funded by the 2022/23 integrated transport grant from the DFT.

East Lancs Strategic Cycleway

The aim is to create a joined-up network that provides access to workplaces, schools, as well as providing tourism and recreation opportunities. The routes will be based on old disused railway lines, including tunnels and will mainly be off road greenways. The programme had an agreed budget of £0.834m for 2022/23 but it has now been agreed that the majority of the scheme will be completed next year, a forecast slippage variance of -£0.634m is reported due to ecological survey results on the tunnels in the scheme resulting in delays to works starts by a season

Public Rights of Way (PROW)

A number of the schemes in this year's PROW delivery plan have already been completed, including the additional approval for improvements to Mitton Sisters Pennine Bridleway which created £0.063m of additional delivery. The resurfacing work on the footpath FP51 in Mellor, which was originally approved some years ago but had never been programmed for delivery, created a further £0.016m of additional delivery variance from the June delivery plan. The progress already made on the remaining projects has led to an additional delivery forecast of £0.411m as projects are advanced from their original planned 23/24 start dates whilst work on the Capitol Centre is now predicted to slip into 2023/24, with a variance of -£0.100m. These changes reflect the changes following design processes and

Cycling Safety

Although only a small delivery budget of £0.215m was initially agreed the forecast has already been increased to £0.817m, a forecast additional delivery variance of £0.602m. The majority of this expenditure was the final safety audit and defects for the Clifton Drive cycleway £0.618m supported by funding from Sustrans.



Externally Funded

The externally funded capital programme has a 2022/23 delivery plan of £2.017m. Forecast outturn as at September 2022 is £1.465m, a variance of -£0.552m.

The externally funded schemes block are projects funded from external contributions, predominately S106 and S278 contributions from developers.

The largest scheme within the delivery plan is UCLan Masterplan is due to be completed this year with main contract payments now agreed and closed. There is an expected underspend variance of -£0.270m, which is planned to be returned to UCLan.

There is a slipped delivery variance of -£0.283m across 6 schemes. The S106 Rosslyn Avenue, Preesall project has slippage of -£0.030m due to potential objections of the works being advertised, and deferred works on site so they can be grouped with bus stops to save on mobilisation costs. The Longridge bus stop infrastructure improvements scheme has slippage of -£0.095m with consultation delaying the progress. There is -£0.041m anticipated to be slipped on the S278 A584 Lytham Rd/Church Rd highway works scheme due to utility delays.

There are risks associated with the Section 278 works on Blackpool Road, Kirkham scheme as the tender process will take slightly longer for construction to commence on site, however we have confidence this can be completed in advance of the nesting birds issue arising again next year.

Central Systems and ICT

The central systems and ICT capital programme has a 2022/23 delivery plan of £13.989m. Forecast outturn as at September 2022 is £13.550m, a variance of -£0.439m.

The largest scheme within the delivery plan is the multi year programme for the migration to Oracle Fusion Cloud programme, which is forecast to be £12.928m of the overall block for 2022/23. The revised planned go-live dates for the two main workstreams have been agreed by the project Steering Committee as 1st December for the HR and payroll elements with finance and procurement set to go-live on the 12th December. This project is the subject of a separate report on this meeting's agenda. Risks remain in the programme as we go through final testing and data migration checks to deliver a safe implementation. The overall forecast includes a contingency of £2.000m to allow for any unexpected delays in the final run to go-live. There has been a reallocation in year of licencing costs which had been included in previous forecast expenditure but are now to be met by a revenue provision. This has resulted in the spend in year being an under spend variance of £0.439m whilst the overall programme is delayed from its original start date and forecast over its original cost estimate.

There are several smaller schemes making up the remainder of the delivery plan. These include an upgrade for Libraries ICT (£0.156m), the Social Care Reform



LpRes scheme which links in with the NHS on shared records (£0.150m) and the Document Handling Service Replacement Hardware and New Software (£0.150m). These projects are on track to spend the anticipated delivery budget in year.

Adults Social Care (ACS)

The ACS capital programme has a 2022/23 delivery plan of £17.255m. Forecast outturn as at September 2022 is £17.255m, a nil variance.

The disabled facilities grant (DFG) is capital funding for the provision of home adaptations to help older and disabled people to live as independently and safely as possible in their homes. This year the DFG allocation from the department for levelling up, housing & communities has remained the same as last year at £16.715m and has been fully passported to district councils to distribute.

The extra care grant allocation for Preston was designed to contribute to new independent living homes specifically for people over the age of 55 with varying care needs. The legal agreement with the developer was due to be executed in 2021/22 however due to delays in the legal process it is now expected that the contribution £0.540m will be finalised in this financial year subject to the developer providing the necessary evidence to support the grant claim.

Corporate – Property

The corporate property capital programme has a 2022/23 delivery plan of £22.285m. Forecast outturn as at September 2022 is £9.230m, a variance of -£13.055m.

The new rolling program of operational buildings repairs and maintenance of £44.670m over the next three years will now begin in 2023/24 to allow the adequate allocation of staff resources and a structured agenda of inspections. The £14.670m planned for 2022/23 will be rolled forward to meet these assessment costs and any remedial condition work that is highlighted through the procedure.

The project to replace Bowgreave Rise residential care home to increase affordable extra care schemes for older people in addition to supported housing apartments for younger adults with disabilities has increased its in year forecast to £5.500m in 2022/23 causing an additional in year delivery variance of £3.000m. This represents advanced delivery in 2022/23 from that originally bult into the delivery plan in June with the forecast brought forward from the 2023/24 profile. Previous cabinet reports had increased the overall budget on the project to £7.8m with completion still expected in 2023/24.

The programme to install electric vehicle charging points at county council sites where the vehicles either reside or visit was agreed with a budget of £1.000m from the creation of a reserve at the 2020/21 financial year end. The scheme is currently forecasting slipped delivery of -£0.016m but there is potential for additional delivery as tenders are already agreed for some locations.

The department for education's (DfE) new capital funding programme will support LCC service delivery through the establishment of new children's homes via refurbishment or new builds. The programme has now begun with the identification of the initial 4 sites, although delays in access to the buildings to complete the necessary surveys will see forecast slipped delivery in year of -£0.707m with some of the work now completed in 2023/24.

The delivery plan for the programme of works to various operational premises (WtOP) was set at £0.956m with 20 projects forecast to be worked on in the year. Of the major schemes the work to replace the boiler in Lancaster Central Library in conjunction with Lancaster City Council have been given approval by their conservation team and has already utilised £0.065m of the £0.106m agreed with the remaining expected to be required this financial year. Overall, the forecast variance for the programme is -£0.245m with potential savings of -£0.153m and projects slipping to next year of -£0.220m offset by additional delivery on projects ahead of schedule of £0.128m.

The delivery plan for the building condition programme was agreed at £1.661m for 2022/23 initially covering 51 active projects. The larger projects include the re-roofing of the Leyland neighbourhood centre completed just under budget. The work on replacing both Data Centre UPS Units is finalised with installation successfully completed and now operational, forecast to use the full £0.89m previously forecast. Damp Repairs to the Basement at County Hall are now at the defects stage spending £0.055m in 2022/23 a modest saving that will be returned to the programme. Overall, the forecast variance for the programme is -£0.352m; -£0.227m of forecast slipped delivery, £0.077m of additional delivery and -£0.083m of potential savings forecast.

Economic Development

The economic development capital programme has a 2022/23 delivery plan of £41.567m. Forecast outturn as at September 2022 is £13.138m, a variance of -£28.429m.

The new programme based at Farrington in conjunction with Lancashire Cricket Club, will create a new year-round sports facility for Lancashire. In addition to a number of County level matches the site will be a centre of excellence for women's cricket in the northwest, comprising of two full-sized cricket pitches, training facilities, nets, a new pavilion including a gym, changing rooms, hospitality space, as well as cycle and car parking. A budget of £7.000m was approved for this year, however a slippage variance of -£6.000m is forecast as the main volume of works is now expected to be done in 2023/24.

Samlesbury enterprise zone, which on completion will be a national centre of excellence for advanced engineering and manufacturing has an agreed in year delivery budget of £26.093m as work on the enabling infrastructure continues. Groundworks, tree felling, utilities works and temporary drainage are all forecast to complete in 2022/23 with subsequent construction work to allow specific plot accesses to follow on from these preparations. Work on particular plots will then commence dependant on current enquiries from potential occupants. Given the



scale of the remaining work it has been considered prudent to expect completion to run into 2023/24 causing a slipped delivery variance of -£21.407m.

A contribution to the Brierfield Mill scheme, which has created offices, apartments, and leisure schemes in the redeveloped site, has been approved and the remaining funding of £0.407m is forecast to be paid over in 2022/23. The annual support to the City Deal of £1.295m from the Economic Development Programme has already been made and the contribution to the Eden North project of the current remaining budget of £0.231m is also forecast for 2022/23. The £1.5m funding contribution towards the expansion of the Lomeshaye industrial estate is forecast that £0.500m will be required this year with £1.000m slipping into 2023/24 following delays to the scheme commencement. t

The Lancashire Central site at Cuerden in conjunction with development partner Maple Grove have submitted revised plans for the site. Commercial areas of the site are expected to provide almost 2000 new jobs, with opportunities for warehouses and logistics on the site adjacent to motorway links. In addition, 116 additional homes are planned, and the site is to provide environmental infrastructure, based on sustainable initiatives. There is a slippage variance of -£1.051m forecast on the scheme as work is expected to be completed in 2023/24.

South Lancaster Growth Catalyst (SLGC)

The SLGC capital programme has a 2022/23 delivery plan of £4.828m. Forecast outturn as at September 2022 is £4.828m, a nil variance.

The SLGC programme is a programme of works to support housing delivery in south Lancaster, and was the result of a successful joint bid by Lancashire County Council and Lancaster City Council to Homes England's Housing Infrastructure fund (HIF). Work is underway to design the major highways infrastructure that forms the part of the bid funded by the Housing Infrastructure Fund grant, and discussions are underway on the detailed workings required with the district council to facilitate the delivery of the locally funded schemes. Together these form the overall bid programme and are subject to a collaboration agreement between the two councils. Once the detailed workings are agreed this will allow the profiling of funding for the local schemes to be commenced which are currently paused due to risks of repayment of the cash flow facility within the collaboration agreement.

Vehicles

The vehicles capital programme has a 2022/23 delivery plan of £4.212m. Forecast outturn as at September 2022 is £4.212m, a nil variance

The delivery plan includes prior year projects of £0.999m comprising of thirteen vans, including one covid vaccine van and one fully electric van. There are also three trucks, one mobile library and twelve electric estate cars. These vehicles are now planned to be delivered during 2022/23 after delivery slipped from prior years.

This financial year planned delivery of large value vehicles consists of 34 vans totalling £0.690m, 13 minibuses £0.499m, 7 telehandlers £0.481m, 2 wheeled



loaders £0.384, 5 telescopic platform vehicles £0.366 and 1 gritter costing c£0.300m. The remainder of this year's delivery plan is made up of two salt spreading vehicles, four mini excavators, three tippers, one mini tractor, one flail collector, two ploughs and eleven trailers.

The main risk to the delivery of these vehicles in the current year is supply risks due to ongoing supply issues and parts shortages which could be further affected by the current situation in Ukraine. There are also the potential further risks surrounding possible fuel/energy supply issues on the horizon.

Transforming Cities Fund (TCF)

The TCF capital programme has a 2022/23 delivery plan of £15.250m. Forecast outturn as at September 2022 is £11.500m, a variance of -£3.750m.

In June 2020, Lancashire County Council had its revised proposal for TCF investment in the Preston city region approved, with a schedule of works lasting until 2023/24. Following a formal change request to the Department for Transport in November 2021 it was agreed (in April 2022) to extend the overall programme end date to 2024/25. The delivery plan for 2022/23 is £15.250m with the majority of spend expected on the Transforming Ringway project, which is in construction. This project was due to be completed at the end of March 2023 but the latest programme review has identified that this is likely to slip to June 2023 due to the long lead in times for receipt of some materials.

With the maximum funding contribution and final delivery timescales set within the grant agreement, hitting the deadlines and remaining within budget are the key risks at programme level. Both Cottam Parkway and Transforming Ringway design teams are aware of the need to design to budget and to apply value engineering or scope modifications. On Cottam Parkway, Cabinet agreed in January to an additional financial contribution of £4.547m from LCC capital as the cost estimates indicated a potential excess over the agreed budget which was beyond the capacity of design changes and value engineering, as well as additional s106 monies identified, to bridge. Scope review and value engineering continues as design progresses and there is further work to be done here with the help of Network Rail, which is now engaged with the project under an asset protection agreement.

Current forecasts against the TCF programme are showing a forecast underspend of -£3.750m for 2022/23.



Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Finance

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Delivering better services;

Procurement Report

(Appendix 'A' refers)

Contact for further information:

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Brief Summary

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

- (i) Provision of Library stock and other Library materials
- (ii) Framework Agreement for Haulage Fleet for Lancashire Renewables Limited
- (iii) Road markings and associated services
- (iv) Routine gully cleansing.

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

Recommendation

Cabinet is asked to approve the commencement of the procurement exercises as set out in Appendix 'A' of this report.

Detail

Appendix 'A' sets out the detail of the procurement exercises and the basis upon which it is proposed to carry out the process including:

- The description of the service
- The procurement route proposed
- The estimated contract value
- The proposed basis for the evaluation of the tender submissions. In particular, specific consideration of the quality: price weighting has been taken into account in view of the current financial position of the council and to ensure that value for money is obtained in the awarding of contracts.

Where approval has been received from Cabinet to undertake a tender process which is deemed to be a Key Decision, the subsequent award of the contract on the satisfactory completion of the tender exercise shall not be deemed to be a Key Decision and can be approved by the relevant head of service or director.

On conclusion of the procurement exercise, the award of the contract shall be made under the county council's scheme of delegation to heads of service and in accordance with the council's procurement rules.

Consultations

Relevant heads of service and key operational staff have been consulted in drawing up the proposals contained within this report.

Implications:

This item has the following implications, as indicated:

Financial

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

List of Background Papers

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



Procurement Title	
The Provision of Library Stock and Other Library Materials	
Procurement Option	
Further Competition via the Eastern Shires Purchasing Organisation (ESPO) Framework 376F_22: Library Stock	
New or Existing Provision	
Existing – The existing contract is due to expire 02/06/2023	
Estimated Contract Value and Funding Arrangements	
The estimated annual value for the initial contract term is;	
Year 1: £918,000	
Year 2: £883,000	
The estimated value over the possible extension period is unconfirmed until service budgets are allocated.	
Approximately 90% - 91% of the contract value will be funded by Lancashire County Council Library Service. 9% - 10% by Lancashire School Library Service.	
Contract Duration	
Initial period of 24 months with an option to extend the contract beyond the initial term to a maximum of a further 24 months.	
Lotting	
Lot	Title
Lot 1	Adult Stock (Fiction and Non-Fiction)
Lot 2	Children's Stock (Fiction and Non-Fiction)
Evaluation – Applicable to each Lot	
Quality Criteria 45%	Financial Criteria 55%
Social Value will account for 5 to 10% of the quality criteria focusing on employment opportunities for the people of Lancashire, environmental sustainability and literature promotion schemes for school children.	

Contract Detail

Lancashire Library Service services a population of around 1,200,000 via 64 libraries, five mobile libraries and a home library service as well as the provision of library services in five prisons across Lancashire. In addition, 207 schools currently subscribe to the School Library Service.

The existing contracts for library stock are currently provided by Askews and Holts Library Services Ltd (Lot 1) and Peters Ltd (Lot 2). All library stock is delivered directly to all library units by the suppliers. Both suppliers are also responsible for providing a selection service of various relevant titles to the council's requirements and also the servicing of stock, so it is fully labelled and protected, ready to be shelved within the council's 's libraries.

The current agreements expire on the 2nd June 2023. The recommendation therefore is to tender all contracts under one tender procedure, as this may achieve economies of scale by a single supplier winning multiple lots.

The proposal is to publish a further competition via the Eastern Shires Purchasing Organisation Framework 376F_22: Library Stock to establish a provider for each of the aforementioned Lots. The framework is fully compliant with the Public Contract Regulations 2015 and the council's current providers are included on the framework for both lots and will be given the opportunity to bid for the contracts as part of the further competition.

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Procurement Title

Establishment of a Framework Agreement – Haulage Fleet (including drivers) for Lancashire Renewables Limited.

Procurement Option

Open Tender Procedure compliant with the Public Contracts Regulations 2015

New or Existing Provision

New provision (no formal contract in place).

Estimated Annual Contract Value and Funding Arrangements

The estimated annual value based on current spend is £1,250,000. The total value of the Framework over its maximum four-year term is £5,000,000-£7,500,000; the upper spend figure accounts for potential increases to price and usage during the Framework's life.

There is no commitment or guarantee of the value of the services and/or number of call-offs to be placed with the suppliers appointed to the Framework.

Contract Duration

The Framework will be let for a period of four years. The Framework will contain a non-mutual termination clause for the Company's use enabling termination on three months' notice.

Lots

Lot 1: Process Water & Ammonium Sulphate Solution (AMS)

Lot 2: Mixed Grade Glass

Lot 3: <20mm Organic Fines

Lot 4: Network Assistance (Contingency for Company in-house Fleet)

Evaluation

Quality Criteria: 20%	Financial Criteria: 80%
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The Framework will be procured using the following process in accordance with the Public Contract Regulations 2015.

Stage 1: The Crown Commercial Services standard Selection Questionnaire will be used to assess the suitability of potential providers, taking into account the following: mandatory and discretionary exclusion grounds, financial status, technical capability, experience, and references, with particular reference to their ability to demonstrate their experience in operating in compliance with industry standards. Each tenderer must pass this stage in order to proceed to Stage 2.

As part of assessing a supplier's technical and professional ability, it is intended that a selection criterion is included that requires tenderers to provide a Carbon Reduction Plan by no later than six months after service commencement, confirming the supplier's commitment to achieving Net Zero by 2050 in the UK, and setting out the environmental management measures that they have in place and will be utilised during the performance of the contract.

Stage 2: The evaluation will be based on 20% Quality Criteria and 80% Financial Criteria. The Quality Criteria will include social value at 10% of the overall weighting. The Financial Criteria will be evaluated on the basis of transport costs.

It is envisaged that the two highest-scoring tenderers for each Lot will be appointed to each framework Lot.

Contract Detail

- Background – Lancashire Renewables Limited (the "Company") uses its in-house core fleet of vehicles and drivers to transport wastes around the Council's network of waste transfer, processing, and disposal facilities. To support this operation, the Company uses a number of third-party hauliers to transport certain types of waste above and beyond that which is handled by the Company's core fleet. This includes the haulage of recyclable materials which are sold to various customers ("off-takers") in exchange for income which is then passed back to the Council, and the provision of contingency vehicles and drivers for instances when the Company's core fleet is operating below full capacity, such as due to driver unavailability.
- Whilst the Company's board has the authority to approve procurement exercises whereby funds are drawn directly from the Company's budget, in this case, the majority of funds are drawn from the Council's budget via pass-through costs and authority to proceed must be provided by the County Council as per the terms of the Service Level Agreement between the Council and the Company.
- There is currently no formal written contract in place between the Company and any of the various hauliers used to undertake the additional and contingency haulage.
- A multi-supplier Framework is sought. This is due to the varying types of waste to be transported meaning the need for different types of vehicles, different licensing arrangements, etc.
- Subject to a successful procurement exercise being undertaken, the Framework shall commence circa summer 2023.

Review of Third-Party Frameworks

No suitable third-party frameworks have been identified for the Company's requirement.

Review of in-house delivery versus outsourcing

Consideration has been given to the Company providing these transport services using its in-house fleet and drivers. Given the challenging climate of driver recruitment and vehicle procurement, it is preferable to continue outsourcing this transport requirement. In-house delivery may be considered further as part of a longer-term strategy.

Procurement Title

Road Markings and Associated Services

Procurement Option

Open Tender Procedure compliant with the Public Contract Regulations 2015.

New or Existing Provision

New contract for a continuing requirement for road markings and associated services across Lancashire.

Estimated Annual Contract Value and Funding Arrangements

The total estimated value of Road Markings and Associated Services in Lancashire is £1,700,000 per annum. £13,600,000 over 8 years.

Funding is to be made available from the capital and revenue budgets in Highways.

Contract Duration

The Contract will be awarded to a single service provider for an initial 4-year period commencing in May 2023 with the option to extend for a further 4 years in individual periods of 24 months.

Lotting

The contract will not be Lotted.

Evaluation**Selection Stage (Pass/Fail):**

The tender will be evaluated using the Crown Commercial Service (CCS) Supplier Questionnaire which is compliant with the Public Contract Regulations 2015.

The Supplier Questionnaire 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 the award stage.

Award Stage:

The evaluation will be based on 30% Quality Criteria and 70% Price.

The Quality criteria will consist of a technical questionnaire which will cover the areas of collaborative working, innovation, social value and sustainability including awareness of and commitment to reducing carbon emissions and reducing waste.

The Price evaluation will be of submitted rates for the service required as part of the contract.

Background

The Highways Service have an ongoing requirement for the provision of road marking and associated services including road line marking, high friction (anti-skid) surfacing, coloured surfacing, the application of road studs, joint repair and surface defect repair. The service is required across Lancashire.

The successful service provider will be required to undertake surveys to gather and report road marking condition data to the Highways Service. Road marking condition data will be added as a layer onto the Authority's mapping system. This information will be used in the process of asset mapping and identification of high-risk sites with a history of fatalities. These routes will be considered a high priority for the application of road markings, thus helping to reduce the risk of accidents on roads where markings do not meet the required level of reflectivity.

The Highways Service is looking to appoint a service provider who will work with the Cuerden Highways Depot at Bamber Bridge, Preston which will facilitate a faster response time for services required by the council and will contribute to a good working relationship with the successful service provider.

Contract Detail

The Highways Service are to appoint a single service provider to provide road marking and associated services across Lancashire. The contract will be for an eight year period with a review period after four years and subsequent reviews every two years until the contract is completed. During the contract period price reviews will be conducted every six months and the construction index of BCIS will be used to ensure that pricing remains competitive with the market.

The service provider will need to meet the council's specification which will be prepared for the tender and will outline the standards and specification of materials required including the relevant sections from the 'Manual of Contract Documents for Highways Works'.

The contract will state that the value of the work may change depending on the requirement for the service over the period of the contract.

Procurement Title

Routine Gully Cleansing

Procurement Option

Open Tender Procedure compliant with the Public Contract Regulations 2015.

New or Existing Provision

New contract for a continuing requirement for routine gully cleansing across Lancashire.

Estimated Annual Contract Value and Funding Arrangements

The total estimated value of Routine Gully Cleansing in Lancashire is £4,500,000 over 5 years.

Funding is to be made available from the revenue budget for Highways.

All the funding has been secured and is available for this project.

Contract Duration

Two contracts will be awarded (East Area and West Area) with each contract let for a period of 5 years (an initial period of 4 years and the option to extend for a further 12 months).

Lotting

The county will be split into two Lots (East Area and West Area) with a single and different Service Provider appointed to each geographical area.

EvaluationSelection Stage (Pass/Fail):

The tender will be evaluated using the Crown Commercial Service (CCS) Supplier Questionnaire which is compliant with the Public Contract Regulations 2015.

The Supplier Questionnaire 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 the award stage.

Award Stage:

The evaluation will be based on 25% Quality Criteria and 75% Price.

The Quality criteria will consist of technical questionnaire which will include social value and environmental awareness and commitment to quality including mobilisation and contract management.

The Price evaluation will be of submitted rates for the service required as part of the contract.

The scores awarded for the Quality and Price criterion will be added together to give the Tenderer's overall score, which will be used to award the contract (per Lot).

Background

The Highways Service have an ongoing requirement for the routine cleansing of gullies across Lancashire.

In 2020 a single service provider was appointed to Lot 1 of the Gully Emptying Framework for the provision of routine gully cleansing. This arrangement ended in May 2022 when the service provider withdrew from the Framework and from this date the service has been temporarily carried out in house by the Highways Service or by the Service Providers for Lot 2 of the Gully Emptying Framework.

Contract Detail

The Highways Service are to appoint two service providers to provide routine gully cleansing services. One contract will be awarded for the East Area of Lancashire and one contract for the West Area of Lancashire. Each service provider will be responsible for the routine cyclic cleansing and recording of information in their area. There are approximately 57,000 gullies in each area. The Highways Service will supply devices and software for the monitoring and recording of the gully cleansing service carried out. Data will be recorded on the Highways Asset Management System.

The contract will include arrangements to mitigate against any disruption of service should one service provider be unable to provide services for their allotted area. These arrangements will provide the Authority with an option to offer the second service provider the opportunity to provide temporary cover for this area for a period of 12 months. This would be subject to agreement of a competitive price structure being put in place.

Should the second provider decline to undertake the work for both areas then the Highways Service operatives will pick up the gully cleansing in the area on a temporary basis while the retender is carried out.

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Policy, Commissioning and Children's Health

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Caring for the vulnerable;
Delivering better services;
Protecting our environment;

Submission of an Expression of Interest to the Youth Investment Fund

(Appendix 'A' refers)

Contact for further information:

Clare Smith, Tel: (01282) 470807, Youth Policy Strategic Lead,
clare.smith@lancashire.gov.uk,

Brief Summary

This report sets out a proposal to submit Expressions of Interest to the Youth Investment Fund for 2 sites in Lancashire to seek funding for renovation. The sites currently deliver a wide Early Help offer to children, young people and families as well as services directly targeted at young people during the day and into the evening. The Youth Investment Fund seeks to grant funding to renovate existing facilities to improve the health and wellbeing of young people, equip them with skills for work and life and empower them to become active citizens in their communities. If funding was granted, it would allow the full refurbishment of 2 significant sites in identified eligible areas to expand and diversify their offer to the local community.

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 submission of Expressions of Interest to the Youth Investment Fund before the end of the year to renovate the 2 sites detailed within this report for the amounts outlined within Appendix 'A'.

- (ii) Approve that works to the boiler and electrical installation approved within the Condition Led Programme 2019/20 at Fleetwood Children and Family Wellbeing (Milton Street), be considered match funding within the Expression of Interest for that site.
- (iii) Authorise the Director of Finance and the Director of Corporate Services to accept receipt of any grant funds were the submission to be successful in the full application stage, to agree grant conditions and to authorise the entering into of a Grant Funding Agreement by the Council.

Detail

The Youth Investment Fund is a national fund established by the Department for Culture, Media and Sport totalling £200m capital and £80m revenue funding to transform and level-up the out-of-school youth sector as part of the government's Youth Guarantee. The funding is a commitment to provide truly innovative youth facilities in levelling up priority areas, enabling positive activities that deliver improved outcomes for young people and is the largest investment of its kind in around 20 years.

Phase 2 of the fund opened for Expression of Interest applications in August 2022.

Regarding the county council's intentions in applying to this fund, the Children and Family Wellbeing Service conducted a cross-referencing and mapping activity of the identified eligible wards for the fund taking into account the service's own assets, partners' provision and the current condition and suitability needs for existing assets which highlighted 2 sites that it is proposed to pursue Expressions of Interest for.

Site Details and key elements of work required

Both sites currently deliver a comprehensive offer from the Children and Family Wellbeing Service and local partners to children, young people and their families aged 0-25 years. Whilst the Expressions of Interest to the Youth Investment Fund will focus on how renovation of the sites will improve outcomes for young people specifically, any subsequent full application will outline how services for young people are integrated into a wider Early Help offer for families and younger children.

Both sites are also in scope within the Family Hubs programme.

If the funding is secured, these major refurbishments would enable greater and more efficient use of the buildings and the buildings would be able to welcome more members of the public, and county council and partner agencies to expand and diversify the services on offer. It would allow the Children and Family Wellbeing Service to host its group work curriculum in its fullest context in scope and scale, expand the number of groups running consecutively alongside other organisations, and create suitable spaces for different styles of intervention to occur simultaneously. This would include for example, safe space provision for young people on a Friday evening, LGBT+ groups, support for young people with additional needs and disabilities, sporting and creative activities, or one-to-one support, advice

and guidance in accessing education, training and work or mental health support. Multi-agency input into the sites will be explored through the developing strategic networks of partners ensuring that children, young people and their families are able to access a variety of support through one site.

If Youth Investment Fund funding is secured major refurbishment would modernise and provide flexibility of the internal spaces, allowing services for young people to flourish alongside a wider offer to children and their families in both local communities. It would maximise use of well-established and centrally located sites, and in terms of Milton Street, with extensive, secure and contained outdoor space which has been a key point of access for the local community over generations.

- New Era Children and Family Wellbeing Services, Paradise Street, Accrington, BB5 1PB

The site is very large with the majority of service delivery space located on the lower ground floor only accessible from the first floor via multiple staircases. This means a significant amount of the service delivery is currently focussed in one larger space on the ground floor with much of the lower ground floor not well utilised due to the problematic access. The proposal is to improve access across the building in order to increase the service delivery offer to a wider client group including young people. The building has a significant number of condition issues.

An initial assessment at New Era showed the heating plant and controls to be in satisfactory condition. The building does not meet the criteria to be eligible for a separate funding application regarding decarbonisation so would not be considered a priority for major work in this area. The display energy certificate for the building shows it performs well and uses less energy than would be expected.

- Fleetwood Children and Family Wellbeing Services, Milton Street, Fleetwood FY7 6QW

The site is a large Victorian school site which has a number of significant condition and carbon issues including the oil-fired heating system, the electrical installation and the roof which needs replacement. The building requires redecoration and modernisation with a better use of storage space to maximise flexibility of delivery spaces. It also needs to be flexible enough to work with a broad age range and include discreet spaces for 1-1, health service delivery, etc.

A recent decarbonisation survey of this site has highlighted that recommended decarbonisation technologies (which would be completed were these full applications successful) would include:

- Ground Source Heat Pump
- Building Management System
- LED upgrade for lighting
- Photo Voltaic installation on the roof
- Electrical installation and distribution boards which require replacement

Financial implications in relation to Submission of an Expression of Interest to the Youth Investment Fund are set out at Appendix 'A' and are deemed to be Part II as

Appendix 'A' contains information relating to the financial or business affairs of any particular person (including the authority holding that information).

Consultations

The Expressions of Interest to date have been developed in partnership with organisations outlined below within Risk Management.

Implications:

This item has the following implications, as indicated:

Risk Management

In both Hyndburn and Fleetwood the service is engaged with local partners to ensure that applications to the Youth Investment Fund are coordinated and collaborative. Expressions of Interest would be submitted with reference to one another and reflect regular discussions being progressed to further a shared strategic vision for the development of spaces and services for young people in each area. Equally, young people themselves will be key to the full application stage beyond the Expression of Interest and so withdrawing the application would also impact on those young people working with the service to ensure the full applications have the best chance of success.

It is possible that one of the Expressions of Interest is progressed but not the other, or that the grant maker could ask the county council to prioritise the 2 options presented and proceed with 1. If that was the case, a resubmission to Capital Board and Cabinet for a decision on which project is progressed would be made. If a project was not progressed or was unsuccessful at any stage, it would revert back to the current level of priority it holds within the condition led programme which would not address suitability. This could lead to further deterioration of condition in either site and impact on and limit service delivery.

Capacity would also need to be available within the Asset Management and Design and Construction Services to deliver these projects if successful.

Financial

At this Expression of Interest stage, the financial implications are limited as the terms of the grant specifically around the match funding requirement are not yet known. A further report will need to be brought to future Cabinet meetings if the Expression of Interest is successful and the bid is moved on to the next business case stage. At this point the costs and funding will need to be fully understood before committing to the projects.

Legal

If successful, the Expressions of Interest would result in the offer of grant funding, the conditions of which are not yet known, and so legal advice should be sought by the Director of Finance at that time.



Equality and Cohesion/Equality Analysis

Should the submissions of Expressions of Interest to the Youth Investment Fund be agreed and, ultimately, be successful this could contribute positively towards the general aims of the Public Sector Equality Duty of advancing equality of opportunity including its sub aim of improving participation in public life and fostering good relations between different protected characteristics groups. The proposal particularly impacts on the age (younger people) protected characteristic and may also impact on other protected characteristics including sex/gender, disability, pregnancy and maternity and ethnicity given the nature of the services delivered at the premises. The nature of any impact may depend on the success of any submission for either project.

Property Asset Management

The council remains liable for the property holding costs of each asset referred. Some condition related works have been on hold pending confirmation by the occupying service regarding operational requirements in each location. Should the application be successful the council will be able to make better use of the premises and increase occupancy. Through decarbonisation works, this will support the council's priority of protecting the environment and reducing its carbon footprint.

Should the application be unsuccessful the respective premises will be subject to a strategic review of the council's property holdings.

Procurement

The selection of contractors to undertake the capital works will be carried out in full compliance with the Public Contract Regulations 2015, either through the use of an established framework such as the rotational list for building works, the Partnering Framework, or through undertaking a compliant procurement exercise where appropriate.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II:

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

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Strategy and Performance

Part I

Electoral Division affected:
Lancaster Rural North;

Corporate Priorities:
Delivering better services;

A601(M) Maintenance Project
(Appendix 'A' refers)

Contact for further information:

Paul Binks, Tel: (01772) 532210, Highways Asset Manager,
paul.binks@lancashire.gov.uk

Brief Summary

The funding of the A601(M) bridge and highway maintenance project was approved by Cabinet in July 2020. This was the lowest cost option for maintenance of the A601(M) over a 30-year period and included revoking the motorway status, reducing the speed limit and the replacement of Higher North Road bridge with an at grade junction as a means of achieving this.

It has now been found that the estimated cost of the new junction has increased significantly due to construction inflation adversely affecting the activities associated with that part of the project. It is now proposed to retain and repair Higher North Road bridge, that now being the lowest cost option within budget, whilst seeking to deliver the other aspects of the original project.

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

Recommendation

Cabinet is asked to approve that the alternative option of retaining and repairing Higher North Road bridge, is adopted and that the proposal to replace the bridge with a new junction, approved by Cabinet in July 2020, be rescinded and not implemented.

Detail

The A601(M) is a 1.38 Kilometre long section of Motorway linking the M6 with the A6 at Carnforth near Lancaster.

The road was built as part of the original M6 construction and is managed by the county council. It has several bridges in need of major repair as well as substantial highway maintenance requirements to adhere to the standards for a motorway. The future cost of maintaining the road to this standard is significant and the deterioration of the bridges could see weight restrictions applied to the road in due course if not addressed.

On 3rd October 2019 Cabinet approved the submission of a bid to the Department for Transport Local Highway Maintenance Challenge Fund for £9.245m to address the issues with maintenance of the A601(M). The objectives set out in the business case for funding were to address the long-term management of the structures, reduce the maintenance liability associated with maintaining the road as a motorway and ensuring that future development was not compromised by any proposals.

Although six options were considered in the bid, two options were found to give similar cost benefits with a preferred option presented on the basis that although the upfront cost was greater, it demonstrated a marginally lower whole life costing.

The preferred option involved the demolition of Higher North Road bridge over the motorway and its replacement with a new signalised junction of North Road with the A601(M). To facilitate this required removal of the motorway status of the road. The revocation of the special road status also provided significant benefits by reducing the future maintenance requirement for the road.

The alternative option involved the retention and refurbishment of the structures on the road together with seeking removal of the motorway status to reduce the ongoing maintenance burden. The increased maintenance cost was associated with the ongoing management of Higher North Road bridge. Although this option had significantly lower up front capital cost it was not initially preferred as the long-term cost was marginally higher than the preferred option at the time.

Between the time the bid was submitted, and an award made, the Maintenance Challenge Fund was replaced by the Transport Infrastructure Investment Fund. Additional Transport Infrastructure Fund funding of £15,891,000 was provided by the Department for Transport and Cabinet approved the allocation of £9.245m to the A601(M) project on 9 July 2020. Whilst there were no restrictions on how the Department for Transport grant was to be used, the Cabinet report set out that the allocation should address the lowest cost option for maintenance of the A601(M) over a 30-year period and highlighted the replacement of Higher North Road bridge with an at grade junction as a means of achieving this.

Current Situation

The original timeframe for delivery of the A601(M) project was for design to commence in August 2020 with a view to works starting on site in June 2021.



Detailed investigation and design work did not commence until summer 2021 due to several factors including, availability of external consultants and contractors because of pressures caused by the pandemic. It became apparent that the scope of work required to revoke the motorway status of the road was beyond that originally envisaged and detailed modelling was delayed because of the pandemic and the impact of lockdowns on traffic behaviour.

This meant that the original programme could not be achieved, and a revised programme was developed for starting the work in late 2022 or early 2023.

As design work progressed a high-pressure gas main was identified as needing to be diverted and in mid-2022 an estimate for the work was received for £3.5m. The time required to resolve the requirements associated with the gas main diversion also meant that the programme would be delayed further to start in mid-2023 at the earliest and this introduced a significant delivery risk.

After a review of the project cost in summer 2022, it was found that the estimated cost of the new junction had increased significantly due to construction inflation adversely affecting the activities associated with that part of the project.

The change in anticipated scope, the need to divert the gas main and the increase in construction cost for the junction mean that the project as originally envisaged cannot be delivered within the budget and the risk to the programme due to the delay for resolving issues with the gas main mean that inflation could have a further negative effect on delivery.

The Scheme to revoke motorway status has been made and is now with the Secretary of State who are considering various issues.

The repair work to the Higher North Road bridge is able to proceed without the S16 Scheme yet confirmed.

Business Case

Taking account of the cost increase associated with the current preferred option, means that this is no longer the most cost-effective proposal either in terms of up-front cost or whole life cost including future maintenance of the road.

The original business case presented in the bid now supports the alternative option of repairing Higher North Road bridge rather than removing it and still seeking to revoke the special status of the road with consequential changes as this is now the most cost-effective option and can be delivered within the available budget.

There are several reasons that this option has become the most cost-effective way of dealing with the current condition issues and future maintenance of the A601(M). The cost and programme uncertainty associated with the diversion of the gas main would not apply to this option. Inflationary pressures associated with the current economic climate affect the new junction proposal more adversely than the bridge repair option due to the areas involved in the new junction layout.

The alternative proposal meets the objectives of the Department for Transport bid. It addresses issues with the structures, reduces the future liability associated with maintaining the road as a motorway. The county council are pursuing de-specialisation of the road. De-specialisation will ensure that future development is not constrained.

The works proposed to the Higher North Road bridge stand-alone but are part of the overall project, but can be achieved independently of other aspects of the original project. Removal of the motorway status will result in the road becoming an all-purpose dual carriageway with a proposed 50 mile per hour speed limit. Works to deliver on this objective will involve replacing hard shoulders where necessary with grass verges and laying a new asphalt overlay to the road surface together with new lines and road studs. Changes to signage and some improvements to drainage and landscaping will also be incorporated in the works. There may be further maintenance work required to ensure the ongoing operation of the A601 that lies outside the scope of the current project. It is anticipated that this will be considered in terms of priority, as and when that is necessary within the county councils' future maintenance budget. Whilst the proposed project does not allow for enhancements such as specific new facilities for pedestrians and cyclists, the project is designed such that these can be accommodated should a suitable proposal be brought forwards in the future.

A breakdown of the original and revised cost projections for the project are set out at Appendix 'A' and are deemed to be Part II for the reason set out below.

Consultations

None

Implications:

This item has the following implications, as indicated:

Risk management

Financial Risk

Detailed design work has identified a high-pressure gas main as needing to be diverted and in mid-2022 an estimate for the work was received for £3.5m, in addition the estimated cost of the new junction had increased significantly due to construction inflation adversely affecting the activities associated with that part of the project. As a result, the original agreed scheme cannot be delivered within budget or funds available.

The revised proposal to retain Higher North Road bridge and change in the scope of the works will mean that essential maintenance works are carried out whilst ensuring the road remains open and the motorway status is removed whilst substantially reducing future maintenance liabilities.

Not implementing the revised proposal will mean substantial costs incurred beyond current funding available.



The proposal can be delivered within the funding previously approved including the Department for Transport grant, so no additional borrowing is required.

Ongoing maintenance costs will form part of the annual Transport Asset Management Plan process of allocating annual funding based on maintenance priorities within the funding available at that time.

Legal

The S16 Scheme was made in March 2022 and duly advertised and is now with the Secretary of State. Various issues are being discussed.

Some changes to this highway are dependent upon the motorway status being removed.

The repair to the Higher North Road bridge is not so dependent.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

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

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Highways

Part I

Electoral Divisions affected:
Accrington South; Burnley
Central West; Burnley Rural;
Burnley South West;
Burscough & Rufford;
Chorley South; Euxton,
Buckshaw & Astley;
Fleetwood West & Cleveleys
West; Mid Rossendale;
Nelson East; Ormskirk;
Padiham and Burnley West;
Pendle Central; Pendle Hill;
Pendle Rural; Poulton le
Fylde; Preston Central East;
Preston Central West;
Rossendale South;
Rossendale West;
Skelmersdale East; West
Lancashire East; West
Lancashire North;

Corporate Priorities:
Delivering better services;

Lancashire County Council (Various Roads, Burnley, Chorley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire and Wyre) (Revocations and Various Parking Restrictions 21-22 (No2)) Order 202*

(Appendices 'A' to 'J' refer)

Contact for further information:

Tracey Price, Tel: (01772) 538098, Engineer, Traffic Policy & Network Management
tracey.price@lancashire.gov.uk

Brief Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order introducing various parking restrictions to address safety concerns in relation to vehicles parking causing serious problems with regard to safe traffic movement and obstructive parking.

The proposal looks to introduce new restrictions in the districts of Burnley, Pendle, Preston, Rossendale, West Lancashire and Wyre whilst removing current restrictions that are no longer required and correcting inconsistencies with the current Order in the districts of Burnley, Chorley, Hyndburn, Pendle, Preston and West Lancashire.

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

Recommendation

Cabinet is asked to approve the proposals for new and existing restrictions on the various lengths of road within the Burnley, Chorley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire and Wyre districts as detailed within this report and as set out in the Draft Order and Appendix 'A'.

Detail

It is proposed to make a Traffic Regulation Order to address safety concerns in relation to both vehicles that are parked causing serious problems with regard to the safe movement of traffic and parking that obstructs driver's sightlines, impeding access and egress at junctions and access to some businesses. Some of the measures are proposed to ensure access for emergency service vehicles, refuse collections and larger deliveries to properties.

The order further removes restrictions that are no longer required to provide additional unrestricted parking availability for local residents and consumers of the businesses in the area whilst still maintaining manoeuvring space at a side road junction.

The proposal looks to introduce new restrictions in the districts of Burnley, Pendle, Preston, Rossendale, West Lancashire and Wyre whilst removing current restrictions that are no longer required and correcting inconsistencies with the current Order in the districts of Burnley, Chorley, Hyndburn, Pendle, Preston and West Lancashire as shown on the plans at Appendices 'B' to 'I' for the reasons outlined in the Statement of Reasons at Appendix 'J'.

Consultations

Formal consultation was carried out between 23 August 2022 and 23 September 2022 and 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.

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

Objections

As a result of the consultation, a number of items of correspondence were received in response to proposals in Burnley, Pendle, Preston, Rossendale 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:

BURNLEY

Lindsay Park/Brownside Road, Burnley – Drawing No. 22-23(2)/BU2-MB

There is an increased demand for parking in the area with vehicles frequently parking up to the junction which is preventing road users accessing and exiting Lindsay Park.

"The purpose of this proposal is to provide junction protection to ensure that road users can navigate this junction without obstruction. The proposal would prevent vehicles parking close to the junction and ensure that unobstructed access can be maintained in the interest of road safety".

Support with Comments

Eleven similar items of correspondence supporting the proposals for restrictions in the area were received (including one from the local district Councillor) stating that whilst they welcomed the proposals, they believed the waiting restrictions did not extend far enough into Lindsay Road and requested that they were extended.

The correspondence states that several cars park daily at the top end of Lindsay Park, on both sides facing Brownside Road creating a bottleneck situation which restricts free access to through traffic on Lindsay Park.

The correspondence requested that the implementation of the double yellow lines to be extended to the property boundary of No. 93 Lindsay Park on the east side of Lindsay Park and to the property boundary of No. 189 Brownside Road, on the west side of Lindsay Park. One item of correspondence also suggested that the restriction on Brownside Road also be extended a sufficient distance to facilitate a clear view of any oncoming traffic.

All of the correspondence centre around concerns that the proposed restrictions will not provide enough space for vehicles to negotiate the junction with Brownside Road in both directions and it will leave vehicles entering Lindsay Park in a vulnerable position on Brownside Road.

Officers Comments

Similar comments were received during the informal consultation. Officers considered the requests but felt that the regular junction protection extent of



approximately ten metres would be sufficient to keep the junction clear in the majority of situations. Additionally, extending the restrictions further into Lindsay Park may have a detrimental effect for residents as it would cause the parking to move further into the residential area, adjacent to residents' driveways.

The proposal aims to keep the junction clear to provide manoeuvring space so that road users can clear Brownside Road when entering Lindsay Park whilst allowing vehicles to exit the junction. The parking issues have been exacerbated by a dentist practice opening and operating at No. 93 Lindsay Park which has necessitated the proposal.

The proposed restrictions cannot be extended without starting the formal consultation process again which would potentially delay any improvements to the junction.

Officers recommend the proposed measures are implemented as advertised.

If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

Bluebell Grove, Burnley – Drawing No. 22-23(2)/BU5-MB

"The purpose of this proposal is to tidy up and rectify the parking restrictions so that the legal Order matches the restrictions on site.

This proposal is required to ensure that road users can navigate this junction without obstruction. The proposal would prevent vehicles parking close to the junction and ensure that unobstructed access can be maintained".

This proposal makes no change to the restrictions as they are marked out on site.

Support with Comments

Five items of correspondence were received from local residents, however making comment that they believed there had been a misunderstanding with regards to the residents' requests to have access to Rossendale Road. The items of correspondence stated that the problems associated with the area are not in relation the existing double yellow lines on Bluebell Grove or parked cars on the estate but due to the cars that regularly park on Rossendale Road in front of the vicarage.

Although the residents did not object to the confirmation Order, they highlighted the fact that visibility is reduced by vehicles which park on the frontage of the vicarage and requested additional restrictions be considered on Rossall Road.

Officers Comments

Requests for waiting restrictions on Rossendale Road have been considered previously at the junction with Bluebell Grove although the requests were not supported at that time. However, during these assessments it became apparent that there was no traffic regulation order to match the existing waiting restriction road markings on Bluebell Way.



This proposal seeks to confirm the existing waiting restrictions as currently marked out on Bluebell Way and to allow enforcement should it be necessary. Restrictions on Rossendale Road could be considered in the future to support the council's traffic management and road safety objectives if necessary.

Officers recommend that the original proposal as advertised is implemented.

PENDLE

Colne Road and Church Lane Kelbrook. – Drawing No. 22-23(2)/PE6-MW

"The purpose of this proposal is to improve visibility for vehicles navigating the junction of Church Lane and Colne Road by introducing double yellow lines to prevent parked vehicles obstructing visibility".

Support with Comments

Correspondence was received from Kelbrook and Sough Parish Council supporting the proposals on Colne Road and Church Lane, however the parish council raised concerns that the restrictions at the corner of Church Lane and Colne Road, in the direction of Kelbrook, would not provide sufficient viewing should a vehicle park immediately after the restrictions.

The parish council has suggested the restriction should be extended by a further 50 metres on Colne Road in the direction of Kelbrook.

Officers Comments

A request for double yellow lines to provide junction protection at Colne Road junction with Church Lane was passed to Lancashire County Council in July 2021 and was discussed at the Pendle Traffic Liaison Meeting in September 2021. This meeting consisted of officers from Lancashire County Council, Pendle Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local businesses.

The proposal included double yellow lines on the east side of Colne Road from its junction with the centreline of Church Lane for a distance of 25 metres north and south of the junction. The proposal also included double yellow lines on Church Lane – on the north side for a distance of 18 metres and on the south side for a distance of 27 metres, from its junction with the centreline of Colne Road in a south-easterly direction. No objections were received to this informal consultation.

The proposed restrictions cannot be extended without starting the formal consultation process again which would potentially delay any improvements to the junction.

With consideration to the width of this junction, the width of Colne Road and the slight bend in Colne Road which allows for slightly increased visibility, officers recommend the proposed measures are implemented as advertised.

If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.



PRESTON

A6 Garstang Road, Fulwood, Preston - Drawing No. 22-23(2)/PR1-EM

Concerns have been raised regarding vehicles parking along Garstang Road, often on the footways, at its junctions with Highgate Avenue and The Triangle. This parking is affecting emerging drivers' sightlines, compromising pedestrian safety, general access/egress, and traffic movement along the road.

"The purpose of this proposal is to remove obstructive parking to assist with the general movement of traffic and sightlines. The proposal will also improve access for deliveries to the residential properties and general road safety in the area".

Objection

One objection was received regarding the proposal to introduce No Waiting at Any Time in Garstang Road on the grounds that although the objector appreciated the need for restrictions on the corners to allow residents to safely exit their properties, they believe that the proposal is too excessive and will create hazards.

The objector further states that although parking associated with the pool located down The Triangle is problematic there is sufficient available roadside parking located on the opposite side further up the road.

Officers Comments

This location has been inspected on several occasions and it has been observed that the parking here does, at times, create problems with general traffic movement along the road, affecting general access and compromising the sightlines of drivers emerging from the junctions onto the main road.

To address the issue the county council is proposing the introduction of additional "No Waiting at Any Time" parking controls in this location.

Officers recommend the proposed No Waiting at Any Time restriction is implemented as advertised.

Singleton Close, Fulwood, Preston - Drawing No. 22-23(2)/PR3-MC

Concerns have been raised by residents regarding vehicles parking in this location causing an obstruction for road users, pedestrians and residents entering and exiting their driveway.

To address the issue, Officers are proposing a 'No Waiting Mon-Fri 8am-5pm' restriction to remove obstructive parking, improving access for deliveries to the residential properties and assisting with the general movement of traffic along the roads and at their junctions with other roads.

Objection

One objection to the proposal asserted that once the restriction had been implemented the value of the properties would drop and requested that the proposal was amended to a 2 hour no return Monday to Friday instead of the No Waiting at Any Time restriction.



Officers Comments

The Monday to Friday 8am-5pm restriction is being proposed following concerns raised by residents and confirmation from Preston City Council advising that they have experienced issues collecting refuse due to parked vehicles. Site visits on different days and at different times of the day have also been undertaken which corroborate the concerns that have been raised.

Prior to this proposal an informal consultation with residents was carried out in response to concerns that on a number of occasions vehicles were parking on Singleton Close Monday to Friday causing obstruction issues. The response to the informal consultation showed that there was overwhelming support for 'No Waiting Monday to Friday 8am-5pm' restriction.

Officers recommend the proposed 'No Waiting Monday to Friday 8am-5pm' restriction is implemented as advertised.

ROSSENDALE

Prospect Road, Rawtenstall – Drawing No. 22-23(2)/RO4-CH

"The purpose of this proposal is to remove the potential to park along these sections of Prospect Road improving sight lines and providing unobstructed manoeuvrability for vehicles wishing to use the road, in turn helping to maintain the flow of traffic and thereby increasing safety for highway users".

Objection

One objection was received regarding the proposal to introduce no waiting at any time on Prospect Road. The objector opposes the proposal on the grounds that there are no deliveries at night-time and during the day when the road is clear deliveries are unhindered.

The objector states that they do not believe that the proposals are being considered for safety reasons and requests the number of injuries reported on this road. The objector further believes that as the proposal removes the only reasonable parking for residents this will impact on people with disabilities and house prices and requests justification for the proposal along with advice on where residents will be able to park.

Support with Comments

One item of correspondence of support was received from a local resident confirming they welcomed the review of the traffic situation on Prospect Road however they believed the proposal does not go far enough to solve the problems and is likely to cause more problems by simply shifting cars from one side of the road to the other, causing restrictions in vision and adding complication to pedestrian safety.

The resident suggests that the following should be taken into consideration:

- Extending the lines down the hill giving more room and better vision for cars travelling in both directions which would also provide a 'cross over' point on a straight stretch where there is good vision instead of, as a result of the proposals, be on a blind bend.



- Extending the double yellow lines up the hill to the junction with Beech Street and Prospect Hill backs which would emphasise and supplement the need for the bollards to prevent pavement-blocking parking, and safety for pedestrians thus creating better vision for vehicles coming out of the back street, which is classed as a highway, and is the only vehicular access to Prospect Hill.

The resident states that following previous correspondence from residents no visit or site inspection seemed to have been made to enable discussion as requested and believes that to put double yellow lines on the inner bend as proposed would have the following consequences:

- Cars displaced from parking will have little choice but to park on the outer bend by the side of the bollards, adding to the lack of vision on the bend, at the junction with Prospect Hill and Beech Street backs, and further along the road.
- The lack of double yellow lines below the gate of number 23 Prospect Road and the outer bend will mean that vehicles travelling down the hill will be led into the bend just where vision is at its worst, particularly if parking is allowed by the bollards. They believe that not only will this face them up head-to-head with oncoming traffic but mean that a car coming down on the inner, blind bend will not see a car stopped just below the bend to enable one coming up to pass those still able to park below the lines on the opposite side of the road.

The resident suggests that the proposal should include either:

- The introduction of double yellow lines down the outside curve of Prospect Road from the junction of Beech Street and Prospect Hill backs with Prospect Road, to a passing point on the straight part of Prospect Road where vision is clear below the bend; or
- That the present situation is left as it is as regards yellow lines, and further bollards and more warning notices are introduced for increased safety at strategic points.

Additional comments were also received regarding the bottom of Prospect Road, where it makes a right-angled turn from level to hill stating that it is a notoriously bad place to turn in either direction. The comments state that often vehicles park on the corner itself, which severely restricts vision, resulting in cars having to reverse to whatever 'refuge' they can find to allow passing and suggest that double yellow lines are introduced on the bend supplemented by improvements on the corner to allow vehicles safe, identifiable refuge.

Officers Comments

There have not been any recorded personal injury collisions on Prospect Road during the last five years which Lancashire County Council has data for. This proposal has not been promoted as an accident reduction scheme but was in response to issues residents of the Prospect Road area were experiencing due to vehicles parking on substantial lengths on both sides of Prospect Road. Vehicles

regularly meet each other 'head-to-head' and there is insufficient room to pass, meaning one vehicle must potentially reverse a substantial distance to allow the other vehicle to pass. Residents had raised their concerns through the local county councillor.

Officers do prioritise safety related Orders which assist in collision reduction but this does not preclude the pursuit of other proposals which support traffic management or community improvements to support local needs.

Whilst it is accepted that on street parking in proximity to a property is desirable it is a requirement that this is undertaken in a suitable manner which does not represent either a potential hazard or unnecessary obstruction to other users. Rule 243 of the highway code states, "we must not stop or park on a bend unless forced to do so by stationary traffic". Stopping or parking on a bend is classed as leaving your car in a dangerous position as it can cause unnecessary obstruction of the road.

The county council's primary aim is to remove parking at established areas of concern where this represents both a contravention of Highway Code rules and potential road safety concern whilst retaining the availability of legitimate parking facilities within the area for both residents and visitors.

Officers recommend the proposed sections of 'no waiting at any time' lines adjacent to each other to create permanent 'passing places' whilst allowing as much residential parking provision as possible is implemented as advertised.

As with all new Orders, once implemented, the area will continue to be monitored via Lancashire County Council's own customer services reports, District council and Police comments, and, if required, additional changes will be made.

WEST LANCASHIRE

The Stables/Moss Lane, Hesketh Bank – Drawing No. 22-23(2)/WL3-KP

"The purpose of this proposal is to provide space for drivers turning into The Stables from Moss Lane to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".

Objection

3 objections have been received to the proposals on The Stables as follows:

Objection 1

The objector opposes the proposal on the grounds that if parking restrictions are installed people will have no other option than to park either side further down The Stables, possibly restricting refuse collection and delivery vehicles or in Moss Lane on both sides creating hazards for the numerous HGV vehicles passing through at all hours.

The objector states that they are unaware of any accidents or collisions or near misses at this point in the eight years that they have lived there and that very similar properties have been built locally in the last eighteen months which do not have parking restrictions similar to the type in this proposal.



The objector also raised concerns that the introduction of parking restrictions will adversely affect the market value of their property and state that they would not have purchased the property if there were restrictions in place.

Objection 2

The objector opposes the proposal on safety grounds that the proposed restrictions will not make the community safer. The objector believes that the proposals will make the area more dangerous for residents along with the many road users and pedestrians that use Moss Lane.

The objector further states the following:

- Despite prior enquiries it remains unclear as to whether objections from a previous application in October 2021 apply, and what if anything has materially changed since.
- That suggestions of support based on feedback from refuse collection is contrary to conversations that residents have had with collectors on collection days and doubt this practical view will have been offered, however they believe that it undermines one of the apparent two reasons for the restrictions being needed.
- That the proposal is a very different approach to kerb space management which must have been factored into Lancashire County Council's consultation feedback with West Lancashire Borough Council when The Stables was being planned. That plan included allowing village centre houses to be built with single driveways and garages that cannot fit a normal family car.
- On purchasing the property, they were aware of a broader transport strategy including a green lane link road to take HGV and farm vehicles off Moss Lane. It is stated that this has not materialised and as a result Moss Lane is a busy road, often where the 20-mph speed limit is ignored and the houses shake when vehicles go past. It is believed that based on the lack of calming of Moss Lane traffic residents park on The Stables to substantially reduce pedestrian and traffic risk.
- Substantial developments in the village have occurred, much more housing plus some new businesses too and since The Stables is the cul-de-sac closest to the small centre of the village it often attracts overspill business parking on busy days and some worker parking too. The objector suggests that parking on The Stables could be moderated through a resident permits system which has been suggested before.
- Believes that the process of the proposal is binary in outcome as it requests objections to a plan rather than a consultation to understand the impact and displacement. The objector believes that the obvious result of the plan in isolation is that it will make Moss Lane less safe for a negligible benefit to The Stables.

Objection 3

The objector opposes the proposal on the grounds that the introduction of the restrictions will result in vehicles parking across from the junction making it impossible for residents to see oncoming traffic when exiting driveways along with wagons being unable to get down Moss Lane due to parked cars creating a blind bend.

The objector also raised concerns that if vehicles parked on the side of the road with restrictions, they would park on the pavement resulting in children walking to school having to walk in the road.

Support with Comments

An item of correspondence was received from a local resident supporting the proposal on the grounds that undoubtedly it would improve access and egress to The Stables, however they raised concerns that displaced vehicles would simply park on Moss Lane and impede traffic flow at the junction of Moss Lane/Hesketh Lane.

The resident states that HGVs already have difficulties getting to and from the junction and believes that this will be exacerbated by the proposals, therefore they suggest that to ease this situation the parking restrictions should be extended along Moss Lane from The Stables to Hesketh Lane.

Officers Comments

Officers do prioritise safety related Orders which assist in collision reduction but this does not preclude the pursuit of other proposals which support traffic management or community improvements to support local needs.

The proposed parking restrictions are being considered following the identification of parking behaviour at the junction of Moss Lane and The Stables which has resulted in reports of obstruction to access for larger vehicles such as local refuse collection and emergency services. This was supported by West Lancashire Borough Council which confirmed that refuse collection services had experienced difficulties entering The Stables and that on one occasion were required to reschedule a visit due to obstruction at the entrance.

Directions for appropriate parking in the vicinity of junctions is contained within Rule 243 of the Highway Code and it is presumed that drivers will have an awareness of this and will apply the appropriate consideration when choosing a parking location. As a result, yellow line restrictions are not applied to new junctions by default but remain an addition for situations, such as is the case at The Stables, where it has been determined that contraventions to Highway Code directions are occurring.

The suggestion that parking on The Stables could be moderated through a resident permit system has been noted, however resident parking schemes are currently required to meet the following criteria for progression:

1. Within the area to be included in the scheme, not more than 50% should have off street parking or the potential to form off street parking within the curtilage of the property.

2. The number of addresses in the proposal needs to exceed 20.
3. There needs to be sufficient available parking space to implement a workable scheme.
4. There must be significant evidenced support provided for the implementation of the scheme.

At the current time, The Stables does not meet a number of the minimum essential criteria, in particular points 1, 2 and 3, to qualify for the introduction of a residents parking scheme.

Whilst it is accepted that on street parking in proximity to a property is desirable it is a requirement that this is undertaken in a suitable manner which does not represent either a potential hazard or unnecessary obstruction to other users.

Although the initial proposal contained a reduced restriction reflecting the Highway Code Rule 243 prohibition of parking within ten metres of a junction this was further amended following additional concerns raised during the October 2021 informal consultation which highlighted that additional parking within the immediate entrance to The Stables would potentially result in a restriction to vehicles entering and exiting the road.

The county council highways traffic team is engaged in ensuring the continuing effective and safe operation of the county's existing highway network and as such can be required to undertake regulatory changes to locations where it has been identified that a concern has developed, in this case a contravention of Highway Code rules and potential obstruction of free movement along a public highway.

As with all restriction introductions it is anticipated that a level of the current inappropriate parking will be relocated into the immediate area. The primary goal at this point is to provide control for the identified problematic location without unnecessarily reducing legitimate parking for the area and whilst it is possible that an element of vehicles may choose to relocate to the southern side of Moss Lane, its layout, which features a number of property entrances, would be expected to naturally limit availability for parking.

As with all regulatory introductions officers will undertake a post installation 3-month monitoring period to identify any occurrence of further concerns and, where this reveals that appropriate care is not applied, will propose additional intervention.

The comments requesting clarification of the initial development planning and transport strategy have been noted, however these are not in the remit of the highways traffic team and do not form part of this proposal, however contact details for West Lancashire Borough Council Planning and Lancashire County Council's Planning and Environment Team have been supplied to the objector.

Officers recommend the proposed measures are implemented as advertised.



Bridgehall Drive/Rivington Drive, Upholland – Drawing No. 22-23(2)/WL5-KP

"The purpose of this proposal is to facilitate the passage of vehicles along Bridgehall Drive and improve overall road safety by preventing parking which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads".

The measures being proposed would:

Remove instances of obstructive parking along the road to ensure forward visibility in order to avoid vehicle conflicts.

Objection

Thirteen Objections were received to the proposals in Bridgehall Drive on the grounds that parking in the vicinity is limited as it is without the extra restrictions being put in place. The objectors believe that if the proposals are implemented it will result in pushing the parking onto Rivington Drive which is a narrow road where parking will restrict access to the driveways opposite the parked cars and result in the road becoming heavily congested with the overflow of residents, friends, family and other visitors to properties on Bridgehall Drive that would be prevented from parking outside their properties.

The main concerns raised by the objectors are as detailed below:

- There is no understandable reason for the restriction and that it will only make the traffic congestion and parking in the immediate vicinity even worse that will then impact the safety of pedestrians using the area, which includes many elderly residents and even numbers of children using the Artz Centre. It is stated that the main issue is that the local amenities do not have suitable parking, therefore people use Bridgehall Drive for ease. It is believed that if these proposals are introduced it will result in pushing the parking onto Rivington Drive having a major impact on the residents and businesses of the local area of Hall Green which has very limited public parking areas with many of the side roads of the immediate area already having double yellow lines in place.
- Concerns that local businesses that are struggling in the current economic climate post covid will suffer and may have to close as people will go elsewhere if they are unable to park for five minutes. It is stated that currently there is very limited on-street parking available for residents that don't have driveways, as well as for the increasing number of people wishing to visit and support the local businesses. There is also very limited off-road car parking available, other than the small car park next to the chip shop, and the car park next to the bookmakers (both within 50 metres from Bridgehall Drive) with a belief that by completely restricting the whole of Bridgehall Drive will not only seriously impact the residents but would also push any cars wishing to park into the smaller side streets.
- Concern that the proposals will greatly impact on the large elderly population in the area who rely on family and carers having access to park outside their properties when visiting and taking them to/from appointments, resulting in leaving them isolated.

- Belief that house prices will be affected as people with more than one car won't be able to park outside their own home, therefore people will not want to buy a house where parking directly outside the property is not available.

The objectors also comment that as residents of the area they have never encountered any parking issues stating that although there are people parking for five minutes to 'pop' to the local takeaway or shops they do not park up for long periods. Therefore, they are perplexed by the proposal of what they believe are unnecessary parking restrictions in a quiet neighbourhood of Upholland.

The parish council also raises concerns about unintended consequences, not least the effect on the homes on Bridgehall Drive, as on street parking restrictions could lower the value of the properties and have a negative impact on the residents who park on the road. The parish council also confirms that it has not observed or been informed of any visibility issues or long-term parking in the area and questions what the special circumstances relating to Bridgehall Drive are that warrant the expenditure of public money.

An additional comment was received questioning why additional restrictions are required when both Bridgehall Drive and Rivington Drive already have 'Access Only' signs.

In addition to the reasons for objecting to the proposal the following suggestions have been received:

- Request for restrictions to also be introduced opposite the driveways if this proposal is approved.
- Introduction of a controlled Permit Parking area for the residents who first applied or notified the council of their concerns, which would allow residents to park in front of their properties whilst deferring any casual parking on the road.
- Consideration of parking restrictions, along with one-way traffic on Tithebarn Road stating that to leave a "death trap" road like Tithebarn Road, waiting for an accident to happen and disrupt and impose restrictions on quiet road where parking for both residents and visitors is invaluable does not make sense.

Support with Comments

One item of correspondence in support of the proposal was received on the grounds that they firmly believe that the proposal will help the residents of that street, some of whom have their daily lives made extremely difficult by other drivers parking across their drives, opposite them, and all around them resulting in issues in getting their own cars off their drives.

The correspondent also states that there is ample parking in Upholland in the five available car parks for shoppers, and residents and their visitors who choose not to park on their drives or in their garages. However, some vehicles including work vans

are left parked in the street for days at a time, not just for an errand or a visit to the shops, and it is usual for them to be left there over weekends and holiday periods.

The correspondent states that Rivington Drive where it adjoins Bridgehall Drive is already congested and requests that the same measures are extended to this area to avoid the problems experienced by Bridgehall Drive being displaced into Rivington Drive resulting in the current situation experienced by the residents becoming worse.

Officers Comments

The proposal is the result of concerns raised by both residents and the Police regarding increasing levels of inconsiderate parking related to local businesses which has a potential to restrict normal traffic movement into and along the road, particularly in the vicinity of the bend where this would also limit forward visibility and contravene highway code directions.

The wider area does historically feature an existing Prohibition of Driving order however this unfortunately is only enforceable by the Police who have indicated that, due to the proximity of local business and community facilities, they are unable to accurately determine the purpose of an individual vehicle's presence and whether this is related to legitimate, permissible access. This has resulted in a request for a more practical and controllable restriction format capable of resolving the current issues which are specific to this section of road.

At the current time the immediate western area is subject to significant historic parking controls and the proposal for Bridgehall Drive is an addition to these following the identification of an expansion of inconsiderate local business parking into this area. Whilst officers acknowledge the importance of convenient access to local business premises, it is expected that this is conducted in an appropriate and considerate manner within Highway Code directions and where this is identified not to be the case, as on Bridgehall Drive, additional restrictions will be a consideration to ensure the highway remains safe and accessible for all users.

Whilst the proposed restrictions will remove problematic longer-term parking, the facility for residents to carry out short-term picking up and setting down activities such as those associated with attending appointments will be retained. In terms of visitation for care purposes the proposal is not expected to result in any reduction of access due to all properties along the road featuring sizable off road parking availability. This is also expected to remain an important consideration in relation to future property values with no expectation that the limitation of on street parking would result in an impact to future valuations.

As with all restriction introductions it is anticipated that these proposals may potentially result in a level of relocation into the immediately surrounding area and this will be monitored post installation for a period of three-months. However as current issues appear related to access to a specific set of premises and purpose it is not anticipated that this will be at a significant level or above what the more appropriate layout could accommodate.

The suggestion for a controlled permit parking area allowing residents to park in front of their properties whilst deferring any casual parking on the road has been noted,

however resident parking schemes are currently required to meet the following criteria for progression:

1. Within the area to be included in the scheme, not more than 50% should have off street parking or the potential to form off street parking within the curtilage of the property.
2. The number of addresses in the proposal needs to exceed 20.
3. There needs to be sufficient available parking space to implement a workable scheme.
4. There must be significant evidenced support provided for the implementation of the scheme.

At the current time, Bridgehall Drive does not meet a number of the minimum essential criteria, in particular points 1 and 2, to qualify for the introduction of a residents parking scheme.

With regards to Tithebarn Street this is currently subject to a parking restriction order which is comparable to the proposal in place for Bridgehall Drive. It has been noted however that this is not currently accurately reflected in the presence of markings at the site and officers will undertake revisions as part of this process to ensure this is rectified.

Officers recommend the proposed measures are implemented as advertised.

Calder Avenue/Ryburn Road, Ormskirk – Drawing No. 22-23(2)/WL6-KP and Calder Avenue/Ryburn Road, Ormskirk – Drawing No. 22-23(2)/WL7-KP

"The purpose of this proposal is to facilitate the passage of vehicles along Black Moss Lane and improve overall road safety by preventing parking which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads.

The proposals also provide space for drivers turning into Calder Avenue and Ryburn Road to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".

Objection

An Objection was received in response to the proposals to introduce No Waiting at Any Time (double yellow lines) at the junctions of Calder Avenue and Ryburn Road on the grounds that the proposal would not prevent the parking problems. The objector believes that adding this restriction would result in vehicles parking further down causing more danger to all pedestrians.

Comments

An item of correspondence was received from the local county councillor suggesting that the lower end of Calder Avenue and Calder Road should also have restrictions introduced.

Officers Comments

The proposed parking restrictions are being considered following the identification of parking behaviour at the junctions of Calder Avenue and Ryburn Road which directly



contravenes Highway Code directions contained within Rule 243 of the Highway Code and has resulted in concerns for vehicles both entering and exiting the road.

As with all introductions of restrictive measures it is anticipated that a level of the current inappropriate parking will be relocated into the surrounding area however where this is carried out in a suitable manner with the required level of care it is not expected that this will be at a significant level or above what the more appropriate layout can accommodate.

The county council's primary aim at this point is to remove parking at established areas of concern where this represents both a contravention of Highway Code rules and potential road safety concern whilst retaining the availability of legitimate parking facilities within the area for both residents and visitors.

Following the introduction of the current proposal the area will be further monitored for a period of three-months to identify any resulting concerns which may require further intervention.

Officers recommend the proposed measures are implemented as advertised.

Black Moss Lane/Ryburn Road/Chestnut Grange, Ormskirk – Drawing No. 22-23(2)/WL8-KP

"The purpose of this proposal is to facilitate the passage of vehicles along Black Moss Lane and improve overall road safety by preventing parking which is causing serious problems with the safe movement of traffic and obstruction of driver's visibility along these roads.

The proposals also provide space for drivers turning into Calder Avenue and Ryburn Road to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".

Objection

Two Objections were received to the proposals in Black Moss Lane on the grounds that the proposals will compound an already unacceptable parking issue for residents of Black Moss Lane as placing restrictions on the school side of the lane will encourage vehicles to park on the residents' side.

The objectors state that the parking issue was raised by the residents and feel that the proposal has failed to address their concerns believing that it does not remedy the root cause, which is inadequate provisions and or lack of traffic management from the school and will increase the likelihood of an accident.

Support with Comments

An item of correspondence was received from a local resident supporting the proposals, however raising concern that these proposals will result in moving the problem to the edge of High Moss-Black Moss Lane and suggesting the introduction of similar restrictions in these areas to be considered.

Officers Comments

The proposed parking restrictions are being considered following the identification of inconsiderate parking behaviour related to the presence of the school which is

resulting in concerns for both pedestrian movements, particularly vulnerable student pedestrians, and the potential for congestion because of a build-up of vehicles, most notably at school start/finish times, which can extend to both sides of the road unnecessarily reducing the available width.

Whilst it is a normal occurrence for locations in the direct vicinity of a school to experience a short-term increase in the volume of parking during drop off and pick up activities this, where undertaken with appropriate care, does not generally result in a concern with the area directly outside the school entrance remaining free from parking due to the presence of a school keep clear marking. At Black Moor Road this is not the case due to the extended frontage and multiple entrance format of the school premises which renders these measures unsuitable.

With this in mind officers have substituted the traditional markings with a more appropriate limited waiting restriction which, whilst delivering the same prohibition timeframe as a School Keep Clear, will be both more effective for the uncommonly extended extent and result in an improved aesthetic for the area outside of school operation periods.

As is the case for the introduction of all new restrictions it is anticipated that a level of the current demonstrated parking will be relocated into the immediate area however whilst the primary goal at this point is to provide control for the identified problematic location without unnecessarily reducing legitimate parking availability a 3-month post installation monitoring process will be undertaken to detect any occurrence of additional concerns and, where this is found to be the case, additional interventions can be proposed.

Officers recommend the proposed measures are implemented as advertised.

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		
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Reason for inclusion in Part II, if appropriate		
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N/A		
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Appendix A

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
**(VARIOUS ROADS, BURNLEY, CHORLEY, HYNDBURN, PENDLE, PRESTON,
ROSSENDALE, WEST LANCASHIRE AND WYRE) (REVOCATIONS AND VARIOUS
PARKING RESTRICTION 21-22 (NO2)) ORDER 202***

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

1. Definitions and Interpretations

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

- a) "**Bus**" means motor vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver); and Local Buses not so constructed or adapted;
- b) "**Bus Stop**" means any area of carriageway indicated by a road marking approved by the Department for Transport in which Local Buses may stop;
- c) "**Centreline**" means the centre line of a highway as shown on Ordnance Survey graphical information systems at the time that the Order was prepared;
- d) "**Civil Enforcement Officer**" means a person authorised by or on behalf of Lancashire County Council in accordance with Section 76 of the Traffic Management Act 2004;
- e) "**Disabled Person's Vehicle**" means a Vehicle displaying a Disabled Person's Badge in the circumstances prescribed in Regulations 13, 14, 15 or 16 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- f) "**Disabled Person's Badge**" means a badge which was -
 - i) issued, or has effect as if issued, to a disabled person or an institution under The Disabled Persons (Badges for Motor Vehicles) (England) Regulations or under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Persons Act 1970; and
 - ii) has not ceased to be in force.
- g) "**Footway**" means a way comprised in a highway which also comprises a Carriageway, being a way over which the public have a right of way on foot only;
- h) "**Lay-by**" means any area of Carriageway intended for the waiting of Vehicles and bounded by road marking in accordance with diagram 1010 of Schedule 6 to the Traffic Signs Regulations and General Directions, 2002 and partly by the outer edge of that Carriageway on the same side of the road as that on which the road marking is placed;

- i) **"Loading"** and **"Unloading"** means the continuous transference from (or to) a Vehicle to (or from) premises adjacent to where the Vehicle is parked of heavy or unmanageable goods that are not designed to be carried by hand other than over a very short distance;
- j) **"Local Bus"** means a Public Service Vehicle used for the provision of a Local Service not being an excursion or tour as defined in the Traffic Signs Regulations and General Directions 2016;
- k) **"Local Service"** has the meaning given in Section 2 of the Transport Act 1985;
- l) **"Main Carriageway"** means any Carriageway used primarily by through traffic, but excludes any Lay-by;
- m) **"Parking Disc"** means a device which -
 - i) is 125 millimetres square and coloured blue, if issued on or after 1st April, 2000 or orange if issued before that date;
 - ii) has been issued by a local authority and has not ceased to be valid; and
 - iii) is capable of showing the quarter hour period during which a period of waiting has begun.
- n) **"Parking Place"** means any length of road subject to restriction in accordance with Article 12;
- o) **"Penalty Charge Notice"** means a notice served by a Civil Enforcement Officer pursuant to the provisions of section 78 of the 2004 Act and supporting regulations;
- p) **"Public Service Vehicle"** has the meaning given in Section 1 of the Public Passenger Vehicles Act 1981;
- q) a Vehicle displays a Disabled Person's Badge or Parking Disc in the **"Relevant Position"** if –
 - i) the badge/disc is exhibited on the dashboard or fascia of the Vehicle; or
 - ii) where the Vehicle is not fitted with a dashboard or fascia the badge/disc is exhibited in a conspicuous position on the Vehicle, so that the front of the badge/disc is clearly legible from the outside of the Vehicle.
- r) **"School Keep Clear"** Part of a carriageway outside a School as described in Article 11 to this order where Vehicles shall not stop or wait, and indicated by a road marking approved by the department for transport;
- s) **"The Council's Duly Authorised Officer"** means a person appointed by the council or its local agent, or authority, to administer the powers conferred on the said Council by the 1984 Act, with respect to this and other Traffic Regulations;
- t) **"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;
- u) **"Verge"** means all that area of land adjoining either side of the Main Carriageway but excluding any Lay-by or designated parking area.

2. Revocations

- a) Those parts of the "Lancashire County Council (Burnley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1a to this Order, are hereby revoked.
- b) Those parts of the "Lancashire County Council (Hyndburn Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1b to this Order, are hereby revoked.
- c) Those parts of the "Lancashire County Council (Pendle Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1c to this Order, are hereby revoked.
- d) Those parts of the "Lancashire County Council (Preston Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1d to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Rossendale Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1e to this Order, are hereby revoked.
- f) Those parts of the "Lancashire County Council (West Lancs Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009X", as set out in Schedule 1f to this Order, are hereby revoked.
- g) Those parts of the "Lancashire County Council (Chorley Borough Area) (Prohibition of Stopping on School Entrance Markings) Order 2011", as set out in Schedule 1g to this Order, are hereby revoked.
- h) Those parts of the "Lancashire County Council (Various Roads, Pendle Borough) (Revocation and Various Parking Restrictions) (Amendment) Order 2013", as set out in Schedule 1h to this Order, are hereby revoked.
- i) Those parts of the "Lancashire County Council (Garstang Road and Watling Street Road, Fulwood, Preston City) (Part Revocation, Prohibition of Waiting) Order 2013", as set out in Schedule 1i to this Order, are hereby revoked.
- j) Those parts of the "Lancashire County Council (Bacup Road, Haslingden Road, Market Street, Peel Street and Rawthorne Avenue, Edenfield, Rawtenstall and Whitworth, Rossendale Borough) (Part Revocation, Prohibition of Waiting, Prohibition of Stopping on School Keep Clear Markings and Disabled Parking Place) Order 2014", as set out in Schedule 1j to this Order, are hereby revoked.
- k) Those parts of the "Lancashire County Council (Argyle Road, Garstang Road East, Moorland, Moorway, The Spinney, Poulton-le-Fylde, Wyre Borough) (Prohibition of Waiting) Order 2015", as set out in Schedule 1k to this Order, are hereby revoked.
- l) Those parts of the "Lancashire County Council (Various Roads, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire, Wyre) (Revocations and Various Parking Restrictions 2018 September (No1)) Order 2020", as set out in Schedule 1l to this Order, are hereby revoked.
- m) That part of the "The St Helens-Ormskirk-Southport Trunk Road (Prohibition of Waiting) (Clearways) Order 1979" as set out in Schedule 1m to this Order, is hereby revoked.
- n) The "Lancashire County Council (A570, St Helens Road, Ormskirk, West Lancashire Borough) (Restriction of Waiting) Order 2010" is hereby revoked in full.

3. Prohibition of Stopping on Main Carriageway

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform or Civil Enforcement Officer, cause or permit any Vehicle, to stop or wait at any time, in the lengths of Main Carriageway set out in Schedule 2 to this Order.

4. Prohibition of Stopping on Verge/Footway

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

5. Prohibition of Waiting

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

6. Prohibition of Loading and Unloading

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait at any time, on any day, for the purposes of Loading or Unloading, in the lengths of road set out in Schedule 5 to this Order.

7. Restriction of Waiting Monday to Friday 8am – 4pm

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

8. Restriction of Waiting Monday to Friday 8am – 5pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 5pm, in the lengths of road set out in Schedule 7 to this Order.

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

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

10. Restriction of Waiting Monday to Saturday 8am – 6pm

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

11. Prohibition Of Stopping On School Keep Clear Markings Monday to Friday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle, to stop or wait between 8am and 6pm on each day, Monday to Friday inclusively, on the lengths of road set out in Schedule 10 to this Order.

12. Prohibition Of Stopping On School Keep Clear Markings Monday to Friday 8am – 5pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle, to stop or wait between 8am and 5pm on each day, Monday to Friday inclusively, on the lengths of road set out in Schedule 11 to this Order.

13. Limited Waiting Parking Place 1 Hour No Return Within 2 Hours Monday to Saturday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding one hour, with no return within two hours, from Monday to Saturday inclusively between 8am and 6pm, in the lengths of road set out in Schedule 12 to this Order.

14. General Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

- a) if it cannot conveniently be used for such purpose in any other road to be used in connection with any of the following:-
 - i) building, industrial or demolition operations;
 - ii) the removal of any obstruction to traffic;
 - iii) the maintenance, improvement or reconstruction of the said lengths of road;
 - iv) the laying, erection, alteration or repair in, or in land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus or the exercise of any other statutory power or duty for the maintenance and supply of gas, water or electricity or of any telecommunications system as defined in Section 4 of the Telecommunications Act 1984.

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

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

Nothing in Articles 5, 6, 7, 8, 9, 10 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable a person to board or alight from the Vehicle.

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

Nothing in Articles 5, 7, 8, 9, 10 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

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

17. Exemptions to Articles 3 and 4

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

- a) a Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters in accordance with the statutory provisions as defined in the Postal Services Act 2000;
- b) the Vehicle to wait at or near to any premises situated on or adjacent to the said length of Main Carriageway for so long as such waiting by the Vehicle is reasonably necessary in connection with any wedding or funeral;
- c) If the Vehicle is to be used for the purposes of agriculture, on any land adjacent to the lengths of Main Carriageway, or in connection with the conveyance or haulage of timber felled on such land.

18. Exemptions For Bus Stops

Nothing in Article 3 of this Order shall render it unlawful to cause or permit a Local Bus to stop in a Bus Stop for so long as may be necessary to enable:

- a) a Public Service Vehicle at a Bus Stop providing a Local Service to :-

- i) maintain a published timetable provided that the Bus is not stopped within the Bus Stop Clearway for a period exceeding two minutes;
 - ii) enable passengers to board or alight; or
 - iii) enable the crew of the Bus to be changed.
- b) a learner Bus driver, to simulate the picking up and setting down of passengers.

19. Exemption for Disabled Person's Vehicle

- a) Nothing in Articles 5, 7, 8, 9 and 10 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same Vehicle in the same length of road on the same day) if the Vehicle is a Disabled Person's Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.
- b) Nothing in Article 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of roads referred to therein if the Vehicle is a Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.

20. Additional Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait, in the lengths of road referred to therein when the person in control of the Vehicle:

- a) is required by law to stop;
- b) is obliged to stop in order to avoid an accident; or
- c) is prevented from proceeding along the road due to circumstances beyond his/her control.

21. Manner of standing in a Parking Place

- a) The driver of a motor Vehicle using a Parking Place shall stop the engine as soon as the Vehicle is in a position in the Parking Place and shall not start the engine except when about to change the position of the Vehicle in or, or depart from, the Parking Place.
- b) Every Vehicle left in a Parking Place in accordance with the foregoing provisions of this Order shall be left so that every part of the Vehicle is within the limits of the Parking Place.

- c) A driver of a Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining a road or the use of a road by other persons or so as to be a nuisance.

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

Where any Vehicle is left standing in a Parking Place in contravention of the provisions of Article 21 of this Order, a police constable in uniform or a Civil Enforcement Officer may alter or cause to be altered the position of the Vehicle in order that its position shall comply with those provisions.

23. Removal of a Vehicle from a Parking Place

Where a police constable in uniform or a Civil Enforcement Officer is of the opinion that any of the provisions contained in Article 21 of this Order have been contravened or not complied with in respect of a Vehicle left in a Parking Place, he/she may remove or cause to be removed the Vehicle from the said Parking Place, and where it is so removed, shall provide for the safe custody of the said Vehicle.

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

- a) A police constable in uniform or a Civil Enforcement Officer may in case of emergency move or cause to be moved any Vehicle left in a Parking Place to any place he thinks fit and shall provide for the safe custody of the Vehicle.
- b) A person causing or permitting a Vehicle to wait in a Parking Place by virtue of the provisions of this Order shall take all such steps as are necessary to ensure that in the case of a Parking Place it shall stand in accordance with Article 21 so that every part of the Vehicle is within the limits of the Parking Place.

25. Power to suspend use of Parking Places

- a) The Council's Duly Authorised Officer may suspend the use of a Parking Place or any part thereof whenever he/she considers such suspensions reasonably necessary and make such charge for the administration of this service, as may from time to time be determined by the Council.
- b) A police constable in uniform may suspend for not longer than 7 days the use of a Parking Place or any part thereof whenever he/she considers such suspension reasonably necessary for the purpose of mitigating congestion or obstruction of traffic or a danger to or from traffic in consequence of extraordinary circumstances.
- c) Any persons suspending the use of a Parking Place or any part thereof in accordance with the provisions of paragraph a) or b) of this Article shall thereupon place or cause to be placed in or adjacent to any part of that Parking Place the use of which is suspended, an authorised Traffic Sign or cone indicating that waiting by Vehicles is prohibited.
- d) No person shall cause or permit a Vehicle to be left in any part of a Parking Place during such period when an authorised Traffic Sign or cone is placed in or adjacent to that part of the Parking Place pursuant to paragraph c) of this Article provided that this paragraph shall not apply to a Vehicle:

- i) being used by the respective Fire or Police Authority or Ambulance Health Trust to deal with an emergency; or
- ii) being used for any purpose specified in Article 20; or
- iii) left in such Parking Place with the permission of the person suspending the use of the Parking Place.

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

While any Vehicle is in the lengths of road set out in the schedule to this Order no person shall use the said Vehicle in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling of or offering for sale of his/her skills or services.

27. Miscellaneous

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

28. Effect of Contravention

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

29. Commencement of Order

This Order shall come into force on the XX day of XX 202X and may be cited as the “Lancashire County Council (Various Roads, Burnley, Chorley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire And Wyre) (Revocations And Various Parking Restriction 21-22 (No2)) Order 202*”.

Dated this XX day of XXX 202X.

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

Authorised Signatory

Schedule 1a – Revocation

- a) Items (174)b) and (186)e)(v) of Schedule 10.01.
- b) Item (15) of Schedule 11.038.

Schedule 1b – Revocation

- a) Item (66) of Schedule 10.01.
- b) Item (31) of Schedule 11.075.

Schedule 1c – Revocation

- a) Items (39), (128)a), (128)b), (166)b)(i), (166)b)(ii), (166)b)(iii), (166)e)(iii), (166)f)(ii), (166)f)(iv), (220)a) and (220)b).
- b) Item (13) of Schedule 11.040.
- c) Schedule 11.036.

Schedule 1d – Revocation

- a) Item (117) of Schedule 11.075.
- b) Item (14) of Schedule 12.084.

Schedule 1e – Revocation

Item (56)b)(i) of Schedule 10.01.

Schedule 1f – Revocation

Items (14)a), (14)c) and (191)a) of Schedule 10.01.

Schedule 1g – Revocation

Roe Hey Drive in the Schedule.

Schedule 1h – Revocation

Item (4) of Schedule 15.07.

Schedule 1i – Revocation

Item i) of Schedule 2.

Schedule 1j – Revocation

Item a) of Schedule 2.

Schedule 1k – Revocation

Item 7) of the Schedule.

Schedule 1l – Revocation

Schedule 4.

Schedule 1m – Revocation

Schedule 2.

Schedule 2 - Prohibition of Stopping on Main Carriageway

- a) Euxton Lane (B5252), Chorley, all sides, from a point 17 metres west of its junction with the Centreline of Badgers Walk, in a westerly direction to its junction with B5252 West Way.
- b) Euxton Lane (C196), Euxton, all sides, from its junction with West Way, in a westerly direction, to a point 65 metres east of its junction with the Centreline of A49 Wigan Road.

- c) Ormskirk Road, Bickerstaffe, all sides, from its junction with St Helens Road to and including the roundabout forming its junction with Skelmersdale Road (A506) and Lyelake Lane (B5240) Bickerstaffe.
- d) St Helens Road, Ormskirk, all sides, from its junction with Ormskirk Road (A570), in a north-westerly direction, to a point 479 metres south-east of its junction with Small Lane.
- e) West Way (B5252), Euxton, all sides, from its junction with Euxton Lane, in a southerly direction to its junction with A581 Southport Road.

Schedule 3 - Prohibition of Stopping on Verge/Footway

- a) Euxton Lane (B5252), Chorley, all sides, from a point 17 metres west of its junction with the Centreline of Badgers Walk, in a westerly direction to its junction with B5252 West Way.
- b) Euxton Lane (C196), Euxton, all sides, from its junction with West Way, in a westerly direction, to a point 65 metres east of its junction with the Centreline of A49 Wigan Road.
- c) Ormskirk Road, Bickerstaffe, all sides, from its junction with St Helens Road to and including the roundabout forming its junction with Skelmersdale Road (A506) and Lyelake Lane (B5240) Bickerstaffe.
- d) St Helens Road, Ormskirk, all sides, from its junction with Ormskirk Road (A570), in a north-westerly direction, to a point 479 metres south-east of its junction with Small Lane.
- e) West Way (B5252), Euxton, all sides, from its junction with Euxton Lane, in a southerly direction to its junction with A581 Southport Road.

Schedule 4 – Prohibition of Waiting

- a) Abingdon Road, Padiham, the north side, from a point 9 metres west of its junction with Wytham Street for a distance of 18 metres in an easterly direction.
- b) Black Moss Lane, Ormskirk, the north east side, from a point 15 metres north-west of its junction with the Centreline of Ryburn Road for a distance of 30 metres in a south-easterly direction.
- c) Black Moss Lane, Ormskirk, the south west side, from a point 12.5 metres south-east of its junction with the Centreline of Chestnut Grange for a distance of 25 metres in a north-westerly direction.
- d) Bluebell Grove, Burnley, the north west side, from its junction with the Centreline of Rossendale Road for a distance of 25 metres in a south-westerly direction.
- e) Bluebell Grove, Burnley, the south east side, from its junction with the Centreline of Rossendale Road for a distance of 35 metres in a south-westerly direction.
- f) Brandreth Drive, Parbold, both sides, from its junction with the Centreline of Tan House Lane for a distance of 14 metres in a general southerly direction.
- g) Bridgehall Drive, Up Holland, the north side, from its junction with the Centreline of Tithebarn Street to its junction with the Centreline of Rivington Drive.
- h) Bridgehall Drive, Up Holland, the south side, from its junction with the Centreline of Tithebarn Street for a distance of 9 metres in an easterly direction.
- i) Bridgehall Drive, Up Holland, the south west side, from a point 30.5 metres east of its junction with the Centreline of Tithebarn Street to its junction with the Centreline of Rivington Drive.
- j) Brier Crescent (Southern Spur), Nelson, both sides, from its junction with the Centreline of Hibson Road for a distance of 18 metres in a south-easterly direction.
- k) Brownside Road, Worsthorpe-with-Hurstwood, the south east side, from a point 9 metres west of its junction with Lindsay Park for a distance of 19 metres in a north-easterly direction.

- l) Bucklands Avenue, Preston, both sides, from its junction with the Centreline of Haig Avenue for a distance of 11 metres in a northerly direction.
- m) Calder Avenue (Northern Spur), Ormskirk, the north east side, from its junction with the Centreline of Ryburn Road for a distance of 35 metres in a south-east direction.
- n) Calder Avenue (Southern Spur), Ormskirk, the north east side, from its junction with the Centreline of Ryburn Road for a distance of 30 metres in a south-westerly direction.
- o) Calder Avenue (Northern Spur), Ormskirk, the south east side, from a point 14 metres north-east of its junction with Calder Avenue for a distance of 28 metres in a south westerly direction.
- p) Calder Avenue (Southern Spur), Ormskirk, the south west side, from its junction with the Centreline of Ryburn Road for a distance of 14 metres in a south-easterly direction.
- q) Back Lane, Holland Moor, Skelmersdale, both sides, from its junction with the Centreline of Ormskirk Road for a distance of 24 metres in a southerly direction.
- r) Chestnut Grange, Ormskirk, both sides, from its junction with the Centreline of Black Moss Lane for a distance of 12 metres in a south-westerly direction.
- s) Church Lane, Kelbrook, the north east side, from its junction with the Centreline of Colne Road for a distance of 22 metres in a south-easterly direction.
- t) Church Lane, Kelbrook, the south west side, from its junction with the Centreline of Colne Road for a distance of 24 metres in a south-easterly direction.
- u) Cobden Street, Accrington, both sides, from its junction with the Centreline of Eastgate for a distance of 63 metres in a general south easterly direction.
- v) Haslingden Road, Rawtenstall, Rossendale, the north side, from a point 127 metres east of its junction with the Centreline of Mount Street for a distance of 40 metres in an easterly direction.
- w) Colne Road, Kelbrook, the east side, from a point 28 metres north of its junction with the Centreline of Church Lane for a distance of 55 metres in a southerly direction.
- x) Dockray Street, Colne, the east side, from a point 19.5 metres north of its junction with the Centreline of Water Street for a distance of 26.5 metres in a northerly direction.
- y) Flash Lane, Rufford, the north west side, from its junction with the Centreline of Holmeswood Road for a distance of 64 metres in a northerly direction.
- z) Flash Lane, Rufford, the south east side, from its junction with the Centreline of Holmeswood Road for a distance of 21 metres in a northerly direction.
- aa) Foster Road, Barnoldswick, both sides, from its junction with the Centreline of Gisburn Road for a distance of 19 metres in a westerly direction.
- bb) Gable End 3 Burnley Road East, Rawtenstall, Rossendale, all sides, from a point 5 metres east of its junction with the Centreline of Burnley Road East for its entire length within the unadopted bus turning circle.
- cc) Garstang Road, Preston, the east side, from its junction with Highgate Avenue to a point 85.5 metres north of the Centreline of Highgate Avenue.
- dd) Haig Avenue, Preston, the north side, from its junction with the Centreline of Bucklands Avenue for a distance of 10 metres in a south-westerly direction.
- ee) Heights Road, Nelson, the north east side, from its junction with the Centreline of Hibson Road for a distance of 13 metres in a south-easterly direction.
- ff) Heights Road, Nelson, the south west side, from its junction with the Centreline of Hibson Road for a distance of 11.5 metres in a south-easterly direction.
- gg) Hibson Road, Nelson, the east side, from a point 31 metres south of its junction with the Centreline of the Southern Spur of Brier Crescent to a point 113 metres north of its junction with the Centreline of Halifax Road, in a general northerly direction.

- hh) Hibson Road, Nelson, the north west side, from a point 4 metres north-east of its junction with the Centreline of Heights Road to a point 23.5 metres north of its junction with the Centreline of Halifax Road in a general northerly direction.
- ii) Hibson Road, Nelson, the north west side, from a point 5 metres north-east of its junction with the Centreline of the south-westerly junction with Brier Crescent for a distance of 38.5 metres in a north-easterly direction.
- jj) Hibson Road, Nelson, the west side, from a point 46 metres north of its junction with the Centreline of Halifax Road for a distance of 47 metres in a northerly direction.
- kk) Holmeswood Road, Rufford, the north side, from a point 16 metres west of its junction with the Centreline of the Paddock for a distance of 32 metres in a south-easterly direction.
- ll) Holmeswood Road, Rufford, the north side, from a point 15 metres west of its junction with the Centreline of Flash Lane for a distance of 38 metres in an easterly direction.
- mm) Hope Street, Preston, both sides, from its junction with the Centreline of Corporation Street for a distance of 10.5 metres in a north easterly direction.
- nn) Langham Street, Burnley, the south east side, from its junction with the Centreline of Havelock Street to its junction with the Centreline of Lowerhouse Lane.
- oo) Lindsay Park, Worsthorne-with-Hurstwood, both sides, from its junction with the Centreline of Brownside Road for a distance of 14 metres in a south easterly direction.
- pp) Manchester Road, Burnley, the west side, from a point 94 metres north of its junction with Calderbrook Avenue to a point 117 metres north of its junction with Calderbrook Avenue.
- qq) Melling Court, Colne, both sides, from its junction with the Centreline of Cragg Street for a distance of 20 metres in a southerly direction.
- rr) Moorland Road, Poulton-le-Fylde, the south west side, from a point 64 metres southeast of its junction with the Centreline of Moorway to a point 41 metres northwest of its junction with the Centreline of The Spinney.
- ss) Moss Lane, Hesketh Bank, the north west side, from a point 16 metres west of its junction with The Stables for a distance of 29 metres in an easterly direction.
- tt) Prospect Road, Rawtenstall, Rossendale, the north west side, from a point 33 metres north-east of its junction with the Centreline of Holland Avenue for a distance of 20 metres in a north easterly direction.
- uu) Prospect Road, Rawtenstall, Rossendale, the north east side, from a point 126 metres north east then north west of its junction with the Centreline of Holland Avenue for a distance of 10 metres in a north westerly direction.
- vv) Prospect Road, Rawtenstall, Rossendale, the north west side, from a point 121 metres north east then north west of its junction with the Centreline of Holland Avenue for a distance of 10 metres in a north westerly direction.
- ww) Prospect Road, Rawtenstall, Rossendale, the south east side, from a point 40 metres north-east of its junction with the Centreline of Holland Avenue for a distance of 10 metres in a north easterly direction.
- xx) Rivington Drive, Up Holland, the north west side, from a point 12 metres south of its junction with the Centreline of Bridgehall Drive for a distance of 27.5 metres in a north-easterly direction.
- yy) Rossall Road, Thornton Cleveleys, the west side, from a point 23 metres south of its junction with the Centreline of Rossall Gardens for a distance of 143 metres in a northerly direction.
- zz) Ryburn Road, Ormskirk, the north west side, from its junction with the Centreline of Black Moss Lane for a distance of 15 metres in a north-easterly direction.

- aaa) Ryburn Road, Ormskirk, the south east side, from a point 14 metres north east of its junction with the centreline of the northern spur of Calder Avenue for a distance of 28 metres in a south westerly direction.
- bbb) Ryburn Road, Ormskirk, the south east side, from a point 14 metres north-east of its junction with the centreline of the southern spur of Calder Avenue for a distance of 28 metres in a south westerly direction.
- ccc) Ryburn Road, Ormskirk, the south east side, from its junction with the Centreline of Black Moss Lane for a distance of 29.5 metres in a north-easterly direction.
- ddd) Sandy Lane, Barrowford, the south side, from a point 22.5 metres west of its junction with the Centreline of May Street for a distance of 13.5 metres in a westerly direction.
- eee) Sunny Bank Road, Helmshore, Rossendale, the north west side, from a point 34 metres south-west of its junction with the Centreline of Sunnybank Close for a distance of 15 metres in a south-westerly direction.
- fff) Sunny Bank Road, Helmshore, Rossendale, the south east side, from a point 34 metres south-west of its junction with the Centreline of Sunnybank Close for a distance of 25 metres in a south-west direction.
- ggg) Tan House Lane, Parbold, both sides, from its junction with the Centreline of The Common to a point 13 metres northeast of its junction with the Centreline of Brandreth Drive.
- hhh) The Paddock. Rufford, both sides, from its junction with the Centreline of Holmeswood Road for a distance of 24 metres in a northerly direction.
- iii) The Stables, Hesketh Bank, the east side, from its junction with the Centreline of Moss Lane for a distance of 23 metres in a northerly direction.
- jjj) The Stables, Hesketh Bank, the west side, from its junction with the Centreline of Moss Lane for a distance of 14 metres in a northerly direction.
- kkk) Westmorland Avenue, Thornton Cleveleys, the south side, from its junction with the Centreline of Rossall Road for a distance of 37 metres in an easterly direction.
- lll) Wytham Street, Padiham, both sides, from its junction with the Centreline of Abingdon Road for a distance of 10 metres in a northerly direction.

Schedule 5 - Prohibition of Loading and Unloading

Gable End 3 Burnley Road East, Rawtenstall, Rossendale, all sides, from a point 5 metres east of its junction with the Centreline of Burnley Road East for its entire length within the unadopted bus turning circle.

Schedule 6 - Restriction of Waiting Monday to Friday 8am – 4pm

Hibson Road, Nelson, the west side, from a point 23.5 metres north of its junction with the Centreline of Halifax Road for a distance of 36 metres in a northerly direction.

Schedule 7 - Restriction of Waiting Monday to Friday 8am – 5pm

Singleton Close, Preston, all sides, from its junction with the Centreline of Levensgarth for its entire length.

Schedule 8 - Restriction of Waiting Monday to Friday 8am – 6pm

- a) Black Moss Lane, Ormskirk, the south west side, from a point 43 metres north-west of its junction with the Centreline of High Moss for a distance of 159 metres in a north-westerly direction.
- b) St Helens Road, Ormskirk, the north-east side, from a point 165.5 metres southeast of its junction with the Centreline of Small Lane for a distance of 313.5 metres in a south easterly direction.

- c) St Helens Road, Ormskirk, the south-west side, from a point 175.5 metres southeast of its junction with the Centreline of Small Lane for a distance of 303.5 metres in a south easterly direction.

Schedule 9 - Restriction of Waiting Monday to Saturday 8am – 6pm

- a) Cobden Street, Accrington, the south west side, from a point 63 metres south of its junction with the Centreline of Eastgate for a distance of 64 metres in a general south easterly direction.
- b) Hope Street, Preston, the south east side, from a point 10.5 metres north east of its junction with the Centreline of Corporation Street for a distance of 29 metres in a north easterly direction.

Schedule 10 - Prohibition Of Stopping On School Keep Clear Markings Monday to Friday 8am – 6pm

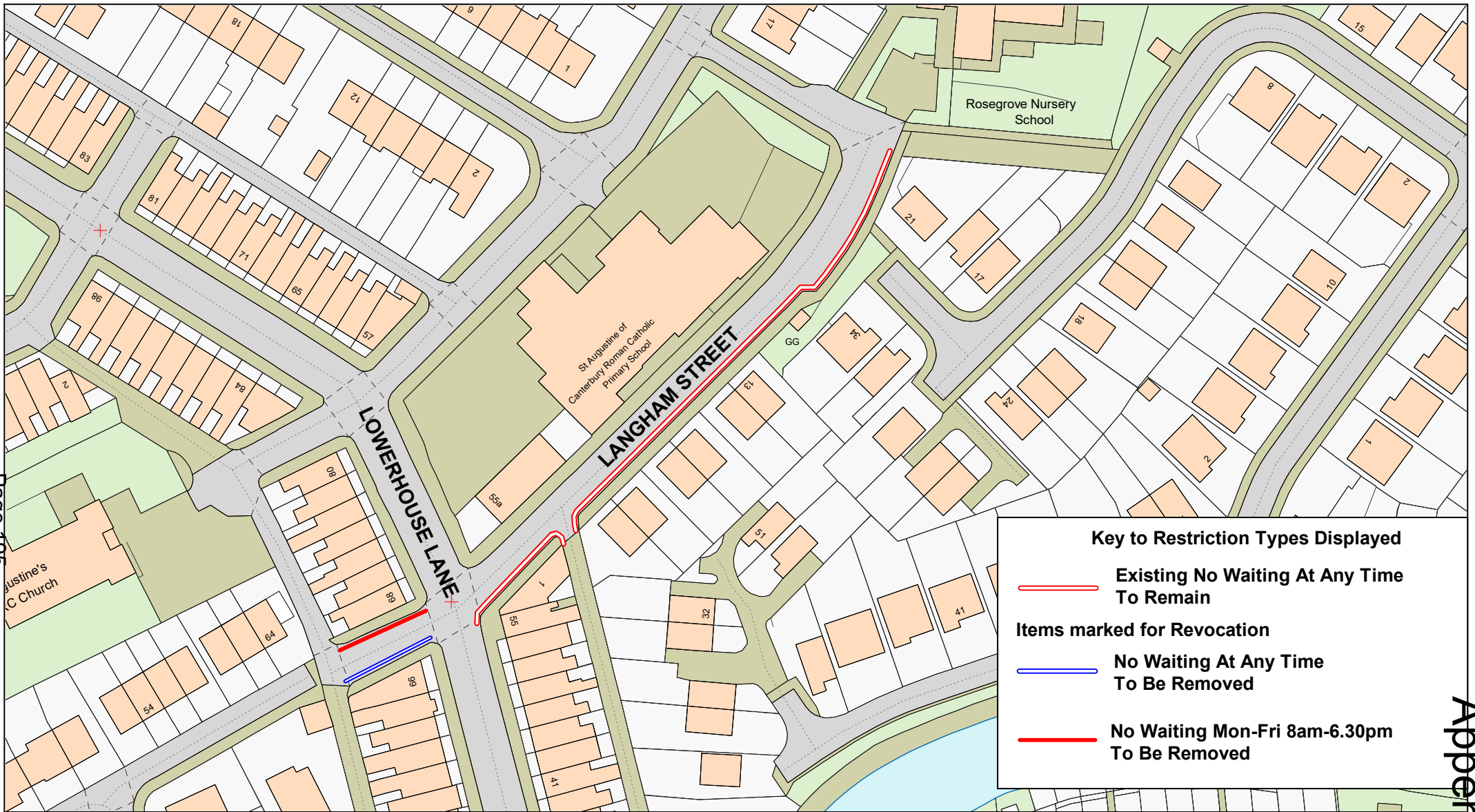
- a) Roe Hey Drive, Coppull, the south east side, from a point 82.06 metres southwest of its junction with the Centreline of Clayton Gate for a distance of 31.56 metres in a south westerly direction.
- b) Roe Hey Drive, Coppull, the south east side, from a point 49.5 metres southwest of its junction with the Centreline of Clayton Gate for a distance of 31.56 metres in a south westerly direction.

Schedule 11 - Prohibition Of Stopping On School Keep Clear Markings Monday to Friday 8am – 5pm


- a) Hibson Road, Nelson, from a point 19.5 metres southwest of its junction with the Centreline of the south westerly junction of Brier Crescent for a distance of 25.5 metres in a north easterly direction.
- b) Hibson Road, Nelson, from a point 39 metres northeast of its junction with the south westerly junction of Brier Crescent for a distance of 25.5 metres in a north easterly direction.

Schedule 12 - Limited Waiting Parking Place 1 Hour No Return Within 2 Hours Monday to Saturday 8am – 6pm



Hope Street, Preston, the north west side, from a point 10.5 metres north east of its junction with the Centreline of Corporation Street for a distance of 29 metres in a north easterly direction.



Key to Restriction Types Displayed

-  Existing No Waiting At Any Time To Remain
-  No Waiting At Any Time To Be Removed
-  No Waiting Mon-Fri 8am-6.30pm To Be Removed


Items marked for Revocation

-  No Waiting At Any Time To Be Removed
-  No Waiting Mon-Fri 8am-6.30pm To Be Removed



Lancashire
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Gable 66 and 68 Lowerhouse Lane, Burnley
Langham Street, Burnley



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SCALE	1 : 1000
DATE	26/05/2022
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DRAWN BY	JC
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Brownside Road, Worsthorne
Lindsay Park, Worsthorne

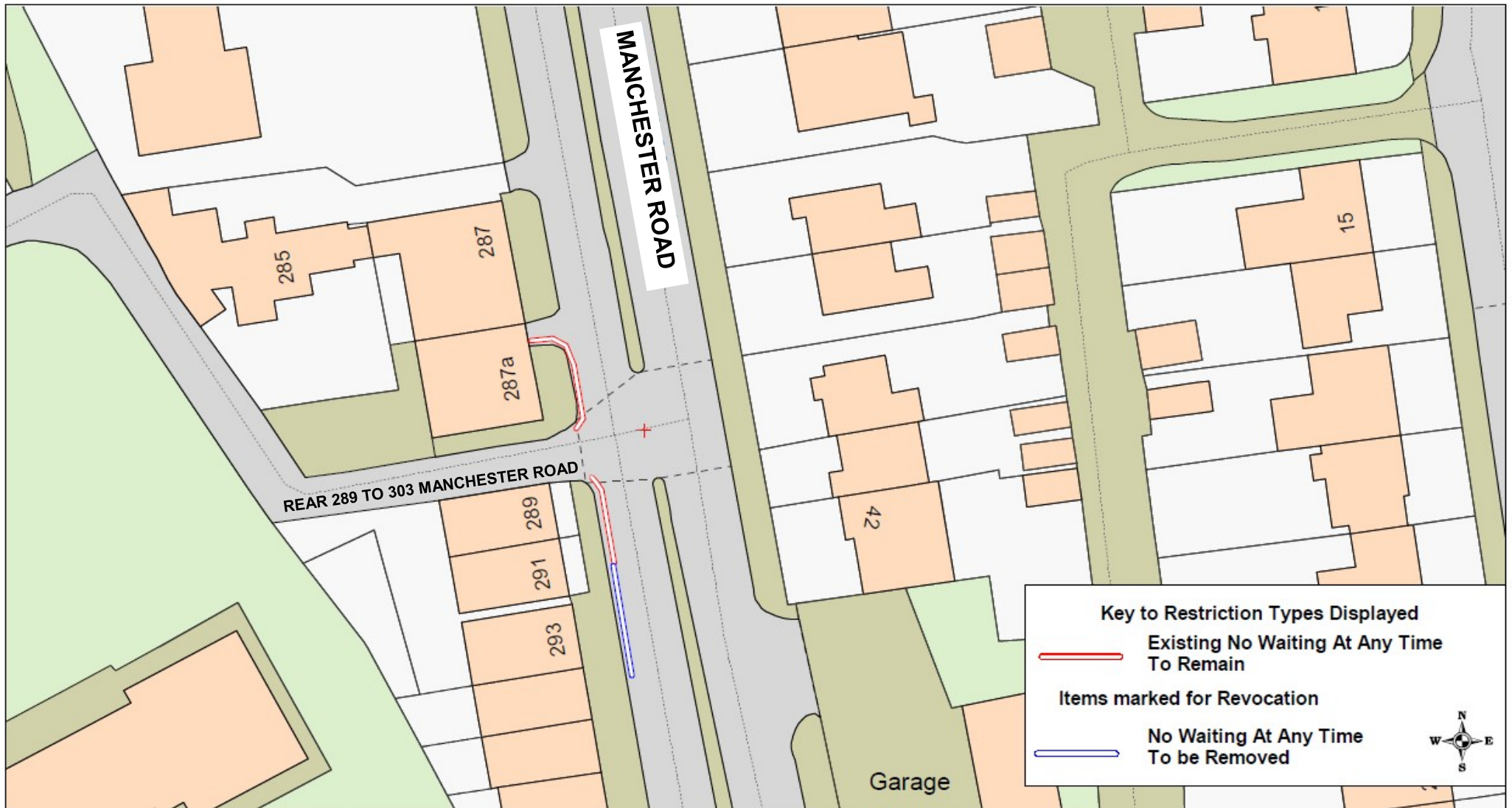


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SCALE	1 : 500
DATE	31/05/2022
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Manchester Road, Burnley

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DATE	26/05/2022
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Key to Restriction Types Displayed

 **No Waiting At Any Time**



**Abingdon Road, Padiham
Wytham Street, Padiham**



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DATE	26/05/2022
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Key to Restriction Types Displayed

 **No Waiting At Any Time**



Bluebell Grove, Burnley



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DATE	26/05/2022
DRAWING No.	22-23(2)/BU5-MB
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Key to Restriction Types Displayed

 School Entrance Marking
Mon-Fri 8am-6pm

Appendix C



**Roe Hey Drive,
Coppull**

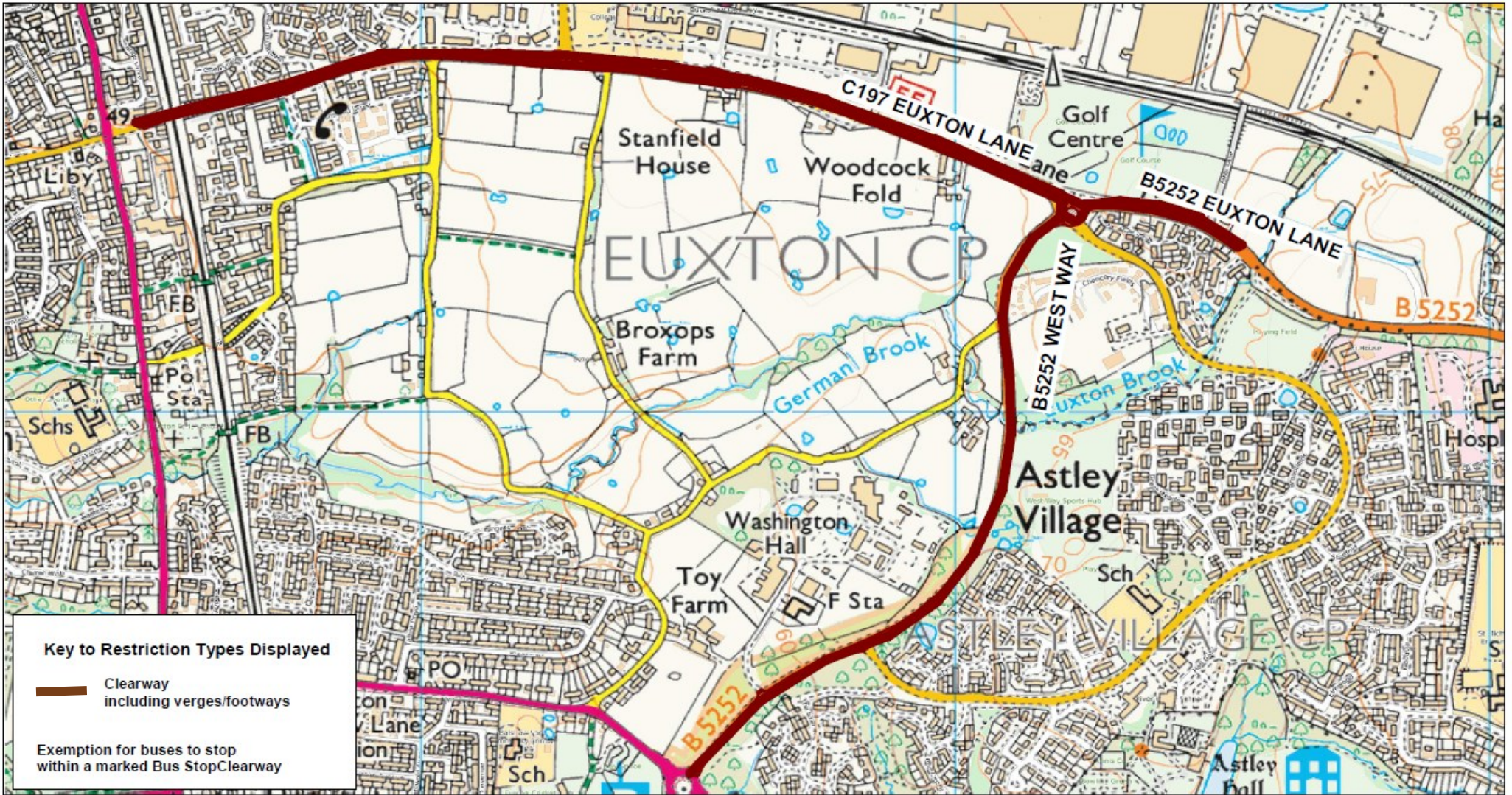


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
P.O. Box 100, County Hall,
PRESTON PR1 0LD

SCALE	1 : 750
DATE	30/05/2022
DRAWING No.	22-23(2)/CH1-HM
DRAWN BY	TJP
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Key to Restriction Types Displayed

 Clearway including verges/footways

 Exemption for buses to stop within a marked Bus Stop Clearway



CLEARWAY

Euxton Lane and West Way,
Euxton, Chorley



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SCALE	1 : 10000
DATE	30/05/2022
DRAWING No.	22-23(2)/CH2-CN
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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8am-6pm



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**Cobden Street,
Accrington**

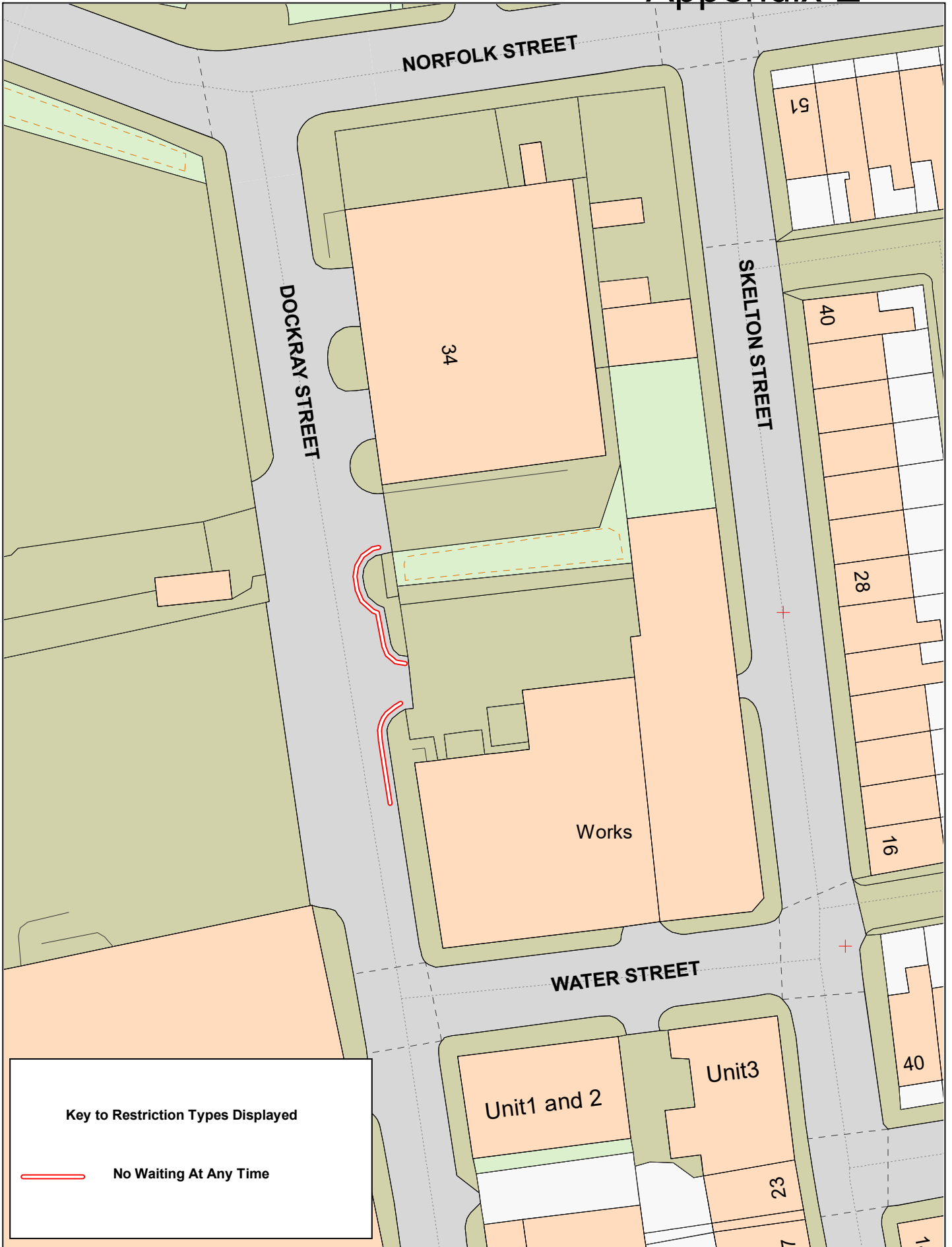


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SCALE	1 : 750
DATE	30/05/2022
DRAWING No.	22-23(2)/HB1-CN
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Key to Restriction Types Displayed

 **No Waiting At Any Time**



Dockray Street, Colne




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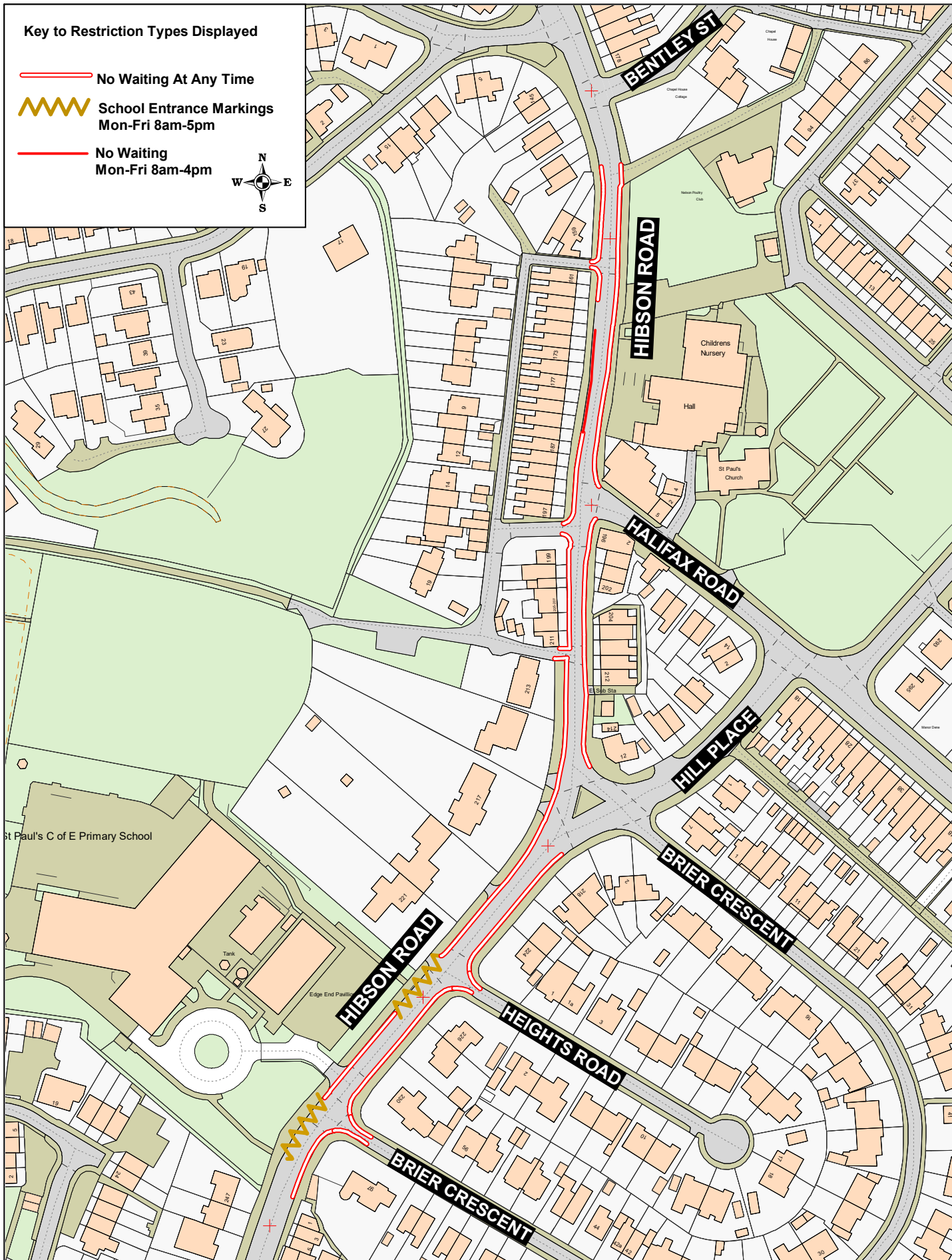
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SCALE	1 : 500
DATE	27/05/2022
DRAWING No.	22-23(2)/PE1-MW
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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  School Entrance Markings
Mon-Fri 8am-5pm
-  No Waiting
Mon-Fri 8am-4pm



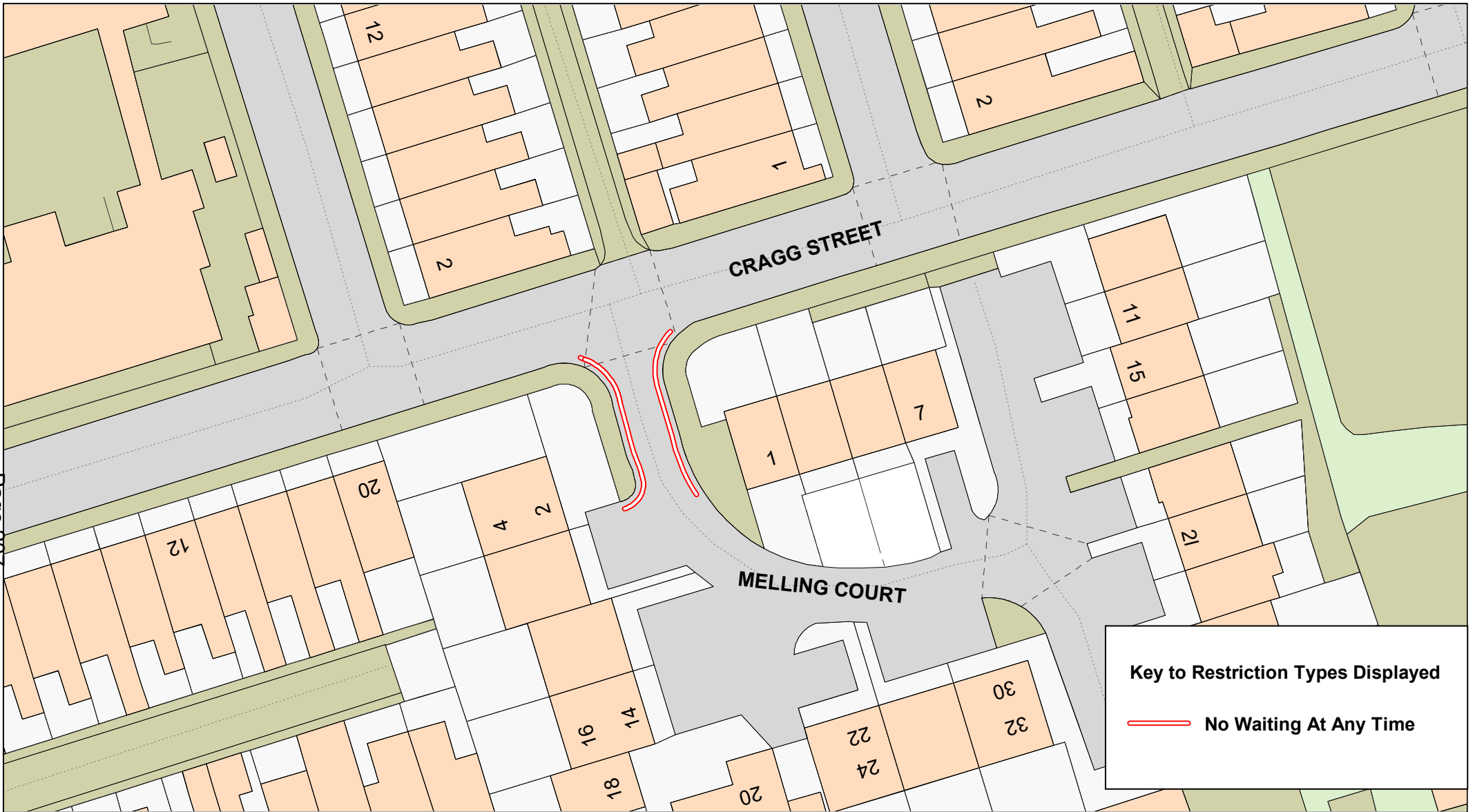
**Hibson Road, Nelson
Brier Crescent, Nelson
Heights Road, Nelson**

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SCALE	1 : 1750
DATE	16/06/2022
DRAWING No.	22-23(2)/PE2-MW
DRAWN BY	TJP
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Key to Restriction Types Displayed

 **No Waiting At Any Time**



Melling Court, Colne

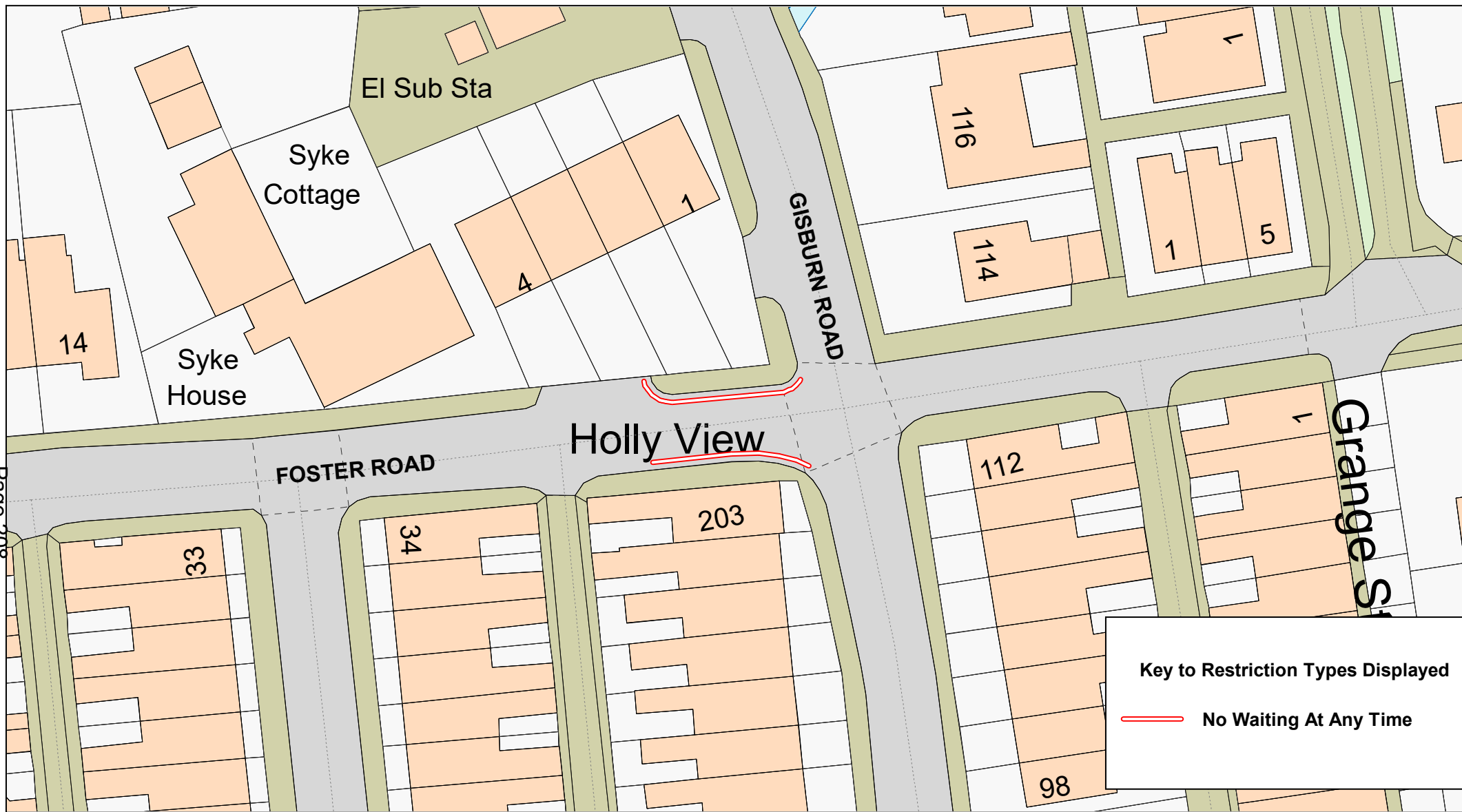


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DATE	27/05/2022
DRAWING No.	22-23(2)/PE3-MW
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Key to Restriction Types Displayed

 **No Waiting At Any Time**



Foster Road, Barnoldswick



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SCALE	1 : 500
DATE	27/05/2022
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Key to Restriction Types Displayed

 **No Waiting At Any Time**



Sandy Lane, Barrowford

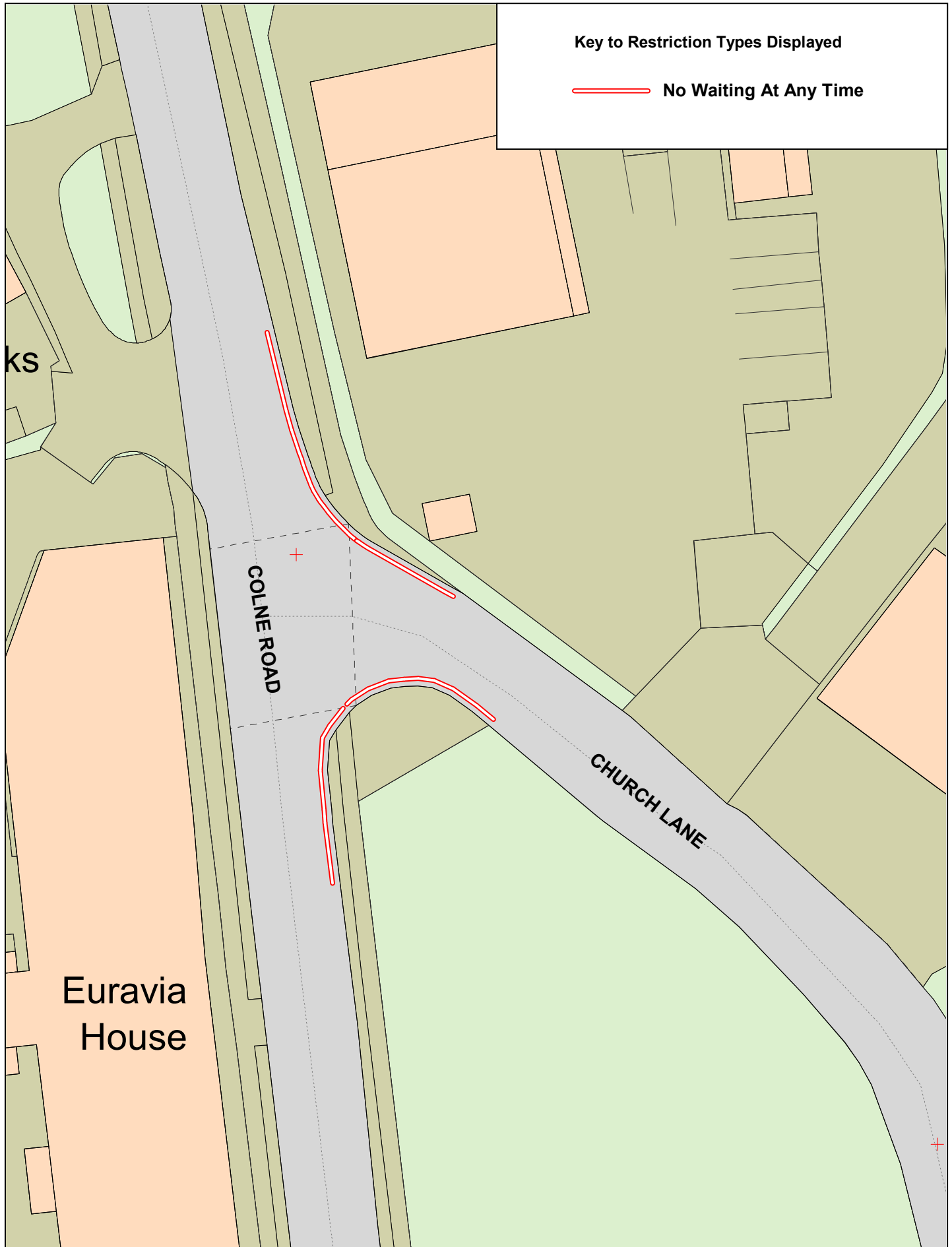


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Key to Restriction Types Displayed

 No Waiting At Any Time

Lancashire
County Council



A6 Garstang Road, Fulwood

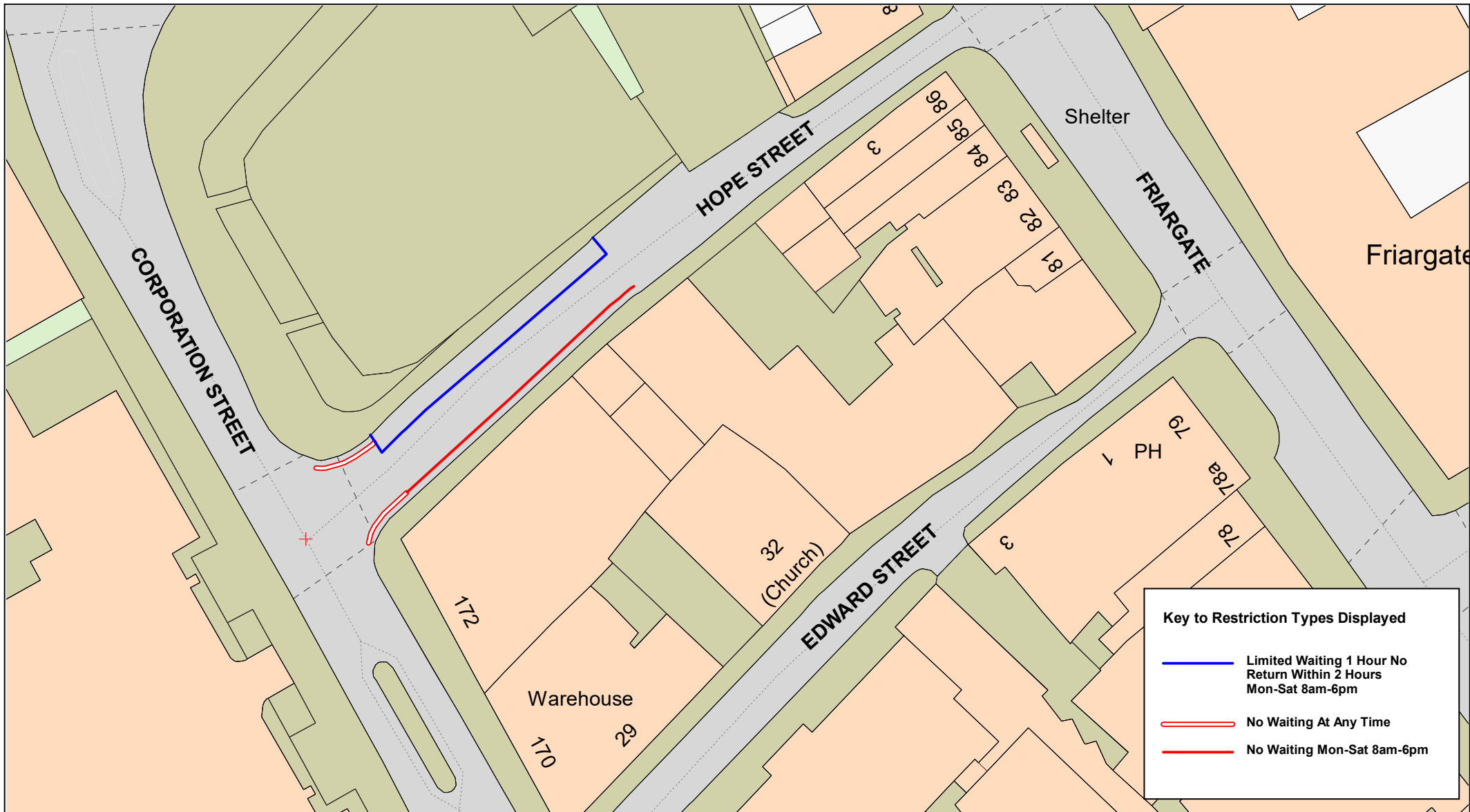


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SCALE	1 : 500
DATE	14/03/2022
DRAWING No.	22-23(2)/.PR1-EM
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Key to Restriction Types Displayed

-  Limited Waiting 1 Hour No Return Within 2 Hours Mon-Sat 8am-6pm
-  No Waiting At Any Time
-  No Waiting Mon-Sat 8am-6pm



Hope Street, Preston



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SCALE	1 : 500
DATE	30/05/2022
DRAWING No.	22-23(2)/PR2-TP
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Key to Restriction Types Displayed
 — No Waiting Mon-Fri 8am-5pm

Lancashire
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Singleton Close, Fulwood



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SCALE	1 : 750
DATE	30/06/2022
DRAWING No.	22-23(2)/PR3-MC
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Key to Restriction Types Displayed

 No Waiting At Any Time



Bucklands Avenue, Preston
Haig Avenue, Preston

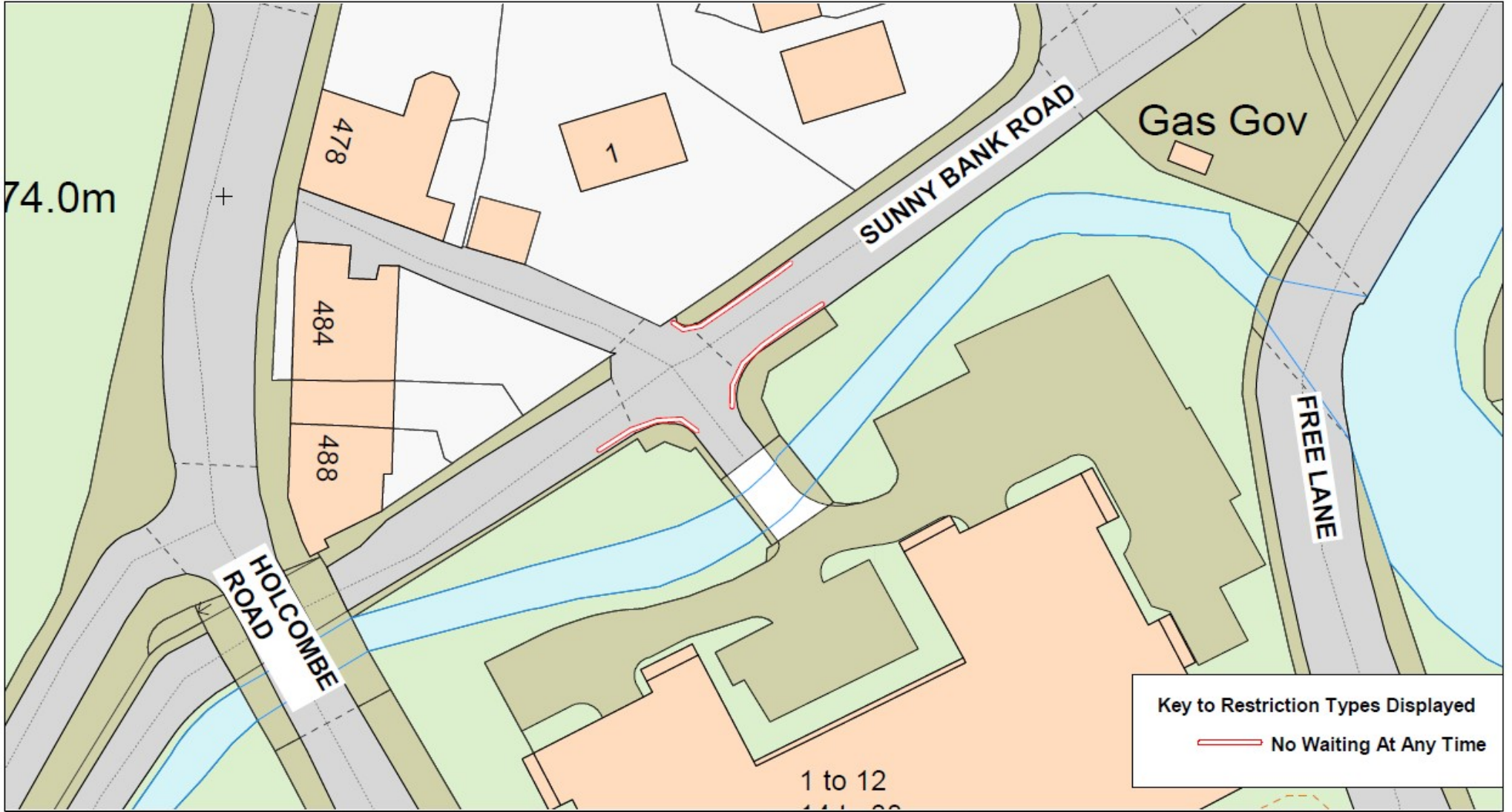


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SCALE	1 : 500
DATE	30/06/2022
DRAWING No.	22-23(2)/PR4-MC
DRAWN BY	JC
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Key to Restriction Types Displayed

 No Waiting At Any Time

Lancashire
County Council



Sunny Bank Road, Helmshore

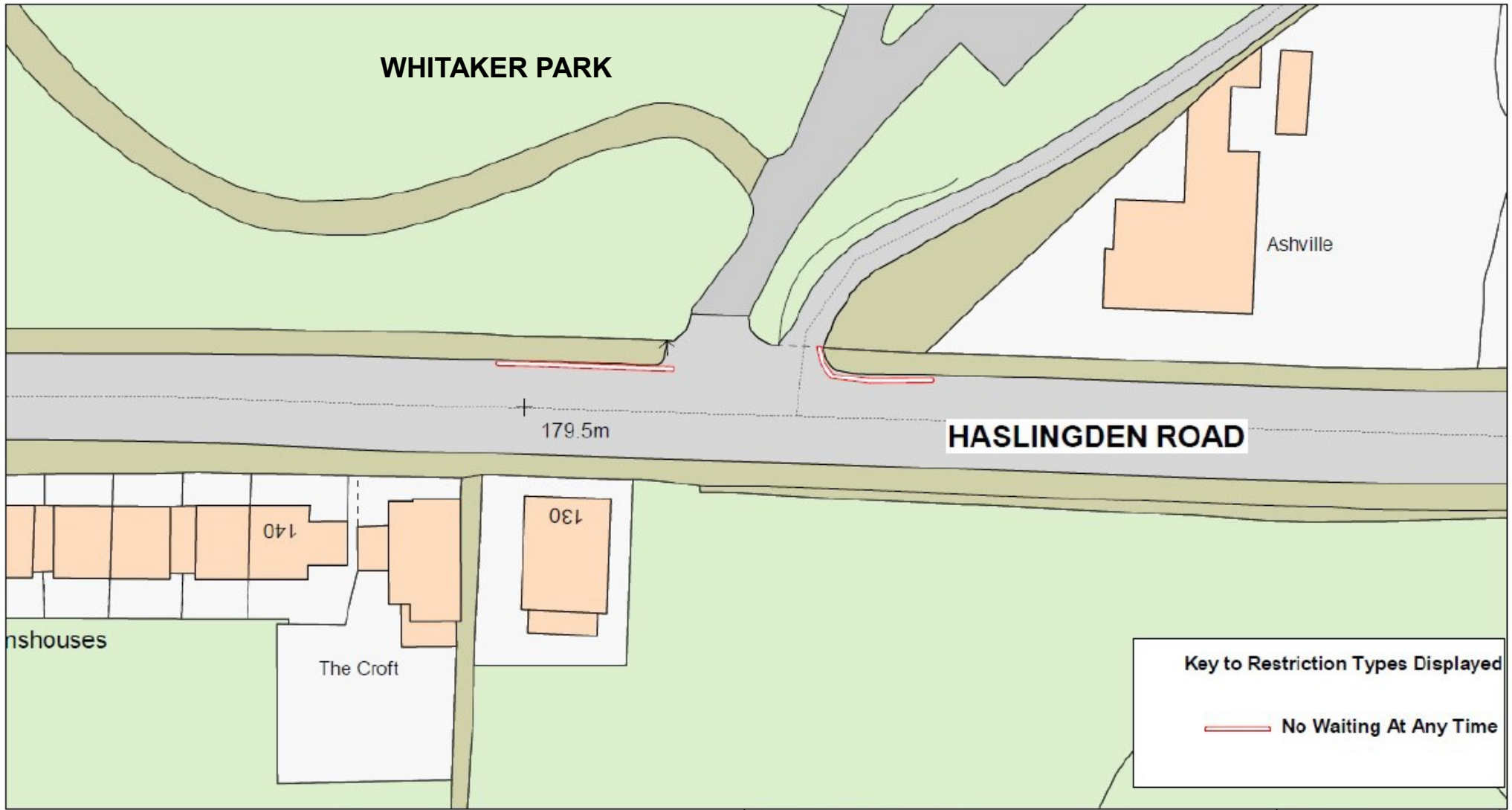


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DATE	14/03/2022
DRAWING No.	22-23(2)/RO1-CH
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Key to Restriction Types Displayed

 No Waiting At Any Time

Lancashire
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Haslingden Road, Rawtenstall





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DATE	14/03/2022
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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Loading/Unloading At Any Time



**Unadoped Bus Turning Circle
Gable End 3 Burnley Road East,
Waterfoot**



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Key to Restriction Types Displayed

 **No Waiting At Any Time**

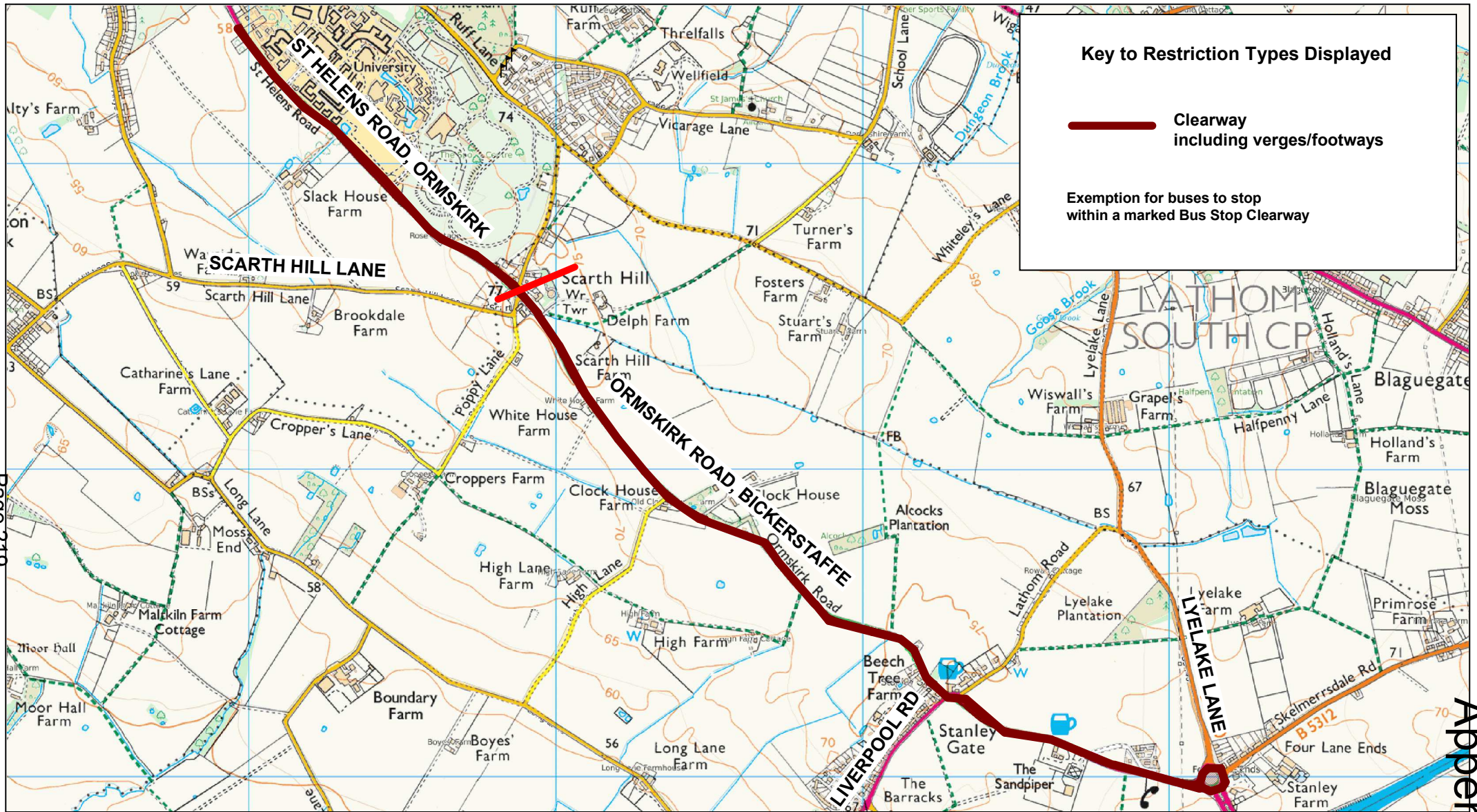


Prospect Road, Rawtenstall



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SCALE	1 : 750
DATE	30/05/2022
DRAWING No.	22-23(2)/RO4-CH
DRAWN BY	JC
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A570 Clearway

**St Helens Road, Ormskirk
Ormskirk Road, Bickerstaffe**

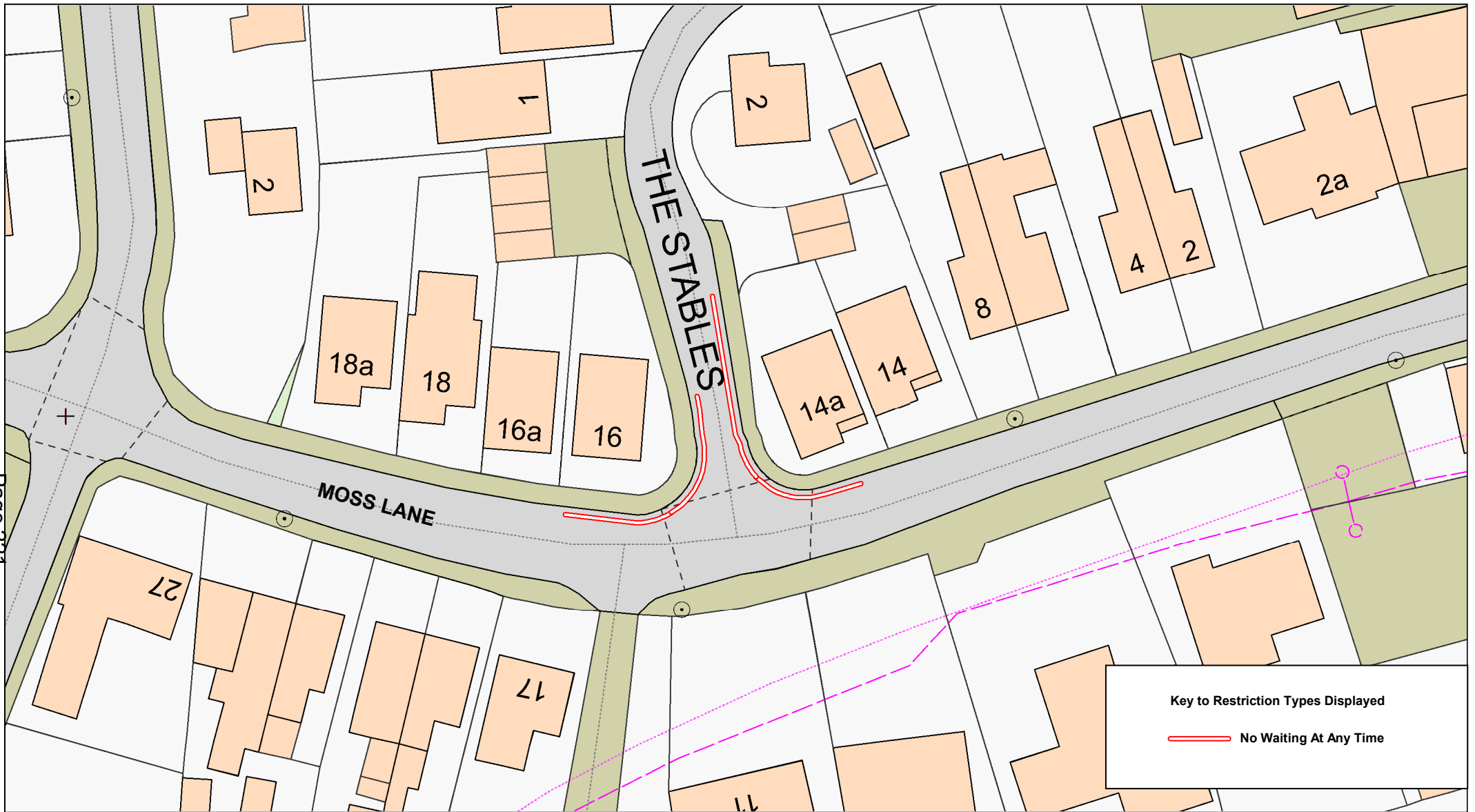


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SCALE	1 : 17000
DATE	28/07/2022
DRAWING No.	22-23(2)/WL1-CN
DRAWN BY	TJP
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Key to Restriction Types Displayed

 No Waiting At Any Time



**The Stables, Hesketh Bank
- Moss Lane, Hesketh Bank**




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SCALE	1 : 500
DATE	30/05/2022
DRAWING No.	22-23(2)/WL3-KP
DRAWN BY	JC
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Key to Restriction Types Displayed	
	No Waiting At Any Time



Lancashire
County Council

Back Lane, Skelmersdale

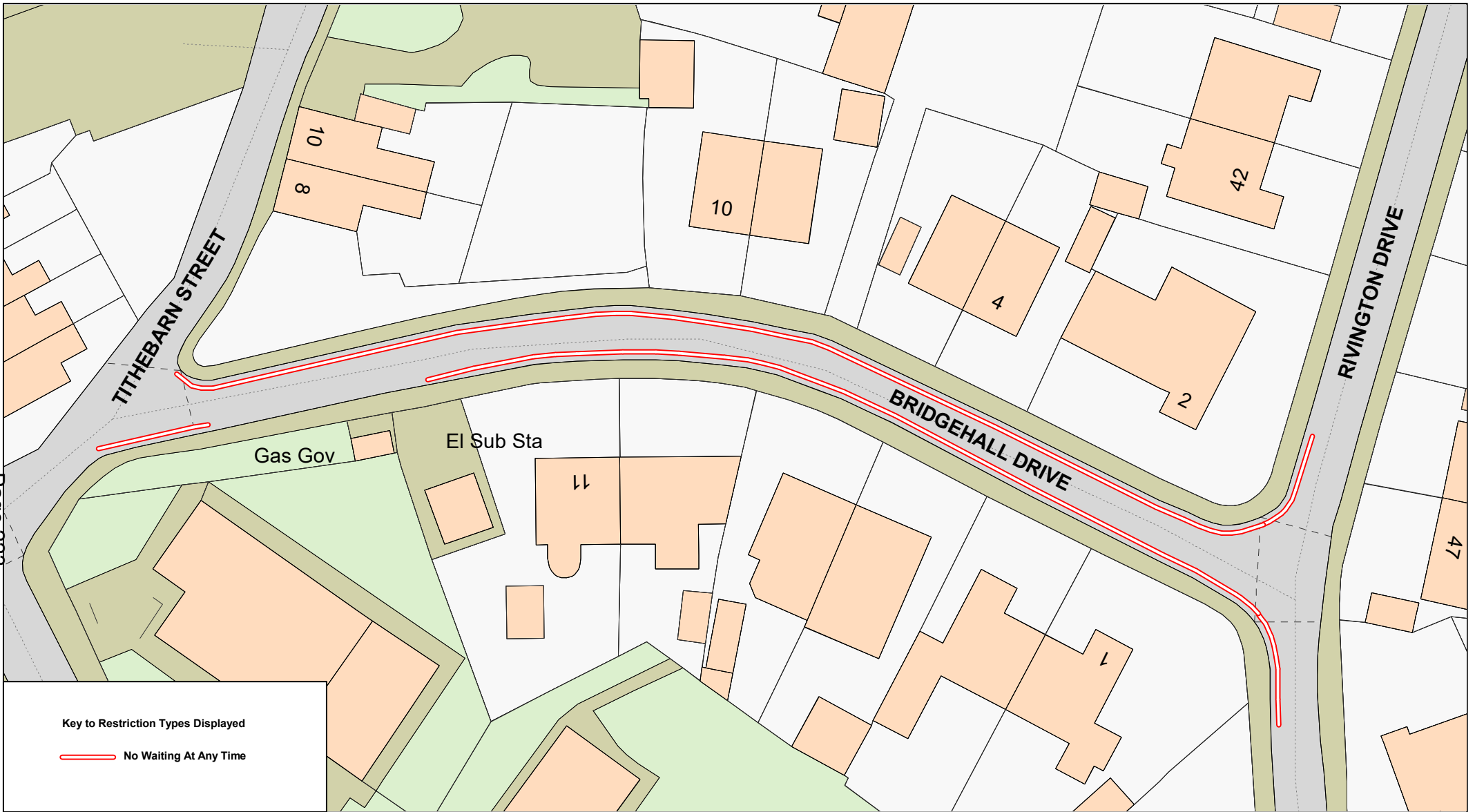


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SCALE	1 : 500
DATE	30/05/2022
DRAWING No.	22-23(2)/WL4-KP
DRAWN BY	JC
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Key to Restriction Types Displayed

 No Waiting At Any Time



**Bridgehall Drive, Up Holland-
Rivington Drive, Up Holland**

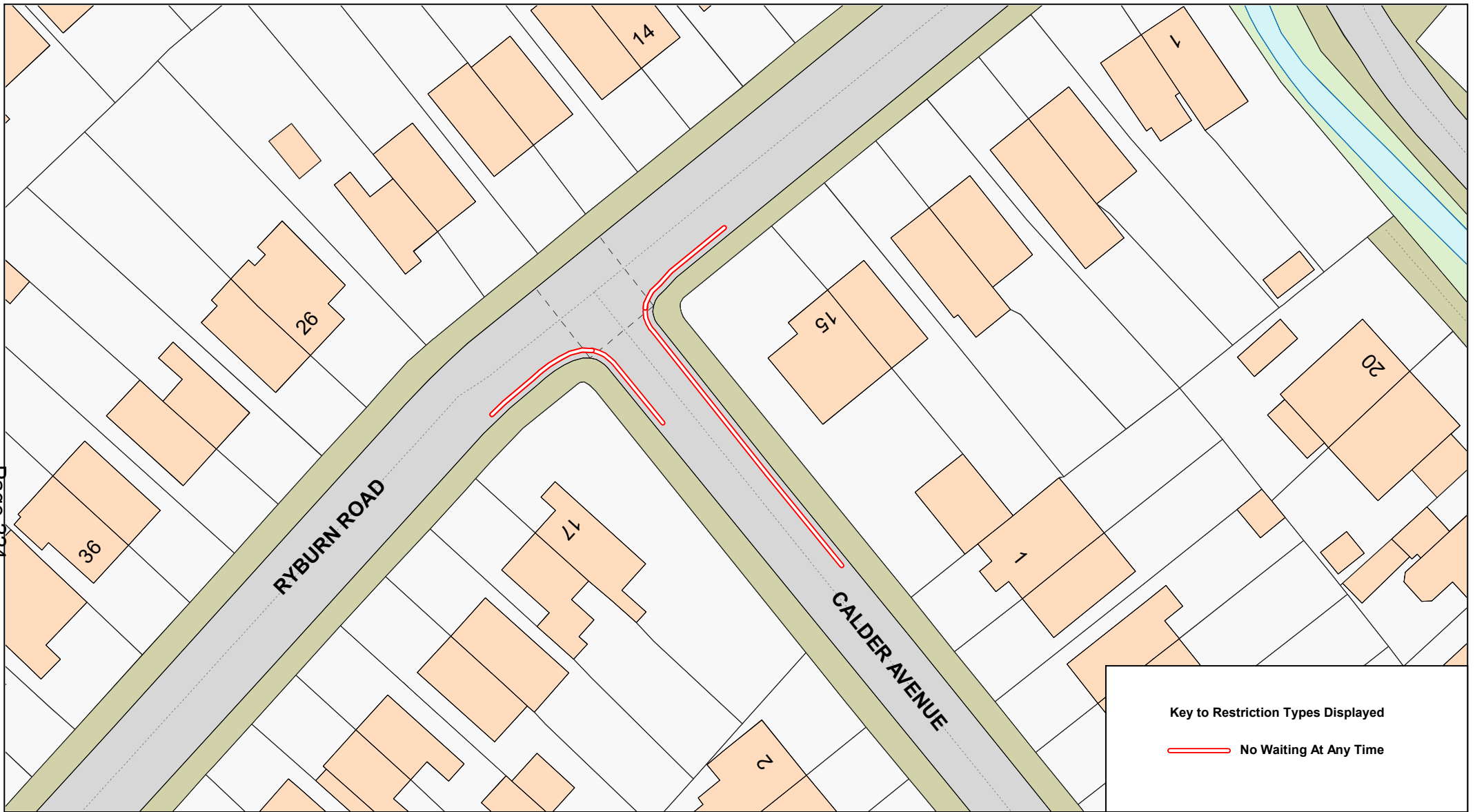


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SCALE	1 : 500
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DRAWN BY	JC
	Scale with care as distortion may occur




Key to Restriction Types Displayed

 **No Waiting At Any Time**



Lancashire
County Council

**Calder Avenue, Ormskirk-
Ryburn Road, Ormskirk**



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Phil Durnell
**Director of Highways
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Key to Restriction Types Displayed

 No Waiting At Any Time



Calder Avenue, Ormskirk
Ryburn Road, Ormskirk

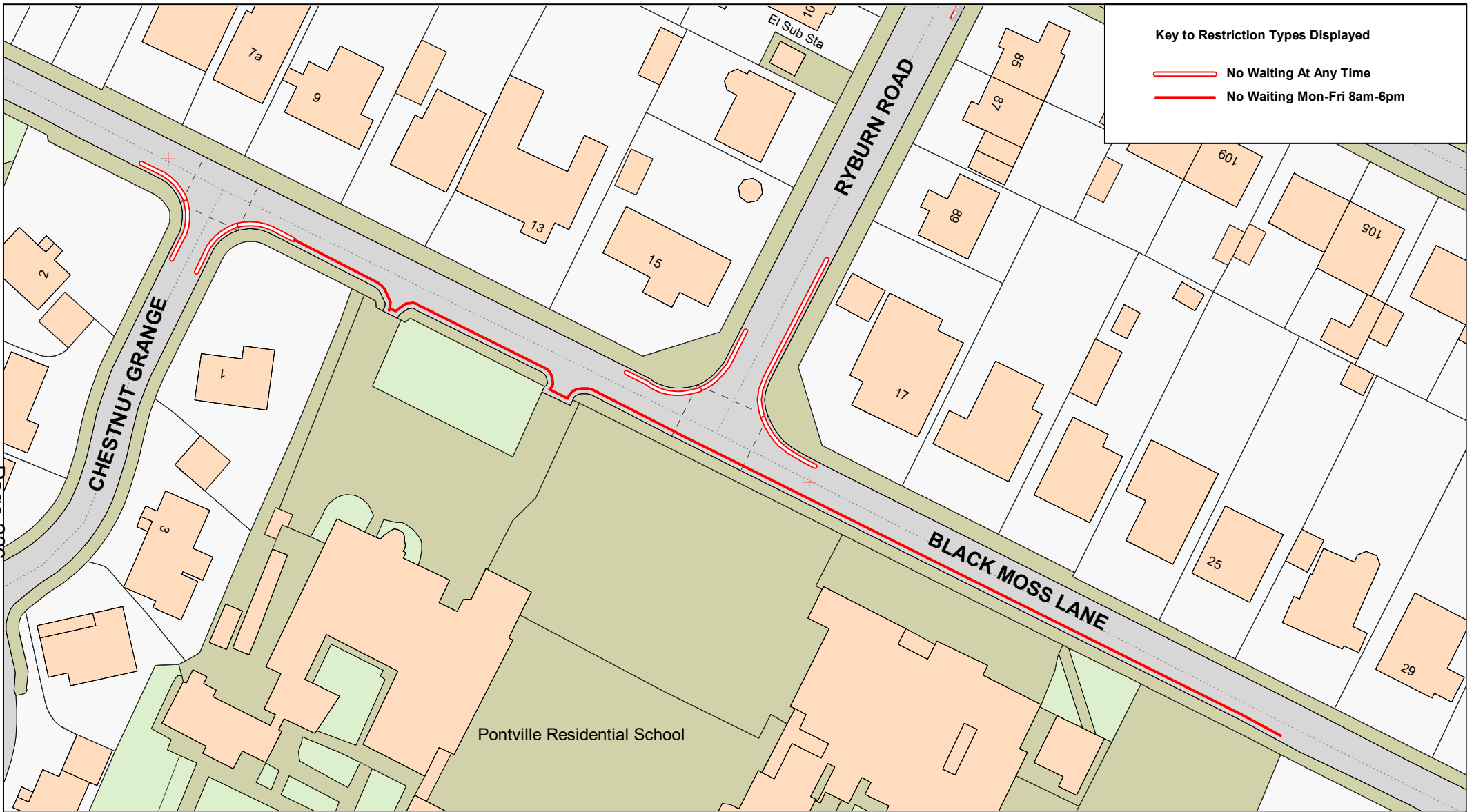


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Ryburn Road, Ormskirk
Black Moss Lane, Ormskirk
Chestnut Grange, Ormskirk



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Key to Restriction Types Displayed

 No Waiting At Any Time



The Paddock, Rufford
Holmeswood Road, Rufford
Flash Lane, Rufford

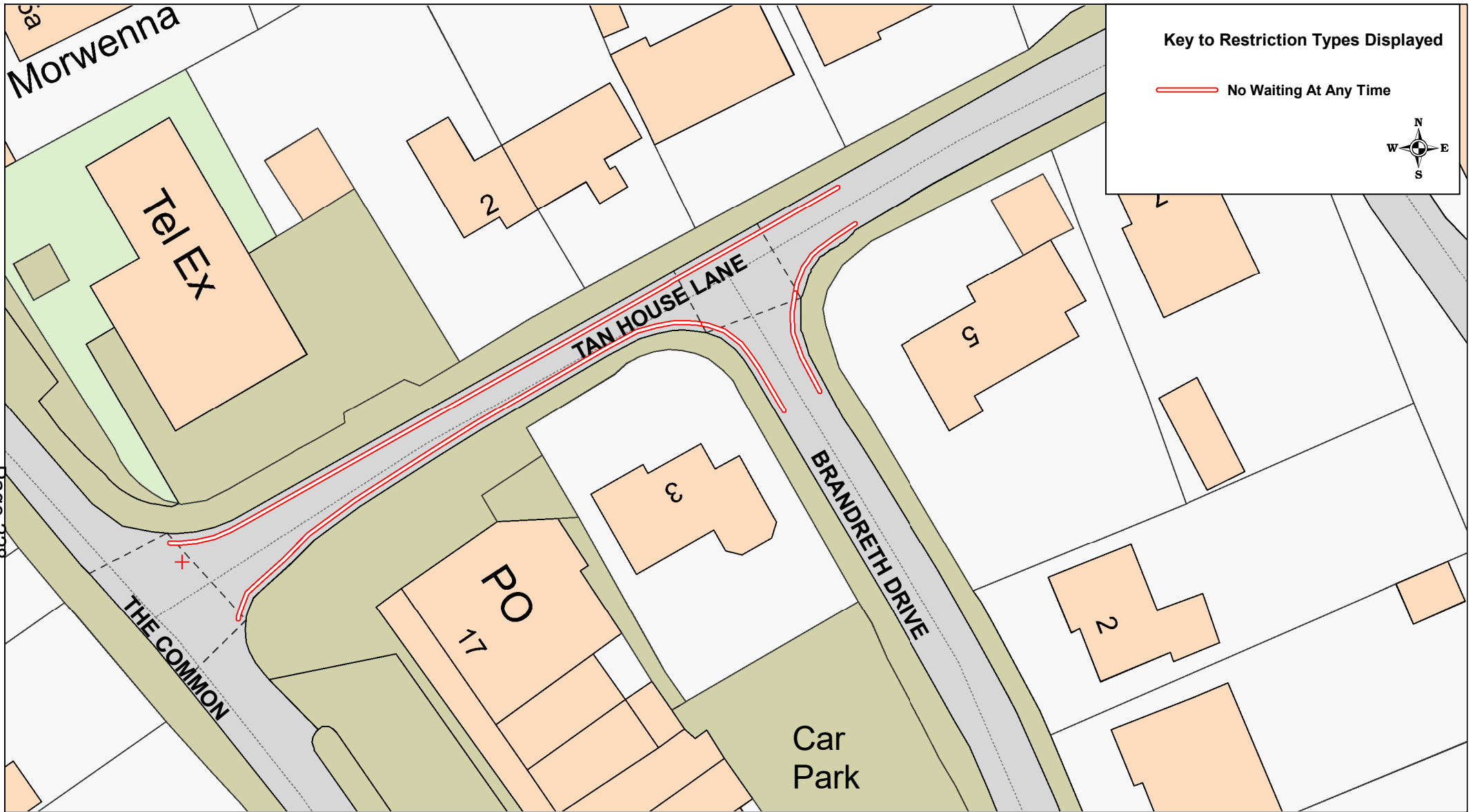


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SCALE	1 : 750
DATE	31/05/2022
DRAWING No.	22-23(2)/WL9-KP
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Page 228



**Tan House Lane and
Brandreth Drive,
Parbold**

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SCALE	1 : 500
DATE	15/06/2022
DRAWING No.	22-23(2)/WL10-KP
DRAWN BY	TJP
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Appendix I



Key to Restriction Types Displayed

 **No Waiting At Any Time**



Rossall Road, Thornton Cleveleys
 Westmorland Avenue,
 Thornton Cleveleys

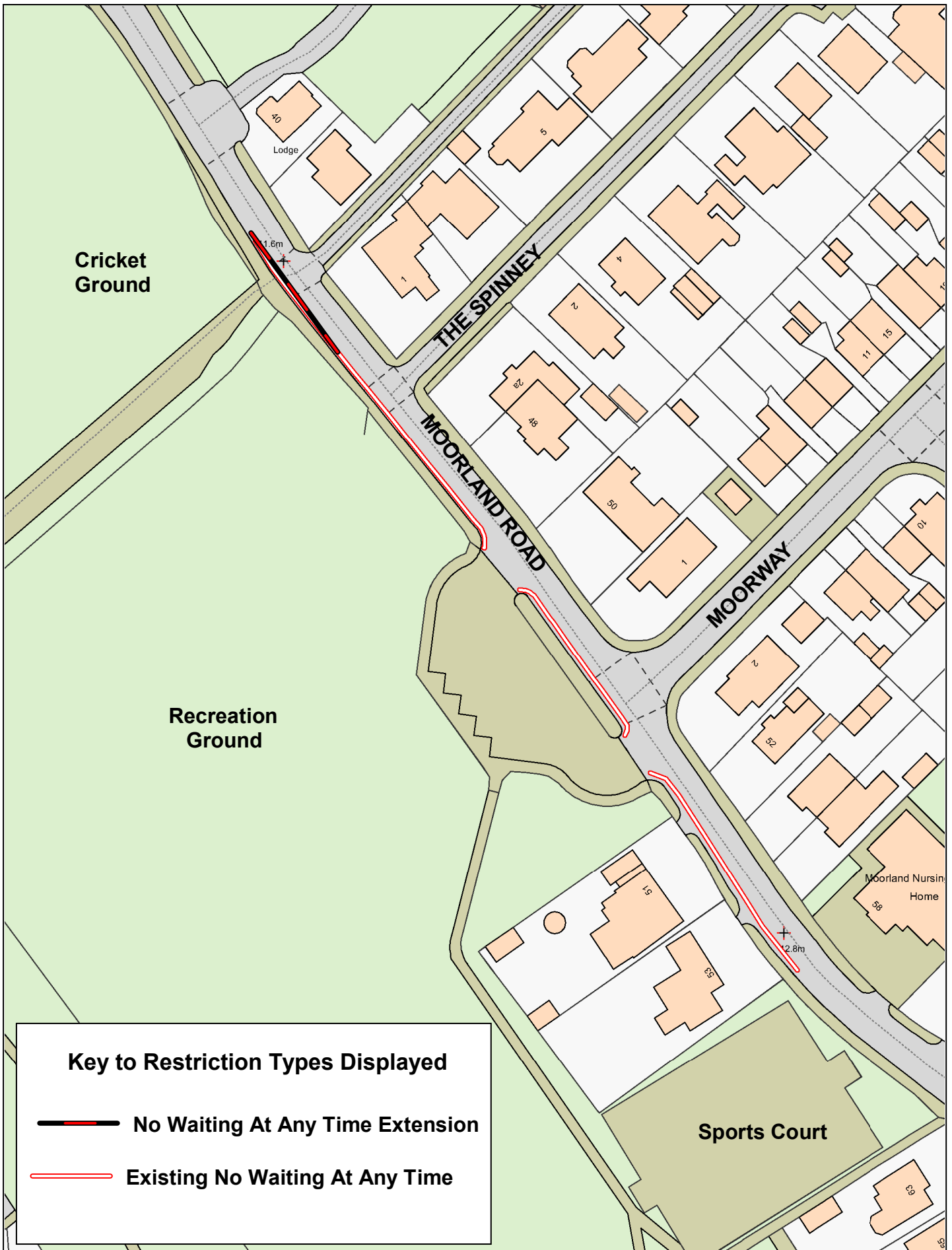


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SCALE	1 : 750
DATE	31/05/2022
DRAWING No.	22-23(2)/WY1-SR
DRAWN BY	JC
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Key to Restriction Types Displayed

 No Waiting At Any Time Extension

 Existing No Waiting At Any Time



**Moorland Road,
Poulton-Le-Fylde**



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SCALE	1 : 1000
DATE	17/06/2022
DRAWING No.	22-23(2)/WY2-SR
DRAWN BY	TJP
	Scale with care as distortion may occur

Countywide Parking Order – Statement of Reasons

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

- New proposals in Burnley, Pendle, Preston, Rossendale, West Lancashire, and Wyre
- Reduction of restrictions in Burnley and Pendle
- Formalising of existing restrictions in Burnley, Chorley, Hyndburn, Pendle, and Preston
- Rectification of discrepancies in current order in West Lancashire

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

- 1) New proposals to address safety concerns

Road Name	Engineers Statement of Reasons
BURNLEY	
<p>Lindsey Park and Brownside Road, Worsthorne</p> <p>(Drawing No. 22-23(2)/BU2-MB)</p>	<p>There is an increased demand for parking in the area with vehicles frequently parking up to the junction which is preventing road users accessing and exiting Lindsay Park.</p> <p>"The purpose of this proposal is to provide junction protection to ensure that road users can navigate this junction without obstruction. The proposal would prevent vehicles parking close to the junction and ensure that unobstructed access can be maintained in the interest of road safety".</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);
<p>Abingdon Road and Wytham Street, Padiham</p>	<p>Reports suggest the vehicles frequently park up to the junction on Abingdon Road making it difficult for road users exiting Wytham Street.</p> <p>"The purpose of this proposal is to provide junction protection to ensure that road users have manoeuvring space at this junction with improved visibility.</p> <p>The proposal would prevent vehicles parking close to the junction ensuring unobstructed access and visibility whilst also protecting the existing dropped crossing on Wytham street to ensure that pedestrians can cross the footway without obstruction".</p>

<p>Drawing No. 22-23(2)/BU4-MB</p>	<p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic including pedestrians);</p>
<p>PENDLE</p>	
<p>Dockray Street, Colne</p> <p>Drawing No. 22-23(2)/PE1-MW</p>	<p>"The purpose of this proposal is to prevent vehicles parking in a manner which obstructs the entrance to the adjacent business premises. This is to ensure deliveries by goods vehicles can be made safely and effectively".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic including pedestrians);</p>
<p>Melling Court, Colne</p> <p>Drawing No. 22-23(2)/PE3-MW</p>	<p>"The purpose of this proposal is to extend the existing double yellow lines on Melling Court to ensure the passage of traffic by preventing obstructive parking on Melling Court from its junction with Cragg Street."</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic including pedestrians);</p>
<p>Sandy Lane, Barrowford</p> <p>Drawing No. 22-23(2)/PE5-MW</p>	<p>"The purpose of this proposal is to introduce new double yellow lines to prevent obstructive parking on the south side of Sandy Lane where the road narrows between nos. 21 and 23. This is to ensure the free passage of vehicles along this section of Sandy Lane and to ensure vehicles cannot park in an obstructive manner causing access issues for the residents at this location. "</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic including pedestrians);</p>
<p>Colne Road and Church Lane, Kelbrook</p>	<p>"The purpose of this proposal is to improve visibility for vehicles navigating the junction of Church Lane and Colne Road by introducing double yellow lines to prevent parked vehicles obstructing visibility".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p>

Drawing No. 22-23(2)/PE6-MW	(c) for facilitating the passage on the road or any other road of any class of traffic including pedestrians);
PRESTON	
A6 Garstang Road, Fulwood, Preston	<p>Concerns have been raised regarding vehicles parking along Garstang Road, often on the footways, at its junctions with Highgate Avenue and The Triangle. This parking is affecting emerging driver's sightlines, compromising pedestrian safety, general access/egress, and traffic movement along the road.</p> <p>"The purpose of this proposal is to remove obstructive parking to assist with the general movement of traffic and sightlines. The proposal will also improve access for deliveries to the residential properties and general road safety in the area".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p>
Drawing No. 22-23(2)/PR1-EM	(c) for facilitating the passage on the road or any other road of any class of traffic including pedestrians);
Singleton Close, Fulwood, Preston	<p>Concerns have been raised by residents regarding vehicles parking in this location causing an obstruction for road users, pedestrians and residents entering and exiting their driveway.</p> <p>To address the issue, Officers are proposing a 'No Waiting Mon-Fri 8am-5pm' restriction to remove obstructive parking Improving access for deliveries to the residential properties and assist with the general movement of traffic along the roads and at their junctions with other roads</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p>
Drawing No. 22-23(2)/PR3-MC	(c) for facilitating the passage on the road or any other road of any class of traffic including pedestrians);
Bucklands Avenue and Haig Avenue, Fulwood, Preston	<p>Following concerns raised by Preston City Council regarding refuge vehicles having problems accessing Bucklands Avenue due to parking in this location causing an obstruction resulting in missed collections and subsequent complaints from residents. Officer proposed introducing no waiting at any time restriction at the junction of Bucklands Avenue and Haig Avenue</p> <p>Site visits carried out on different days and at different times of the day confirmed the concerns that had been raised by Preston City Council. Vehicles were parked on the corner of Bucklands Avenue and Haig Avenue causing an obstruction. This Proposal will remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions, improving access for deliveries to the residential properties.</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p>

Drawing No. 22-23(2)/PR4-MC	(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
ROSSENDALE	
Sunny Bank Road, Helmshore	"The purpose of this proposal is to remove the potential to park near to the junctions and along this section of Sunny Bank Road. The proposals will improve sightlines and provide unobstructed access into Aldenbrook for vehicles wishing to use this road, in turn helping to maintain the flow of traffic and thereby increasing safety for all highway users". 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)
Drawing No. 22-23(2)/RO1-CH	
Haslingden Road, Rawtensall (Whitaker Park entrance)	"The purpose of this proposal is to remove the potential to park near to the entrance road into Whitaker Park restoring sight lines, providing unobstructed access into Whitaker Park and in turn help to maintain the flow of traffic and thereby increasing safety for highway users". 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)
Drawing No. 22-23(2)/RO2-CH	
Bus Turning Circle, Gable End 3 Burnley Road East, Waterfoot	"The purpose of this proposal is to remove the potential for vehicles to enter this area and park in a manner that is currently restricting access and manoeuvrability for busses within the unadopted turning circle, thereby increasing safety for all highway users". 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)
Drawing No. 22-23(2)/RO3-CH	
Prospect Road, Rawtenstall	"The purpose of this proposal is to remove the potential to park along these sections of Prospect Road improving sight lines and provide unobstructed manoeuvrability for vehicles wishing to use the road, in turn helping to maintain the flow of traffic and thereby increasing safety for highway users". 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);
Drawing No. 22-3(2)/RO4-CH	

WEST LANCASHIRE	
<p>The Stables and Moss Lane, Hesketh Bank</p> <p>Drawing No. 22-23(2)/WL3-KP</p>	<p>"The purpose of this proposal is to provide space for drivers turning into The Stables from Moss Lane to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>
<p>Back Lane, Skelmersdale</p> <p>Drawing No. 22-23(2)/WL4-KP</p>	<p>"The purpose of this proposal is to provide space for drivers turning into Back Lane, from Ormskirk Road to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking"</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>
<p>Bridgehall Drive, and Rivington Drive, Upholland</p> <p>Drawing No. 22-23(2)/WL5-KP</p>	<p>"The purpose of this proposal is to facilitate the passage of vehicles along Bridgehall Drive and improve overall road safety by preventing parking which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads".</p> <p>The measures being proposed would:-</p> <p>Remove instances of obstructive parking along the road to ensure forward visibility in order to avoid vehicle conflicts.</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>
<p>Ryburn Road, Calder Avenue, Black Moss Lane and Chestnut Grange, Ormskirk</p> <p>Drawing Nos. 22-23(2)/WL6-KP 22-23(2)/WL7-KP 22-23(2)/WL8-KP</p>	<p>"The purpose of this proposal is to facilitate the passage of vehicles along Black Moss Lane and improve overall road safety by preventing parking which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads.</p> <p>The proposals also provide space for drivers turning into Calder Avenue and Ryburn Road to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>

<p>Holmeswood Road, Flash Lane and The Paddock, Rufford</p> <p>Drawing No. 22-23(2)/WL9-KP</p>	<p>"The purpose of this proposal is to facilitate the passage of vehicles along Flash Lane and improve overall road safety by preventing parking associated with the school which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads</p> <p>The proposals also provide space for drivers turning into Flash Lane and The Paddock from Holmeswood Road to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>
<p>Tan House Lane and Brandreth Drive, Parbold</p> <p>Drawing No. 22-23(2)/WL10-KP</p>	<p>"The purpose of this proposal is to provide space for drivers entering or leaving Brandreth Drive to complete the manoeuvre by keeping a section of road in proximity to the junction clear of obstructive parking".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>
<p>WYRE</p>	
<p>Rossall Road and Westmorland Avenue, Thornton-Cleveleys</p> <p>Drawing No. 22-23(2)/WY1-SR</p>	<p>The proposed restrictions on Rossall Road are to ensure sight lines when alighting Rossall Gardens are unobstructed. Investigations have shown that sight lines, particularly to the right-hand side, are heavily obstructed by vehicles creating a significant hazard even when taking due care and attention.</p> <p>"The purpose of this proposal is to remove obstructive parking which will assist with the general movement of traffic at its junction with Rossall Gardens and improve general road safety for highway users.</p> <p>This proposal also tidies up the existing restrictions on the west side of Rossall Road, north of Rossall Gardens and the south side of Westmoreland Avenue at its junction with Rossall Road. This does not seek to alter the existing restrictions as marked on site, however, will allow for effective enforcement".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>

<p>Moorland Road, Poulton</p> <p>Drawing No. 22-23(2)/WY2-SR</p>	<p>"The purpose of this proposal is to extend the existing double yellow lines on the southwest side of Moorland Road approximately 8 metres north of the entrance to the Cricket Club inline with the northeast side to prevent vehicles parking in a manner which obstructs sightlines when exiting the entrance to the club</p> <p>Reasons under Section 1 of the RTRA</p> <p>(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;</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);</p>
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2) Reduction of restrictions that are no longer required

Road Name	Engineers Statement of Reasons
BURNLEY	
<p>Langham Street, Burnley</p> <p>Drawing No. 22-23(2)/BU1-MB</p>	<p>The restrictions at this location used to ensure that access could be maintained to a factory. Now that a new housing development has replaced the factory, there is no through route at this location and the restrictions are no longer required.</p> <p>"The purpose of this proposal it to remove a section of No Waiting at Any Time to provide additional parking spaces for residents in the local area".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(f) for preserving or improving the amenities of the area through which the road runs</p>
<p>Manchester Road, Burnley</p> <p>Drawing No. 22-23(2)/BU3-MB)</p>	<p>Prior to a recent resurfacing scheme, the road markings at this location had significantly faded. Reports and evidence suggested that vehicles have been parking on the faded markings. Collision records suggests that this did not have a detrimental impact on road safety.</p> <p>"The purpose of this proposal is to remove a section of No Waiting at Any Time to provide additional unrestricted parking availability for local residents and consumers of the businesses in the area whilst still maintaining manoeuvring space at a side road junction".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(f) for preserving or improving the amenities of the area through which the road runs</p>
PENDLE	
<p>Foster Road, Barnoldswick</p> <p>Drawing No. 22-23(2)/PE4-MW</p>	<p>"The purpose of this proposal is to reduce the amount of parking restrictions on the south side of Foster Road following the change of use of the old bus turnaround area, now housing.</p> <p>The proposal also tidies up the existing restrictions on the north side of Foster Road so the Order matches the restrictions on site allowing for effective enforcement. "</p> <p>Reasons under Section 1 of the RTRA</p> <p>(f) for preserving or improving the amenities of the area through which the road runs</p>

4) Proposals required to rectify discrepancies in the current orders

Road Name	Engineers Statement of Reasons
CHORLEY	
<p>Euxton Lane, Chorley, Euxton Lane, Euxton and West Way, Euxton</p> <p>Drawing No. 22-23(2)/CH2-CN</p>	<p>"The purpose of this proposal is to rectify an anomaly within the current Order where there is no exemption to the restriction to allow service busses to stop along the Clearway to allow passengers to board and alight.</p> <p>The inclusion of the amendment in this order is to add an exemption for buses to stop within marked Bus Stop Clearways along the Clearway for the purpose of allowing passengers to board or alight the vehicle".</p> <p>This proposal makes no change to the restrictions as they are marked and Signed on site.</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); (f) for preserving or improving the amenities of the area through which the road runs
WEST LANCASHIRE	
<p>St. Helens Road, Ormskirk Ormskirk Road, Bickerstaffe</p> <p>Drawing Nos. 22-23(2)/WL1-CN 22-23(2)/WL-2-KP</p>	<p>"The purpose of this proposal is to rectify an anomaly within the current Order where there is no exemption to the restriction to allow service busses to stop along the Clearway to allow passengers to board and alight.</p> <p>The inclusion of the amendment in this order is to add an exemption for buses to stop within marked Bus Stop Clearways along the Clearway for the purpose of allowing passengers to board or alight the vehicle".</p> <p>The proposal also amends the Order in relation to the existing No Waiting Monday to Friday 8am-6pm on the approach to the Clearway to ensure that the correct measurement is in the Order to allow for enforcement.</p> <p>This proposal makes no change to the restrictions as they are marked and Signed on site.</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); (f) for preserving or improving the amenities of the area through which the road runs

Signature: T Price

Date: 28/07/2022

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Highways and Transport

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;

Moving Traffic Enforcement Powers

(Appendices 'A' and 'B' refer)

Contact for further information:

Peter Bell, Tel: (01772) 536818, Regulation and Enforcement Manager,
peter.bell@lancashire.gov.uk

Brief Summary

Since the introduction of the Traffic Management Act 2004 legislation has been in place (but not enacted) to allow councils to undertake moving traffic enforcement. In 2022 the power was enacted, and councils can now apply to take on these powers. The Secretary of State extended the deadline for tranche 2 submissions to 13 January 2023, this report sets out an overview of the powers, the process of application and the potential start date if the application is successful.

Recommendation

Cabinet is asked to authorise the Regulation and Enforcement Manager, in consultation with the Cabinet Member for Highways and Transport, to submit a completed application, signed by the Chief Executive, for the provision of moving traffic powers in line with the requirements set out by Government and as set out in the report.

Detail

Since May 2022, local authorities with highways responsibilities, have been able to take on the powers for the enforcement of certain moving traffic offences, including yellow box junctions, one-way streets, and prohibited turns. These powers do not affect speed enforcement or obstruction of the highway which remain within the sole

remit of the police. Unlike the decriminalisation of parking enforcement in 2004 this process does not remove the ability for the police to enforce moving traffic contraventions. To be afforded these powers the council is required to apply to the Department for Transport. The current tranche of applications needs to be submitted by 13 January 2023 which if successful would result in the council being given the power to enforce by July 2023.

To provide enforcement at chosen locations the council will be required to utilise Automatic Number Plate Recognition cameras in the same way county bus lanes are enforced, using the same approved devices. In line with Government requirements during the first six months of enforcement warning notices must be issued for a first offence which allows the council to engage directly with drivers to educate them to the contravention that they have committed. A contravention results in a Penalty Charge Notice of £70 being issued with a 50% discount if paid within the first 21 days.

By taking on these powers, the council will be able to provide a more robust and effective enforcement provision on locations that cause concerns for residents and highway users. Effective enforcement and subsequent increases in compliance will support:

- Making roads safer
- Improving Air quality
- Improving journey times and reducing congestion

Some initial locations must be included in the application, however, once the powers have been granted the council will be able to consider other locations without having to apply to the Department for Transport each time. A full list of the restrictions that are included in the new moving powers is included in Appendix 'A'.

Applying for the powers

Before the council can apply for the enforcement powers several criteria have to be met. These have been clearly set out in Government communications and are set out below with an update of the council's position on progress:

- *"Consulted the appropriate Chief Officer of Police."* – the council has written to the Chief Constable of Lancashire Constabulary; at the time of writing this report the matter is being considered by the road policing department's Chief Inspector.
- *"Carried out a minimum 6-week public consultation on the detail of planned civil enforcement of moving traffic contraventions (rather than whether people agree with the principle of moving traffic enforcement), including the types of restrictions to be enforced and the location(s) in question. This is intended to communicate the rationale for, and benefits of, moving traffic enforcement to residents and businesses, and allow them the opportunity to raise any concerns"* – 4 sites have been selected and the 6-week consultation process, meeting the above requirements, is underway at the time of writing this report.
- *"Considered all objections raised and has taken such steps the council considers reasonable to resolve any disputes"* – Objections received up to the

drafting of this report are included with subsequent objections being reported as soon as the consultation period ends in time for Cabinet to consider all the submissions. These subsequent objections, if any, will be set out in Appendix 'B' which will be available in time for the meeting of Cabinet.

- *"Carried out effective public communication and engagement as the council considers appropriate, for example using local press and social media, and that this will continue up to the start of enforcement and for a reasonable period thereafter"* – Information has been posted on the county council's website, emails have been sent to all county councillors, and to district and parish councils. Posts have been issued on the county council's social media feeds and a press release issued that has resulted in press articles.
- *"Ensured all moving traffic restrictions to be enforced will be underpinned by accurate TROs, where applicable, and indicated by lawful traffic signs and road markings."* – A process for reviewing the restrictions is underway and will be completed prior to any enforcement being undertaken in 2023.
- *"Ensured all the relevant equipment has been certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions"* – The council's existing camera solution meets all the Vehicle Certification Agency and legal requirements and will be deployed to undertake the enforcement of the successfully consulted restrictions.

The Department for Transport has provided a template letter which can be completed to make the council's submission before 13 January 2023. The application is submitted by the Chief Executive of the council. It is therefore requested that approval, subject to the successful outcomes of the Chief Constable and public consultations, is given for this application to be submitted on behalf of the council.

Consultations

At the time of drafting this report the consultation process is underway and has received 162 submissions. The consultation has been widely promoted and feedback is via an online questionnaire or email. The questionnaire provides an opportunity to offer views on each of the 4 proposed locations, responses that "neither agree nor disagree" or "Don't Know" have been reviewed and their comments considered. Only responses that offer an agreement or disagreement to each of the sites will form the statistical data provided below for each location. The complete overview of the consultation responses following the end of the six-week period will be set out in Appendix 'B' which will be available at the end of the six-week period and prior to the meeting of Cabinet.

General comments

Some of the responses regarding the individual locations included general comments that were repeated across the survey and were not specific to the location being asked about, there was also an opportunity to provide general comments at the end of the survey these can be summarised as follows:

- The money spent on enforcement could be spent elsewhere making the highway better.
- Automatic Number Plate Recognition is a money-making scheme.
- More locations should be considered.
- More infrastructure for cyclist and pedestrians should be provided.
- The police should enforce these issues not the council.
- Speeding issues.
- What evidence has been used to choose these sites.

Officer comments

It is expected that moving traffic enforcement will be self-financing, meaning that any money spent introducing the scheme will be recovered through its operation, the level of abuse however is expected to be much lower than the existing bus lanes throughout the county. With changes to how camera enforcement is introduced, including a period of 1st offence warning notices, the aim is to ensure that compliance should be achieved through education with only the regular offenders receiving a financial penalty. Any surplus that is generated is subject to a clear set of legally defined areas in terms of how it can be spent. In Lancashire any surplus contributes to the highways and transportation services which includes infrastructure to encourage more cycling and walking.

The police also retain the power to enforce these locations alongside the many other moving traffic locations that are not being considered by the council at this time, ensuring a comprehensive enforcement regime is maintained to encourage compliance to the rules of the road.

A requirement of the application for moving traffic powers is the inclusion of some initial sites. Across the county there are several hundred possible locations that could be enforced as part of this process. Metrics that can support the introduction of enforcement includes – history of accidents, public complaints, air quality, network management, etc. Prohibition of turn and one-way streets are the simplest restrictions for drivers to understand and are less likely to be abused than, for example, yellow box junctions. Each of the locations were identified by officers as having accidents, observed abuse and/or complaints against them. If cameras are installed and compliance is achieved, then new locations will be considered in the future.

Individual comments were also received for each location:

1. **Charnley Street, Preston** – One way section of road
 - a. Vehicles regularly abuse the no entry/one way street to exit onto Corporation Street. The route is popular with drivers avoiding the bus gate on Fishergate.

42 Respondents agreed there was an issue at this location whilst 61 disagreed.



Comments included:

- 19 responses stated that they have witness the issue and supported enforcement whilst 14 stated they had never seen the problem.
- The enforcement of the one way will force car park users to undertake a large diversion route round the city when leaving.
- It should be two-way to let people avoid the bus lane.
- There have not been any accidents at this location.
- Signing is not clear.

Officer comments

Whilst currently more respondents disagree with this location officers have attended the site and witnessed vehicles moving against the one-way order, several of the responses against the enforcement of this section of road specifically stated that they went the wrong way to avoid 11am – 6pm Fishergate bus lane or diversion route. The signing will be reviewed and enhanced as part of the council application requirements. The Fishergate public realm works extended onto Corporation Street and the junction of Charnley Street has been built specifically for traffic entering Charnley Street, the conflict between cars exiting against the one way and the entering vehicles occurs at the narrowest point of the road which is where the pedestrian crossing point is located. The one-way section deters the rat running through the city centre that the bus lane was introduced to remove, making the road two way would encourage more traffic movements by providing a route through the centre rather than the preferred routes around the city centre.

2. **Ringway/Bow Lane** – prohibited movements (no right turn, no U-turn)
 - a. Bow lane junction of Ringway is often raised in complaints. Vehicles that ignore the prohibited movements can come into conflict with pedestrians crossing sections under a green man.

56 Respondents agreed there was an issue at this location whilst 52 disagreed.

Comments included:

- The U-turns are because of the road works in the city centre.
- Pedestrians don't use this junction so there is no conflict.
- Change the layout of the junction.
- The practice is a nuisance or dangerous to other drivers.

Officer comments

The junction of Ring Way and Bow Lane has received complaints for several years. Many of the complaints and abuse predate the road works that are occurring further along Ring Way. The site is signal controlled and has various pedestrian phases. The feedback is that the junction does not attract many pedestrian movements however it is noted in the responses those that do cross "take their lives in their risk when trying to cross Ringway". The junction has a record of 4 accidents in the last 5

years and receives regular complaints from road users. The junction, if the restrictions are followed, operates well and all traffic movements are managed by the signals. In previous years the police have offered enhanced enforcement and the council has placed temporary awareness signs to deter the abuse, the council will be able to offer a more comprehensive enforcement process that will ensure that the junction operates correctly.

3. Morecambe Road, Lancaster (Aldi) – Prohibition of Right turn

- a. Abuse of this prohibited turn results in vehicles coming into conflict with traffic on the busy main road that may be queuing to enter the junction on the right turn lane.

34 Respondents agreed there was an issue at this location whilst 37 disagreed, comments included:

- Respondents both reported never seeing this abuse with others seeing lots of abuse of this turn.
- Can the junction not be signalised?
- Other junctions along this road should be considered

Officer comments

The many respondents who were in favour reported near misses or witnessing accidents at this location. However, those who disagreed were split between some that didn't believe there was an issue and others who felt that the council should be looking at other junctions, introducing signals or not bothering enforcing the location. The junction has 3 recorded accidents in the last 5 years and the prohibited turn is in place to manage the conflict with traffic on the main road. Signalising the junction is not possible due to the proximity of the signalised pedestrian crossing point 45 metres away. Once the council has the powers to enforce moving traffic restrictions other junctions can be considered for enforcement but would also be required to go through the same 6-week consultation process.

4. Hyndburn Road, Accrington (McDonalds) – Prohibition of Right turn

- a. The location has had 2 accidents in the last 2 years. The junction has been designed to encourage the left turn only from west bound traffic, vehicles approaching from the West (Eastbound) should go round the roundabout to gain access to the site.

25 Respondents agreed there was an issue at this location whilst 24 disagreed.

Comments included:

- The majority of comments were in favour of this location Respondents both reported lots of near misses with only a few stating they had not seen the abuse occur.
- The manoeuvre is dangerous



Officer comments

The split of agree to disagree was numerically similar however the comments that were received were mainly in support of enforcing this location. As noted there have been accidents at this location, vehicles wanting to access the location only have to proceed ahead, go round the roundabout and then enter legally. The curve of the highway on the approach means that vehicles making the incorrect turn are not as visible to oncoming traffic hence the prohibited turn being put in place for safety.

Implications:

This item has the following implications, as indicated:

Risk management

Should approval not be granted to apply for the moving traffic powers within this cycle there would be a delay in the introduction of the powers for the council. The Department for Transport is actively encouraging councils, who can meet the deadlines for this tranche, to do so as there is no current plan for when the next cycle of applications will be considered. With the current time taken to move from application to launch (over 6 months) missing this application window (for a launch in 2023) will likely see powers be delayed to 2024 at the earliest.

Legal

Schedule 7 Part 4, paragraph 8 of the Traffic Management Act 2004 outlines what a moving traffic offence is in law.

The traffic signs subject to civil enforcement can be found in paragraph 8A and include the type mentioned previously in the report and outlined in Appendix 'A'.

Part 6 of the Traffic Management Act 2004 enable local authorities to use the powers.

The following Statutory Instruments brought the powers into force: -

Statutory Instrument 2022 No.71 The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022.

Statutory Instrument 2022 No.576 The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (England) Regulations 2022.

Statutory Instrument 2022 No.66 The Traffic Management Act 2004 (Commencement No.10 and Savings and Transitional Provisions) (England) Order 2022.

The above Statutory Instruments commenced on 31 May 2022.

Financial

Any location requiring enforcement will need the introduction of CCTV Automatic Number Plate Recognition camera solutions to allow enforcement, the cost for an approved fixed camera, including site analysis, power and commissioning will be approximately £20,000 - £25,0000 per site. It is expected that the introduction of the scheme will be cost neutral, and therefore any costs will be funded from income received from enforcement.

Camera locations will be regularly reviewed and if compliance has increased enforcement may no longer be required at a particular location, this allows the camera asset to be moved to other locations to maintain an effective and cost-effective enforcement regime.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate










N/A

















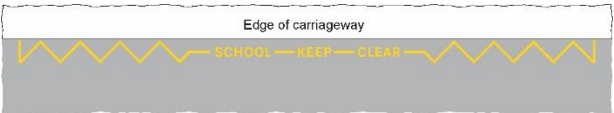
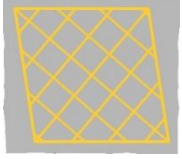
A List of Traffic Signs Subject to Moving Traffic Enforcement

Under Schedule 7 to the Traffic Management Act 2004 (“the 2004 Act”), restrictions indicated by the traffic signs in the table below, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: ‘TSRGD’) are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right.

The 2004 Act does not provide for the list of traffic signs on a selective basis, so all the contraventions will be available to when Lancashire take on moving traffic enforcement.

Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	

Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motorcycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	

Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10)	
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Highways and Transport

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;

Speed Indicator Devices - Updated Policy and Procedure

(Appendix 'A' refers)

Contact for further information:

Peter Bell, Tel: (01772) 536818, Regulation and Enforcement Manager,
peter.bell@lancashire.gov.uk

Brief Summary

Speed Indicator Devices are a popular tool to tackle speeding issues on the highway. The responsibility for considering requests for Speed Indicator Devices sits with the county council's Road Safety team; over the years a clear process and procedure has been developed and is operating effectively. This report seeks to establish this process and procedure as a formally adopted policy of the council.

Recommendation

Cabinet is asked to approve the adoption of the Speed Indicator Device Policy and Procedure, as set out at Appendix 'A', as a method for considering and implementing Speed Indicator Devices across Lancashire.

Detail

Speed Indicator Devices, more commonly referred to as SpIDs, have been utilised on highways across the country for many years, they are seen as an effective method of managing speeding and raising awareness to drivers. Most signs that are placed on the highway network should meet the requirements that are set out in the Traffic Signs Regulations and General Directions statutory instrument. Speed Indicator Devices have, however, not been included in the Traffic Signs Regulations

and General Directions which has always made their use of the highway less regulated.

Historically, the processes and rules surrounding the introduction of Speed Indicator Devices were fragmented and could depend on where or who was considering the requests. To tackle this disparate approach the responsibility of Speed Indicator Devices was centralised with the Road Safety Team and best practice documents started to evolve.

The latest version of the Traffic Signs Regulations and General Directions (2016) saw the government introducing more flexibility into the signing framework that councils must work within. The most relevant change in 2016 was the introduction in Schedule 13 Part 9 of "Other Temporary signs" which can now be used to regulate Speed Indicator Devices on the network. The Road Safety Team updated the best practice to reflect this new development in legislation and advice on how to treat signs that were put in place prior to these changes being adopted is also included in the document.

The council now has a robust procedure and policy that can be applied to Speed Indicator Device applications across the county ensuring that every application is considered under the same criteria. Furthermore, all existing Speed Indicator Devices have a clear set of guidelines that apply to them when replacements are sought.

The key requirement of a temporary traffic sign is that it must be in place for no longer than 6 months, this has been included in the policy, and several possible locations are always recommended for a Speed Indicator Device to allow it to be rotated to meet this requirement and also reduce the possibility of sign blindness or apathy by drivers. The policy seeks to apply a single exemption to this 6-month limit, mainly for solar powered units. The size and expense of moving a solar unit is disproportionate to the benefits that it brings to the highway, the council should be encouraging the use of renewables, and it is still recommended that the units are rotated to other locations, but it is accepted that this might be less frequently than the 6-month window the policy sets out.

Consultations

The document has been organically developing over several years with the principle affected users and the parish councils providing feedback or comment to help shape the policy. This finalised policy has been circulated to all parish councils, none of which have raised any issues or objections to the document.

Implications:

This item has the following implications, as indicated:

Risk management

The risk of not adopting this as a policy means that the document would remain as best practice only and could be challenged or be subject to pressure from applicants to accept less than satisfactory applications.



List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Speed Indicator Devices

Policy and Procedures

Version 1.3 – October 2022

SpIDs

Executive summary

For many years the difference between Speed Indicator Devices (SpIDs) and Vehicle Activated Signs (VAS) have not been clearly set out by the council and a clear set of rules and guidelines on SpIDs has been lacking. The legacy of signs that exist on the network, with fragmented ownership and maintenance liabilities has resulted in a reactive approach to requests for SpIDs. This document clearly sets out the requirements for SpIDs moving forward and seeks to set out some rules for legacy sites.

Introduction

This document sets out the differences between SpIDs and VAS with the aim of setting out the rules and procedures required for parish or town councils, who are seeking to install SpIDs in their local areas with the main aim of tackling speeding and inconsiderate drivers.

Background

SpIDs are used throughout the county as a safety or speed calming solution. Most have been purchased and are deployed by Parish and Town Councils. A SpID sign can be an effective tool to tackle perceived or actual speeding on the network. However, the longer a sign stays in one location the more likely it could lose its effectiveness that over time.

Any sign that is placed on the highway network to convey a message to a highway user should follow the rules set out in the Traffic Signs Regulations and General Directions 2016 (TSRGD2016)

SpIDs should not be confused with Vehicle Activated Signs (VAS) which provide an illuminated version of a prescribed traffic sign when triggered by a vehicle (although often linked to speed they can be activated by the height of a vehicle for example).

Technically a SpID can only be used as a temporary sign. These are covered under Schedule 13 Part 9 of the TSRGD2016 which allows the council the flexibility to introduce signs like SpIDs. Under these rules however the regulations place a limit of 6 months on temporary signs meaning that they cannot be left in place indefinitely at a single location. This time limit did not previously exist in the regulations and was introduced to support the government aims to reduce sign clutter and "Safeguard their effectiveness¹". It is for this reason the county will require SpIDs to be moved or taken down periodically to maximise the impact that they can have, subject to limited number of exemptions.

¹ Paragraph 9.1.3 – Chapter 1, Traffic Signs Manual

SpID vs VAS

As noted in earlier there is a distinct difference between a SpID and a VAS. The below images offer a clear distinction:



This is a typical SpID device. As a vehicle approaches the sign it checks the speed and if required illuminates a message which can include a speed, happy/sad face, safety message etc.



This is a VAS (Vehicle activate sign). In this example the sign is also activated by the speed of a vehicle but rather than presenting feedback to the driver it illuminates (when triggered) a standard traffic sign to warn the driver of an upcoming hazard

Legislation

SpIDs are not specifically prescribed in the Traffic Signs Regulations & General Directions but are widely used and accepted across the UK. As noted earlier the most relevant section of the TSRGD is Schedule 13, Part 9 of the 2016 regulations. This Schedule provides a raft of regulations that allow councils to place "Other temporary signs" on the network.

Whereas VAS signs are prescribed in the regulations and can be installed as permanent fixtures, signs that are introduced under Schedule 13 Part 9 are "Temporary" and have a 6-month limit when placed on the network. The 6-month limit was a new introduction as part of the latest TSRGD2016 and it was not prescribed in the previous versions of the statutory instrument.

Moving forward

To ensure compliance with Regulations whilst accepting that some signs were installed prior to the latest regulations the following rules will be applied to all SpIDs on the county council highway network.

Signs installed after 1st Jan 2022

Any SpID introduced after this date will be treated as a temporary sign in line with the rules set out under Schedule 13 Part 9 of the TSRGD2016. Therefore, the SpID must either be moved to a different point or location or taken down completely if no other site or location is available. This should be between 3 and 6 months of when it was placed at a given point or location. There then must be a break of at least 1 month before the sign can be returned to the same point or location it was moved or taken down from.

This will ensure compliance with Regulations and help to maintain the effectiveness of the signs.

The county council will apply a single exception to this requirement. In line with our aims to reduce our impact on the environment and supporting green technologies the council will waive the 6-month limit for those units that are solar powered, the increased complexity/cost of moving a solar unit is accepted as a challenge for town and parish councils and where the sign is agreed, on installation, to be self-supporting the council will apply a waiver to the 6-month rule. Units that require recharging or another form of power will be required to be moved in line with the above requirements.

Signs Installed between 2016 – 31st December 2021

SpIDs that were installed during this period should be subject to the temporary 6-month limit rules. However, it is accepted that there could be an unexpected financial burden if the council retrospectively applied the requirements set out above. It is therefore expected that SpIDs which were purchased for a sole location will be allowed to remain until it reaches its end of life. However, when a replacement is sought the requirement set out above will be applied, i.e. the SpID must either be moved to a different point or location or taken down completely if no other site or location is available. This should be between 3 and 6 months of when it was placed at a given point or location. There then must be a break of at least 1 month before the sign can be returned to the same point or location it was moved or taken down from.

Signs installed pre-2016

The regulation prior to 2016 did not place a time limit on the duration of a temporary sign. Signs installed prior to this date will be permitted to remain in a single location (if that is how they were installed) until the end of its operational life. When a replacement sign is sought the new requirements will be applied and further locations will need to be sought.

Data collection

Whilst the SpID will remain the property and responsibility of the party that purchases it the county council will need to know the make, model and technical specifications of the unit for our records. If the SpID is capable of collecting survey data whilst deployed the council would expect this to be declared as part of the installation process. Furthermore, it is a requirement that this data to be shared with the council on request.



SpIDs Procedure

The procurement and installation of SpIDs?– funded by Parish & Town Councils

1. The Parish/Town Council must confirm that funding has been identified and approved, and that there is a firm commitment to purchase a SpID, prior to involving LCC in any assessment / approval process.
2. The type of SpID intended must be communicated to LCC Speed Management Team as early in the process as possible. There is a weight limit restriction if mounting to a county lighting column. If mounting to a lighting column is intended, the unit should be no more than 0.3m² in size and no more than 20kg in total weight including the SpID unit, mounting bracket, batteries and solar panels, however a full review with the street lighting team will be required before approval can be provided as there are variances in the limits depending on the column as covered in item 5. Units will not be attached to concrete columns.

If the Parish/Town Council wish to purchase a battery powered SpID exceeding these limits, or a solar powered SpID, they must be mounted on a bespoke post to the correct specification.

Solar units must be agreed and approved with the council prior to installation to ensure that they are exempt from regular relocating as per rule 10.

3. A list of potential locations², where speeding is perceived to be a problem, should be compiled, specifying street lighting columns if possible, or alternatively grid reference co-ordinates. Consideration should also be given to:
 - a. The radar range on SpIDs between manufacturers may differ, this must be considered when identifying potential locations.
 - b. Consider how close the SpID is located to a speed limit change.
4. A Lancashire County Council representative will conduct a risk assessment on the intended locations, considering the following:
 - a. Visibility of SpID to drivers
 - b. Length and layout of approaching highway
 - c. Safe and legal parking needed for deployment of sign
 - d. Suitability of lighting columns
5. For battery powered SpIDs meeting the criteria, once the intended lighting column locations have been agreed, they each require a structural assessment to be carried out by the Street Lighting Team. In this case the Parish Council must provide a purchase order to LCC Street Lighting.

For solar powered or battery powered SpIDs exceeding the size and weight limit, requiring a bespoke post, there are two options for installation:

² Parish/Town Councils are responsible for consulting with any residents within the vicinity of the proposed sign, to ensure that they have no objections to the planned installation.



- Option 1
 - Posts may be installed by the sign supplier or a contractor. In this case the Parish/Town Council will need to contact lhsstreetworks@lancashire.gov.uk to request an Section 50 license (there is a license application fee for this), and the work must not commence until the license has been obtained.
 - Option 2
 - Posts may be installed by the LCC Street Lighting Team.
 - In this case the Parish Council must provide a purchase order to LCC Street Lighting for the installation of the bespoke post (and SpID unit if required).
6. Upon completion of the lighting column structural assessment, or the approved installation of the bespoke post, the Parish/Town Council can proceed with the purchase of the mounting plates / brackets.
 7. LCC will then arrange for the mounting plates / brackets to be installed at the approved sites.
The point at which the installation of the plates / brackets is being organised and carried out, is an ideal time to order the SpID unit, to optimise the warranty period.
 8. The initial installation of the SpID, and future movement between locations, must only be carried out by a competent person who has received appropriate training for the correct installation of the equipment, working at height and working within the highway.
It is the Parish/Town Council's responsibility to confirm that the person has received the appropriate training.
The person must also be provided with a suitable platform stepladder, high visibility jacket, hard hat, and steel toe-capped footwear, for their personal safety.
 9. The personnel being used by the Parish/Town Council for the initial installation and future movement of the SpID must be fully insured, and this must include public liability insurance, provided by the insurance policy belonging to the SpID owner.
 10. As these devices are deemed to be temporary, once the SpID equipment has been installed and is operational, the guidance outlined in the policy document for the duration period at the same location must be followed. The only exception to this being units that are solar powered and require no intervention (for example charging the batteries), can remain beyond the 6-month limit, however it is strongly recommended that they are moved periodically to maintain their effectiveness with drivers.
 11. The Parish/Town Council is responsible for any maintenance or repairs to signs, and bespoke posts that they own.
 12. Any costs incurred by Lancashire County Council for site inspections and installations will be recovered from the Parish/Town Council.



Racing limit

A racing limit is required to avoid unintended consequences of the introduction of a SpID. Unfortunately, some reckless and irresponsible drivers see SpIDs as a challenge to try and achieve a display of the highest speed possible, and a SpID installed without a display limit can inadvertently encourage racing at very high speeds.

It is therefore a requirement that SpIDs are purchased with an 'anti-race' facility (maximum display speed cut-off), with the cut-off limit being set at a maximum of 15mph above the posted speed limit.

If a SpID has been purchased prior to the issuing of this guidance, and it does not have a racing limit set, it is advised contact is made with the SpID supplier for further advice.

Contact us:

For further information on SpID purchase & installation in Lancashire, please contact SpeedManagement@lancashire.gov.uk

Speeding issues

The above email address is not to be used for reporting issues involving speeding vehicles which may need to be addressed with further action by Lancashire County Council and/or Lancashire Constabulary. Please report these concerns using: Lancashire Road Safety Partnership website [Speed Concern Submission. – Lancashire Road Safety Partnership \(lancsroadsafety.co.uk\)](http://lancsroadsafety.co.uk)

If residents witness regular incidents of nuisance or dangerous driving, they can contact the police directly either by the non-emergency telephone number: 101, or on the Lancashire Constabulary 'Do It Online' webpage ([Home - Lancashire Constabulary - Report Online](http://lancsroadsafety.co.uk)), with a record of the registration numbers of the vehicles (along with dashcam footage where applicable to assist in prosecution).



Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Highways and Transport

Part I

Electoral Divisions affected:
Burnley Central East; Burnley
North East

Corporate Priorities:
Delivering better services;

Town2Turf Public Realm Transformation

Contact for further information:

Gary Petherbridge, Tel: (01772) 534814, Highways Group Manager – Projects
gary.petherbridge@lancashire.gov.uk

Brief Summary

Burnley Borough Council (the Funder) has been successful in securing "Levelling Up Fund" monies for significant improvement works to the route between Burnley Town Centre and the Turf Moor Football stadium. Burnley Borough Council has confirmed it is willing to enter into an S278 Agreement for the delivery and payment of the works. Lancashire County Council Highways Operations will be the deliverer of the works to approved specification and the overall financial liability for the design and delivery of the works remains the responsibility of Burnley Borough Council.

This is deemed to be a Key Decision and the provisions of Standing Order C20 have been complied with. Compliance with Standing Order C19 was not possible due to only recently receiving confirmation of funding and knowing the need to commence works from 2 January 2023 to meet "Levelling Up Fund" funding conditions.

Recommendation

Cabinet is asked to:

- (i) Approve that the county council seeks to enter into a S278 Agreement under which it will accept staged payments totalling £5,755,866 from Burnley Borough Council along with any other additional financial provisions for the project that may be agreed.

- (ii) Approve that, payments received in connection with the agreement be added to the Externally Funded block of the 2022/23, 2023/24 and 2024/25 capital programme in advance of any application for payment from appointed contractors. It is estimated that the following expenditure will be incurred in each year as £1,553,595 (2022/23); £3,952,567 (2023/24); £249,704 (2024/25). The final wording of the S278 Agreement will be agreed under the present authorisations for S278 Agreements.

Detail

The Burnley Town2Turf scheme has been designed and will be funded wholly by Burnley Borough Council. There will be an agreement which will seek to manage the risks and manage the funding. The scheme has been brought forward as part of the continued improvement of the public realm and highway from Burnley town centre to Burnley Football Club's stadium at Turf Moor. These improvements will be achieved through the use of quality materials, widening of footways, removal of the roundabout at the junction of Yorkshire Street, Church Street and Centenary Way, decommissioning of the subway beneath Centenary Way and decluttering of the general street scene.

The detailed design for the scheme has been brought forward by Burnley Borough Council and partners with county council guidance and will be subject ultimately to county council approval and acceptance of the design. Burnley Borough Council currently has the scheme out for consultation, which will be completed prior to starting on site.

It is planned that construction works on site will commence in January 2023 with completion estimated to be July 2024 so long as agreement is reached under S278.

Consultations

As stated above the scheme is currently out for consultation.

Implications:

This item has the following implications, as indicated:

Risk management

The scheme is fully funded by Burnley Borough Council via funding secured from central government "Levelling Up Fund" in the sum of £5,755,866 with no liability attributable to the county council to meet any shortfall.

A S278 agreement, once agreed, will manage the financial position between Burnley Borough Council and the county council which will enable the payment of funds by Burnley Borough Council in a staged approach to align with the payment arrangements of the "Levelling Up Fund". The terms of the agreement will require Burnley Borough Council to pay all actual costs associated with the work, thus minimising the risk to the county council.



However, at present there is no signed agreement and the risk rests with Burnley Borough Council to comply with its funder deadlines; work will not commence until the agreements are in place.

Financial

The S278 agreement will cover all costs of the work but there may be some financial risk to the county council as the repayment profile may be later than the expenditure incurred though this will be short term and within financial years.

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, 1 December 2022

Report of the Director of Corporate Services

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Caring for the vulnerable;

**Statutory Social Care Annual Report on Complaints and Customer Feedback
2021-2022**

(Appendix 'A' refers)

Contact for further information:

Angela Esslinger, Tel: (01772) 533950, Complaints and Appeals Manager
angela.esslinger@lancashire.gov.uk

Brief Summary

Lancashire County Council has a legal obligation to publish a complaints and customer feedback report on social care statutory complaints on an annual basis. There are two statutory procedures, both different: one for children and young people's social care complaints and one for adult social care complaints.

The Statutory Social Care Annual Report on Complaints and Customer Feedback is set out at Appendix 'A'. The report is divided into separate sections for both adult and children and young people's services.

Recommendation

Cabinet is asked to note and comment on the Statutory Social Care Complaints Annual Report on Complaints and Customer Feedback for children and young people and adult services for 2021/22, acknowledging the associated learning, so that the county council can meet its legal obligations.

Detail

Complaints are used by the county council as an opportunity to learn and improve. As a direct result of complaints made in 2021-2022, the county council has learnt lessons and improved services as detailed within the annual reports.

Because complaints are an important tool to access customer satisfaction, the complaints team regularly reports on statistics and trends, attends management team meetings and also links in with managers to ensure that complaints which are upheld, result in continuous improvements for the county council. It is, of course, vital to learn the lessons from complaints and spot early trends if service delivery is going wrong. This is particularly important in order to embed learning, if new council processes are being implemented which impact negatively on the public.

Received complaints represented just over 1% of all active adult social care and children's social care cases throughout Lancashire in 2021/22. Following the disruption and a reduction in complaints caused by the pandemic during 2020, staff have been working in often challenging circumstances to provide social care to individuals. The good news is that, following a reduction in complaints due to the pandemic in 2020/21, complaints had continued to reduce by 15% across children's services. In adult social care, complaints had increased slightly but overall totals were still less than in pre-pandemic years.

Most complaints were found to be justified, and lessons learnt mainly centred around making improvements to the way the county council communicates with complainants and are detailed in Appendix 'A'.

The adult social care section is covered on pages 7 to 15. Just over a third of complaints (37%) had no aspect of their complaint upheld. It should be noted that people were more likely to compliment adult social care services rather than to complain. Compliments had increased by 7% from 616 in 2020/21 to 659 in 2021/22.

The children's section is covered on pages 16 to 23. Almost all complaints were justified. Only 9% of complaints had no aspect of their complaint upheld. Compliments were running at similar levels to 2020/21.

The overall numbers of statutory complaints received by the Ombudsman decreased by 11% from 99 in 2020/21 to 89 in 2021/22, although more complaints had proceeded to investigation. This reflected the Ombudsman's increased capacity, as additional investigators had been appointed.

The statutory report is made publicly available on the council website and shared with other interested agencies such as Ofsted, the Care Quality Commission and Healthwatch Lancashire.

Consultations

Operational social care teams, managers and directors have been consulted on the annual report and the learning from complaints that has been identified.



Implications:

This item has the following implications, as indicated:

Risk management

If an annual report on social care complaints and customer feedback is not published, the county council would be in breach of its statutory duties.

Equality and Cohesion and Human Rights

The extensive lessons learnt sections in Appendix 'A' outline improvements made to services, as a direct result of upheld complaints and listening to feedback from the county council's most vulnerable customers and their representatives. This has contributed positively to the general aims of the Public Sector Equality Duty particularly in relation to advancing equality of opportunity for those with protected characteristics. In terms of social care related issues, people are often from the age (both younger and older people) and disability protected characteristics groups.

List of Background Papers

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

Statutory Social Care Annual Report

Complaints and Customer Feedback

For the period 1 April 2021 to 31 March 2022

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Introduction

i. Background

Local authorities are legally required to establish complaints procedures to deal with complaints about their social care functions. The complaints procedure for children and young people is covered by the Children Act 1989 and the Department for Skills and Education produced guidance, 'Getting the Best from Complaints' (2006), which outlines the procedures which local authorities must have in place. For adult social care, this report is also produced in accordance with the requirements of the Local Authority Social Services and National Health Service Complaints Regulations (2009).

Lancashire County Council (LCC) is represented on the Committee of the National Complaints Managers Group (England) and the North West Complaints Managers Group, which comprises 23 local authorities. These groups aim to provide a forum where complaints staff can learn and share best practice, develop and implement local practice standards, discuss performance and problem solve. These groups are also consulted on proposed changes to legislation and learning from complaints by the Association of Directors of Adult Social Services and the Association of Directors of Children's Services.

ii. Purpose

The purpose of the Annual Report is to review the operation of the complaints process over a 12-month period, including statistical data, and to keep the council informed about complaint themes and how effective its current arrangements are for handling customer complaints. It offers an analysis of what the information obtained from the operation of the complaints process means for the council.

This report also includes information on compliments and comments received by the council.

iii. Period covered and data

The report covers the period 1 April 2021 to the 31 March 2022. The report makes extensive use throughout of data available from the Customer Feedback System which records all statutory social care complaints and feedback for the council. The statistical information presented within this report can be verified by reference to this database and is based on the date feedback is received. All percentages and costs are rounded to the nearest whole number.

Section One	Summary and Overview highlights the key messages from the report and gives the overall picture across the council
Section Two	Statistical data, analysis and learning in relation to Adult Social Care Services .



Section Three

Statistical data and further information and analysis and learning in relation to **all Children's Services**.

If you require any additional information please contact Lancashire County Council Complaints Team on 01772 539414 or email your request to complaintsandfeedback@lancashire.gov.uk



Section One: Summary and Overview all Complaints and Feedback

1.1 Executive Summary

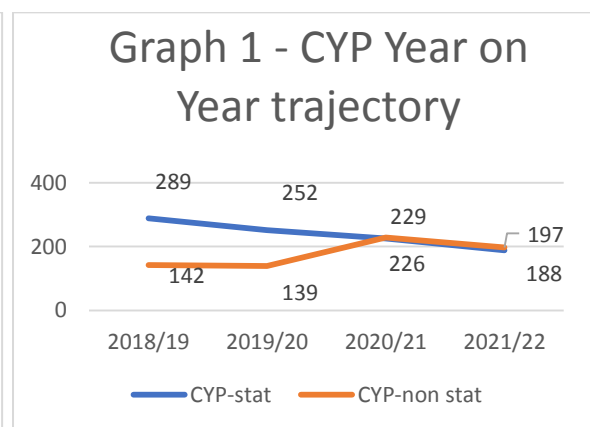
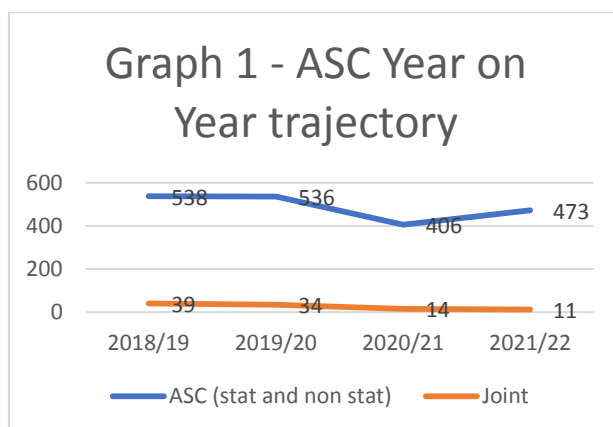
Complaints are used by the council as an opportunity to learn and improve. As a direct result of complaints in 2021/22 we have made improvements to processes and procedures. We have improved communication with customers and their families, made changes to policy and guidance and staff and managers have attended specific training sessions.

Following the disruption and a reduction in complaints caused by the pandemic during 2020, staff have been working in often challenging circumstances to provide social care to individuals. Complaints reduced by 15% across children’s services and in adult social care (ASC), complaints have increased slightly but overall totals are still less, than in pre-pandemic years. Most complaints investigated are upheld and found to be justified.

All the following narrative and graphs are based on closed complaints including some from 2020/21 which remained open on 1 April 2022.

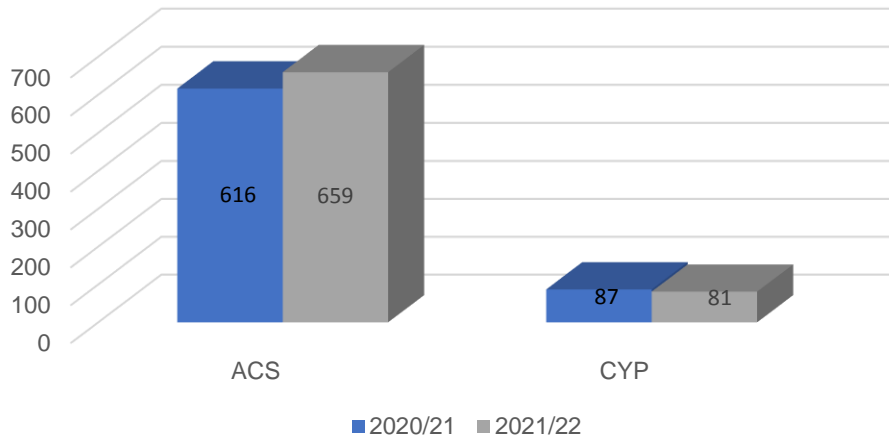
Graph 1 below shows 484 closed complaints about ASC. Included in this figure were 11 complex joint complaints with the NHS and 32 complaints investigated by the Local Government and Social Care Ombudsman (the Ombudsman). Children's social care (CSC) complaints fell by 20% (from 226 in 2020/21 to 188 in 2021/22). Non statutory children's complaints decreased from 229 in 2020/21 to 197 in 2021/22, of which 38% were Inclusion Service complaints. This is probably as a result of the effectiveness of more direct and open work between families and social care as improved working practices are now in place.

The overall numbers of statutory complaints received by the Ombudsman has decreased by 11% from 99 in 2020/21 to 89 in 2021/22, even though more have gone on to be investigated. This reflects the Ombudsman's increased capacity to investigate complaints, as they have appointed more investigators.



Graph 2 overleaf shows social care **compliments** increased from 703 in 2020/21 to 740 in 2021/22, mainly driven by increases in ASC positive feedback.

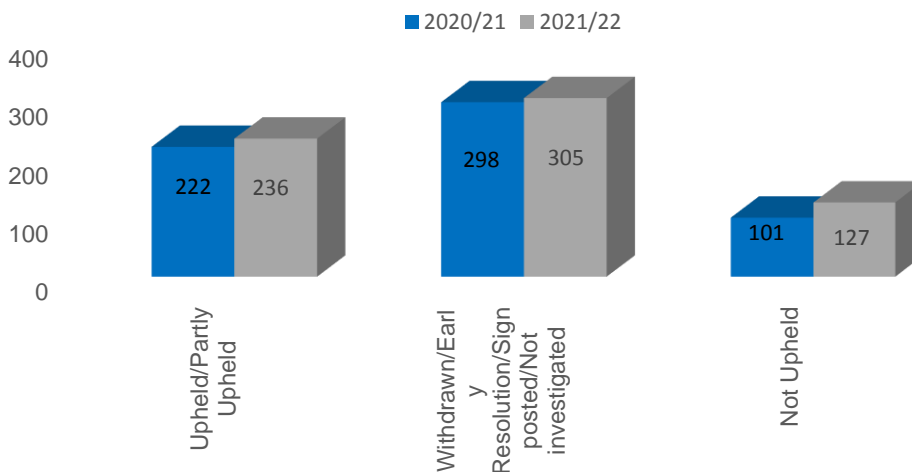
Graph 2 - Compliments



1.2 Statutory complaint trends and outcomes

The number of complaints as a percentage of total customer feedback has shown an increase to 63%, compared with 53% of all feedback being complaint related in 2020/21.

Graph 3 - Statutory Complaints by Final Outcome



Graph 3 above shows a breakdown in the number of statutory complaints by final outcome for all 672 closed complaints during 2021/22. 19% of all complaints were not upheld in 2021/22 and this is a slightly higher proportion as those not upheld in 2019/20. Over a third (35% of complaints) were justified by being upheld or partly upheld. Around half (45%) of complaints have also been resolved or withdrawn at an early stage in the complaints process. This figure has decreased from 48% in 2020/21.



In 2021/22 the total amount spent on investigations for statutory adult social care complaints was nil because all complaints in ASC were investigated internally. For children's social care it was £9308.85 which is an increase of over £2000 from the previous year due to commissioning more investigation reports at stage 2 of the complaint's procedure during the last financial year.

1.3 Ombudsman complaints received.

89 Ombudsman social care / education final decisions were received during 2021/22. Although this is a 11% reduction on the 99 Ombudsman social care and education final decisions received during 2020/21, the numbers of detailed investigations have increased by 9 CYP and 12 in ASC as a result of increased investigation capacity by the Ombudsman's Office.

The amounts paid in social care local settlements as a result of these decisions added up to a total of £9,800.40. This is about half the amount paid out in 2020/21.

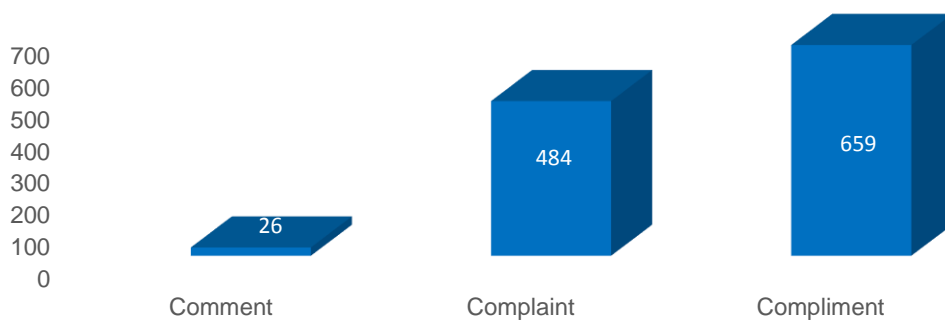


Section Two: Adult Social Care Feedback

2.1 Summary

Graph 4 shows a breakdown of ASC by feedback type. A total of 484 complaints were closed in 2021/22 which is a 15% increase from the previous financial year (420). It should be noted that people are more likely to compliment adult social care rather than to complain. Compliments increased by 7% from 616 in 2020/21 to 659 in 2021/22. Comments reduced from 43 in 2020/2021 to 26 in 2021/22.

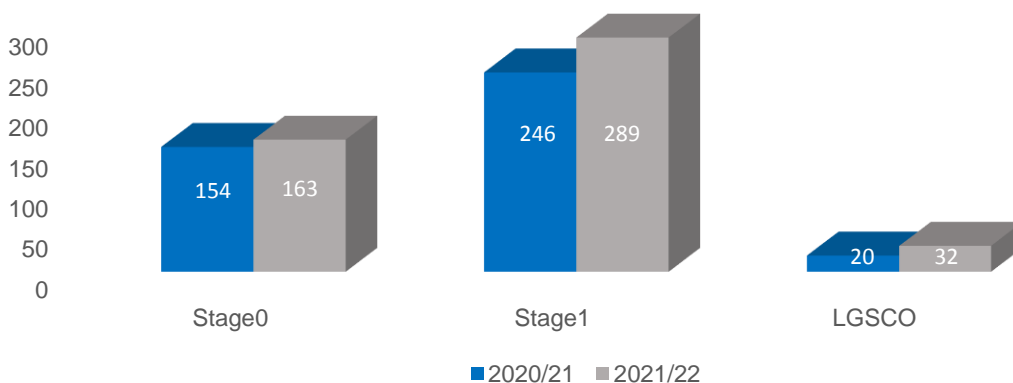
Graph 4 - Feedback Type



2.2 Breakdown of complaints by stage

The breakdown of ASC complaints is shown in Graph 5. Stage 0 is the early resolution of complaints, so a significant proportion of complaints (34%) continue to be resolved at the first point of contact with council officers. Most complaints (60%) are resolved locally after further escalation, and a further 6% are resolved by an Ombudsman investigation.

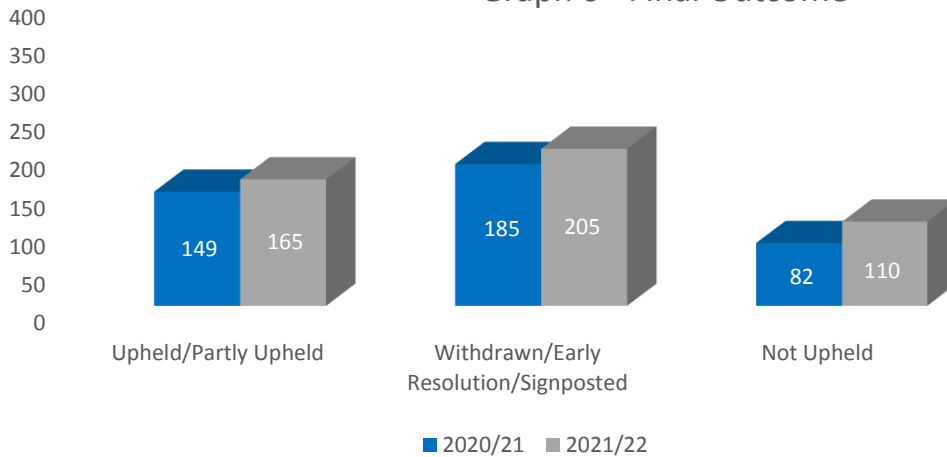
Graph 5 - Complaint Stage



The outcomes of 480 closed complaints that commenced in this financial year, and had outcomes recorded against them at the year-end, are shown in Graph 6. Of all closed complaints, 205 were either withdrawn or resolved early, 165 had at least one aspect upheld and only 110 were not upheld. These are similar proportions to the figures for 2020/21.



Graph 6 - Final Outcome



A total of 289 internal complaint investigations were undertaken. The breakdown of these was 52% upheld/partly upheld (150), 10% withdrawn/early resolution/signposted (28) and 37% not upheld (108). So, most complaints are found to be justified and just over one third of complaints have no aspect upheld.

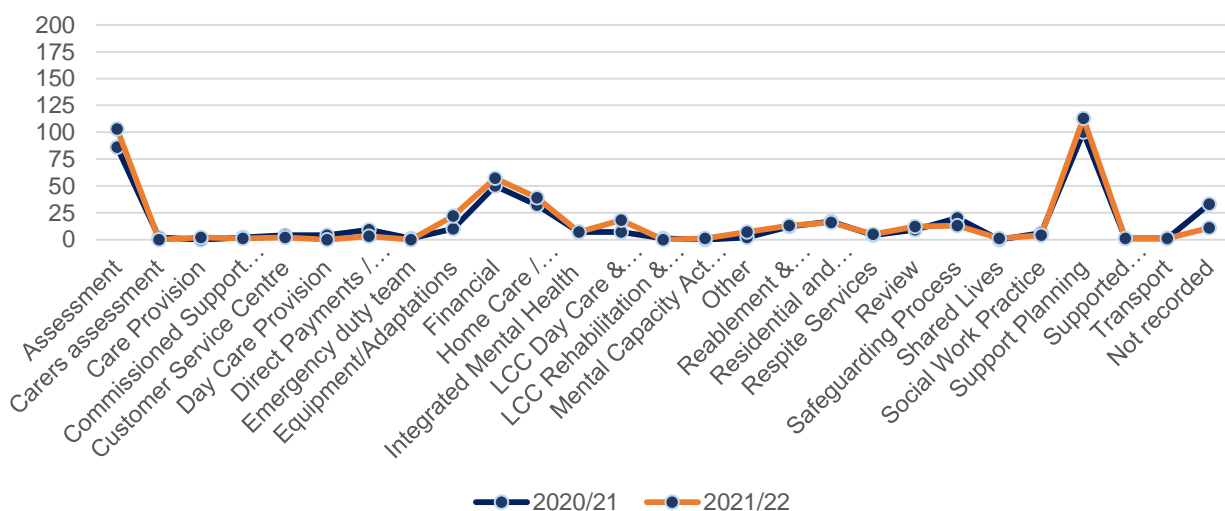
2.3 Timescales

43 complaints exceeded the statutory timescales of 6 months (9%). This is a significant improvement from the previous year which was 29%. Complaints in 2020/21 were badly impacted by Covid 19.

2.4 What do people complain about?

Graph 7 shows complaints by service type for the last 2 financial years.

Graph 7 - Complaints By Service Type



For 2020/21, the most frequent subject of complaint was Support Planning (100) which received 24% of the total number of complaints. For 2021/22, this increased slightly to 113, which is 25% of the total number of complaints.

2.5 Learning

Although managers address complaints received with their staff, the learning is not always widely known and there is a risk that other mistakes with similar themes, continue to occur. To remedy this and give feedback from customers the priority that it deserves, a Shared Learning Panel chaired by the Principal Social Worker considers the themes and root causes of complaints and to cascades learning across the council.

The main learning for 2021/22 is outlined on the next few pages.

Area	Learning for Adult Social Care
Social Care and support planning	<p>In a complaint about undertaking assessments for a person in short term care, managers have worked with community teams to make sure that the social worker reviews the person's needs from the date of admission and not the date that the assessment started. This will ensure that the dates of any change in care needs are identified from the outset.</p> <p>Customer service advisors now ensure that callers are offered the opportunity to speak to a duty officer for social care who can provide an overview of the whole process for entering residential care including the impact on finances rather than just the finance team so that they can make an informed decision.</p> <p>In several complaints by relatives stating that they did not know about the cost of care, managers have worked with staff to ensure that they are clear in their advice and guidance regarding financial issues and funding. Staff will ensure that this is provided in a timely manner and that service users and their families are kept up to date.</p> <p>In other complaints specific to social work practice, managers took the following action with the individual workers concerned:</p> <ul style="list-style-type: none"> • Reminded the social worker that when a service user is discharged home on first pathway, that they ensure the



	<p>service user has had time to settle in at home before assessing.</p> <ul style="list-style-type: none"> • Reminded the social worker to ensure that the relevant 'financial implications' document is always provided. • Ensure that the hospital discharge service use the Trusted Assessment Document when referring to care homes as this provides additional, in-depth information. • Social workers reminded to set up support systems in a timely manner to ensure service users are not kept in residential care for longer than they need to be. • Reminded officers to be mindful of and sympathetic to details of language that are meaningful to carers as well as service users and to ensure the correct degree of information is shared. • Reminded the social worker of the importance of prompt assessments of mental capacity and the presumption of capacity until proven otherwise in accordance with the Mental Capacity Act. • Reminded the social worker to ensure that once care is commissioned, the required actions must be completed on the LAS system in a timely manner to avoid delays and large backdated invoices to the service user.
<p>Complaints about communication</p>	<p>In several complaints about miscommunication from our adult social care team, managers have reminded staff that when new information is received from family members or service users, a written account is provided and clarified to ensure the information taken is correct and fully understood.</p> <p>In a complaint about financial implications of moving into residential care, customer service advisors have been reminded to ensure that callers are offered the opportunity to speak to a duty officer for social care and not just the finance team. This will provide an overview of the process for moving into residential care, including financial implications, so they can make an informed decision.</p> <p>In a complaint about poor communication, the finance team manager has reminded staff to check the preferred communication method with our customers before contacting them.</p>



	<p>Managers have worked with social workers to ensure that the financial implications document is provided to all service users, together with any verbal information provided and to record and relay discussions and decisions regarding the time critical nature of support to the commissioned care provider.</p> <p>Managers have worked with reablement staff to ensure they understand the need for important messages to be shared with family in a timely manner.</p> <p>Social workers are now provided with the link to the council's complaints procedure webpages and attend complaints training to ensure that they understand their role in complaints resolution.</p>
Customer Access Team	<p>In a complaint about staff being inflexible and not focussing on individual needs, our customer access service has made changes to call handling and the process of requesting data. Bespoke training has been provided to increase staff awareness and understanding of Autistic Spectrum Disorder and associated conditions. This has improved the call handling process for staff and service users.</p>
Personal Budgets	<p>For a complaint that was made outside of the 12-month timescale, we have accepted that in future, due consideration will be given to the reasons for the length of time taken to make the complaint and undertake an investigation if the reasons are valid.</p>
Equipment and adaptations	<p>In 3 complaints about ineffective communication, confusion and planning between the service user and care providers, we have identified areas for improvement to ensure meetings are well coordinated. In future, the purpose of meetings will be made clear to all attendees and the reason for those in attendance will be explained to the service user and their families.</p>
Financial	<p>In several complaints about poor communication and incorrect invoices, managers have worked with staff to ensure:</p> <ul style="list-style-type: none"> • the receivables team will ensure the package of care is suspended or ceased to avoid incorrectly invoicing the service user when we are notified of a hospital admission; • staff recognise the importance of inputting and correcting data in a timely manner to avoid raising invoices that cause unnecessary distress to service users and financial loss to the council when they are written off; and



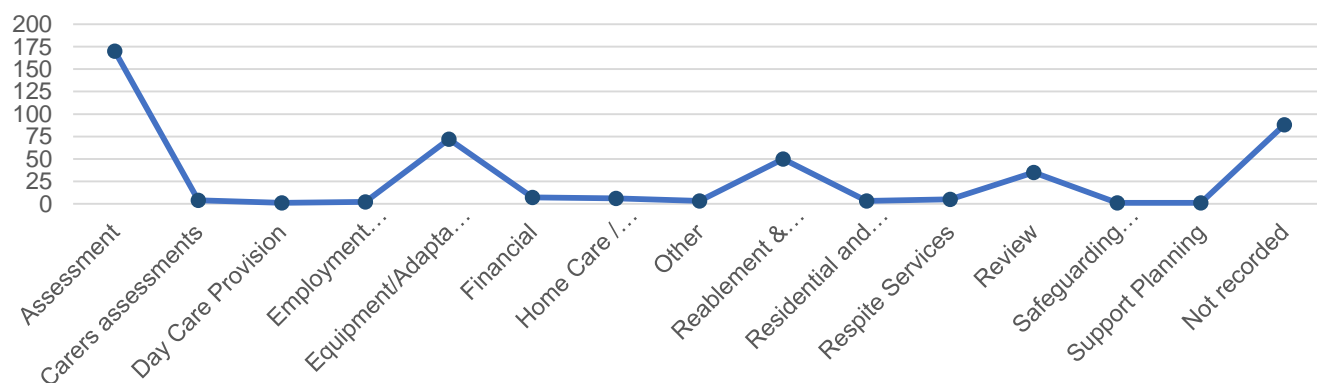
	<ul style="list-style-type: none"> processes are in place for an up-to-date direct debit mandate to in place in a timely manner.
LCC Day care and residential	In several complaints regarding administering medication, managers will ensure staff are fully trained before they can administer medication to residents.

2.6 Compliments

The council mainly captures feedback on compliments via 'Your Views Count' leaflets. Graph 8 shows the number of compliments received by service type for 2021/22, recorded on the Customer Feedback System (CFS) which was 448 in total. Unfortunately, the further 211 compliments captured via other methods cannot be broken down into the same categories to allow an overall breakdown of the 659 compliments. This is because many compliments are sent to the council in an unstructured way in via emails, cards, and letters by service users / and their families and submitted by LCC managers.

The number of compliments has increased by 43 (7%) from 616 in 2020/21 to 659 in 2021/22. In 2020/21, 29% of all compliments were because of equipment and adaptations received and this has decreased to 16% in 2021/22. The most frequent reason for a compliment for 2021/22 was Assessment (38%). Compliments for both Homecare/Domiciliary Care Services and Carers' Assessments have both decreased for 2021/22.

Graph 8 - Compliments By Service Type



2.7 Compliment examples

"Mr xxx has been the lovely gentleman who has helped me. I will be forever grateful. Honestly this man has made my life a little bit better. I don't know where I would be without the help or knowledge this man has. His whole attitude his amazing and his "Can Do"



approach. Well! me and my son, P xxx think there should be more people like xxx and his first-class help. He needs an award or something. 5 stars."

"I rang LCC Adult Social Care Services and spoke to someone by the name of xxx. Although xxx was unable to put me through to the person I needed to speak to, she was extremely helpful giving me all the information I needed to progress my query. She was very empathic to my needs and concerns regarding my 94 mother and when the telephone call was over, I felt empowered by her information to move forward in what is quite a complex situation. Although the situation is not resolved (indeed it only just beginning) I was particularly impressed by xxx and both her knowledge and helpfulness. She is a true Ambassador for the Adult Care Services Team and Lancashire County Council as a whole. Thank you."

2.8 Joint Complaints

A Joint Complaints Protocol is in place with the NHS. Complaints investigations increasingly involve many different parts of the council as well as health services and contracted service providers therefore adding much more complexity which the complaints team coordinates.

There was a slight decrease in closed joint complaints during 2021/22 to 11 compared with 14 in 2020/21. These complaints are sometimes complex and take longer to resolve as they involve ASC and the NHS, typically Hospital Trusts and/or Clinical Commissioning Groups. A further 13 joint complaints were still open at the close of 2021/22. Of the closed complaints 6 were not upheld and 5 were partly upheld or upheld. Support Planning and Financial were the biggest themes.

2.9 Ombudsman Complaints

The Local Government and Social Care Ombudsman provides the final stage for complaints about local authorities and some other organisations providing local public services. Their service is provided free of charge. Complainants approach the Ombudsman when all other options for pursuing their complaint are closed by the council, after it is considered that a proportionate response has already been provided. The Ombudsman will only consider complaints that have already been through the council's complaints procedures, although sometimes an early referral will be made to the Ombudsman when complainants continue to be dissatisfied and the council considers that it has not done anything wrong or it has done all it can to resolve the matter.

In 2021/22, the Ombudsman received a total of 43 separate enquiries in relation to ASC in Lancashire (in 2020/21 it was 44). A total of 46 decisions were made by the Ombudsman in 2021/22 for ASC.

Graph 9 below shows of the 46 Ombudsman ASC decisions received in 2021/22, 7%

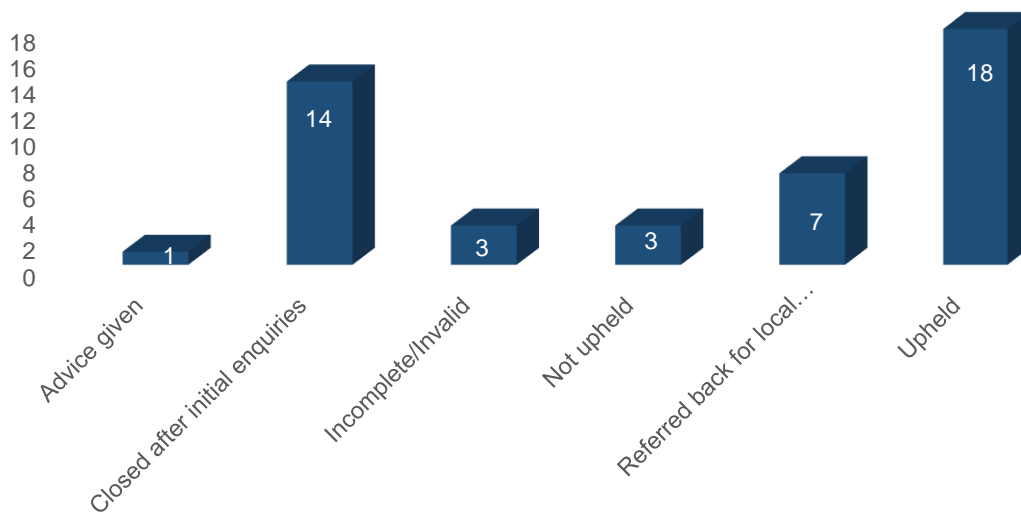


were not upheld, 54% were not investigated and 39% were upheld.

It should be noted that the Ombudsman will also uphold complaints that the council has already upheld. Of the 18 complaints that were either upheld or partly upheld, 11 were not upheld by ASC originally, **making an actual uphold rate of 24% when all 46 decisions for the year are considered.**

The final decisions resulted in a total of £6700.40 being paid out by the council.

Graph 9 - Final Outcome



Five of the 18 upheld complaints had late remedies which we are working to address in 2022/2023. There have not been any ASC public reports in 2021/22.

The main learning from the 18 upheld complaints is outlined on the next page.



2.10 Ombudsman identified learning

Council managers have worked with Care/Residential Home managers and staff to increase staff knowledge in a number of key areas including better recording, complaints handling and embedding learning from Safeguarding investigations. The council reviewed service user's care records to ensure staff are appropriately storing and archiving. Managers reviewed council policies to ensure that there is a process to avoid service users going without support when someone discharges themselves.

Financial managers reviewed processes to ensure that we always take a copy of lasting power of attorney documents so we can be certain of the attorney's authority to act on the donor's behalf. We also reviewed how we manage and process debts which meet the threshold as appropriate for immediate legal action as outlined in our debt policy. We now ensure more timely action is taken against customers with debts over £1500 and prevent debts accruing to large amounts.

Council managers have ensured that a care provider spot checked their records, to ensure carers are electronically recording care visits for service users. Care providers also reminded staff to properly record concerns about service user's behaviour in daily care records and clock on the electronic system all care calls.

The council and provider agencies have reviewed processes for considering late complaints and we share our rationale with complainants.

The council has reviewed a Care Home's medication procedures and policies to ensure staff are aware of the steps they need to take when a resident's medication is discontinued and how staff should respond to medication errors.

Council managers now ensure that council-funded residents have a care plan in place, which covers communication between the Care Home and relatives. Care Homes now make the Council aware at the earliest opportunity, if they experience any difficulties with communication between a resident's relatives and staff at the home and certainly well before serving notice.

Council managers have reminded relevant staff of the Council's duties under the Care Act and further training has been provided. Managers have reviewed the information we provide to families about top up fees to ensure they are fully informed of their choices.



Section Three: Children and Young People Feedback

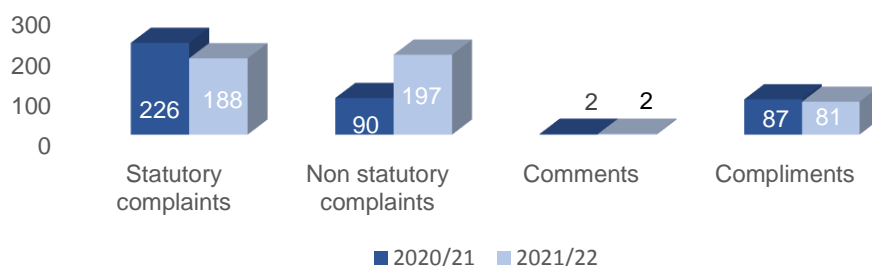
3.1 Summary

There is a statutory and non-statutory process for complaints about CYP services. The statutory process involves 3 stages for social care complainants, who are eligible to complain. The Stage 1 initial response is always compiled by the service manager involved. If the person complaining is still unhappy, they can request a Stage 2 independent investigation. If the complainant remains unhappy, a Stage 3 review panel, which considers the way the stage 2 was investigated, can be requested. The non-statutory process applies to non-social care complaints (for example education or Special Educational Needs and Disabilities SEND) or for people complaining about CSC who do not have parental responsibility for a child (for example grandparents). In 2021/22 the total amount spent on investigations for children's complaints was £9308.85 which is an increase in cost is due to holding more stage 2's in the last financial year.

Graph 10 shows a decrease in CSC statutory complaints, comments and compliments. Complaints specifically decreased by just over 17%, to make an overall total of 188 for 2021/22. The decrease in complaints is possibly from the effectiveness of more direct and open work between families and social care now that there aren't as many restrictions and better working practices as a result.

Most CSC complaints are made by parents or guardians. Only 16 complaints were made directly by children in 2021/22 (just 8.5%). Complaints made by children are prioritised for immediate attention and advocates are provided to help give children a voice.

Graph 10 - Feedback Type



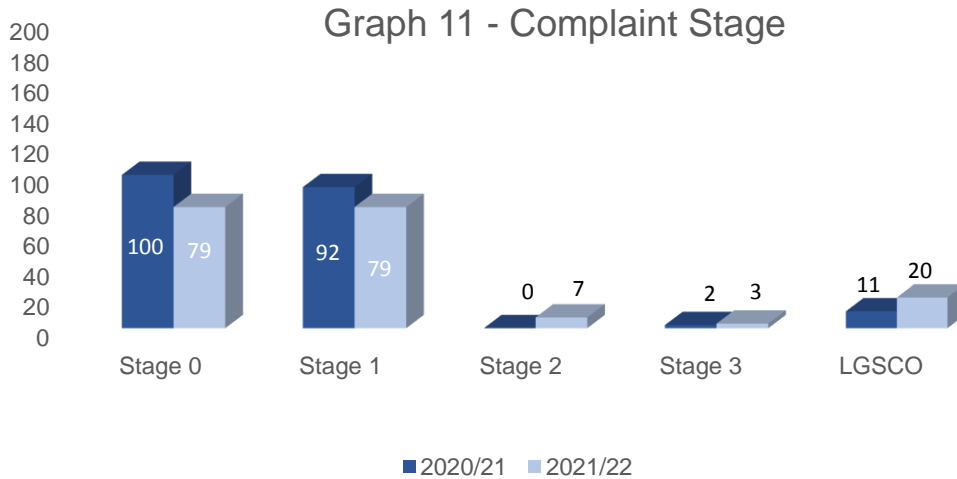
3.2 Breakdown of complaints by stage

The breakdown of complaints with outcomes recorded against them can be seen in Graph 11. Stage 0 is the early resolution of complaints.

The main differences between 2020/21 and 2021/22 has been a reduction in local and early resolution and an increase in people using all 3 stages of the complaints process

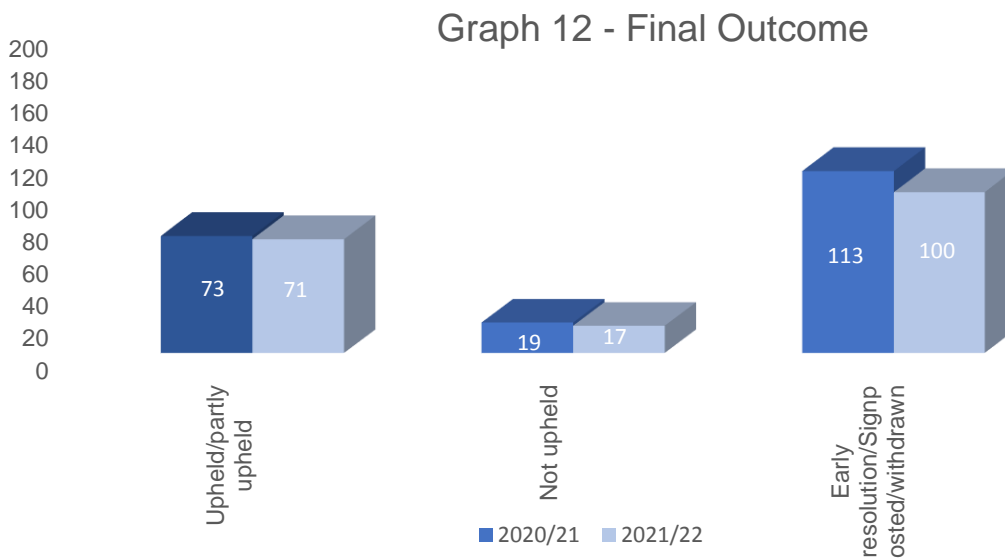


and then approaching the Ombudsman. This is mainly because the Ombudsman now insists on all local stages being exhausted before accepting complaints for investigation. (The Ombudsman previously used to accept early referrals.)



3.3 Breakdown of complaints by outcome

Graph 12 shows a breakdown of the 188 closed statutory complaints which had a final outcome recorded at the time of writing this report. Of these 9% were not upheld, 38% were upheld or partly upheld and most complaints (53%) were signposted, resolved early or withdrawn (a similar proportion for the last 2 financial years). Local and early resolution of complaints is a better outcome for everyone, as escalation is time-consuming and expensive.

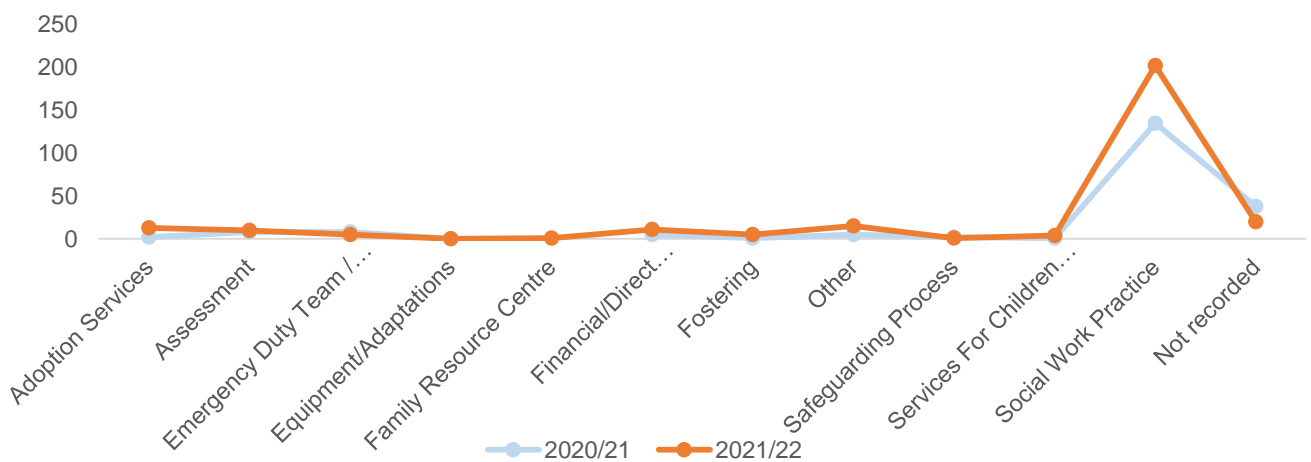


Of the total number of statutory CSC complaints received, 91 exceeded statutory timescales at Stages 0 to 2 (20 working days) which is a rate of 55%. In 2020/21, this was a total of 140 and a rate of 61%. Rates in 2020/21 were significantly impacted by the 3 months pause in complaints because of the pandemic. Breached timescales continue to reflect the problem that complaints remain open on the recording system, after earlier stages have been responded to, in case they remain unresolved and need to be escalated to higher stages. For this reason, improvements have been proposed to the database to be able to close the record immediately after a response has been issued and then re-open it again if the complainant remains dissatisfied and wishes the complaint to be escalated to the next stage.

3.4 What do people complain about in the statutory process?

Graph 13 below shows a breakdown by service type for the last 2 financial years. The proportions are similar and social work practice continues to be the most frequent subject of complaint covering 70% of all statutory CYP complaints.

Graph 13 - Complaints By Service Type



3.5 Learning

Area	Internal learning point for children's services
Improving relationships with families	<p>Eight complaints involved the standard of communication between the social worker and the families, learning from complaints identified the following:</p> <p>In one case the young person's wishes were shared with the social workers manager for consideration and further reflection.</p>

	<p>In another case, the complainant was assured that the detail of the complaint had been formally discussed with the workers involved and a formal apology was provided.</p> <p>One complaint identified that the manager of the team supporting the young person had spoken to staff regarding not dialling in/providing updates to ensure improved communication.</p> <p>Managers offered support to the relevant social worker to improve future interactions with a family.</p> <p>Managers reminded duty social workers of the importance to ensure any duty tasks are recorded and completed without delays.</p> <p>In another case a discussion took place with workers within supervision in respect of the importance of keeping parents with parental responsibility informed and updated after visits.</p> <p>Managers highlighted decision making in relation to religious beliefs for service users was as an area for improvement within the relevant department.</p> <p>Discussion took place between a social worker and business support officer which resulted in better working practice in relation to ensuring the social care electronic system reflects the correct family dynamic and contact details.</p>
<p>Reflection, training, and improvements to social care provision</p>	<p>Complaints provide services with the opportunity to reflect on outcomes from complaints and enable services to use learning to inform training and development sessions with staff, either in supervision or formal training sessions to improve service delivery to families</p> <p>Three complaints identified further training and development needs:</p> <p>In one case guidance and training was provided to a worker following a complaint investigation.</p> <p>In another case, the complaint matter was used as a reflective discussion within a team meeting for the team to learn from the comments the complainant had provided. This helped the service to engage all family members equally in the assessment process and identify the</p>



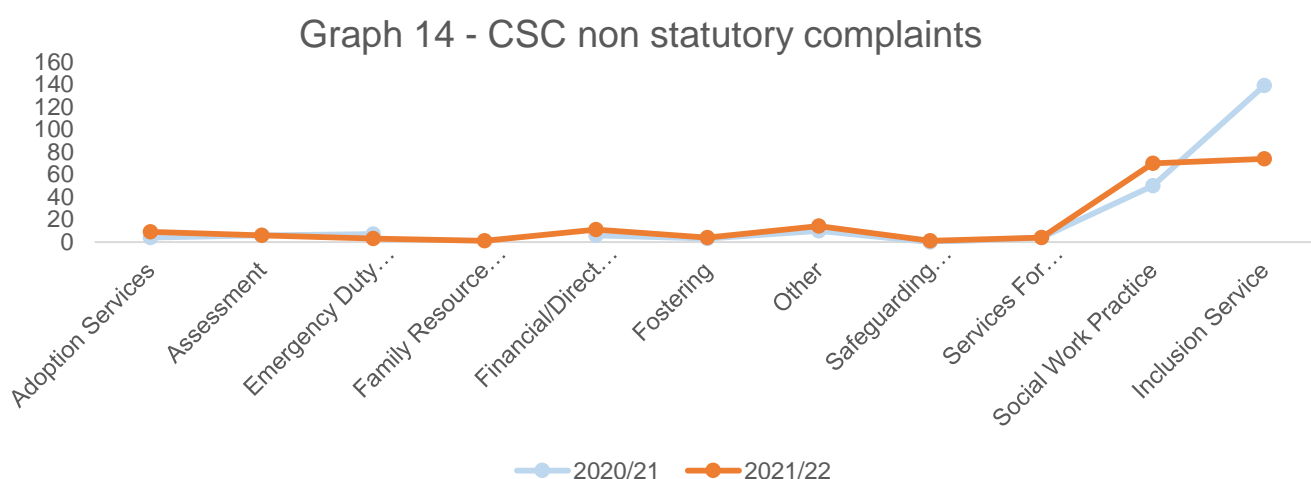
	<p>consequences of when carers and parents' views are not truly obtained.</p> <p>In recent years the council has invested significant additional funds to transform the service provided to young people. Structural changes have been made to transform the delivery of support to young people.</p>
Communication	<p>Communication is often at the centre of many complaints, in the last year the following action has been taken to improve better communication between services and families:</p> <p>In one case the manager supported the relevant social worker to improve their level of communication between themselves and a family in a supervision setting.</p> <p>Another complaint confirmed that communication between the social worker and service user needed to improve and become more personal and direct between both parties. Within reason it was suggested that a day and time each week would be agreed for a phone call to share and gather any relevant information. This supported the young person to better express their opinions, thoughts and feelings.</p>
Reviewing and improving processes, policies, and procedures	<p>The Duty and Assessment Team have adopted a more formal meeting process, whereby notes are captured in a discreet document and not used simply to contribute to an assessment.</p>
Fostering Services	<p>A complainant's concern around foster carers was shared with the Fostering Team and addresses with the foster carers directly. Learning was shared with the team for use with future carers.</p>
Adoption Services	<p>A manager ensured that the relevant worker recognised the areas of development they needed and provided the correct training and support</p> <p>In another case, issues regarding communication, delays and availability were discussed within the service for reflection and to prevent the same issues from happening in future.</p>

3.6 Summary of non-statutory complaints

Non-CSC statutory complaints are made by a people who are **not** entitled to complain under the Children Act procedures (for example a family friend or a relative without parental responsibility) or if the complaint is about something that cannot be complained about under the Children Act (for example adoption or fostering matters/complaints by members of the public: please see further categories below). Complaints about the Inclusion Service are also non-statutory, if CSC is not involved.

3.7 What are non-statutory complaints about?

Non statutory complaints have decreased from 229 in 2020/21 to 197 in 2021/22 (as shown in Graph 10). Graph14 shows that the main theme is the Inclusion Service (followed by social work practice). Complaints specifically about children with special educational needs and disabilities have decreased significantly by 47% from 139 to 74 in 2021/2022, reflecting better and more joined up working practices.



Identifying themes and learning from all complaints is essential. Senior managers are informed of the themes on a regular basis through quarterly reporting and regular attendance at team meetings or senior management meetings.

3.8 Compliments

81 compliments were received for CSC in 2021/22. This is broadly in line with the number of compliments received in 2020/21 (87). 17 compliments were received for the Inclusion Service, which is broadly the same as the previous year.

Compliment example for inclusion services:



"I have recently been informed that My son's field worker from Burnley social services is leaving for another position within LCC and will no longer be supporting us. xxx has worked with my family for over 10 years and has always been very supportive. I wanted to send this feedback as I feel that my family have been very lucky to have had xxx involved with us for so long. xxx has been someone who I have found to be very approachable, very understanding and very dedicated to making a difference to our families lives. We are very sad to see xxx go and wish her all the best in her new post. Thank you so much xxx for all your support."

Compliment example for Child Protection / Children in Need / Family Safeguarding

"I have to say this in a text message as I would probably start crying if I said this to your face. Thank you so much for everything that you have done for me and xxxxxxxx. We both truly appreciate every last thing that you have done, sticking your neck on the line for us and for trusting and believing in us. You are an amazing social worker and am sure an amazing mother and friend. People are very lucky to have you as their social worker and to have someone like you to help them and understand. Thank you so, so much."

3.9 Ombudsman Complaints

The Local Government and Social Care Ombudsman acts as the regulator and provides the final stage for complaints about local authorities and some other organisations providing local public services. Their service is provided free of charge. Complainants approach the Ombudsman when all other options for pursuing their complaint are closed, after a proportionate response has been provided. The Ombudsman will only consider complaints that have already been through the council complaints procedures. Sometimes the council will make early referrals to the Ombudsman when complainants continue to be dissatisfied and the council considers that it has not done anything wrong or it has done all it can to resolve the matter.

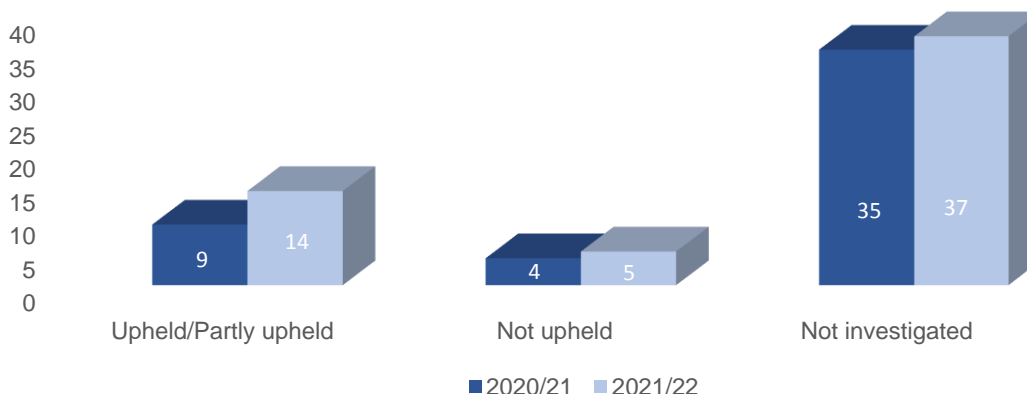
In 2021/22, the Ombudsman received a total of 46 separate enquiries in relation to CSC, Inclusion and Education Services (including school appeals) in Lancashire (in 2020/21 it was 55). A total of 56 decisions were made by the Ombudsman for these services.

Graph 15 below shows of the 56 Ombudsman CSC decisions received in 2021/22, 52% were either not upheld or closed after initial enquiries. The number of enquiries referred back to the council for local resolution represent 23%. Only 25% of decisions were upheld.

As the Ombudsman will also uphold complaints that the council has already upheld and of the 14 complaints, only one had already been partly upheld **this makes an actual uphold rate of 23% for the 56 decisions made.**



Graph 15 - Final Outcome



A total of £3,100 was paid out in final decisions for 2021/22 (which is almost double of the previous year).

Three of the 14 upheld complaints had late remedies, which we are working to address in 2022/2023. There have not been any CYP public reports in 2021/22.

3.10 Ombudsman identified learning

The identified learning from 14 the upheld social care and education complaints is as follows:

Special Educational Needs and Disabilities (SEND) Managers have reviewed processes to ensure we now consult with schools to check they can meet a child’s needs before issuing a final Education, Health and Care (EHC) plan in line with the SEND Code of Practice; and we now have created a reminder system so that we issue amended EHC plans within statutory timescales.

The Complaints and Appeals Manager has reviewed and amended our school transport appeal procedure to ensure it meets the requirements of the statutory guidance. There is now a new Independent Transport Appeals Panel involving county councillors and independent appeal panel members, who hear verbal representations by appellants for transport appeals.

Special Educational Needs and Disabilities (SEND) Managers have reviewed our policies and procedures to ensure the Council retains oversight and responsibility for children who would not receive suitable education unless the Council makes alternative arrangements.

Social care managers have reminded officers of the criteria for complaints to be considered under the statutory procedure and training of social work managers has been delivered.

Social care managers have reviewed how we prepare for Looked After Children reviews and ensure we have a process in place to consider who should be invited and how they can contribute to the reviews. Any decisions are now appropriately recorded on the child’s electronic record, with clear reasons.





Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the (Acting) Director of Education, Culture and Skills

Part I

Electoral Divisions affected:
Ormskirk; Skelmersdale
Central; Skelmersdale East;
Skelmersdale West; West
Lancashire East; West
Lancashire North; West
Lancashire West;

Corporate Priorities:

Delivering better services;
Caring for the vulnerable;

Creation of Additional Special School Places at West Lancashire Community High School, Skelmersdale

(Appendix 'A' refers)

Contact for further information:

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sally.richardson@lancashire.gov.uk

Brief Summary

This report provides a proposal to create additional special school places at West Lancashire Community High School, through the development of satellite provision in the Children's Centre on the site of St John's Catholic Primary School, Skelmersdale. Cabinet approval is sought to initiate a feasibility study and to complete the necessary statutory processes that are required to make this change to the school.

Recommendation

Cabinet is asked to:

- (i) Approve the initiation of a feasibility study and informal consultation to increase the number of pupil places at West Lancashire Community High School, Skelmersdale through satellite provision on the site of St John's Catholic Primary School.

- (ii) Subject to the agreement of (i) above, authorise the Executive Director of Education and Children's Services, in consultation with the Cabinet Member for Education and Skills, to proceed to formal consultation on the proposals.

Detail

The Special Educational Needs and Disabilities 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. A copy of the Strategy is set out at Appendix 'A'.

A further review of provision for children and young people with special educational needs and disabilities was carried out during the summer term 2021. As a result of this review, Cabinet approval was given in September 2021 to explore options to create more special school places, through the development of satellite provision in key locations across the county. This proposal to develop satellite provision linked to West Lancashire Community High School is consistent with a need to develop more special school places in the south area of the county for secondary aged pupils with learning difficulties, as identified in the September 2021 Cabinet report.

There has been an 8% increase in demand for education, health and care plans each year for the last four years, which has resulted in an associated increase in demand for special school places. On average, there has been a requirement to provide an additional 164 special school places per year, since the implementation of the Children and Families Act 2014 and the introduction of the Special Educational Needs and Disabilities reforms in the same year.

Despite significant investment in Special Educational Needs units attached to mainstream schools, and the creation of 294 more special school places that either have, or it is anticipated will become, available in September 2023, it has not been possible to keep pace with demand. This proposal has been put forward in an attempt to ensure there are sufficient special school places for pupils in September 2023.

West Lancashire Community High School was one of the schools that had expressed an interest in developing satellite provision when the proposal was initially put forward. However, at that time, it had not been possible to identify a suitable site for the development of this provision. West Lancashire Community High School is a special school for pupils aged between 11 and 19 years with generic learning difficulties and/or autism. It currently has a total of 83 pupils aged between 11 and 16 years and 39 pupils in the post-16 provision. All pupils attending the school have an education, health and care plan.

The site that is being proposed for the development of the satellite provision is a vacant building that was previously used as a Children's Centre. The building is co-located with St John's Catholic Primary School in Skelmersdale and is 2.5 miles away from the main West Lancashire Community High School site. Each building

has its own separate entrance and outdoor area. The Children's Centre building has the potential to provide between 40 and 50 additional special school places.

All policies and procedures required for the proposal would be aligned with existing policies at West Lancashire Community High School. All pastoral and safeguarding responsibilities for the children and young people attending the satellite provision would remain with West Lancashire Community High School, should the proposal be approved.

The creation of satellite provision, and increasing the number of places a special school is designed to accommodate by more than 10%, are both considered to be significant changes to a school. It will therefore be necessary to proceed with the statutory process required to implement such a change, which includes informal and formal consultations. Should Cabinet approval be given to proceed with the proposal within this report, it is anticipated that many, if not all, of these additional places will be available from September 2023. Cabinet is also asked to authorise the Executive Director for Education and Children's Services, in consultation with the Cabinet Member for Education and Skills to consider the results of the informal consultation and, if appropriate, to proceed to a period of formal consultation. The results of any formal consultation that is undertaken, and final approval to make any significant change to the school along with financial implications and funding proposals, will be sought from Cabinet during the spring term 2023.

Consultations

No consultations have yet been undertaken.

Implications

This item has the following implications, as indicated:

Risk management

The risks associated with not following the proposals contained within this report are that there will be insufficient special school places for children and young people within the south area of Lancashire in September 2023 within the maintained sector.

Financial

By increasing the county council's own Internal Special School Provision, the county council will be able to progress towards keeping up with the demands on the service, and become less reliant on the use of Independent School placements, which are not cost effective and are currently a growing pressure on the budget.

The current average cost of an independent placement is £44,000, compared to an average Internal Special School place of £22,000.

Demand/expenditure is currently increasing by approximately 8% per year, compared to indicative funding allocations for the High Needs Block of 3% per year. This is making the gap between expenditure and funding much wider over the next few years. Special Educational Needs and Disabilities sufficiency work is being

carried out to address these issues, and to prevent Lancashire County Council going into a High Needs Deficit Position.

The additional places created within the satellite hub will help support the growing financial pressures on the High Needs Budget.

Human Resources

Staff at West Lancashire Community High School and St John's Catholic Primary School will be given opportunities to consider the implications of the changes being proposed. All staff will be encouraged to participate in any consultations that are completed as part of the feasibility study, should the decision be made to go ahead with this proposal. The outcomes of the consultations will be made fully available to inform and decision by the Executive Director for Education and Children's Services, in consultation with the Cabinet Member for Education and Skills, to proceed to formal consultation.

Property Asset Management

A feasibility study will be carried out to identify the practical considerations and potential works necessary to accommodate the satellite provision.

Utilisation of the vacant accommodation at St John's Catholic Primary School for this purpose will support the primary school's property holding costs.

Procurement

All Lancashire County Council procurement standing orders will be complied with.

Legal

The county council has a legal duty to ensure adequate provision is made for pupils with special educational needs and disabilities, including post-16 learners. This has been more challenging in some areas than others, and securing additional places as recommended will provide flexibility and scope in the South Lancashire area to allow this to happen.

Equality and Cohesion

This proposal impacts on both the age (young people) and disability protected characteristics of the Equality Act 2010 and potentially also on staff at the school whose protected characteristics are not known at present. To meet the requirements of the Public Sector Equality Duty fuller consideration will be given to these aspects as part of any feasibility study or further development of this proposal so that any potential adverse impacts can be fully considered as part of the process.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Special Educational Needs and Disability Sufficiency Strategy 2019 - 2024

Vision

The special educational needs and disability (SEND) sufficiency strategy contributes to the vision, outcomes and priorities for children and families in Lancashire agreed by the Children and Families Partnership Board by seeking to ensure that:

Children and young people achieve their full potential in education, learning and future employment

This will be achieved by:

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

Key principles

The SEND reforms in 2014 prioritised inclusive practice and children and young people's right to participate in mainstream education within their local community.

The Special Educational Needs and Disability Code of Practice: 0 to 25 years set out a series of principles designed to support:

- the participation of children, their parents and young people in decision- making
- the early identification of children and young people's needs and early intervention to support them
- greater choice and control for young people and parents over support
- collaboration between education, health and social care services to provide support
- high quality provision to meet the needs of children and young people with SEN
- a focus on inclusive practice and removing barriers to learning
- successful preparation for adulthood, including independent living and employment

Key challenges

Between 2014 and 2019 the number of children and young people with education, health and care plans (EHCP) has risen by 47% nationally.

In the same period the number of children and young people educated in special schools and specialist colleges has risen by 29%.

Nationally, the average spend on high needs has increased and high needs block allocations fall short of existing levels of expenditure.

In Lancashire 85% of the high needs block expenditure is on special school places and top-up funding for children and young people with EHCPs. This will vary slightly from local authority to local authority but is not outside the normal range.

Despite increasing budgets this year and a significant transfer from the school block to the high needs block last year the net deficit is still expected to rise both locally and nationally over the next 3-4 years.

Lancashire has undertaken its own preliminary financial forecast. This forecast was based on the trend over time for places, as a result of this it was estimated that there would be a potential shortfall of about £42 million by 2023/24, within a possible range of £30 to £50 million. With the increase in high needs funding in Lancashire for the 2020/21 financial year this estimate is now being re-evaluated downwards.

Strategic priorities

The priorities for ensuring sufficiency of SEND provision in Lancashire over the next five years are based upon the principles and challenges identified above and build upon the framework agreed by the council's cabinet in August 2019. These are as follows:

1. To improve outcomes for children and young people with special educational needs and disability (SEND).
2. To ensure that all children and young people with SEND have access to the right provision at the right time.
3. To ensure that all pupils with EHCPs have access to mainstream education within their local community wherever possible by enhancing this provision.
4. To reduce the amount of travel time for pupils as far as possible.
5. To develop a consistent offer, which provides choice and ensures equity of access.
6. To ensure sufficiency of provision that will accommodate predicted increase in population growth and changing needs.
7. To ensure the efficient use of resources by maximising the capacity of good and outstanding local specialist provision and reviewing underutilised provision to address the unsustainable budget pressures within high needs funding.
8. To working collaboratively with neighbouring councils to seek to maximise efficient use of resources where possible.

Local authorities are required to keep their educational and training provision under review. This includes the sufficiency of that provision.

Local context - numbers

- **3.1%** children and young people in Lancashire have EHCPs, the same percentage as in England.
- **45%** of children and young people with EHCPs in Lancashire have either an autism spectrum disorder (ASD) or social, emotional and mental health (SEMH) needs.
- **49%** of children and young people with EHCPs attend a special school or specialist college in Lancashire, this is **9%** higher than nationally and means that **600** more children and young people in Lancashire attend a special school or specialist college.
- **324** fewer children and young people in Lancashire attend SEN units¹ compared with England.
- **642** places are commissioned in addition to those available within state-funded special schools. These include **269** placements in state-funded special schools over their available capacity and **373** within the independent and non-maintained sector.
- **85%** of places commissioned within independent and non-maintained special schools are for children and young people with SEMH needs and those identified as having ASD.
- **£17m** is the cost of independent and non-maintained special school placements for children and young people with SEMH needs and ASD.

Local context - places

The greatest demand in special school places for children and young people with SEND across the county is in the following areas at both primary and secondary level:

East	North	South
Accrington/Burnley	Fleetwood/Lytham	Ormskirk/Skelmersdale
Colne/Nelson	Lancaster	Preston Leyland
	Morecambe	

Primary

There is a shortage of primary special school places in the north area and particularly for children with SEMH needs.

A summary of the current number and the additional number of primary special school places for children with SEMH needs is provided in the table below.

Category of SEND need	East		North		South	
	Current places	Additional places	Current places	Additional places	Current places	Additional places
SEMH	64	6	0	46	86	0

¹ SEN unit is a special provision within a mainstream school where the children and young people are taught mainly within separate classes although they can be supported in mainstream for some lessons.

Learning difficulties/ASD	424	0	206		304	18
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Secondary

There is a forecast shortage of at least 213 secondary special school places across the county over the next five years. The establishment of additional special school places will reduce reliance on independent and non-maintained special school places.

Most of this shortfall will be in the east and south areas for children and young people with learning difficulties and ASD.

Additional places will be needed for children and young people with SEMH needs in all three areas, but particularly in the east and north.

The table below provides a summary of the number of current and additional special school places needed for children and young people with learning difficulties/ASD and SEMH needs.

Category of SEND need	East		North		South	
	Current places	Additional places	Current places	Additional places	Current places	Additional places
SEMH	68	0	120	30	101	14
Learning difficulties/ASD	532	60	373	0	518	88

Local context - funding

Two sources of additional funding have been made available to ensure sufficiency of SEND provision. This money will be used to create additional special school places across Lancashire. These are:

- Lancashire's allocation of the government's Special Provision Capital Funding of £3.5 million.
- £6.5 million that has been allocated from the basic needs grant in Lancashire.

Short-term action

1. Establish 14 additional special school places in two secondary special schools in the south for young people with SEMH needs.
2. Review the decision making processes and systems in relation to the placement of children and young people with special educational needs.
3. Embed the SEND Review approach to support peer led improvement in inclusive practice in partnership with schools.
4. Develop flexible approaches which support integrated pathways across mainstream, alternative and specialist provision, to improve transition between placements and into adult services for children and young people with SEND.

Medium term action

1. Continue the programme of workforce development in partnership with schools, to build on the self-evaluation tool and SEND Toolkit developed as part of the SEND improvement work.
2. Undertake more preventative and early intervention work through the proposed schools' locality networks, bringing education and children's services teams together to support inclusion of children and young people within local mainstream schools.
3. Establish 144 places in 12 SEN units attached to mainstream primary schools to support earlier intervention and enable children to attend their local school. These will be located in: Accrington/Burnley; Colne/Nelson, Fleetwood; Lancaster; Morecambe; Preston/Leyland and Ormskirk/Skelmersdale.
4. Establish 12 SEN units attached to mainstream secondary schools. This will provide 288 additional places across primary and secondary schools at an average cost of £180,000; a total estimated cost of £4.32 million.
5. Establish an additional 16 places in Lancaster by adding a modular building to the Stepping Stones Short Stay School site. A total estimated cost of this provision is £400,000.
6. Establish an additional 30 primary special school places for pupils with SEMH needs in the Thornton-Cleveleys area using empty classrooms in the unoccupied Haven School site. The total cost of refurbishment is estimated as £200,000.
7. Establish an additional 30 secondary places on the Haven School site creating a split site cross phase provision for children and young people with SEMH needs.

Long term action

1. Establish an additional 88 special school places for children and young people with learning difficulties and ASD at Sir Tom Finney Community High School. The estimated cost is £1.45 million.
2. Re-locate Broadfield Specialist College to the Hameldon School site, to establish an additional 60 secondary special school places. The estimated cost is £3million.

Funding and Governance

Schools' Forum

A framework for improving the effectiveness and efficiency of high needs block spending in Lancashire has been developed. This sets out a range of measures to ensure the high needs funding received by the local authority is used to increase inclusion and support improved outcomes for children and young people with SEND. The future priorities for action to improve inclusion along with improving effectiveness and efficiency of resources will assist in addressing the forecast overspends over the coming years. School Forum will assist in monitoring progress and outcomes of these priorities alongside the SEND operational Group.

The Head of Inclusion will work with the HNB sub-group of School forum to agree and implement actions. The SEND operational group will make recommendations to the Schools Forum and Education

Board. The SEND operational group will be chaired by the Director of Education. All decisions will be presented as recommendations to the Schools Forum in line with the constitution where schools are identified as "consultees" for the HNB.

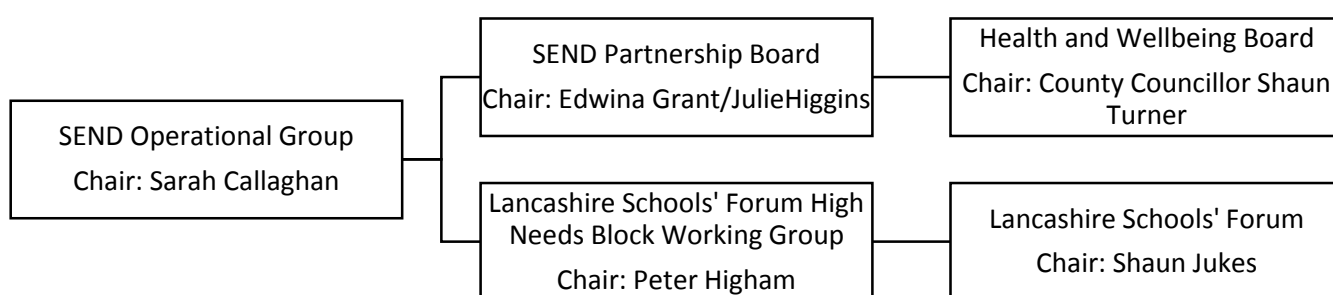
SEND Partnership

Arrangements for Governance

Decisions relating to the SEND Sufficiency Strategy are agreed at the SEND Operational Group, progress will be reported to the SEND Partnership Board and the Health and Wellbeing Board.

The SEND Operational Group will also make recommendations to the Lancashire Schools' Forum High Needs Working Group and Lancashire Schools' Forum.

The active engagement of schools will be supported through the SEND Partnership Board and Lancashire Schools' Forum.



Strategic coherence and a consistent approach

To ensure our strategic approach is coherent and the arrangements for children, young people and families are consistent it is essential that the actions arising from in a number of strategies and action plans are well-coordinated. In particular the:

Early Help Strategy

The strategy sets out the aim to target support early, as a coordinated, multi-agency response to prevent a statutory social care intervention. This will include children and young people with SEND and behaviour difficulties.

SEND Strategy

This strategy sets out four partnership priorities: planning for and meeting need; developing as equal partners; delivering services that are accessible and responsive; ensuring children and young people achieve their potential.

Family Safeguarding

The concept of family safeguarding is to get those working with the same family to work as a multi-agency team sharing the concerns and risks. The aim is to support families to address the difficulties they experience, using a motivational approach to achieve long term change driven by parents.

Emotional Wellbeing and Mental Health Transformation Plan

The plan aims to improve the resilience, emotional wellbeing and mental health of children and young people across Lancashire and South Cumbria.

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Executive Director of Growth, Environment & Transport

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;

Lancashire County Council Environment and Climate Strategy

(Appendix 'A' refers)

Contact for further information:

Debbie King, Tel: (01772) 534195, Environment and Climate Manager,
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Brief Summary

This report presents a new Environment and Climate Strategy for Lancashire County Council to run from 2023 to 2025. It principally deals with the work covered by the portfolio of the Cabinet Member for Environment and Climate Change and presents a high-level view of how we will deliver against our corporate priority to Protect Our Environment.

Recommendation

Cabinet is asked to approve the Lancashire County Council Environment and Climate Strategy 2023-25 as set out at Appendix 'A'.

Detail

Appendix 'A' sets out a new Environment and Climate Strategy covering the county council's contribution to work in this area for 2023-2025.

The document follows similar strategies for health and education and is the second of three county council strategies covering the economy, environment and climate, and transport being brought to Cabinet from the Growth, Environment and Transport directorate. The linkages between the three strategies are recognised as well as the

contribution environment and climate action can have to wider corporate objectives such as health.

The strategy brings together for the first-time existing policies and programmes of work in one place and provides a single point of reference on the county council's environment and climate priorities. It gathers the action that is underway or proposed and organises it under three areas of activity and ten objectives:

Reducing waste and tackling pollution

- Reducing waste and increasing reuse and recycling
- Improving air quality
- Improving water quality

Climate change

- Reducing greenhouse gas emissions to lessen the impacts of climate change
- Ensuring our infrastructure, assets and services are resilient to the impacts of climate change
- Managing flood risk and water resources

Natural and historic environment

- Conserving, restoring and re-establishing habitat quality and species diversity
- Ensuring our residents have access to high quality, natural spaces
- Conserving and enhancing our historic environment and outstanding landscapes
- Using nature-based solutions to tackle climate change

The ten objectives will inform the county council's action planning, with progress measured through a set of milestones and key performance indicators within departmental and corporate performance dashboards dealing particularly with the county council priority to 'Protect Our Environment'.

Consultations

The strategy has been developed to form part of the suite of strategies supporting delivery of the county council's corporate priorities and has been informed by a wide-ranging evidence base, dialogue with key services and work with key stakeholders on the emerging Lancashire 2050 strategy.

Implications:

This item has the following implications, as indicated:

Risk management

The strategy sets out activities that the county council will take to meet statutory duties, such as those set out in the Environment Act 2021 and deliver the corporate priority to 'Protect Our Environment', providing a framework for action planning.



Without this strategy it will not be possible to measure progress on delivering against the council's environment and climate priorities.

Financial

The strategy does not contain any specific financial implications and assumes that activity can be contained within existing budgets. Any requirements for additional funding to support the strategy will be presented to Cabinet for approval.

Equality and Cohesion

Any subsequent action plans and projects resulting from this strategy will consider the need for an equality impact analysis.

List of Background Papers

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



Lancashire County Council Environment and Climate Strategy

2023 – 2025





Our Environment and Climate Strategy will spearhead major reductions in waste and emissions and provide for the recovery of nature in our outstanding county. It signals a clear direction of travel for joint work with public, private, and third-sector leaders to stimulate growth and improve public health.



Foreword



Cllr Shaun Turner

Cabinet Member for
Environment and
Climate Change.

Lancashire County Council has placed protecting our environment as one of its top priorities.

We want a county that is cleaner, healthier, and greener, with natural habitats helping wildlife to thrive, and helping to protect the county from flooding and other impacts of climate change - and in doing so, supporting economic growth, health, and prosperity.

The council has resolved to transition Lancashire's economy away from harmful carbon emissions and to help nature recover. We know this will be difficult, and it will rely on working collaboratively with others. But we have a good track-record of acting to improve our environment.

Over fifty years ago, Lancashire led the way nationally in reclaiming derelict land; and in the early 1990s, the council's work on the Green Audit was celebrated internationally. In recent times we've worked with partners on large scale programmes - tree planting, peatland restoration and home energy efficiency.

We will continue to work innovatively. But we also recognise that we don't have all the answers, and this strategy is a first step in setting out the action being taken by the council now and in the future. It's an important milestone in the process of improving the quality of the environment that we pass on to those who follow us.





Executive Summary

This Environment and Climate Strategy presents a high-level view of how we will deliver our corporate priority to Protect Our Environment.

The focus is on action Lancashire County Council has direct or strong control and influence over - our own estate, services, our policy making and our role as a community leader.

We aim to show how a strategy focused on the environment and climate can contribute to wider strategic objectives. For example, it can create the conditions to align low carbon industries with the skills of our workforce as a driver of economic growth, improved resident health and other priority outcomes for Lancashire and the organisation.

Communication, engagement, and collaboration with partners, communities and our residents will be important in achieving our objectives. Small changes we make as individuals can have an impact and alongside developing our policies and projects we will need to engage and raise awareness to help everyone take the steps needed to make changes to lifestyles and behaviours. Young people have been at the forefront of raising awareness on environment issues and we will engage with them through our schools and local youth councils.



Crook O Lune countryside site

The strategy provides a single point of reference on the council's environment and climate priorities. It gathers the action that is underway or proposed, and organises it under three areas of activity and ten objectives:



Reducing waste and pollution

- Reducing waste and increasing reuse and recycling
- Improving air quality
- Improving water quality



Climate change

- Reducing greenhouse gas emissions to lessen the impacts of climate change
- Ensuring our infrastructure, assets and services are resilient to the impacts of climate change
- Managing flood risk and water resources



Natural and historic environment

- Conserving, restoring and re-establishing habitat quality and species diversity
- Ensuring our residents have access to high quality, natural spaces
- Conserving and enhancing our historic environment and outstanding landscapes
- Using nature-based solutions to tackle climate change



These objectives will inform our action planning. Progress will be monitored through a range of departmental and corporate key performance indicators.



The Lancashire environment

Where are we now?

Lancashire has a strong track-record of taking action on the environment and monitoring change. Four pioneering reports were published in 2021, setting out environmental conditions in the county. The reports found:

The use of landfill continues to decrease but is still the predominant treatment method for waste in Lancashire. The long-term trend has been increasing recycling rates, however rates peaked at 51.6% in 2015/16.

46%

decrease in Lancashire's carbon dioxide (CO₂) emissions since 1990, mainly driven by a large reduction in the amount of coal used for electricity generation. The rate of reduction has levelled in recent years.

Average annual temperatures in the Northwest of England are already around 1.5°C higher in the 21st century compared with the end of the 19th century. At Heysham, recent rates of sea level rise are around 4 mm per year, a faster rate of change than the long term average for the UK¹.

Lancashire has a rich and diverse natural environment; there has been an increase in the number of protected wildlife sites. However, we don't yet know enough about their condition to fully understand their contribution to biodiversity.



Lancashire's current woodland cover is around 5.7%, further work will be needed to work towards the government's ambition of 12% woodland cover by 2050.

88% of Lancashire's surface water bodies were classified as having 'moderate' water quality.

There are nineteen Air Quality Management Areas in Lancashire, designated because of poor air quality caused by vehicle emissions.

Young people from Lancashire recently took part in the North West Net Zero Youth Network to discuss the issues important to them. They highlighted green jobs and growing the green economy, low carbon energy generation, they also want to see good access to green space, improved public transport, and safe cycling routes.

Lancashire carbon dioxide emissions (KtCO₂) 2005 - 2020



Click the links below to read more about:

The state of Lancashire's environment

The impacts of Climate Change

Lancashire's emissions and pathway to net zero

Renewable energy in Lancashire

[lancashire.gov.uk/council/strategies-policies-plans/climate-change](https://www.lancashire.gov.uk/council/strategies-policies-plans/climate-change)



Links to other strategies

Within the context of the council's corporate priorities, this environment and climate strategy complements similar documents on health and education. This strategy is principally focused on the council's corporate priority of 'Protecting Our Environment' together with a number of Cabinet responsibilities, including: -

- **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**

This strategy is one of three council strategies covering the economy, environment and climate, and transport. The strategies are linked, and action to deliver our environment and climate objectives may sit in one or more of these strategies.

Whilst the document focuses solely on the council's own activity, it will contribute to and complement the wider joint work of Lancashire's councils by supporting delivery of the eight priorities set out in the sub-regional vision and strategy, 'Lancashire 2050'.

This diagram illustrates how corporate themes and priorities overlap between the three core strategies.

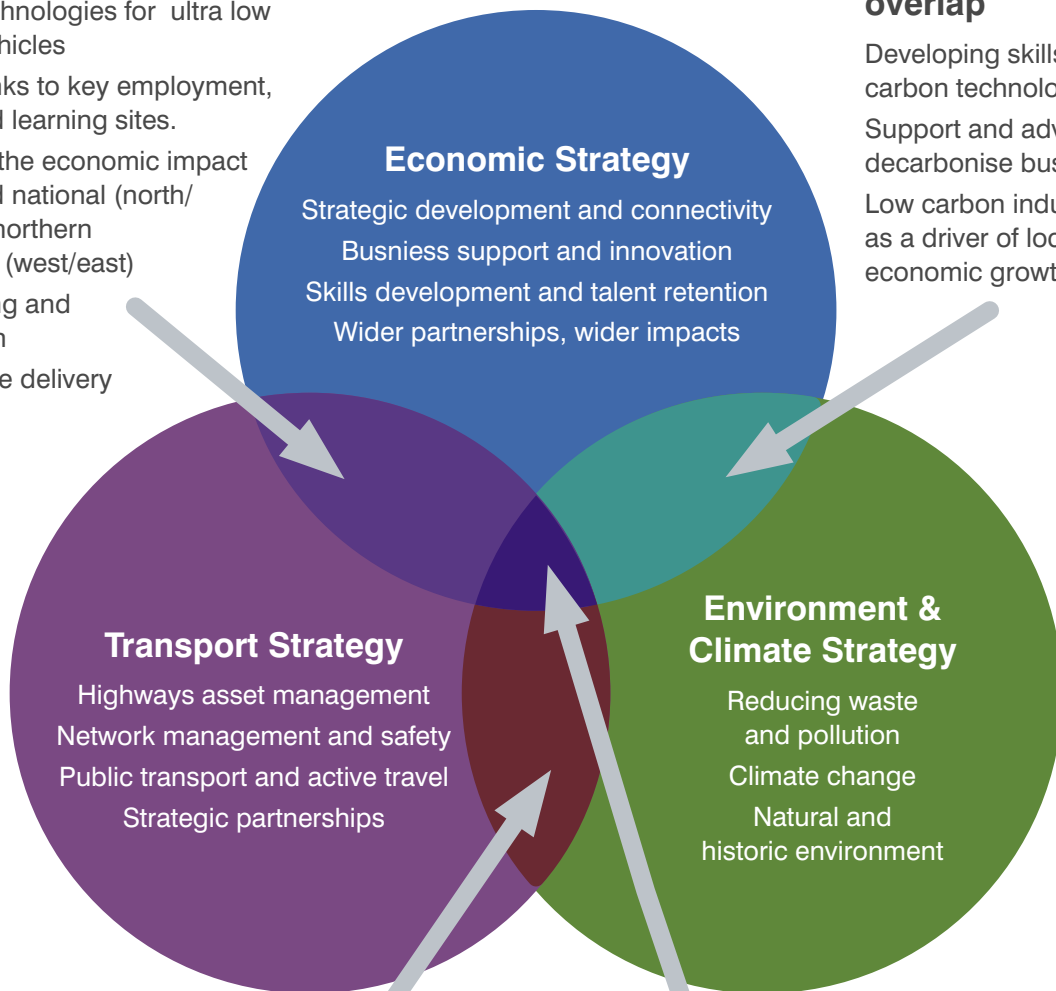


Economy and transport overlap

Growing technologies for ultra low emission vehicles
Transport links to key employment, housing and learning sites.
Maximising the economic impact of enhanced national (north/south) and northern connectivity (west/east)
Place-making and regeneration
Infrastructure delivery

Economy and environment overlap

Developing skills in low carbon technologies
Support and advice to decarbonise businesses
Low carbon industries as a driver of local economic growth



Transport and environment overlap

Managing travel demand and traffic emissions
Ultra low emission vehicles/electric vehicles infrastructure
Promoting and enabling sustainable travel, cycling & walking

All three strategies support

Promoting clean and sustainable growth
Connecting communities with economic opportunity
Transition to net zero
Climate resilience & adaptation
Health & Wellbeing



Reducing waste and pollution

Our 2025 Vision

Lancashire will have reduced waste, and improved air and water quality

How we will get there

We will

- Reduce waste and increase reuse and recycling through delivery of our waste services.
- Improve air quality by reducing pollution from road transport.
- Improve water quality by working with partners to improve Lancashire's rivers and water bodies.

Reducing waste and increasing reuse and recycling

As the 'Waste Disposal Authority' for Lancashire, we have a statutory duty to treat and dispose of the waste collected by district councils in their role as 'Waste Collection Authorities'. The Environmental Protection Act 1990 also places a duty on all Waste Disposal Authorities to 'provide places at which persons resident in its area may deposit their household waste' which we achieve through the operation of our recycling centre network.

The Environment Act 2021 has three elements which have specific importance for local authority waste services:

- Extended Producer Responsibility (EPR) – Making those that produce packaging responsible for the cost of its recycling.
- Deposit Return Scheme (DRS) – putting a levy on certain beverage containers refundable at the point of return.
- Collection Consistency – the introduction of nationally consistent waste collection arrangements.





The key aim of EPR is to drive down the amount of waste produced and encourage the use of more recyclable materials in packaging. At the same time the DRS will fundamentally change what is presented to local authorities in the recycling bin. The collection consistency proposals will impact this further, with the separate collection of food waste becoming mandatory and the potential requirement to collect additional materials such as tetra-pak or plastic film (amongst others) at the doorstep.

Much of the detail around these proposals is still under consideration by Government and importantly the potential impacts they may have on the tonnages of waste collected is unclear.

This is particularly important as the council's contract for the landfilling of residual waste ends in March 2025. Upon expiry of the contract our aim is to process the majority of Lancashire's residual waste through our waste recovery parks, reducing the mass of the waste and creating a fuel which can be used to produce energy. It is intended that Lancashire will only landfill those waste types that cannot be treated or disposed of in any other way.

It is also our intention to employ anaerobic digestion processes at our waste recovery parks to treat our separately collected food waste. This will create electricity which will help to power both the food waste and residual waste treatment processes.

Over the course of this strategy modifications will be made to our facilities to allow for the in-house treatment of these wastes. The impact of these changes along with those of the Environment Act will significantly reduce Lancashire 'waste' carbon footprint.

As the Minerals and Waste Planning Authority, we must plan for facilities to meet the waste needs of Lancashire. We must also ensure there are enough minerals for construction to meet the county's needs. This helps us to determine planning applications for waste and minerals, ensuring the economy is supported but residents and the environment are also protected.



Reducing waste and pollution

Improving air quality

Poor air quality is the largest environmental risk to public health in the UK, as long-term exposure to pollution can cause chronic conditions and lead to reduced life expectancy. Where pollutants exceed national limits, an Air Quality Management Area (AQMA) must be declared. There are currently 19 AQMAs across the county, all declared due to exceeding nitrogen dioxide (NO₂) limits because of emissions from road transport.

The council has an important role to play, with responsibilities for transport planning, network management, highway maintenance, public health and procuring local vehicle fleets. Many of the actions we are taking will help improve air quality, such as providing alternatives to petrol and diesel car use, promoting active travel and the use of public transport, supporting the transition to electric vehicles (EVs) and improvements to traffic flow.

The Environment Act 2021 strengthens the Local Air Quality Management framework to share responsibility for tackling local air pollution and enabling greater collaboration. We will focus our efforts on reducing pollution from road transport, working with district councils to address the issues in AQMAs.

Improving water quality

In Lancashire some 88% of rivers and waterways were classified as having 'moderate' overall status, 8% were 'poor', and 4% were 'bad'. No water bodies in England achieved the desired 'good' rating due to failing the chemical classification status following the introduction of new assessments for additional substances in 2019².

The Environment Agency estimates that storm overflows lead to around 30% of river and sea pollution in the North West, with water quality in the natural environment affected by rain running off highways and farmland, and private drainage being incorrectly connected.

The council will continue to work with United Utilities, the Environment Agency, landowners, and other partners to improve the quality of Lancashire's rivers and water bodies.



²State of the water environment indicator B3: supporting evidence - GOV.UK (www.gov.uk)



Artist's impression of Broadgate CYCLOPS junction, Preston





Climate change

Our 2025 Vision

Lancashire will reduce emissions by enhancing our services and operations. We will be better prepared for the impacts of climate change, building resilience into our services, communities, and businesses.

How we will get there

We will

- Work with partners to transition Lancashire's emissions towards net zero.
- Reduce greenhouse gas emissions from our estate and operations.
- Ensure our infrastructure, assets and services are better adapted and resilient to the impacts of climate change by carrying out risk assessments for key services.
- Manage flood risk and water resources by working with partners, businesses and communities to deliver our Local Flood Risk Management Strategy.

Work with partners to transition Lancashire's emissions towards net zero

Transport is the largest source of carbon emissions in Lancashire. In the council's roles as Highway Authority and Local Transport Authority, how we prioritise walking, cycling and public transport as an alternative to the private car, will be an important factor in enabling our communities to decarbonise. We will position this alongside supporting the transition to ultra low emission vehicles (ULEVs) and electric vehicles (EVs).

We have already acted by installing 150 public [Electric Vehicle charge points](#) either at the side of the adopted highway or in county council carparks. Our Electric Vehicle Infrastructure strategy helps us understand the size and shape of the future public ULEV infrastructure that is needed, and how the council can support residents who are unable to charge at home. Further approaches to reducing our transport emissions are set out in the accompanying Transport Strategy. We will work closely with partners to implement transport improvements.



The priority for the domestic sector will be to drive down emissions across all existing and new households. We will continue to work with the local housing authorities across Lancashire to support our residents to make changes. For example, supporting schemes such as [Cosy Homes in Lancashire](#) which provides help and assistance on energy efficiency and domestic heating measures, particularly for those living in fuel poverty and more vulnerable to the effects of living in cold homes.

Emissions from business and industry make up 29% of emissions. Boost, Lancashire's Business Support Hub, works in partnership to provide a range of support to help businesses improve their energy and environmental efficiencies.

The way we use land can both emit carbon and act as a carbon store. Grasslands, peatlands, and woodlands are all important land uses for carbon storage. Restoration of peatlands, tree planting and woodland creation are actions that can be taken to capture more carbon from the atmosphere. Our action on this with partners is set out under the natural and historic environment section of this strategy.

Reducing emissions from our estate and operations

Our organisational carbon footprint comprises emissions from the wide range of activities we undertake to deliver services. The bulk of our footprint is made up of methane emissions from the disposal of municipal waste, which is a statutory responsibility. Our approach to reducing these emissions will be set out in our Waste Management Strategy.

Excluding waste disposal, most of our emissions come from heating and the electricity used in our buildings. This is a key priority and we are developing a carbon reduction strategy for our property portfolio to address this. More information on our organisational emissions is set out in the council's carbon emissions baseline report.





Climate change

Over the last ten years we have achieved large reductions in emissions from our streetlighting through the installation of LED lanterns and seen reductions in emissions from the energy we use in buildings. Through our energy contracts we purchase 100% Renewable Energy Guarantees Origin (REGO) backed green electricity for all buildings on the retained portfolio.

We are investing in new electric vehicles and charging infrastructure for our fleet vehicles, as well as trialling small and medium battery electric plant, for example hedge trimmers, mowers and mini-diggers that will help us move away from conventional petrol and diesel plant.

Our award winning [Highways Decarbonisation Strategy](#) sets out how we will achieve carbon reductions from our highways maintenance work, and our digital innovation is supporting new ways of working to reduce emissions.

Our procurement policy requires companies bidding for council contracts with a value above £5 million per annum are required to provide a Carbon Reduction Plan as part of the tender selection criteria.

The Lancashire Pension Fund has a comprehensive [Responsible Investment Policy](#) in place with climate change and the depletion of natural resources identified as core environmental priorities in the policy.

We have achieved good reductions from the action we've already taken, and we now have the challenge to reduce our emissions further, with savings becoming harder to achieve. We will use data to further analyse our emissions and develop plans for carbon reduction to reduce our organisational carbon footprint.

Ensuring our infrastructure, assets and services are adapted and resilient to the impacts of climate change.

Even with carbon reduction, the impacts of climate change will be felt and we need to adapt our communities, economy, natural and built environments to be resilient.

The council manages key transport infrastructure, cares for the vulnerable and supports the education of young people. We need to ensure we are fully prepared to continue delivery of our services and help build resilience within our communities and businesses, and some will be more vulnerable to the impacts of climate change than others. We will therefore carry out risk assessments for key services as part of our service resilience planning - assessing preparedness for more frequent extreme weather events in the short, medium and long term.



Lancashire's climate is projected to be significantly warmer by the 2080s with a

20-30%

increase in
winter rainfall

20-40%

decrease in
summer rainfall

...and an increase in rainfall intensity³

Managing flood risk and water resources

Lead Local Flood Authorities bring together all relevant Flood Risk Management Authorities to manage flood risks. No single organisation has the means to manage all sources of flooding and therefore everyone has a part to play in effective flood risk management for Lancashire.

The flood risk management authorities in Lancashire include the Environment Agency, Water and Sewerage Companies (United Utilities and Yorkshire Water), our district councils, National Highways and Lancashire County Council as both the local Highway Authority and the Lead Local Flood Authority (LLFA). Flood risk management authorities have distinct and well-defined roles and responsibilities. The [Lancashire Local Flood Risk Management Strategy](#) sets out the key risks, challenges and opportunities and how we intend to work with partners, businesses, and communities to manage the risk of local flooding in Lancashire up to 2027.



River Ribble Ribchester

³www.lancashire.gov.uk/media/933545/climate-resilience-study.pdf



Natural and historic environment

Our 2025 Vision

Lancashire's green spaces and wildlife are enjoyed by residents and visitors, and better protected for future generations.

How we will get there

We will

- Conserve, restore and re-establish habitat quality and species diversity by delivering a strengthened Biological Heritage Site (BHS) system and providing specialist advice.
- Ensure our residents have access to high quality, natural spaces by managing our countryside sites and public rights of way.
- Conserve and enhance our historic environment and outstanding landscapes through our historic environment service and our landscape partnership work
- Use nature-based solutions to tackle climate change including peatland restoration, tree planting and soil management.

Conserving, restoring and re-establishing habitat quality and species diversity

Biological Heritage Sites (BHSs) are non-statutory but locally designated important wildlife sites in Lancashire, over 1,100 have been designated since the system was set up by the council in 1993. We have recently strengthened the BHS system, and we are advising farmers on land management practices and grants to help protect the sites. We will continue to support the BHS system as a key element of our work to conserve and enhance the biodiversity of Lancashire.

The council hosts the [Lancashire Environment Record Network \(LERN\)](#) which acts as the record centre for biodiversity information in the county. The information is used to inform planning decisions, helping to protecting nature in the county.

We are carrying out work to revise the Ancient Woodland Inventory for Lancashire to identify all ancient woodlands of 0.25 hectares or more. The Inventory identifies sites that have supported centuries of continuous woodland cover. As a group, they are our most important woodlands for their rich wildlife and cultural heritage. Once lost, they cannot be recreated.

Local Nature Recovery Strategies (LNRS) are a new England-wide system of spatial strategies introduced by the Environment Act 2021. They will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits. The LNRS will underpin the delivery of Biodiversity Net Gain (BNG) through the planning system.

We are the provisional 'Responsible Authority' and we will lead the LNRS development for Lancashire in collaboration with Blackburn with Darwen Council and Blackpool Council, and a partnership of other partners.

Ensuring our residents have access to high quality, natural spaces

Green space is important for our communities, providing areas for leisure and recreation and a quality environment which attracts people and investment. Access to parks, woodlands and greenspaces became increasingly important through times of lockdown and pandemic restrictions.

In Lancashire, people can roam openly over 14% of the county, mainly in the uplands, and there is a further 5,749km of public rights of way providing access to the countryside around our towns and villages. The council is responsible for maintaining most public rights of way, which cover a wide spectrum of different physical paths, tracks and unmarked ground

The council also manages 63 countryside recreation sites. Most of the sites were acquired during the 60s, 70s and 80s as part of land reclamation activity, or the delivery of landscape, wildlife and recreation strategies. Many are in urban or urban fringe areas, very close to large populations and are an integral part of local greenspace provision.





Natural and historic environment

This map shows Lancashire's green spaces, parks, woodlands and waterbodies.



Conserving and enhancing our historic environment and outstanding landscapes

The council's Historic Environment service provides information and specialist advice and maintains a record of known sites of historic / archaeological interest in the county. In the last three years, 141 reports of significant archaeological work have been added to the Historic Environment Record. Such sites range in date from the Palaeolithic (more than 14,000 years ago) to the 1960s.

The UK's finest landscapes are protected by statute as Areas of Outstanding Natural Beauty (AONB) or National Parks. Lancashire has three of these nationally important landscapes, with AONBs at Arnsdale and Silverdale and the Forest of Bowland and a small part of the Yorkshire Dales National Park. Each designated landscape has its own distinct, sometimes unique set of characteristics or special qualities – whether in its nature, culture, or its history.

The council has a duty under the Countryside and Rights of Way Act to jointly prepare a plan for the management of these landscapes, and it does this by working in partnership with other local authorities and organisations. We are the host authority for the Forest of Bowland AONB, a partnership organisation made up of local authorities, national environmental agencies, and local representatives from landowning, farming, and recreation interest groups.

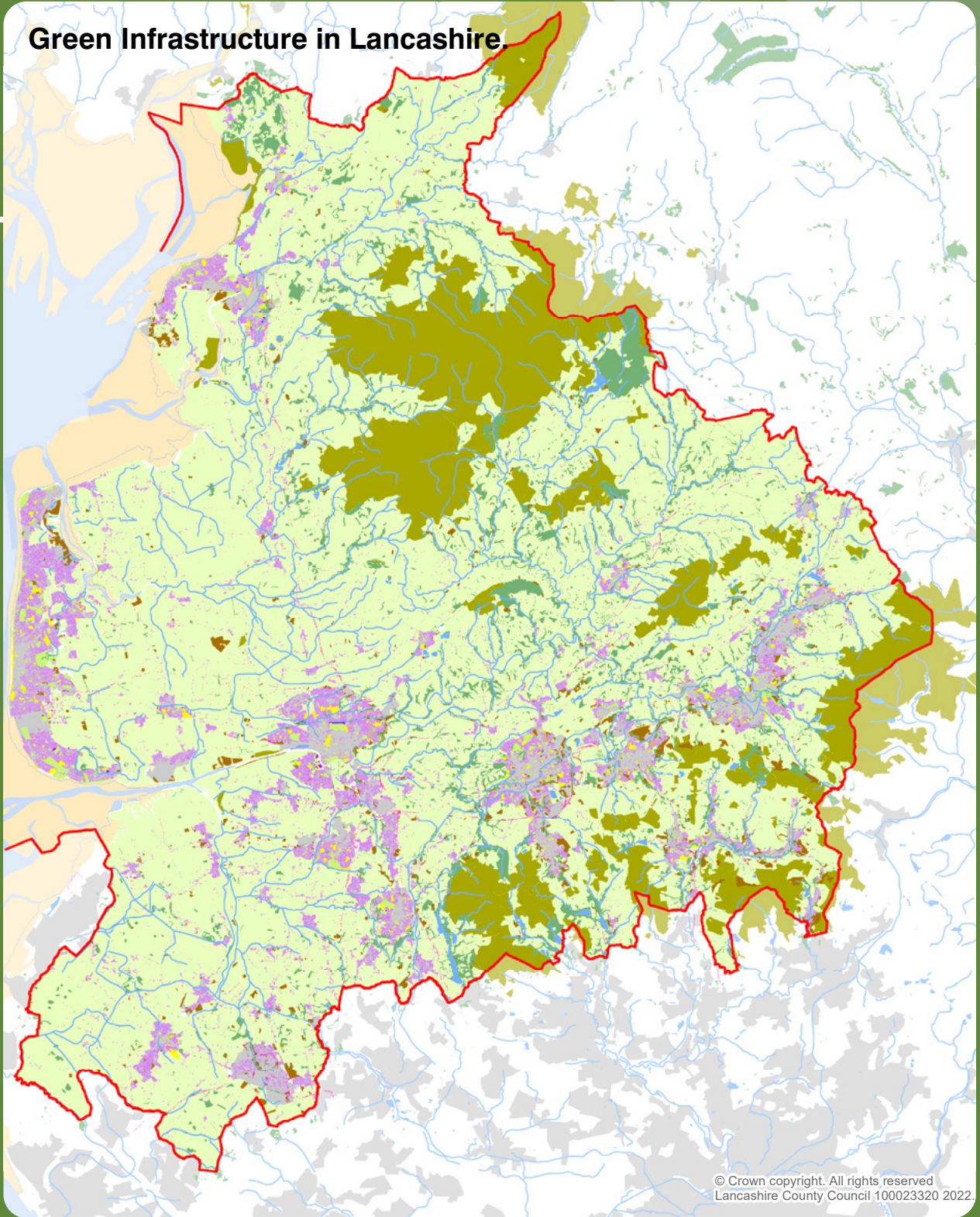
Using nature-based solutions to tackle climate change

Nature-based solutions are actions that involve working with nature to address challenges such as climate change, water security, water pollution, biodiversity loss and human health. Actions provide benefits for both human well-being and biodiversity.

The council has a long history of using nature-based solutions to capture carbon and to provide wider benefits through major tree planting programmes and large-scale peatland restoration projects, which we continue to deliver alongside looking at innovative new ways of using nature to capture carbon.



















Green Infrastructure in Lancashire



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Green Infrastructure

- | | |
|--|---|
|  Agricultural land |  Private Gardens |
|  Allotments, Community Gardens & Farms |  Verges of Transport Corridors |
|  Cemeteries, Church yards, Burial Grounds |  Waterbodies |
|  Derelict Under Utilized and Neglected Land |  Woodland |
|  General Amenity Space |  River and Canal |
|  Unenclosed Moor and Marsh |  Foreshore |
|  Outdoor Sports Facilities |  Sea |
|  Parks and Public Gardens |  Urban Area |



Natural and historic environment

UK peatlands store as much carbon as all the forests of UK, France and Germany combined. Conversely, degrading peatlands release carbon into the atmosphere. Restoration of peatland is therefore seen as a valuable and cost-effective way to tackle climate change, and 14% of Lancashire's area contains upland peat.

Since 2011, the council has helped secure over £2.5m investment in peatland restoration and managed the restoration of 755 hectares across 18 different sites.

Our partnership in Bowland has recently secured an additional £1.4m of funding and over the next two years this will lead to a restoration of a further 168 hectares, meaning a further 38,000 tonnes of CO₂ equivalent will be saved by 2050. This is the carbon-saving equivalent of the energy use in 4,890 homes for one year.

Over the last ten years the council has planted over 149,000 trees, sequestering 37,000 tonnes of carbon dioxide.

We have secured funding to enable us to work with partners to create 170 hectares of rural woodland plus 30,000 trees (urban and semi-urban) over the next two years. This will capture 98,000 tonnes of CO₂ in their lifetime. We will also strengthen the Lancashire Woodland Partnership and work with partners to develop a tree and woodland strategy for Lancashire to support the delivery of tree planting.

The council owns, and is responsible for a large number of trees, whether they stand alone or are part of a large and diverse forest, and we have a responsibility to ensure they remain safe. We are developing our strategy for future planting schemes across the council's estate.

The council is currently part of an international project looking at ways to measure carbon capture in soil. Our project is pioneering a soil management technique using 'biochar', which has the potential to remain in the soil for thousands of years, effectively locking up carbon.

Our project aims to understand how biochar could be applied to agricultural land and to managed grasslands such as parks, playing fields, and highway verges.



Restored peatland





Working as one - Wider impacts / Wider outcomes

Integrated programmes

The three priorities set out in this strategy can all act independently of one another but work best when working in combination, including with other strategies, to deliver and maximise environment and climate action and opportunities within Lancashire. Working with partners on decarbonising the Lancashire economy, helping nature to recover, and reducing waste and emissions can create the conditions to stimulate economic growth and improve resident health.

Building knowledge and skills

Lancashire is forecast to have more than 60,000 jobs across low carbon infrastructure, retrofitting, car electrification, nuclear and onshore wind industries. This poses a challenge in terms of employment and skills, but is also an opportunity for Lancashire residents to secure good jobs. Building local knowledge and skills, developing new technology and digital innovation will be key enablers to delivering our environment and climate objectives.



Delivering wider council priorities

Health

The council is committed to the promotion of a 'Health in all Policies' approach. From cleaner air, warmer and more energy efficient homes, increased physical activity, more access to greenspace, and creating well adapted, resilient communities - taking action to improve our environment has many benefits for our health and wellbeing.



Measuring progress and performance

The core priorities and activities set out in this strategy will provide the framework for action planning. A separate implementation plan will sit alongside this document which will be reviewed annually, enabling us to refine our activity and develop new projects. Performance indicators and/or milestones will be established in our implementation plan to track progress against our projects and actions.

Key performance indicators to measure progress against the council's priority to protect our environment are being identified and will become part of the council's corporate performance framework being reported to Cabinet.

The council has also joined the global [Race to Zero](#) campaign by signing the Cities Race to Zero pledge. As part of our pledge, we have committed to report annually on our climate action and we will do this through the recognised Carbon Disclosure Project [cities questionnaire platform](#). Our first report was submitted in July 2022.

Governance

The milestones and performance indicators will be led by the council's Growth, Environment and Transport directorate, though the wider input and contribution that all council services will have in delivering this strategy is recognised, with responsibility sitting with the relevant cabinet portfolio and scrutiny responsibilities.





lancashire.gov.uk

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the (Acting) Director of Education, Culture and Skills

Part I

Electoral Division affected:
Preston City;

Corporate Priorities:
Delivering better services;

Re-imagining the Harris – Harris Your Place

Contact for further information:

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steve.lloyd@lancashire.gov.uk

Brief Summary

The Re-imagining the Harris project is a partnership between Lancashire County Council and Preston City Council which was established in 2015 with the aim of transforming the Harris Museum, Art Gallery and Library (the Harris).

A request for additional funding has been made to Lancashire County Council by Preston City Council as a contribution to the rising construction and refurbishment costs associated with the project.

Recommendation

Cabinet is asked:

- (i) That provision of additional funding of £375,000 is agreed in principle as Lancashire County Council's contribution to the funding gap which has been identified due to rising costs associated with the project.
- (ii) To authorise the Director of Corporate Services in conjunction with the Director of Education, Culture and Skills the negotiation and approval of such legal agreements as are appropriate to secure Lancashire County Council's interest in the funding.
- (iii) To authorise the Director of Finance to clarify and determine the source of the funding, in consultation with the Cabinet Member for Resources, HR and

Detail

The Harris is a Grade 1 listed building owned by Preston City Council which runs the museum and art gallery within the Harris. Lancashire County Council leases 40% of the building to house the largest library in the county council's library service. The city council and county council established the 'Re-Imagining the Harris' project in 2015, sharing the costs of a Project Leader and securing support from Arts Council England. On 20 December 2019, Lancashire County Council, as part of the section 101 agreement, delegated the responsibility of running the library service to Preston City Council.

At its meeting on the 9 June 2022 Cabinet agreed to release the remaining £750,000 of the £1m funding previously agreed at Cabinet on the 9 August 2018 with £250,000 having been paid towards the support of the bid as agreed in November 2017.

The capital project's aim is to create a sustainable and high quality offer, with constantly refreshed and community led museum, art gallery, library services and cultural activities delivered seamlessly. An objective is to effectively utilise the unique opportunities provided by the Harris, as an iconic Grade 1 listed building and civic focal point for the city, housing a library, museum, and art gallery, with an excellent range of collections, and to create an animated cultural and community hub for the people of Preston and Lancashire, with a diversified range of income streams.

The project has been progressing at a volatile time for prices, and a difficult time in general for the construction industry. Prices have increased dramatically over the last few months. Recent statistics from the Department for Business, Energy and Industrial Strategy noted that in April 2022 compared to April 2021 there was a 25.2% material price index increase for 'All Work'. The price increases within the construction sector, and the knock-on effects of wider increases such as in utility bills has had a dramatic impact on the costs for the project which were priced for the Heritage Fund Round 2 application in 2020, with many costs increasing above the predicted inflation levels.

Additional funding of £1.26m has been agreed by Preston City Council and £250,000 of additional funding has been secured from the National Lottery Heritage Fund. Trusts and foundations associated with the project are being approached to provide additional funding which, subject to approval of the request to the county council should bridge the total funding gap of £2.45m.

Consultations

Targeted public consultation concerning the project has been undertaken and continues in a range of communities across Preston and beyond, including young people and families.

Implications:

This item has the following implications, as indicated:



Risk management

Legal

The transfer of grant funding from the county council to a third party organisation would normally be subject to a grant funding agreement, in order to protect the county council's position and permit clawback of the funding in the event of the project not proceeding, or not proceeding to the county council's satisfaction. Following Cabinet approval to allocate £1m of capital expenditure to the project in August 2018, a grant funding agreement was not entered into with Preston City Council as the funding was only to be drawn down if the Lottery funding was secured.

Consideration has been given to retrospectively entering into a grant funding agreement in respect of the original £1m funding allocation and the additional funding of £375,000 recommended in this report (if approved). In the circumstances however, any risk to the county council is considered to be mitigated by the following factors:

- (a) The county council is represented on the project board, which meets monthly. The county council therefore has good visibility on the progress of the project works undertaken by the appointed contractor and assurance as to project spend.
- (b) The funding is being released to Preston City Council in stages as work progresses. £250,000 of funding has been released to date. A further £250,000 is proposed to be released in 2022/23, two further instalments of £250,000 are to be released in 2023/24, with the final £375,000 instalment which is the subject of this report to be released in 2023/24, if approved.
- (c) The project is also subject to external funding from other funders, who will also release funding in stages subject to satisfactory progress of the project as agreed at project board meetings.

In the circumstances, Legal Services will support the county council in the preparation of such legal agreements are deemed appropriate to secure Lancashire County Council's interests in the funding.

Financial

The additional monies could be secured from an application to the Lancashire Levelling Up Investment Fund or remaining Lancashire Economic Recovery & Growth Fund.

Committing to the additional funding from either of these two programmes would mean no additional borrowing on top of the £750,000 existing commitment.

Officers will work with Preston City Council to identify the most effective route to fund this commitment should it be approved



Should the additional £375,000 funding request be granted and be approved to be funded by additional borrowing this will have a c£30,000 pa impact on the revenue budget over a 20 year life.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered that all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

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